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LAKE DENEYS YACHT CLUB

Page 1 Editorial Comment
Page 2 Commodore's Letter
Page 3 Vice Comm Report
Page 4 Rear Comm Report
and Harbour Report.
Page 5 Cruising Report
Page 6 Entertainment Schedule
Page 7 A Humble Client

Page 8/9 The Collision
Page 10 LDYC Committee List
Page 11 LDYC Membership Fees
Page 12 The Wharf
Page 12 The Wharf
Page 13/14 LDYC Calendar
Page 15 History Lesson
Page 16 Adverts and Tales Astern.

SEPTEMBER 2005

Very sad to announce the passing of Commander Graham Laurenson . Graham had been ill in hospital for some time. We wish to convey our sincere condolences to all the family who have been members for many years. Rest well Graham, you will be remembered by your friends at LDYC especially the juniors.†

Also

Avone Marie Macauley passed away on Saturday 27th August 2005 after losing her fight with Cancer. Avone served LDYC for many years in various portfolios on the Committee and conducted all the communications on tannoy for each Round The Island Race. You have left your mark Avone and will be greatly missed.

How awful it is to see much loved and long standing club members pass on, apart from becoming good friends over many years their familiar faces will be sorely missed.

Warm welcome to new members, Roy Cross, Brad Neizel, Jacques Bornman, Eddie Swart, Sleigh Haynes, John Haynes and their families. We wish you a long and happy stay at LDYC.

Just two more issues of Signal before our February 3/4/5/ 2006 Sanlam RTIR. This is our biggest festive calendar event and we do need the support of all members in this. The usual prizes of up to R10.000. Preparations are under way already. Please contact editor for volunteers for gate rosters etc. We need YOU!

Our grateful thanks again, to Sanlam for their sponsorship for RTIR 2006.

We will need sponsors of company and business adverts to assist with printing costs of the programme as well as goodies for our goodie bags and corporate stands will be made available for R2200.00 (in designated areas) Events will be many and volunteers are needed for rosters.

This is your club and it's success depends always on the input of it's members. This important event takes much planning for many months in advance

Christine Durrant - Editor
011 918 4736/082 436 7232



LAKE DENEYS YACHT CLUB

**LETTER FROM THE COMMODORE
Rob Barrett**

It is with regret that I have to inform the Committee and Members, that due to business commitments and my spending more and more time in Cape Town than in Johannesburg and not being able to give the time to the office to which I was elected, I herewith resign as the Commodore of LDYC with immediate effect.

In terms of the constitution of LDYC Part III section 28.8

In the event of the Commodore resigning during his term of office, the Vice Commodore shall be the successor.

My intention to resign has been communicated to the Vice Commodore Johnny Smit who has accepted the position as Commodore. In terms of the constitution a Vice Commodore shall be elected from the existing Club Committee. Section 28.9 applies.

I believe that Johnny and his committee are more than able to carry on upholding the high standards, which the club has attained and I wish them well for the rest of their term in office.

I would further like to thank all the committee member and members that have given me support over the last three years during my term of office. To Johnny please know that I am a phone call away should you need advice or help.

**Yours in sailing and boating
Rob Barrett**

VICE COMMODORES REPORT

Johnny Smit

After much deliberation, our esteemed Commodore, Rob Barrett has found it necessary to resign his post, with reluctance but solely due to pressure of work. Rob has been instrumental in putting our club onto it's feet with RTIR sponsorship and leaves the club in a healthy financial situation. We are profoundly grateful to him for his hard work and dedication and will be greatly missed from our meetings. I, as Vice Commodore have been handed the reins and I accept with confidence the responsibility depending a great deal on my loyal Committee. I reassure all members that I shall endeavour to continue in the usual professional manner.

Concentrating at present, mainly on children and teens, we are arranging to have a second Table Tennis table as well as Pool and Soccer tables installed, with plans for a playground/playroom section A firm reminder that **QUAD BIKES are NOT allowed to be used unless drivers are licensed.** **This will be enforced.** However, Quads and motorised bikes can be used on the special site allocated for them, which we call the Runway near the quarry

We are seeking sponsorship for a Bush Mini Golf link, this is costly to build, so far we have sponsors for three holes just need another six, then we can forge ahead. LDYC is a family orientated club and our children play an important role, they have rights to be kept safe, although this is ultimately the responsibility of the parents. *If each members shows consideration for everyone else, then these problems would not arise.*

Almost all of the Blue Gum trees have been removed we just need replacement trees for enhancement Bin Painting day (paint gratefully accepted and Arbor Day 17th September and just around the corner and the following indigenous trees would be suitable,

- 1 False Olive (Buddleia Saligna)
- 2 White Stinkwood (Celtis Africana)
- 3 River Bushwillow (Combretum Erthrophyllium)
- 4 Highveld Cabbage Tree (Cussonia Paniculata)
- 5 Pompom Tree (Dais Continfolia)
- 6 Outeniqua Yellowwood (Podocarpus Folcatus)
- 7 Wild Pear (Dombeya Rotundifolia)
- 8 Kei Apple (Dovaylis Caffra)
- 9 Puzzle Bush (Ehretia Rigida)
- 10 Wild Olive (Olea Europae subspecies Africana)
- 11 Dogwood (Rhammus Prinoides)
- 12 White Ironwood (Vepris Lanceolata) we cannot plant thorn trees or Kareeboom, which is susceptible to frost. Any offers.....

Firebreaks have been created, but as always the danger of fire is high during the dry seasons.

We have planned to build a Lighthouse tower on the breakwater with lights. which will be not only be a feature, but will serve our mariners as well.

Private garages at R18.500.00 each are being built, we have 14 available and conditions apply.

Entertainment Don't miss these events.

schedule is running well, with our Sailpast and "Fronkey Derby" on 3rd September.

Please take note.

OFFICIAL CLUB OFFICE HOURS TUESDAY & WEDNESDAY CLOSED

THURSDAY TO MONDAY 7.30 am to 4 pm

FRIDAY 7.30am to 3pm

Johnny Smit

Vice commodore

REAR COMMODORE'S REPORT
Geoff Teasdale



We have already completed two of the four scheduled club series for the year, those **LAKE DENEYS YACHT CLUB** being the Autumn Series and the Brass Monkey Series. It is interesting to note that all of the races in the Autumn Series, which were sponsored by Texwise, were sailed in a stiff breeze, whereas the Brass Monkey Series, sponsored by Bavaria Breweries, was sailed in all but drifter conditions except for the last race which fed us gusts of 30 knots. What we lost in the size of the fleets was made up in quality of sailing with fierce competition being maintained throughout.

The results are posted on the website, and thanks to all those sailors who participated. We look forward to seeing you at the Spring Series, which will be sponsored once again by Star Marine, with the first race scheduled for Sunday, 18 September 2005.

On the cruising side it is pleasing to see an active calendar, with eight boats in the last cruise braving the winter chill to visit PNYC (Pennant Nine Yacht Club). Well done to Simon and Sheryl, and we look forward to reading your report back.

For those LDYC sailors who participated in the MSC Regatta in Durban, we understand it was once again an excellent event although the entry was somewhat less than previous years. This year's 'Grand Slams', which was a three day event, was well attended except for some classes and, although the wind let us down on the first two days, the third day saw blustery conditions which allowed us a throwaway.

The next big event is the Lipton Cup being sailed in Cape Town, and we wish Tielman Burger on Tatoosh the best of luck. On the home front, the Keelboat Regatta is our next big regatta and I urge all LDYC sailors to enter in order that we have a fair chance of winning the cup back.

Finally a big thanks to all the race officers and assistants who have volunteered (under duress) to run the club races, which are an integral part of racing on the Vaal Dam for all sailors of all the clubs.

GEOFF TEASDALE
REAR COMMODORE



Harbour Master's Report

Since the last report in May 2005, the dam level has dropped almost at a rate of 1% per week. At the moment the water level of the dam is standing on 51,08%. Most of the keelboats are still outside the LDYC bay in the open waters. Mooring inspection is an ongoing project, which I've done during the past couple of months. With the present circumstances it would not be wise to move the keelboats back into the LDYC bay until a later stage. The mooring craft is out of the water for service, due to problems that are occurring. Hopefully it will be back in the water again before end of August.

Catamarans that are cause for concern, there are only about 14 boats that have not been claimed yet and kept in the safe keeping area till the legal owners reappear. All the other Catamarans that have a LDYC registration number and an owners name attached are kept in the Cat Bay. Maybe Kim our Catamaran rep could look into this.

It would be very much appreciated if the owners of all other sailing dinghies, tenders and any other watercrafts on the Club premises will come forward and register their boats at the Harbour Master as soon as possible. This is a legal requisition.



Roland Kleyjnan. The Harbour Master.

CRUISING REPORT

Pennant Nine cruise - 6\7 August 2005

The following yachts joined us on our cruise a couple of weeks ago :

Just about - Trevor & Vicki

She's boss - Luke & Robyn

Stress - Roland & Karen

Windfall - Erwee & Danie (Anchor Creek)

Tulloch - Simon, Sheryl & Spencer

Dajoran - Daniel & Vanessa

Moonshiner - Tommy, Sabine, Ken & ladies

Freya - Helmut & Elizabeth (Manten Marina)

We left LDYC +- 10am in warm sunshine but with not much wind, so motor sailing was necessary. We rounded Beacon Isle & encountered the start of the Grand slams which appeared well attended but very little wind seemed to hamper the starts.

Beacon Isle is still home to the seagulls & Spencer enjoyed throwing bread to them & they followed our yacht as far as the food was provided.

Due to the distance to get to Pennant Nine, lunch was part of the motor cruise. We passed impala on the shore at Confluence & saw flamingoes as we entered Big Bend.

We arrived at Pennant Nine in time for rugby supporters to watch the crucial rugby match in which SA proved victorious. Non rugby fans chose to have an afternoon snooze & joined the celebrations later. Due to the motor sail, some cruisers had to find fuel for the return journey which proved not to be much problem as Pennant Nine had stock to sell.

Wallie, the barman, sorted out our thirsts & Stompie started braai fires for us. Many thanks to them! We had a wonderful braai under clear, windless skies. We met Helmut & Elizabeth who sail Freya, Holiday 23 & are our first cruisers from Manten Marina.

Some of us enjoyed liqueurs & coffee with Trevor & Vicki on their Hunter 28, while others supported the pub for a while or enjoyed an early night's sleep.

Everyone enjoyed a peaceful night's sleep with no wind. There wasn't catered breakfast so everyone made use of ablution facilities & headed back to LDYC at their own pace. We could smell breakfast was on the go on Moonshiner - Ken at the stove. Thanks to Trevor & Vicki for coffee & rusks - you may join us again! As usual, many thanks to all who joined us on this cruise. We look forward to the next cruise - 15\16 October 2005, please join us!

We wish you all a wonderful summer,
Simon & Sheryl Fisher.

CRUISING DATES

15 \ 16 October 2005

17 \ 18 December 2005

11 \ 12 March 2006 Please join us! Contact : Simon - 0825703367

ENTERTAINMENT
Kim Webber

We couldn't have asked for better weather for the Kite Flying on Saturday!!!! The wind was perfect and the kids (and many dads) had a ball!!! And as for the Potjie Competition - need I say more!!! It was a very sociable, tasty event!!! It's not often that we have 50 odd people round the fire outside the clubhouse in August!!! Thanks to all the chefs!!!

So what's on next?..... 3rd September - Sail Past and the Fronkey Derby!!!

There will be the Official Opening Ceremony at 12.00 in front of the Clubhouse for everyone to participate in. Then at 2.00pm ALL watercraft should be on the water for the actual Sail Past which ends in the WATER FIGHT OF THE YEAR and, judging by the plans that are being discussed, should be the wettest fight ever - so bring your largest, most powerful water pistol, your biggest bucket, whatever you think will work to wet the other boats & be prepared to get WET!!!!

In the evening, at 7.30, we will be running the Fronkey Derby (Frog and Donkey) in the clubhouse. This will be a fundraising event for funds for the Kid's Club and is highly entertaining. Bring your wallets packed with cash!! You will be able to "buy" your frog or donkey and then race it!! You will be able to bet on the races!!! Come prepared for an evening of raucous shouting and laughter!! (The kitchen will be open for meals as it is on any weekend!!)

17th September - Arbor Day and Bin Painting Day

The afternoon will start at 2.00pm. We will be doing a couple of activities. Each family is asked to bring along an indigenous tree to plant during the afternoon. We will also be doing the bin painting competition. All the large bins will have been brought to the front of the clubhouse and will all be primed. You can decorate your bin in any way you like. There will be prizes for the best bins painted!!! Please bring along any old paint that you have, as well as your own paintbrushes!! While the bins are being painted, the trees can be planted as well. We will follow this with a communal braai at the clubhouse to end the day!!!

I apologise to those who don't have the bandwidth that I have, so I will not be sending out the emails with any attachments or add-ons. Please note that thanks to Arnold, all Entertainment updates are on the website - so have a look at www.ldyc.co.za!!

See you soon!!

Kim

COLD HARD FACTS

Can you imagine working for a company that has a little more than 500 employees and has the following statistics:

- >>>
- >>> 29 have been accused of spousal abuse
- >>> 7 have been arrested for fraud
- >>> 19 have been accused of writing bad cheques
- >>> 117 have directly or indirectly bankrupted at least 2 businesses
- >>> 3 have done time for assault
- >>> 71 cannot get a credit card due to bad credit
- >>> 14 have been arrested on drug-related charges
- >>> 8 have been arrested for shoplifting
- >>> 21 are currently defendants in lawsuits
- >>> 84 have been arrested for drunk driving in the last year
- >>> 373 in total or approximately 70%
- >>> Can you guess which organization this is? Give up yet?.....
- >>> It's the 535 members of the SOUTH AFRICAN PARLIAMENT -
- >>> The same group that cranks out hundreds of new laws each year designed
- >>> to keep the rest of us in line. >>> You gotta pass this one on!

A HUMBLE CLIENT

Lengthy but worth the effort of a read.....

An actual letter that was sent to a bank by a 96 year-old woman.
The Bank Manager thought it amusing enough to have it published in the NY Times.

To whom it may concern,

I am writing to thank you for bouncing my check with which I endeavored to pay my plumber last month. By my calculations, three nanoseconds must have elapsed between his depositing the check and the arrival in my account of the funds needed to honor it. I refer, of course, to the automatic monthly transfer of funds from my modest savings account, an arrangement which, I admit, has been in place for only thirty-one years.

You are to be commended for seizing that brief window of opportunity, and also for debiting my account \$30 by way of penalty for the inconvenience caused to your bank.

My thankfulness springs from the manner in which this incident has caused me to rethink my errant financial ways.

I noticed that whereas I personally attend to your telephone calls and letters, when I try to contact you, I am confronted by the impersonal, overcharging, prerecorded, faceless entity, which your bank has recently become.

From now on, I, like you, choose only to deal with a flesh-and-blood person. My mortgage and loan repayments will therefore and hereafter no longer be automatic, but will arrive at your bank by cheque, addressed personally and confidentially to an employee at your bank whom you must nominate.

Be aware that it is an offence under the Postal Act for any other person to open such an envelope. Please find attached an Application Contact Status form, which I require your chosen employee to complete. I am sorry it runs to eight pages, but in order that I know as much about him or her as your bank knows about me, there is no alternative.

Please note that all copies of his or her medical history must be countersigned by a Notary Public, and the mandatory details of his/her financial situation (income, debts, assets and liabilities) must be accompanied by documented proof.

In due course, I will issue your employee with a PIN number, which he/she must quote in dealings with me. I regret that it cannot be shorter than 28 digits but, again, I have modelled it on the number of button presses required of me to access my account balance on your phone bank service. As they say, imitation is the sincerest form of flattery.

Please allow me to level the playing field even further. When you call me, you will now have a menu of options on my new voice mail system to choose from.

Please press the buttons as follows:

- 1- To make an appointment to see me.
- 2- To query a missing payment.
- 3- To transfer the call to my living room in case I am there.
- 4- To transfer the call to my bedroom in case I am sleeping.
- 5- To transfer the call to my toilet in case I am attending to nature.
- 6- To transfer the call to my mobile phone if I am not at home.
- 7- To leave a message on my computer, a password to access my computer is required.

Password will be communicated to you at a later date to the Authorised Contact.

- 8- To return to the main menu and to listen to options 1 through 7.

9- To make a general complaint or inquiry. The contact will then be put on hold pending the attention of my automated answering service.

While this may, on occasion, involve a lengthy wait, uplifting music will play for the duration of the call. Regrettably, but again following your example, I must also levy an establishment fee of \$50 to cover the setting up of this new arrangement.

Please credit my account after each occasion.

May I wish you a happy, if ever so slightly less prosperous, New Year.

Your Humble Client, (Remember: This was written by a 96 year old woman)

This is an article written by my brother, Mike Beresford,

Describing an accident that happened on Harties a few years ago.

One Sunday morning, bright and sunny, we went off to the dam for a pleasant day's cruising. With light winds and warm weather, it was perfect for a bit of social cruising. Unfortunately, other people rewrote our plans!

There were five of us on board Speed (a Tornado) at the time: my cousins Belinda and Norman, my friends Frank and Haden, and me. There was also Belinda's dog, Foxy. All five (six?) of us on board, cruising down to look at the dam wall. Nice, light winds for a relaxing sail.

We got to the area of the dam wall, and looked around in that area for a while. I was aware of some powerboats in the area, but didn't pay too much attention to them, as they were keeping well clear of us. After a while I suggested that we head home for lunch, which everyone seemed to think was a good idea. I tacked back towards our launch site, and that's when the trouble started.

I had tacked normally, and was just resetting the mainsail when I became aware of the fact that the Wet bike near us was behaving erratically. In a few seconds it wasn't just behaving erratically, it was heading straight for us at full throttle. I was only able to shout a brief warning before the bike hit us from dead ahead, slightly to the starboard side of the yacht. The bike came in between the two hulls, snapping the forestay as it hit. It then connected onto the front cross member and became airborne. In a scene reminiscent of an action movie the bike have "spitted" her on the nose of the hull, or gone straight into the mast. Her next bit of luck was the fact that the snapping ramped the deck and shot high into the air, falling about ten metres behind the yacht. The rider was caught by a side stay, and thrown about fifteen metres away.

As you can imagine, chaos reigned for a few seconds. With the forestay broken the mast had fallen backwards, but not separated totally. I grabbed hold of Foxy in case she tried to jump overboard in her fright, and in case we all had to "swim for it". There were a few very anxious moments while I assessed the damage. The mast was teetering, seemingly ready to fall at any moment. The deck trampoline had several gashes in it, and the forward stay wires were hanging slack. But at least the boat didn't appear to be sinking. Everyone seemed fine - some had been frozen with shock, but some (like Haden) had been fast enough to dive clear of the path of the bike. Haden in particular had a narrow escape, as the bike brushed along his arm as he dived out of the way!

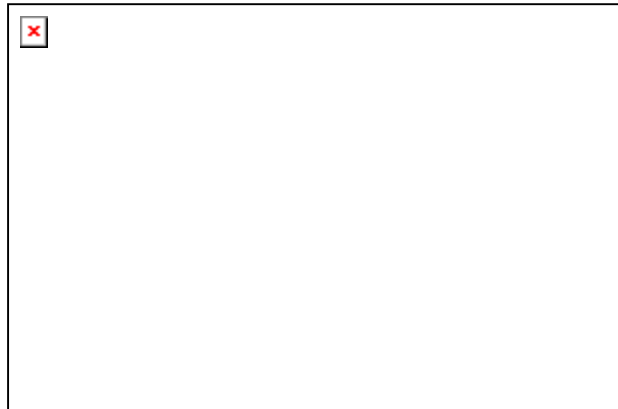
A nearby motorboat stopped to help us and tow us in. The young lady on the Wet bike was in total shock, and didn't seem at all coherent, so they took her straight back to shore. We had to disentangle the mast, and repair a rudder, before we could be towed in. At least, though, we were all safe and sound. The potential for serious injury had been very high!

The damage to the boat was repairable. The major damage was to the front cross member, which had to be entirely replaced. The mounting points were also replaced, as were the front stays. The sail and trampoline required patching, and the anti-rotation control wires had snapped. The location ball from the mast had been sheared right off the cross member, and the 4 mm stainless steel cable forestays had snapped. Ouch!

All in all, we were lucky. Belinda had some bruises, a result of being "whipped" by the port side stay wire, against which she was leaning at the time. The rest of us were fine. The young lady on the Wet bike, who it transpired was learning to ride and had frozen with the throttle wide open, was bruised and shaken, but otherwise unhurt. She was particularly lucky: the bike handlebars had taken the initial impact with the forestays. These had snapped the forestay; if she had hit it, it would have sliced right into her. Furthermore, the Tornado is the only boat wide enough for her to have come between the hull and the mast - with any other type, she would of the forestay and the shearing of the mast ball meant that the mast was not firmly located - the side stay which she got caught on was, by that time, hanging loose. Had it been taut, it too would have sliced her. Finally, the fact that the side stay took her off her bike meant that she was not with it, or under it, when it fell back into the water.

Anyway, Speed is up and running again. That's what counts.

The picture below shows the damage to the yacht. Notice the way the front cross member is bent back, the absence of the central mast ball, and the broken stay wires lying on the deck.



Gentle thoughts for today...

Birds of a feather flock together and crap on your car.

When I'm feeling down, I like to whistle. It makes the neighbour's dog run to the end of his chain and gag himself.

A penny saved is a government oversight.

The easiest way to find something lost around the house is to buy a replacement

He who hesitates is probably right.

Did you ever notice: The Roman Numerals for forty (40) are "XL."

If you can smile when things go wrong, you have someone in mind to blame.

The sole purpose of a child's middle name is so he can tell when he's really in trouble.

There's always a lot to be thankful for if you take time to look for it. For example I am sitting here thinking how nice it is that wrinkles don't hurt

Did you ever notice: When you put the 2 words "The" and "IRS" together it spells "Theirs."

L.D.Y.C. MANAGEMENT COMMITTEE 2005/6

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	Geoff Teasdale	475 4348	789 2831		083 2739542	teasdalg@garobins.co.za
Public Relat. & Signal	Christine Durrant	918 4736	918 4736	918 4736	082 7755258	jcdurr@mweb.co.za
Estate Man. & Fin Secretary	Roland&Rosa Kleynjan		016 371 1393	016 371 2343	083 7471593	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
Comm Member No 1	Rob Morris	793 1372	881 3676		083 6304141	Robmo@nedcor.com
Comm Member No 2	Matthew McKay	469 3603	267 1000	267 1016	083 6166007	matmckay@cisco.com
Trustee No 1	John Durrant	918 4736	927 2662		082 465 7799	johnhur@aviation.dene].co.za
Trustee. No 2	Tom Cole	308 3114	308 3114	308 3115	083 390 9333	tomc@protekon.co.za
Entertainment	Kim Webber	792 2988			083 6166016	kwebber@cisco.com
Grogfather	Wes Johnston	609 3942	609 4802		083 960 4628	misimag@icon.co.za
SAILING COMMITTEE						
Rear. Commodore	Geoff Teasdale	475 4348	789 2831		083 2739542	teasdalg@garobins.co.za
Junior Commodores	Sleigh Haynes Jay D'Engle	764 3677			072 3068055 084 7561549	mhaynes@absamail.co.za jeff@absamail.co.za
Sec.-Trophy & Sail Meetings	Sheryl Fisher	016371 1576		475 0973	082 337 2173	ssands@lantic.net
Sailing Comm No 1	Tielman Burger	918 4763	894 7171	894 7111	083 375 3867	tielman@crowncast.co.za
Sailing Comm No 2	Austin Daly	475 8239			083 2941186	austin@accessweb.co.za
Sailing Comm No 3	Trevor Emmett				082 5550162	emmett@absamail.co.za
Judge-Handicapper	Glen Marshall	918 5898			082 5541014	glen.private@absamail.co.za
Harbour Master/Safety	Roland Kleynjan		016 371 1393	016 371 2343	083 7471593	ldyc@telkomsa.net
Cruise Captain	Simon Fisher	016371 1576	475 0973	475 0973	082 570 3367	ssands@lantic.net
Catamaran Rep	Kim Wilkinson Davies		014 574 6141		082 5754144	kimlouise@safrica.com
Powerboats & Rescue	Warren Luttig	7923517			083 3276620	Warren.Luttig@sealedair.com
Website	Arnold Spies	462 3782	332 1500		082 454 6281	aspies@icon.co.za
NSA	Daphne Kasselmann		824 2402	827 0853		nsa@global.co.za

Updated AUGUST 2005

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

LAKE DENEYS YACHT CLUB

P O BOX 40

DENEYSVILLE 1932

TEL: 016-3711393

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

ANNUAL FEES FROM 1ST APRIL 2005 TO 31 MARCH 2006

CATEGORY	JOINING FEE (ONCE OFF)	ANNUAL FEE	NOTES
FAMILY	R2000-00	R1800.00	HUSBAND & WIFE + CHILDREN 0-11 YEARS
SINGLE	R2000-00	R 900.00	SINGLE MEMBER, NO CHILDREN
JUNIOR	R250-00	R210-00	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 500-00	
KEELBOAT STORAGE(Dry) MOORING & MAINTENANCE	N/A	R380-00 R530.00	GENERAL MAINTENANCE OF MOORING, BELOW WATER LEVEL ONLY

The above rates are simply running costs Updated June 2005

DISCOUNTS FOR CURRENT MEMBERS:

FEES PAID BEFORE END APRIL 2005 – 7.5% DISCOUNT ON SUBS & CARAVAN SITES ONLY

FEES PAID BEFORE END MAY 2005 – 5% DISCOUNT ON SUBS & CARAVAN SITES ONLY

JOINING FEES ARE DUE ON APPLICATION OF MEMBERSHIP

ELECTRICITY DEPOSITS (R1000) DUE ON ALLOCATION OF SITE.

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	R150-00 PER NIGHT + R25-00 PER PERSON PER DAY
CARAVAN RENTAL	R75-00 PER NIGHT + R25-00 PER PERSON PER DAY.

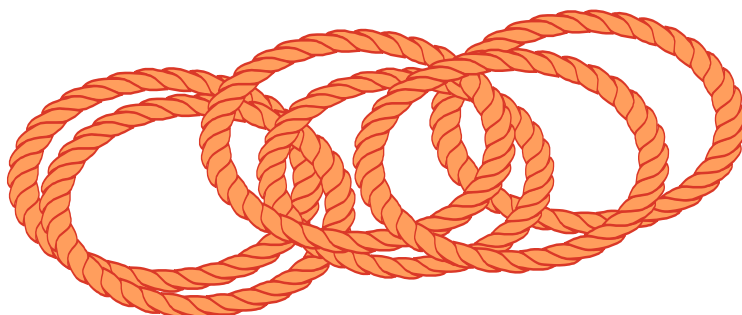
MASTER CARD AND VISA CARD FACILITIES ARE NOW AVAILABLE.

BANKING DETAILS FOR DIRECT DEPOSITS:- STANDARD BANK VEREENIGING.

BRANCH NO 04637. ACCOUNT NO 021820112

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

The Wharf



HOURS; Friday 17H00 – 21h00
Saturday 08h00 – 21h00 Sunday 08h00 – 16h00

MENU

BREAKFAST R20.00
BREAKFAST KIDS R12.00

TOASTED SANDWICHES:

CHEESE R 6.00
CHEESE AND TOMATO R 6.50
CHEESE AND HAM R 7.50
CHEESE/HAM AND TOMATO R 8.00
CHEESE, EGG AND BACON R 8.00
TUNA/CHICKEN MAYONNAISE R 8.00
BACON R 6.00
BACON AND EGG R 7.50
BACON AND EGG AND CHEESE R 8.50

BURGERS

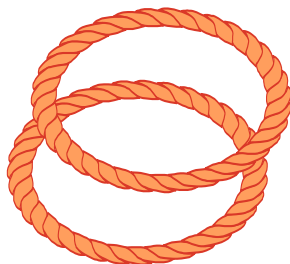
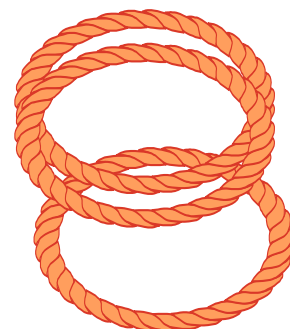
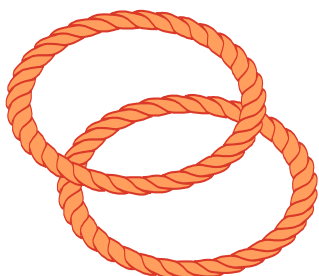
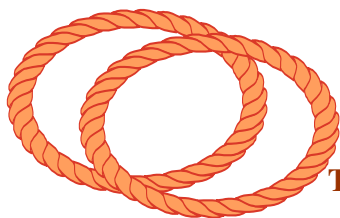
HAMBURGER R10.00
CHEESEBURGER R12.00
CHICKEN BURGER R14.00
BACON BURGER R12.00
EGG BURGER R12.00
EGG/BACON/CHEESE BURGER R15.00

MEALS

MIXED GRILL WITH CHIPS R30.00
STEAK, EGG AND CHIPPS R25.00
RUSSIAN AND CHIPS R13.00
VIENNA AND CHIPS R10.00
FISH AND CHIPS R13.00

SALADS

CHICKEN/TUNA SALAD R12.00
GREEK SALAD R10.00



L.D.Y.C/NKA CALENDAR 2005/6

Month	Day	Event	Host Club	Place	Time	
SEPTEMBER 2005	Sat 03	LDYC ANNUAL SAILPAST Fronkey Derby	LDYC	Notice		
	Sun 04	MOD Summer 1	VCA	Muster	10H00	
	Sat 10/11	BIG BOAT REGATTA	SPYC			
	Sat 17	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING	LDYC	COMM ROOM	10H00 12H30	
	Sun 18	LDYC Spring 1	LDYC		10H30	
	Sat 24-28	KEELBOAT WEEK & STADT 23 NATIONALS	DAC	Muster		
OCTOBER 2005	Sun 02	MOD Summer 2	PNYC	Muster	10H00	
	Sat 08	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING	LDYC	COMM ROOM	10H00 12H30	
	Sun 09	LDYC Spring 2	LDYC		10H30	
NOVEMBER 2005	Sat 15/16	LDYC CRUISE Pennant 9 Endurance Race Pennant 9 Breakfast	LDYC PNYC	JETTY		
	Sun 22	100 MILER	LDYC		Notice	
	Sun 30	LDYC Spring 3	LDYC		10H30	
	Sat 23	100 MILER	LDYC		Notice	
	Sun 29	LDYC Spring 3	LDYC		10H30	
	Sun 06	MOD Summer 3	LDYC	Muster	10H00	
	Sun 13	Pursuit Race	DAC			
	Sat 19	LDYC NOCTURNAL	LDYC	Notice	16H30	
	NOVEMBER	Sat 26	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING	LDYC	COMM ROOM	10H00 12H30
		Sun 27	LDYC Spring 4.	LDYC		10H30
DECEMBER 2005	Sun 4	MOD Summer 4	LDYC	Muster	10H30	
	Sat 10	PNYC LADIES RACE	PNYC			
	Sun11	PNYC LADIES RACE	PNYC			
	Sun11	LDYC Summer 1	LDYC		10H30	
	Fri 16	LADIES ROUND THE ISLAND	LDYC			
	Sat 17/18	LDYC CRUISE	LDYC	JETTY		
	Sat 31	GREAT VAALDAM TENDER RACE	NOTICE			
JANUARY 2006	Sat 14	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING	LDYC	COMM ROOM	10H00 12H30	
	Sun 15	LDYC Summer 2	LDYC		10H30	
	Sat 21/22	KING OF THE VAAL	DAC	Muster		
	Sun 22	MOD Summer 5	DAC	Muster		

Month	Day	Event	Host Club	Place	Time
FEBRUARY 2006 RTIR W/E	Fri 3 Sat 4 Sun 5	Commodores Cup Sprints/Tune up ROUND THE ISLAND REGATTA 2006	LDYC		
	Sat 25	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING	LDYC	COMM ROOM	10H00 12H30
	Sun 26	LDYC Summer 3	LDYC		10H30
MARCH 2006	Sun 5	MOD Summer 6	LDYC	Muster	
	Sat 11/12	Interschools	VLC		
	Sat 11	Margo Mackay Night Race	VCA		
	Sat 18/19	AOL Regatta and Stadt 23 Challenge	AOL		
	Sat 18/19	Hunter Nationals	HMYC		
	Sat 18/19	Formula One Nationals	PNYC		
MARCH 2006	Sat 25	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING	LDYC	COMM ROOM	10H00 12H30
	Sun 26	LDYC Summer 4	LDYC		10H30
APRIL	Sun 2	MOD Winter 1			
	Fri – Mon 14/15/16/17	EASTER REGATTA	LDYC	Notice	
	Sat 22	ANCIENT MARINERS	LDYC	Notice	
	Sun 23	LDYC Autumn 1	LDYC		10H30
	Sun 30	MOD Winter 2			
MAY	Sat13	LDYC ANNUAL PRIZEGIVING GALA DINNER JUNIOR AGM & PRIZEGIVING	LDYC		19H00 14H00
	Sun 14	LDYC ANNUAL GENERAL MEETING	LDYC		11H00
	Sat 27	Bridge Training	LDYC		
	Sun 28	LDYC Autumn 2	LDYC		10H30
JUNE 2006	Sun 4	MOD Winter 3			
	Sat 10	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING	LDYC	COMM ROOM	10H00 12H30
	Sun 11	LDYC Autumn 3 & Prizegiving	LDYC		10H30
	Sun 25	LDYC Autumn 4	LDYC		10H30
JULY 2006	Sun 2	MOD Winter 4			
	Sat 8	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING	LDYC	COMM ROOM	10H00 12H30
	Sun 9	LDYC Brass Monkey 1	LDYC		10H30
	Sun 23	LDYC Brass Monkey 2	LDYC		10H30
AUGUST 2006	Sun 6	MOD Winter 5			
	Sat 12	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING	LDYC	COMM ROOM	10H00 12H30
	Sun 13	LDYC Brass Monkey 3ldyc	LDYC		10h30
	Sun 27	LDYC Brass Monkey 4	LDYC		10H30

HISTORY LESSON

>>>
>>> Have a history teacher explain this----- if they can.
>>>
>>> Abraham Lincoln was elected to Congress in 1846.
>>> John F. Kennedy was elected to Congress in 1946.
>>>
>>> Abraham Lincoln was elected President in 1860.
>>> John F. Kennedy was elected President in 1960.
>>>
>>> Both were particularly concerned with civil rights.
>>> Both wives lost their children while living in the White House.
>>>
>>> Both Presidents were shot on a Friday.
>>> Both Presidents were shot in the head.
>>>
>>> Now it gets really weird.
>>>
>>> Lincoln's secretary was named Kennedy.
>>> Kennedy's Secretary was named Lincoln.
>>>
>>> Both were assassinated by Southerners.
>>> Southerners named Johnson succeeded both.
>>>
>>> Andrew Johnson, who succeeded Lincoln, was born in 1808.
>>> Lyndon Johnson, who succeeded Kennedy, was born in 1908.
>>>
>>> John Wilkes Booth, who assassinated Lincoln, was born in 1839. Lee
>>> Harvey Oswald, who assassinated Kennedy, was born in 1939.
>>>
>>> Both assassins were known by their three names.
>>> Both names are composed of fifteen letters.
>>>
>>> Now hang on to your seat.
>>>
>>> Lincoln was shot at the theatre named 'Ford.'
>>> Kennedy was shot in a car called 'Lincoln' made by 'Ford.'
>>>
>>> Lincoln was shot in a theatre and his assassin ran and hid in a warehouse.
>>> Kennedy was shot from a warehouse and his assassin ran and hid in a theatre.
>>>
>>> Booth and Oswald were assassinated before their trials.
>>>
>>> And here's the kicker.....
>>>
>>> A week before Lincoln was shot, he was in Monroe, Maryland
>>> A week before Kennedy was shot, he was with Marilyn Monroe.
>>>
>>> Creepy huh? Send this to as many people as you can, cause: Hey, this
>>> Is one history lesson people don't mind reading

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