

AUGUST 2011 NEWSLETTER

SAS NORTHERN REGION – LEVEL 3 COACH

SAS Northern Region has the first ISAF accredited level 3 coach in the country.

Shellee Nel the Senior Coach at the sailing centre at Victoria Lake Club in Germiston, qualified as a master coach in the South African Sailing Training Academy scheme.

ISAF in conjunction with the Mozambique Olympic committee ran the course in Maputo at the end of July 2011. Fifteen delegates attended from around the continent Tanzania, Kenya, Sudan, Egypt, Mozambique and South Africa.



For the first time in the history of South African Sailing, we now have the structure and tools to coach a sailor from beginner to Olympic aspirant.

Shellee Nel and Ricky Robinson will be the coaches for the All Africa Games team competing in Maputo from the 2nd of September 2011

LIPTON - 2011

“YOUNG BUCKS” TRIUMPH!

In a nail biting charge to the finish line, Andrea Giovannini & Markus Progli, sailing Team Intasure Marine Insurance for False Bay Yacht Club crossed the line three boats ahead of, Defending Champion, Greg Davis, sailing Colorpress for Knysna Yacht Club. To win today, they needed to make sure that they finished with two boats between themselves and Davis and for the majority of the race, they were just ahead of Davis, but in the second to last leg, they made a huge push and rounded the bottom mark with three boats between themselves and Davis. On the final beat to windward, and the

finish line, Davis managed to claw back one position, but it was just not enough. Andrea Giovannini & co-skipper, Markus Progli crossed the line with the required two boat buffer to become the new Lipton Cup Champions.

With their win, they have brought the highest honour in South African sailing to themselves and their club, False Bay Yacht Club. Next year, the event will be sailed in False Bay, where they will have to defend their title. Winning The Lipton Cup Challenge is the highest achievement for sailors in Southern Africa and this year's event saw the closest racing ever seen in the over 100 year old challenge event.

Speaking to Andrea and Markus, just after their win, Andrea told me that winning The Lipton Cup Challenge is something he has dreamed of since he started sailing. Markus echoed his sentiments and for this team of young sailors, aged from 13 to 29, they have climbed the Everest of South African Offshore Sailing and won, against the most experienced team ever to defend the Cup. The Team on Colorpress have collectively won The Lipton Cup Challenge a total of 31 times and defending champions has personally won it 7 times out of the last 10 Challenges.

Congratulations to Andrea Giovannini & Markus Progli and their Intasure Marine Insurance Team who now hold the Lipton Cup trophy and who will defend it next year from False Bay Yacht Club.

By Matthew Thomas

Our region had three representatives at Lipton this year. Transvaal Yacht Club did exceptionally well under the helm of Ewald Sternagel on TYC Lipton Cup Challenge. Lake Deneys Yacht Club whose young team came in 17th out of the 20 boats were on “Tatoosh” under the skipper Oliver Cribb. Benoni Sailing Club who came 20th overall were on “Welsh Witch” under skipper John Young.

These clubs would be aware of the time, cost and effort involved in getting the boats down to Mossel Bay. Well done Northern Region for having three boats participating in the Lipton Challenge for 2011.



NKA PROVINCIAL CHAMPIONSHIPS

Well, "Someone" forgot to phone the Wind Gods.
We will deal with you later!



The annual Northern Region Provincial Championships were held on 10 August 2011 on the Vaal Dam. Entries with good representation from both Junior and Development crews were received however, we would have liked to see yet even more boats on the water making up the numbers and giving the leaders a real run for their money. Teams travelled up from TYC, Witbank and Durban to join the Vaal Dam sailors and this was really appreciated and is what we need to see more of in sailing.

Thank you to all the sailors who invested so much of their time and energy in making the event the success that it was. Great appreciation must be extended to the bridge crew and organizers for their input and dedication. Thanks once again to Daphne Kasselmann who puts in an amazing amount of effort to ensure that we all get to enjoy a fantastic regatta.

MISTRAL RESULTS:

1 ST "Freude"	Noel Abendroth
2 nd "Chihili"	Angelique Verheij
3 rd "Rhesus Alpha »	Klondyke MacGill

FORMULA ONE RESULTS:

1ST "Dingus" Martin Smit

J22 RESULTS:

1 st "Us 'n J"	Graham Baker
2 nd "Wildcard"	Richard Wiederholdt
3 rd "Hay J"	Trevor Hulleman

STADT 23 RESULTS:

1 ST "Aero"	Mark Biaggio
2 nd "Stadtistic"	Guy Nottingham

Two youngsters, age 6 and 13 years old respectively, who sailed on the J 22 Shambles and a 9yr old on the Durban crewed L26, received special prizes as the youngest sailors. It is so good to see youngsters sailing on keelboats again.

A special prize was awarded to the 2nd L26 showing the best spirit during the whole event. After winning the race they had an awesome victory dance and song routine, happy that they had won (Jay D'Engle and team).

The Hunters unfortunately did not make a class.

The two development teams were the L26 Bladerunner with Jay D'Engle at the helm representing PYC and the L26 Mischief, sailed by the juniors from TYC and skippered by Oliver Crisp (TYC).

Due to the Wind Gods having all left on a long weekend in order to celebrate National Women's Day, only one race was sailed on Saturday, none on Sunday, three on Monday and none on Tuesday although not for a lack of trying.

The "Ipi Tombi" African theme party on Monday night was a great success with African print blankets, pap, vleis and sous. Lekker!



**SAS authorised to issue the International
Certificate of Competence – 5 August
2011**

The International Certificate of Competence (ICC) was established under resolution No. 40 of the Working Party on Inland Water Transport for the United Nations Economic Commission for Europe (UNECE). The aim of the ICC is to provide boat owners and people wishing to charter boats with an internationally recognised document certifying their competence to skipper a boat for recreational use.

South African Sailing working with UNECE and SAMSA have obtained the authority to issue the International Certificate of Competence. South Africa is the first country outside the EU to be authorised by the UNECE to issue the ICC.

SAS has been authorised to issue the ICC to South African nationals or residents who hold a SAS Day Skipper Certificate of Competence or a higher SAS certificate of competence.

The ICC comes in two versions - "inland" and "coastal". At this point in time SAS will only issue the "coastal" version. The "inland" certificate would require examination on the European inland waters CEVNI rules. If there is demand for the inland ICC we will develop the relevant CEVNI exams.

SAS would like to say a big thank you to Mrs Azhar Jaimurzina of the UNECE and Captain Dave Colly at SAMSA for their help in making this possible.

The International Certificate for Operators of Pleasure Craft, more commonly known as the International Certificate of Competence or ICC

is widely recognised in Europe and is often requested by charter companies.

The application form for the ICC is available on the SAS web site.

TOUR DE VAAL – 20 AUGUST 2011

Only six boats on the start line for the Tour De Vaal. What a pity that more sailors could not make it as the wind was "lekker". The race was one by Tielman Burger on the JS 9000 "Agattu". In second place was the Buccaneer "La Bianca" skippered by J Laubser and in third place another Buccaneer "Misty" skippered by Daniel Coetzee. The corrected times of the first three finishers are separated by a total of 20 seconds. A close race indeed.

RON ROSEVEARE NIGHT RACE

This regatta was hosted by Pennant Nine Yacht Club on 14 August 2011 and attracted a good fleet of 21 boats. Due to poor wind conditions 8 boats did not finish.

Thanks must go to NSRI for doing the patrols your side of the dam

Congratulations to Will Goodlet on his JS 9000 "Bander 'n Snatch" for his first place. Second place goes to Herbert Karolius and his crew on the Fast 42 "Baleka".

Thanks to Kathy Manten for the results.

**NORDEA RS TERA WORLD
CHAMPIONSHIPS**

Well done, Team RSA who did exceptionally well at this event which finished on 5 August 2011:

2nd Nathan Page – George Lakes Yacht Club

3rd James Hellstrom – George Lakes Yacht Club

5th David Jacobs – Zeekoeivlei Yacht Club



10th Sam Bronner – Point Yacht Club

13th Andre Bredenkamp – Mossel Bay Yacht Club

16th Sam Lombaard – Point Yacht Club

17th Jethro Brophy-Tinintger – Point Yacht Club

There were 45 boats that participated.

Procedure for SAS member - ship renewals of the 2011/2012 season

1. Yacht Clubs will still issue accounts and members will still pay clubs exactly as in the past.

2. The member can then log into the database via the SAS website to complete his/her details and get his/her user name and password.

3. Once the member has done that, the regional administrator will then firstly confirm that SAS has received the membership money and then validate the membership by login into the database as an administrator.

4. It is at this stage that the administrator completes the date field to indicate from when to when the membership is valid. This date must always be in line with the member's club financial period as in the past. The administrator also completes the type of membership to correspond with the amount received from the member. The administrator will further ensure that all family members are linked on the database.

5. Only once the membership has been validated by the regional administrator will the member be able to log in again and print his/her own membership card which will have his/her photo on if it was uploaded onto the system by the member.

6. Where members don't have access to the internet, the clubs will have to provide the regional administrator with the minimum details required for it to be captured under the bulk processing facility of the database. Minimum details being name, surname, date of birth and an e-mail address.

7. In cases where members can't print their own cards the clubs can be given access to allow them to print the cards alternatively the regional office can download and e-mail the cards to the club.

8. It is important to note that nothing has changed as far the way of working with the membership fees to the way it was done last season. Proper records must still be kept by the Clubs of how the payment to SAS is made up.

9. The only difference this season are the cards – if members want their cards, we need the information first.

We appreciate the assistance of all our members in this regard and hope that everybody will see the benefit of a well managed member's database.

MOD Winter Series results

Winter is over! Well, we are almost there. The cold weather this year definitely seems to have deterred many of our stalwart competitors.

Out of a total of 28 series competitors, not one entrant managed to race every race in the series. The Winter Series has culminated after 10 races and CONGRATULATIONS must go to Mark Biaggio and his crew on the Stadt 23 "Aero" for their consistent performance over the series. Their results improved after each race and they have notched up a first place in the series for their efforts with a very convincing points difference.

Second place went to Neil Armstrong and his crew on the J22 "Hang Ten". They sailed consistently and



carried an average score for the last three races due to the fact that they ran the bridge for the MOD Races this past weekend. Their commitment to racing, as competitors and bridge personnel, is commended.

Third place was taken by Phil Bennet and crew on the L26 "Windways" who unfortunately missed the last days racing in the series because up until then, they too had performed extremely well with useful results in all of the races.

Peter French and his crew on the Pacer 27 "Stinger" finished in fourth position, lapping at the heels of the leaders on the score board and I think, it is time for everyone to keep an eye on these Pacer sailors as they seem to be ironing out the kinks, getting to know their boats and they look hungry for a series win. Theirs has been an interesting journey with wind conditions either favouring them or foiling them. Their determination paid off on the last days racing where they notched up a third, fourth and a first place consecutively in the three races held.

There are many other competitors whose individual performances were exemplary but unfortunately, too many races in the series were missed and therefore their achievements on the score board are not necessarily a reflection of their capabilities.

Well done to all the competitors who participated in the series and a big thank you to all the bridge officers who managed their duties with aplomb. The bridge officers often have to relinquish their participation in the races in order for a days racing to occur and without this sacrifice, no one would be able to participate. Thanks to one and all of you who give that bit extra to the Sport of Sailing.

I think it is time to seriously look at the possibility of training up a professional bridge crew who get satisfaction out of running races and wish to man the bridge for the entire series.

Report from Kathy Manten

WE ARE MOVING!!!!

As from 1 July 2011 the National and Western Cape Regional offices will be located at:

**Unit B40, Pinelands Business
Park, New Mill Road,
Pinelands, 7405.**

The new telephone numbers are:

Tel: (021) 531 1860

(021) 531 8022

Fax: (021) 531 0220

41st ISAF Youth Sailing World Championship 2011

Zadar – Croatia 14 July 2011

Day 2 - By ALIDA MARCIA

Today must have been one of the hardest days of racing you can imagine

We had an early weather briefing from the Local weather guru – we won't listen to him again!!!!!!

The wind was forecast to start in the south and move right the whole day to the north / north - west and build to about 12knts.

We went out on the water at 11:30 and it was already in the northwest and did not build above 6 knots the whole day switching with large 40 degree shifts between north and west.

Really tuff racing for all in these conditions and 30degrees C temperatures



Neil was on the 420 / SL course. I was on the 29er course

420 girls went out first with the SL's -Heidi and Rosie went out guns blazing and got them an OCS in the first race. The second race they had a great start but could not keep in sink with the shifts and ended with a tuff 30th

Matt and Calene again battled with the light breeze – and finished with two 7th's and a retirement, there was a change in coarse and they misinterpreted the flags and sailed to the incorrect mark.

The Lasers went out also to start at 12noon.

Jess had one of her better days and improved with each race – although battling with the shifts she says she learnt a lot from today, finishing 33, 26, 25

Stef – Mr. Consistency was his name today – he sailed confidently and with purpose allowing him to bring home excellent result which pulled him right up the ranking, places today 5th, 8th, 4th – great job done – he is on fire and ready to go.

The 29ers went out late in the afternoon once the RSX fleet had completed, only at about 2:30. – The course was fairly close to the shore and this caused some shifty breeze across the race area. Alex and Alex also battled to pick up the shifts in the light conditions but had good boat speed; however the theme of the day was to pick and choose the shifts as they came down the coarse to ensure maximum advantage. They finished with 11, 12, and 16.

The Stars of the day must be Edu and Josh, they sailed only one race in the afternoon and did so impeccably leading the race from the first beat and defended from the snapping dogs, the whole way round the race course. They read the shifts fantastically and maximized every little breeze.

Finished first today and lead the 420 fleet overall.

We all really tied from today and have done the debrief and dinner and now off to bed, we will do it all again tomorrow and lets hope for some more breeze!!!

DAY 3 – LAY DAY

Well – sorry for the late report but yesterday was a long day only coming off the water at around 7:15 then into Team leaders meet and event party.

The days sailing was really slow with wind maxing out at about 8 knots from the north and North West

I was on the 420 / SL COURSE and NEIL on the 29er course

Every one had a tuff time with the shifting and patchy winds.

Stef once again was the star of the team moving up to 4th place overall with a shot at the medals.

Heidi and Rosie had killer starts but did not convert to good finishing positions as they missed the shifts on the top end of the race course both races.

Matt and Calene really battled with the light breeze and were finding it difficult to keep pace in the short chop. Bringing home a 10th and a 6th

Ed and Josh were on pace but just not able to read the shifty conditions as well as the top end of the fleet, they finished the day with 12th and 15th

The Alex's battled today with pace but were getting the wind calls right, this gave them some breathing space but finished with 15th and 12th for the day.

On the laser course Stef managed to bring home a great 6th and a 17th – this pulled him up two places up the standings to 4th overall – he is sailing really well and is focused on the task ahead.

Jess battled with the wind shifts again as well as the starts, and although managing to keep pace, could not make her way back into the bulk of the fleet.

It was a very tuff day at the “office” for all but it is behind us and we have a lay day tomorrow.



Well we have lay day today and have just come back from visiting the old city of Croatia, it is really amazing to see the History of the old City and one can only imagine the way things were all the years ago – some of the buildings date back to 4th and 5th century.

Everyone is in good health and having relaxing afternoon just swimming and chilling – tonight we will refocus the minds back into race mode and ready them for tomorrow

RACING DAY 4

Well – another long day in the office for ALL

The wind was very light the entire day from the south, all the courses had switching and variable wind on them and the south African team battled across the board with some really bad results but also some pleasing ones.

I was on the laser course and Neil on the SL and 420's

Matt and Calene once again battled with the light and shifty wind, not so much with speed but with choosing the right side of the course – they had good starts and rounded the weather mark in the top 5 but chose the wrong side of the second beat both times and they picked up two thirteenth places – leaving them in 10th overall.

Heidi and Rosie – as well as Ed and Josh got the wind all wrong today and got badly positioned on the wrong side of the race course, with the wind being shifty and variable the calls were very difficult. It was also a long day on the water for the boys only finishing around 7:30 this evening.

Heidi and Rosie finished 29th and 23rd - 29th overall, Ed and Josh 24/25/27 – 15th Overall

On the laser course Stef sailed brilliantly in the first race and brought home a ninth position well ahead of the 3rd place Italian – leaving Stef placed 3rd overall after the 1st race today. The second race Stef had a brilliant start and rounded the weather mark 4th again well ahead of the Italian and the silver medal place, he was well positioned to keep his placing but got badly burned on the downwind by a wind shift to the inside of the course allowing all the following boats to

get passed on the inside – the wind shift created a procession effect for the next beat and Stef was unable to recover his fourth, He finished the day with a 9/32 – 5th Overall still with a shot at the medals.

Jess started the day with a really bad tactical error going right in a left shift from the start, but she sailed her best ever ISAF race in the second race, text book start and first beat saw her round the weather mark in 5th – she held her own on the run and rounded the gate again in 5th. The final beat she slipped to 11th on the top mark rounding but caught up one position on the reach and the run to finish in 10th place (great job Jess) – so Jess finished the day with 40th / 10th – Overall 37th

Alex and Alex – had a tuff day in the office – the first race they got the shift all wrong from the get go and could not make up the difference during the race, the second race they sailed well and had good pace and managed to keep in sync with the breeze, they brought home 19th / 9th – they were protested by the German team unbeknown to them as they failed to check the notice board for potential protests after having an incident on the water with an opposition team. It was a hard lesson to learn but one they will never make again – I am sure. So there days results 19 / DSQ – Overall (?) changed results were not posted.

Neil and I were both shattered after a long day on the water and with having so many nearly good results and feeling a bit beaten up we only left the race area around 8:30 – headed for supper and team de brief, only to find that our team had managed to pull themselves up and were up beat about tackling tomorrow head on. It is refreshing to see that as a team they can feed of the successes of each other and not let the harshness of bad results pull them down too much.

We do believe that we have potential in all the sailors at the event but certainly lack in tactical larger fleet racing – something that needs to be addressed to achieve the results.

Report by Colin Whitehead



Tuesday 7th June 2011 at 1800

SAFETY / INCIDENT REPORT MAY 2011

The advent of winter has brought some fairly chilly weather. Not as many people are utilizing their craft at this stage in time.

- 1) The Boating Registers have been printed and are available for clubs. They will be handed out at the NKA Prize Giving Evening at Deneysville Aquatic Club on the 4th June. If you have not yet received your boating register, kindly contact Daphne Kasselmann. It is a SAMSA requirement that all yacht clubs have a boating register and that anyone going out onto the water needs to fill in the register prior to leaving and upon their return.
- 2) I have just been to the annual NSRI Station Commanders Conference. Many operational topics were discussed. More crew training will be held during the course of the year. The NSRI rescue boat is currently in for a refit. Manten Marina boats are being used in the interim in case of emergency, and a standby NSRI boat from Cape Town.
- 3) My self and Kathy shall be attending a SAMSA small vessel and examiners course in July.

Incidents

- 1) A vehicle drove over the Oranjeville Bridge and landed in the River. All occupants of the vehicle drowned. NSRI was not informed of the incident which happened in the evening. The road was apparently not clearly marked and has insufficient lighting at the bridge. Please note that there are two more stations inland. Victoria Lake 082 441 6989 OR 082 552 0602. Hartebeespoort Dam 082 990 5961 OR 083 263 9982. Vaaldam 016 371 1301 OR 083 626 5128.

Dick Manten - Chief Safety Officer

**South African Sailing Gains ISAF
Recognized Training Status**

South African Sailing (SAS) has become the third International Sailing Federation Member National Authority to receive ISAF Recognized Training status for their National Training Programme (NTP).

ISAF Training and Development Manager Dan Jaspers and ISAF Inspector Richard Percy visited four selected national training programme centres in Cape Town, Johannesburg, Durban and Mossel Bay during their six day inspection, as well as a number of other centres along the route of their 4,000 km road trip.

ISAF Inspector Richard Percy said of the Inspection and visit to South Africa, *"The South African Sailing National Training Programme has proved itself to be robust and worthy of ISAF Recognized Training status."*

"It is clear that the legacy of the SAS Programme will enable greater numbers of children and adults to participate in the sport of sailing."

"SAS and the South African Olympic Committee (SASCOC) made a long term commitment to the development of sail training and over the last two years have set an example to many other sailing federations worldwide by their hard work and dedication to this process."



Richard Percy and Rob Holden

Rob Holden, ISAF Training Scholarship graduate and National Training Manager for South African Sailing explained what the Accreditation means and how it came to be, *"After eight months of aligning all sail training in South Africa to the National Training*

Programme, we came to the Inspection date with apprehension towards the process.

"After six days of inspecting the four selected training centres as well as a variety of others along the way, it has become clear that the process of gaining recognition by ISAF is only the beginning of a long process of maintaining and improving our National Learn to Sail Training Programme.

"I was impressed by the attention to detail and thoroughness of the inspection process, which showed us areas where we can improve. The actual inspection was not as daunting a task as it was initially perceived to be when we first set out on this journey."

During a visit to the Headquarters of the South African Sports Confederation and Olympic Committee it became clear that the support of the SAS Programme linked very well with the work of the International Council for Coach Education (ICCE) and their drive to have a International Qualifications Framework for all sports coaches.

South Africa has identified 14 International Sports Federations to trial their Long Term Tutor Development Programme alongside their existing Athlete and Participant Development Programmes and Sailing is one of them. This identification of the requirement for long term mentoring across Tutors, Coaches, Athletes and Participants ties in with the Development of a National Sports Structure document that ISAF is working on and the recent inclusion of ISAF in the ICCE working party on the mapping of national qualifications frameworks to the International guidelines.

Of the coaches he had seen in South Africa, Richard Percy said, *"I have been very impressed with the standard of coaching that I have seen here. The structure in which these coaches are now trained will help SAS to link an increase in participation to those who's talent is identified at an early age and then guided by professional coaches to a world class performance pathway.*

"Once the sailors have been retained and have decided that competition is the direction in which they wish to go, trained coaches will help make this transition a more signposted process. We look forward to seeing the results over the coming years."

Rob Holden finished off by outlining his thoughts on the transferability of international coaching qualifications, *"Now that SAS has ISAF Recognized Training status we welcome coaches from any other 'Recognized' ISAF MNA to come and work in SA. If a*

country has undergone the inspection and the coaches are from the national training programme then we are happy to recognize their competencies and qualifications."

Yours in Sailing



Teresa Wolmarans – NR PRO SA Sailing

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"A Ship in port is safe but that's not what ships are built for"

Unknown

