



The Nomads Tide - A Monthly Brief September 2010



Important Dates

Some important dates to diarise:

Nomads Quarterly:

- 29th September 2010
- Nomads clubhouse
- 19h00

SGDSAA Prize Giving

- Friday 8th October 2010
- Terrace Restaurant, Benoni
- Awards for 2009 and 2010

Nomads Boat Testing

- Saturday 13 November 2010

SGDSAA Selections 2010

Congratulations to the following Nomads members on their selection - [Nomads members in Blue](#)

The following teams were selected recently to represent Southern Gauteng. At present we can only send ONE team per facet. Until such time as we are informed we can send TWO teams (Only the end of September 2010). Then the second team for Sailfish and Gamefish Nationals will be announced.

GAMEFISH NATIONALS

Henry Oosthuizen Capt
[Trevor Spence](#)
Neil Coetzer

SAILFISH NATIONALS

[Wynand Wiering](#) Capt
[Friedel Kirstein](#)
[Tig Andrin](#)

MARLIN NATIONALS

Hugo Van Niekerk Capt
Roelf Venter
Johan Gouws

Bikers Breakfast Run

Nomads has arranged for a "Bikers Breakfast Run" for those biking enthusiasts.

Details are as follows:

- Sunday 10 October 2010
- Leave Total garage on Hendrik Potgieter drive at 10h00 for lunch at the Upper Deck restaurant at Hartebeespoort Dam

Kindly note this event is open to all.

Restaurant bookings are essential so if you wish to attend the event or join in at the luncheon, please contact Dorrette Els to make a reservation.

011-768-9113 / 082-452-8417

dorette@mandmconstruction.co.za

Big Bore Rifle Shoot - 9th October 2010

The Big Bore Association of Southern Africa (BASA) extends a warm invitation to all Nomads members to join us at our next shooting event on the 9th October 2010, the details of which are as follows;

- Venue: SWAT Range, directly opposite Swartkops Raceway, Centurion, Pretoria
- Registration: From 07h00 to 08h00 only
- Shoot Briefing: 08h00
- Shooting Event: 08h30 to 12h00
- Socialising; Bring and Braai: 12h30 onwards
- Shoot Entry Fee: R100.00 Seniors / R50.00 Juniors, paid on the range
- Ammunition Requirements: 25 cartridges to complete the ranges of the day

Our fun events include pitting the shooter against moving dangerous game targets in field conditions that simulate a variety of big game scenarios. The goal: Honing shooter and rifle to perfection for the rigours of dealing with African big and dangerous game.

BASA shoots are primarily for big bore rifles from 9.3mm / .366" upwards, however should you not have access to a big bore rifle, you are welcome to use a smaller calibre centre fire rifle (6mm or larger) and join in on the fun. The days shooting ends with a bring and braai (fires supplied) so pack a cooler box for some serious socialising.

To assist in planning and to register for this shoot, please email your name plus those of shooters that will be accompanying you on the day, to admininfo@bigbore.org before 30/09/2010 and ensure that you indicate that you are a Nomads member.

Should you require more information on our Big Bore Association shoots please visit our website at www.bigbore.org or contact Peter Viljoen on 083 458 2141



The Nomads Tide - A Monthly Brief September 2010



Rosebowl 2011

For the attention of all Nomads members.

We had our first meeting for the Rose bowl 2011, interclub last night and made a lot of progress. Here are a few of the more important items we covered, for your attention.

Venue: Sodwana Bay

Dates: 14th to 18th March 2011

Line Class: 10kg and 37kg The host club Makiara has adjusted the fish weights so that a marlin is equal to 400 points, Sailfish is 200points and the rest is pretty standard with the points being multiplied for 3 species, billfish points not included in the multiplication, but allowed as a species, those that do not have 37kg tackle will be fine with 24kg tackle if you want to target Marlin. The logic behind the above is to have the right size tackle to target the fairly large fish found in these waters without losing too many to low drag settings ect.

Sponsors: We are going to follow the same format as the last year's competition with each club sponsoring a cash amount of **R20 000-00**. Makaira have undertaken to get trophies for the top anglers and boats. Each club has to place an additional **R3000-00** in the pot for beers and happy hour at the weigh in. Johan Lange has undertaken to look at getting a sponsor from the SGDSAA. We are not doing expensive shirts this year, as this cost is too high, but T shirts are still under consideration.

Limitations: 60 boats allowed by parks board only. We have no reserves on the boats per club; it will be based on first come first served. We should not have a problem, but I still urge you to get your place as soon as possible.

Adjustments to rules

Weather Committee The weather committee once selected will have the full and the only authority to make any calls on the launch for the day. If you are not part of the official weather committee, stay away and do not try and influence them at all. The weather committee cannot call off the days fishing ad hoc and can only postpone the decision up till 10h00. The weather committee member can consult with any member of his club during the postponement should he wish to. If you cannot be on the beach at sunrise than do not nominate yourself for the weather committee. Final decisions on who will be part of this committee will be forwarded to all before the competition.

Skippers and anglers We have reached a gentleman's agreement that nobody is to **employ** a skipper or a crew member to take part in the competition. That is to say giving remuneration to a person to skipper your boat or to crew for you is not allowed. The rules state that a

skipper must be a fully paid up member of the club he represents in January of the same year that the competition takes place. It is obvious that any club that pays a member fees to "by pass" this rule will be breaking the intent of our understanding because the member is in effect being paid to take part in the competition.

Drop shotting and Jigging The Rose bowl committee understands the intent of "no jigging" rule from the Parks Board. They want to prevent Pelagic Game fisherman from catching reef fish. The fact that drop shotting is not specifically mentioned by the Parks Board does not detract from the overall intent of this new rule. **Therefore we will not allow drop shotting or jigging during the competition at Sodwana** as they in effect present the same danger to the bottom fish.

I would like to get feed back from anybody that has a contribution or comment to make.

Mitchell Moore

mitchell@mandmconstruction.co.za

Congratulations

This is the sailie we released for Mervins 40th birthday on Friday.



Regards

Etienne Vercueil

www.silverfishlodge.com

Maxixe, Mozambique



The Nomads Tide - A Monthly Brief September 2010



DON'T PANIC - WRITE A REPORT!

The following report from a ship's master is reproduced by kind permission of the anonymous author who appears to be gifted with remarkable 'Sang Froid':

It is with regret and haste that I write this letter to you; regret that such a small misunderstanding could lead to the following circumstances, and haste in order that you will get this report before you form your own pre-conceived opinions from reports in the world press, for I am sure that they will tend to overdramatise the affair.

We had just picked up the pilot and the apprentice had returned from changing the 'G' flag for the 'H' and, it being his first trip, was having difficulty in rolling the 'G' flag up. I therefore proceeded to show him how. Coming to the last part, I told him to 'let go', the lad although willing is not too bright, necessitating my having to repeat the order in a sharper tone.

At this moment the Chief Officer appeared from the chart room, having been plotting the vessel's progress and, thinking that it was the anchors that were being referred to, repeated the 'let go' to the third officer on the fo'c'sle. The port anchor having been cleared away but not walked back, was promptly let go. The effect of letting the anchor drop from the 'pipe' while the vessel was proceeding at full harbour speed proved too much for the windlass brake, and the entire length of the port cable was pulled out 'by the roots'. I fear that the damage to the chain locker may be extensive. The braking effect of the port anchor naturally caused the vessel to sheer in that direction, right towards the swing bridge that spans a tributary to the river up which we were proceeding.

The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately, he did not think to stop the vehicular traffic, the result being that the bridge partly opened and deposited a Volkswagen, two cyclists, and a cattle truck on the foredeck. My ship's company are at present rounding up the contents of the latter, which from the noise I would say were pigs. In his efforts to stop the progress of the vessel, the third officer dropped the starboard anchor, too late to be of practical use, for it fell on the swing bridge operator's control cabin.

After the port anchor was let go and the vessel started to sheer, I gave a double ring full astern on the engine room telegraph and personally rang the engine room to order maximum astern revolutions. I was informed that the sea temperature was 53 degs and asked if there was a film tonight. My reply would not add constructively to this report.

Up to now I have confined my report to the activities at the forward end of the vessel. Down aft they were having their own problems. At the moment the port anchor was let go, the second officer was supervising the making fast of the after tug and was lowering the ship's towing spring down onto the tug. The sudden braking effect on the port anchor caused the tug to run in under the stern of my vessel just at the moment when the propellers was answering my double ring full astern. The prompt action of the second officer in securing the inboard end of the towing spring delayed the sinking of the tug by some minutes, and thereby the safe abandoning of that vessel.

It is strange but at the very same moment of letting go the port anchor there was a power cut ashore. The fact that we were passing over a cable area at that time might suggest we might have touched something on the riverbed. It is perhaps lucky that the high tension cables brought down by the foremast were not live, possibly being replaced by the underwater cable, but owing to the shore blackout, it is impossible to say where the pylon fell.

It never fails to amaze me the actions and behaviour of foreigners during moments of minor crisis. The pilot for instance is at this moment huddled in the corner of my day cabin alternately crooning to him and crying after



The Nomads Tide - A Monthly Brief September 2010



having consumed a bottle of gin in a time that is worthy of inclusion in the Guinness Book of Records. The tug captain on the other hand reacted violently and had to be forcibly restrained by the steward, who has him handcuffed in the ship's hospital, where he is telling me to do impossible things with my ship and my crew. I enclose the names and addresses of the drivers and insurance companies of the vehicles on my foredeck, which the third officer collected after his somewhat hurried evacuation of the fo'c'sle. These particulars will enable us to claim for the damage that they did to the railing of the no.1 hold.

I am enclosing this preliminary report for I am finding it difficult to concentrate with the sound of police sirens and their flashing lights.

It's sad to think that had the apprentice realised that there is no need to fly pilot flags after dark, none of this would have happened.

Yours truly ,
Master