



The Conservation Minded Club

The Chum Bucket

MONTHLY NEWSLETTER



September 2016

Another club calendar year has passed and the new club year rung in with the AGM that was held on the evening of August 24th.

This issue will be jam-packed with club information, exciting feedback from our AGM and news about our Super 6 club league due to kick off soon.

Club Matters and News

Marlins Head Pub

After being closed on Mondays during the winter months, Marlin's Head Pub will resume normal trading hours on Mondays as from the 5th of September.

We will actively start advertising our Wednesday night club nights again during the warmer months, with happy hour taking place between 6pm and 7pm on those nights. All happy hour specials will be communicated to members via email and sms.

Feedback - Annual General Meeting

Our Annual General Meeting took place on Wednesday, 24th August.

The new incoming committee announced no annual membership fee increases, despite our club facing challenges with rising costs in the running of our club.

To maintain this capping of annual increases, the committee asks all members to support our club on a regular basis by supporting our events, competitions, bar and restaurant.

The new incoming committee was elected as follow: Richard Donaldson (Chairman), John Allan (Vice Chairman), Pierre Westerveld (Club Captain), Ian Peinke (Finance), Richard Lines (Competitions), Rainer Von Schuetz (Marlins Head), Keith Schmidt (Safety), Steve Schultz (Entertainment), Michael George (Projects and Planning), Ben De Bruyn (PRO). We bid farewell to Wayne Gerber and Dawid Joubert and thank them for all their positive contributions over the past few years.

Pedsac Fuel Bowser

We ask all the regular anglers to refuel your boat fuel tanks at our club, as an increase in fuel sales will help contributing to our club income from any additional fuel sales. It also makes it easy and convenient for all boat users to top their tanks and split fuel bills between the crew quickly and conveniently. Fuel tags can be purchased from Denise and money can be pre-loaded onto your fuel account. Every bit of income generated goes a long way towards assisting the club with maintaining sound finances, thereby allowing us not to increase annual membership as managed over the last couple of years.

Suggestion Box / Email feedback.

We encourage members to engage the committee with any suggestion or feedback and this can either be placed in writing in our suggestion box upstairs, or sent via email to denise@pedsac.co.za.

We can only improve the club based on feedback and suggestions we receive from our members.

Mass Boat Inspection

The Pedsac annual mass boat inspection will take place on Saturday, 5th November 2016. Breakfast rolls, coffee and refreshments will be available. Marlins Head will open earlier that morning for the brave few who prefer a cold beer with their breakfast roll.

Over's and Under's

The Pedsac Over's and Under's will be fished on the 12 November 2016. Team captains for the Under 50's and Over 50's teams will be selected and the respective teams chosen to do battle for bragging rights. We invite all interested members to send their names for consideration to Denise. The over 50's team does enjoy a "rule advantage / handicap" always causing a good laugh during weigh in. We will be planning this as a big club event by organising a spit braai, music and entertainment as well as something for the kids to do in support of the teams on that day.

More details will be communicated closer to the time.

Junior Development

All attempts to organise another development day was met with either bad weather, the start of the hunting season or other scheduled club events making it difficult to get enough skippers and boats available to assist.

The new competitions officer will prioritize this development day and notification will be sent as soon as all the necessary arrangements have been made.

Tiny Tots Bank Angling Competition

Linda has started planning the next Tiny Tots bank angling competition. Invites will be sent to all members as soon as the necessary arrangements have been made and permission obtained from the Harbour Master to fish from our moorings.

Last year's event was a huge success with more than 40 kids participating. We hope to see all the young kids back again.

Super 6 news

The first Super 6 will take place on the 1st October 2016. Registration and entry will take place on Friday evening, the 30th September from 17:30 and with the skipper's briefing starting at 19:30.

A light meal will be served to all entrants.

This year, the emphasis has been placed on getting new anglers and smaller boats to participate alongside the more experienced regular anglers. We are happy to share information and knowledge to help interested anglers take part in the Super 6 competition. R12500-00 in prizes are up for grabs in each leg of the Super 6 tournament.

Our sponsors have added a welcome bonus by posting overall cash prizes for biggest species caught over the 6 legs of the Super 6. These fabulous cash bonanza prizes will be handed out to the lucky anglers during our annual club prize giving.

All the necessary information on the Super 6 concept, rules, prize money, bonanza prizes and our sponsors are contained in the communication recently mailed to all our members.

PEDSAC Steak Night

The Pedsac Steak night will be held on Friday, 9th September 2016.

As this will be the first steak night in spring, we managed to book the fabulous Claire Venn to entertain us with her angelic voice and excellent mix of music.

R80 entry secures your 300 gram steak, chips and salad, which also includes your entry into the lucky cash attendance draw.

Wine hampers sponsored by Pearly Bay Wines, as well as other prizes sponsored by BUCO Port Alfred must be won!! Save the date... see you there!

Pedsac Oktoberfest

Pedsac will be hosting our own Oktoberfest on Saturday, 15th October starting at 12 noon. Yeastern Brewers Club will offer their excellent home brewed beers. Tickets will cost R120, which includes a free beer glass for sampling the Yeastern Brewers Club's various offerings. Marlin's head pub will also be running some amazing specials, including Brandy and beer bucket specials.

Food will be available from Linda, including Brakwurst, Pork Chops, snack baskets as well as traditional Eisbein and sauerkraut.

Kleinbaai Inter-Provincial

The Eastern Province team, consisting of Martin Gierz, Peter Dawson and Sheena Gerber recently took part in the Kleinbaai Inter-Provincials fishing with 6kg IGFA rated line over 4 gruelling days. The Pedsac trio stormed into an unassailable lead on the second day landing some nice Kob weighing more than the rated line class, thereby bringing the line class multiplication factor into play.

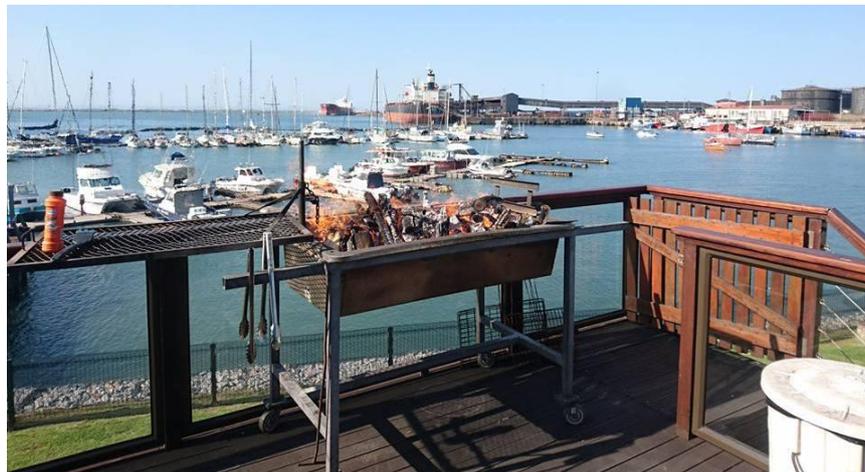
At the end of the tournament, E.P. walked away with gold medals, with Martin Gierz being the top overall angler, Peter Dawson 2nd, and Sheena Gerber finishing 3rd overall.

Eastern Province has a proud record of winning gold medals on 3 occasions over the last 5 years at this tournament.





Pedsac Photo's.



Spur of the moment Saturday braai at the club

Towing the line – Are you towing your boat and trailer legally.

Towing in South Africa has become such a complicated endeavor that most people today don't know if they are legally towing or caravanning on our roads due to the large number of regulations that impact towing.

In an effort to shine some light on South Africa's towing regulations, we invite you to take cognizance of the following:

1. What does your license entitle you to tow?

Many motorists don't realize that our South African driver licenses regulate what the holder can drive as well as what type of trailer he or she can pull. As a motorist you must make sure you are able to pull a trailer with your license and more particularly what size of trailer.

The following codes are applicable:

- 1.1 Code B – entitled to pull a trailer with a maximum GVM (gross vehicle mass) of 750kg
- 1.2 Code C1 – entitled to pull a trailer with a maximum GVM of 750 kg
- 1.3 Code C – entitled to pull a trailer with a maximum GVM of 750 kg
- 1.4 Code EB – entitled to pull a trailer that can exceed a GVM of 750 kg
- 1.5 Code EC1 – entitled to pull a trailer that can exceed a GVM of 750 kg
- 1.6 Code EC – entitled to pull a trailer that can exceed Aa GVM of 750 kg

2. What does Tare and Gross vehicle mass mean?

- 2.1 Tare is the actual weight of the motor vehicle as displayed on your licence disc. It includes your spare wheel, anything which is a permanent part of the structure of the motor vehicle or anything that has been attached as a permanent structure. It does not include your fuel or anything temporarily attached to the motor vehicle.
- 2.2 Gross vehicle mass means the maximum mass of the motor vehicle and its load as specified by that particular manufacturer.

3. How does one determine how much can they tow legally?

Regulation 151 of the National Road Traffic Act helps a motorist determine how much she or he can tow, which can be broken down as follows:

- 3.1 In order to tow a trailer of 750 kg, the tare of the drawing vehicle must be double the gross vehicle mass of the trailer. In the event that the trailer's GVM does not exceed half the tare, the trailer must be equipped with a parking brake.
- 3.2 Where the GVM of the trailer exceeds half the tare of the drawing vehicle but not more than the tare of the drawing vehicle, the trailer must have a parking brake as well as a service brake or an overrun brake.;
- 3.3 Please note that the abovementioned rules will apply to trailers that are greater than 750kg but less than 3500kg.

4. Is it possible to tow more than a trailer?

The National Road Traffic Act, in particular regulation 222 deals with this particular issue in great detail. The Act very widely states that you may tow the following:-

- 4.1 a drawing vehicle and one or two trailers
- 4.2 a drawing vehicle which is towing a motor vehicle which is a not a trailer for example a motor home
- 4.3 a drawing vehicle towing another motor vehicle which is not a trailer and another trailer, in cases of an emergency or breakdown.

Regulation 222 of the National Road Traffic Act 93 of 1996 places specific restrictions on the manner in which in these combinations are to be complied with and should you be in this situation please ensure that you comply with this regulation completely.

Road traffic Legislation may have stipulations with regards to the following:

1. A registration certificate / licence disk.
2. The speed limit when towing.
3. Towing capacity of a specific vehicle.
4. Required stopping distances/brake requirements.
5. Height and width/overhang restrictions.
6. Flags and warning panels required where there is overhang of the trailer towed.
7. Restrictions with regards to specific unique loads carried.
8. Whether towing more than one trailer is allowed.
9. Whether carrying of passengers is prohibited or allowed.
10. Requirement of extra mirrors for towing large trailers.



Legislation might not be the same if you are crossing the border - enquire to ensure you comply with the law in the relevant jurisdiction. Some European countries require spare bulbs, a warning triangle, a fire extinguisher and a first-aid kit as legal requirements.

Survey results

The AA contacted 20 testing stations in South Africa asking whether they believed motorists are allowed to tow caravans with their code B licences. We also wanted to establish what happens when asked about allowing code B licences to be upgraded to code EB, or where code EB licences are being specifically requested by new applicants.

Of the 20 stations contacted, 17 did not answer their telephones. Of the remaining three, the Bloemfontein Testing Station indicated (incorrectly) that motorists are allowed to tow their caravans with code B licences. The Tzaneen Testing Station and the Ladysmith Testing Station provided the most accurate information.

What if you want to upgrade your B licence to an EB license?

The law, the AA says, does not make provision for a simple upgrade from the code B to the code EB licence. Road users who want to obtain a code EB licence must retake the learner's licence test and repeat their driver tests with a trailer weighing more than 750kg.

There's a crisis in our oceans.

Illegal fishing dwarfs ivory and rhino horn poaching by a country mile with efforts to curb this illegal activity gaining traction in the Eastern and Southern African regions.



Rangers from Tanzania, Mozambique, South Africa, the Comoros, France and Madagascar patrol an area 50 times the size of Kruger National Park. There are no elephants or rhinos here, yet the annual loss of wildlife dwarfs the sale of ivory. Illegal netting in the Mozambique Channel has reached crisis levels with trawlers, mostly from Asia, scooping up thousands of tonnes of fish, dolphins, turtles and prawns. In 2013, a study showed that only one of the 130 boats working the sea between Maputo and Pemba belonged to Mozambique. The government says it loses more than \$65-million a year to illegal fishing. But not all the catch goes to China or Vietnam; a European Union report suggests some of it is smuggled overland to South Africa. Deep-sea fish such as tuna and mackerel traverse long distances, so poaching off Mozambique can affect stocks as far away as Kenya.

“The crisis in our oceans is real,” said John Duncan, who heads the World Wide Fund for Nature (WWF-SA) marine program in Cape Town.

“The haul from illegal fishing is estimated to be over \$23-billion annually, which dwarfs the ivory and rhino horn trade, and the real danger is that we don’t see it.

“Images of dehorned rhinos and a drop in elephant numbers are things that people notice and react to. But what happens under the ocean’s surface is hard to see, so thousands of tons of marine life can be removed and most of us wouldn’t know.”

Earlier this year, South Africa’s navy intercepted nine Chinese vessels south of Durban. In May, just three trawlers held at East London are estimated to have poached R70-million worth of squid, but it couldn’t be proved where the catch came from.

But the real battleground is further north. On one side of a 400km-wide channel lies Madagascar, on the other, Mozambique, both with a population dependent on fish. In between is the Comoros, a former French colony and home to nearly 800 000 people for whom fish is a staple.

Close by is the EU. No, that's not a misprint. At independence in 1975, the Comorian island of Mayotte opted to stay with France and the territory is now a "department", a piece of the EU well away from Europe but using the euro and with a "domestic" flight to Paris. Here the French navy is in home port, working with the South Africans who have had a naval presence here since 2011, when Somali pirates attacked a ship southwest of the Comoros.

But France has been part of a larger game on shore. The Mozambique government commissioned 27 patrol boats and fishing vessels three years ago, built at the French port of Cherbourg, and have now deployed some of them.

The International Monetary Fund and the World Bank have criticised finance for the deal, with allegations that Maputo engaged in secret funding. High levels of debt, a falling gas price and low-scale civil war in the north of the country have seen the once promising economy slip from its status as a darling of the donors.

But the boats have proved sound and Fisheries Minister Agostinho Mondlane said that while the vessels originally had "a minor problem" with their lifting gear, they were now compliant with EU standards.

The new fleet couldn't have come at a better time. Mozambique, France, South Africa and 26 other countries signed a deal last month to ban poachers from their ports.

Under the Port State Measures Agreement, trawlers entering a harbour in any of the member states must submit to a search-and-show for their catch. Vessels in breach will be impounded or denied entry.

Duncan told the *Mail & Guardian* it came down to capacity and political will.

"Illegal fishing from foreign vessels is a major issue in African waters, and fish don't stop at a border so we need the whole region working to the same script. And there must be naval or patrol vessels to enforce the rules."

Fresh vs frozen

In more developed countries such as Kenya and South Africa, consumers think of seafood as frozen, often in a box or bag and ready for the table. But millions of coastal and hinterland communities rely on fresh or dried fish.

For more than a decade, locals who use the sea as a larder have complained about a falling catch. And this is from a naturally low base, according to Sean Fennessy, a scientist at the Oceanographic Research Institute in Durban.

"The region is relatively poor in terms of productivity," he said. Unlike the south Atlantic, the water doesn't contain enough nutrients "to support large stocks of fish".

In Fennessy's view, it's not just the fleets that are a problem. Coastal communities, he said, are also taking too many fish from waters close to shore.

"Although the effects of this are known and acknowledged to be damaging, to deal with it would be political suicide. In the absence of alternative livelihoods to fishing and alternative sources of protein, coastal resources will continue to be overexploited," he said.

Duncan said WWF-SA and other nongovernmental organisations are monitoring the sustainability of marine life and raising the alarm when numbers fall too low.

"There's a role for the public in this," he said. "Unlike rhino and ivory, species like rock lobster are often sold locally and, although they may not know it, consumers may be supporting the illegal trade when they order a meal at their local restaurant. It's important for people to ask questions and know what's happening at sea and how they can help. In the end, it's only a national and regional effort that will save our oceans."

Between France, South Africa and now Mozambique, with its new boats, trawlers who enter our waters illegally can expect a harder time of things. But, as with the fight on land, the conservation war at sea looks far from over.

Poaching in SA Waters.

The fleet of nine fishing vessels went radio silent after sunset on May 12. Navigation lights and tracking beacons were also turned off. South Africa's *Victoria Mxenge* — a 47m-long fisheries patrol vessel sent to bring the fleet to Saldanha Bay — hailed the fleet by radio, asking for a reason for the abrupt and illegal conduct. None was forthcoming. Instead, the fleet split apart and headed west at full speed. The *Victoria Mxenge* tracked *Lu Huang Yuan Yu 186* on its radar through the pitch-dark night and boarded it. That vessel is now tied up in Cape Town harbour. But a subsequent chase by a navy vessel failed when the fleet left South Africa's naval jurisdiction.

The maxim governing the world's oceans is simple: "You cannot control what you cannot patrol."

For South Africa, this throws up a conundrum — 1.5 million square kilometers of ocean need to be patrolled. This is an area larger than its landmass. But there are only 14 vessels, four naval helicopters and five planes available to do that. On a good day, only three-quarters of those are able to head out to sea.

This is a historical problem. South Africa's territorial waters extend out 22km from shore. Its exclusive economic zone, where it owns all resources, goes out 370km. This then stretches into the southern oceans, 1 600km to the Prince Edward and Marion islands. Current government plans are to turn that area into a R177 billion a year factory — Operation Phakisa will include fisheries and 22 off-shore marine protected areas. But naval investment has not kept up with the scale of this plan.

South Africa spends 1.05% of its gross domestic product on the military. The world average is 2%, while its neighbours spend 3%. The 2014 Defence Review — a comprehensive look at the armed services — said this spending is at odds with the importance the ocean has to South Africa. Most of its imports and exports come across the ocean. The ocean economy brings in R60 billion a year. Securing all of this requires "deterrence and a powerful intervention through surface, subsurface and air capabilities", according to the report.

But both deterrence and intervention are hamstrung.

"SA Navy vessels can no longer be made combat ready to execute the full range of missions they were designed for," the report said. This means that 40-year-old vessels are still plodding along, while new frigates are operated more frequently than they should be, which affects their maintenance, it said.

In her budget speech this month, Defence Minister Nosiviwe Mapisa-Nqakula warned: "We have come to a point where we must make a critical decision on the future of the defence force. The longer we delay in arresting the decline, the harder and more expensive it will become to reverse the trend."

That decline means South Africa has little capacity to patrol. The navy has four new frigates, three ancient offshore patrol vessels and three inshore patrol vessels to respond to any illegal fishing and piracy across 1.5 million square kilometres.

Its three submarines stick to surveillance. These 10 vessels are, strictly speaking, relegated to a supporting role for the fisheries department. It has three new inshore patrol vessels and one deep-sea patrol vessel.

Timothy Walker, a maritime specialist at the Institute for Security Studies, says this limited capacity poses an immediate threat to the country's fish stocks.

"Illegal fleets are always probing your exclusive zone to find a weakness. You have to show your intent and respond to this," he says.

His institute calculates that illegal fishing costs the economy more than R6 billion a year. Without an increase in vessels, and things such as intelligence gathering and surveillance of the ocean, the country's oceans will be plundered to a level where they would struggle to recover, he says. "By the time we get the assets to patrol our fisheries, the damage will have been done."

The most pressing concern is South Africa's poor maritime awareness, says Henri Fouché of Stellenbosch University's faculty of military science. "We don't know what is going on [at sea] because of the lack of assets."

At present, South Africa tracks ships through their automatic identification systems, which have to be kept on, by law. But illegal fishing vessels turn theirs off, as did the fleet that fled the *Victoria Mxenge* patrol vessel. This means it is down to a handful of 70-year-old surveillance planes based at Ysterplaat Air Force Base in Cape Town to find vessels. The radar on the navy's four frigates can only see up to 200km away — a drop in the ocean. Fouché says: "Essentially, our vessels head out on patrol and get lucky. But this is a tremendous area that has to be covered." When the navy does go out on patrol, it has a good record of finding illegal fishing, he says. Arresting these vessels is the fisheries department's responsibility.

Matthew Thornton-Dibb, an environmental lawyer at Norton Rose Fulbright, says this department has the mandate to look after the country's fish stocks, a task governed by the Marine Living Resources Act.

This gives fisheries protection officers the right to "seize any vessel they believe is undertaking illegal activity", he says. This can include acting erratically, or switching off the tracking beacon. But when a vessel leaves territorial waters and heads into international waters, there is little a country can do.

To boost the ability of the navy and fisheries department to catch ships inside South Africa's waters, the navy launched Project Biro.

This would see three new offshore and three new inshore-patrol vessels being built at local dockyards, and would give the country enough capacity to patrol its oceans.

But the project has been consistently delayed. South Africa remains a maritime country without maritime assets.

Nanosatellites for surveillance

Cognisant of the funding shortage, various departments have spent a long time looking for other ways to conduct ocean surveillance. An initial plan to fly airships over the southern oceans was rejected after the Council for Scientific and Industrial Research pointed out that the winds there would tear them apart.

But technology has a solution: nanosatellites.

Nine of these fist-sized satellites will cover South Africa's territorial waters and exclusive economic zone by 2019. These will track heat signatures coming from vessels, and check whether they have their automatic beacons on and fishing rights — if they are in a fishery. That will allow the navy and fisheries department to selectively dispatch its small contingent of vessels.

Illegal fishing: A global problem

In 1985, 13 Chinese vessels were operating in African waters. There are now nearly 500. China boasts the world's largest distant-water fishing fleet. Its vessels stand accused of numerous suspicious and illegal activities.

A 2014 Greenpeace investigation found that much of its African fleet underreported tonnage. Some vessels were also caught moving their catch to other vessels at sea. That meant less tax to be paid to the host nations.

Response to illegal fishing depends on fleet size. In March, Indonesian naval vessels were prevented from arresting a Chinese fishing vessel by larger Chinese coastguard vessels. In the same month, Argentina sunk a Chinese trawler it accused of fishing illegally. This trawler was from the same company that had its vessel arrested in South African waters last week. In 2011, the South Korean coast-guard detained a fleet of Chinese fishing vessels.

Recipes of the month.

With summer around the corner, I thought it would be great to add some great camp fire recipes to try out during the holiday camping trips.

Breakfast.

A day cannot start without a decent breakfast to sort the previous night's brandy and coke jitters from kuiering too much around the camp fire.

A breakfast roll is always a quick sure-fire morning meal to plug that hole quickly early in the morning before the kids disappear to go and play with their new found camping friends.

Have you ever tried eggs on the grill by using a muffin pan? Just spray the pan and crack the eggs and put them on the grill. Try adding some chopped peppers and onions or anything to your liking.

1. Preheat an outdoor grill or get the braai fire going for some good medium coals.
2. Coat all holes of a muffin pan with cooking spray and crack an egg into each hole.
3. Place on grill and grill over medium high heat for 2 minutes, or to desired doneness.

Bacon strips can be folded and skewered. Place it on the grill and braai it like a sosatie to your liking. No messy oily pans to worry about after this one.

Take your buttered rolls, call the family together. And build your breakfast roll to your liking by adding grated cheese and your sauce of choice.

Quick Lunch – Cowboy Caserole.



This combination of hamburger, beans, and bacon over biscuits will bring out the cowboy in anyone. It has become a family favourite. It is so easy to make, and we love to make it when we're camping."

Ingredients.

Packet of bacon
400 grams minced beef
1 small onion, chopped
2 x cans baked beans with pork

1/3 x cup barbeque sauce
1x package refrigerated biscuit dough
Spices to taste

Directions.

Cook bacon in a large skillet or Dutch oven over medium heat until evenly browned. Drain, and cut into bite size pieces. Set aside. Add hamburger and onion to the skillet, and cook until no longer pink, and the onion is tender. Drain.

Stir bacon, baked beans and barbeque sauce into the ground beef, and bring to a boil. Reduce heat to medium low, and place biscuits in a single layer over the top of the mixture. Cover, and simmer for about 10 minutes, or until the biscuits are done. Place two biscuits on each plate, and spoon beans over.

Closing

Please feel free to mail any photo's of any significant or good catches to denise@pedsac.co.za or richard@lmcservices.co.za and we will post them on our website and Facebook pages. All members are welcome to send us contributions for the next news letter and this can be mailed to the same email addresses provided.

Tight Lines

Richard Donaldson.