

"Tackle a Block at a Time".

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No 1. Engineering Council of SA News.

The latest news we have is that ECSA will only be calling for nominations for the new Council and committees in August this year.

Watch this space for ECSA and ECSA related news!

No 2. ECSA News About Applications.

There has been an upsurge in the number of qualified engineering practitioners wishing to expedite the registration process. The main reason behind this is a desire to help their firms meet tender requirements, which demand that one or more such practitioners are registered with the Engineering Council of South Africa (ECSA).

In an effort to assist, ECSA has promised to accelerate the process if the applicants can demonstrate competence as well as providing full information in their applications.

The professional registration process with ECSA is a comprehensive process of assessment to ascertain that engineering practitioners meet the minimum requirements of registration after a period of at least three years post qualifications. The candidacy period demands practical engineering experience and the appropriate level of training.

Currently only about 40 percent of all applications received are comprehensively completed and ECSA urges applicants to ensure that full information is provided in their applications.

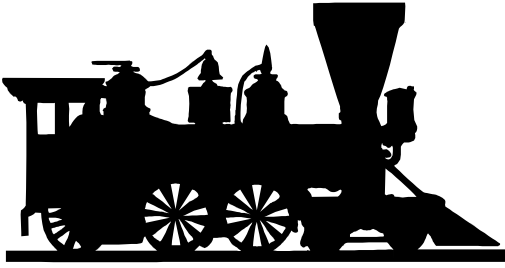
ECSA is therefore appealing to relevant parties to consult its guidelines on the completion of applications for each category of registration as well as the discipline specific guidelines for the various disciplines of engineering.

*Issued by:
Tendai Dhlwayo:
Communications Practitioner
Engineering Council of South Africa (ECSA)*

No 3. News of the World!

Use the link below to get newspaper headlines from most places in the world! Just put your mouse (cursor) on a city and headlines appear. Double click and the page gets larger. You can read most of the paper on some of them if you click in the right place. While you can stay abreast of world events you could spend forever here and never get any work done!

<http://www.newseum.org/todaysfrontpages/flash/>



No 4. SA Railway Upgrade.

SA plans to upgrade the rail system to put rail at the centre of freight and commuter services.

An estimate for the railroad sector alone is R75 billion just to deal with the maintenance backlog, R93 billion for commuter services and an investment of some R300 billion for the Shosholozza Mail, according to Transport Minister Sbu Ndebele.

He has stated that rail and not private cars should be the future of the public transport system.

The Gautrain as an important part of the railroad system was expected to be fully operational in July 2011. The Sandton to Airport link has been working for some months and the Rosebank to Pretoria section is to open in the next few days.

The average age of the country's locomotive fleet, operated by Shosholozza Meyl on all routes nationally was about 33 years.

Ed;Bring on the Choo Choo's!

No 5. Railroad Tracks, Facts and Myths.

Myths and urban legends that seem reasonable are very difficult to refute even when evidence exists to disprove them.

One legend concerning the track standard, going back to Roman chariots has been around on the internet and by e mail for last few years. The story begins by asking why the USA standard gauge is 4 feet 8 and a half inches (1.4125m). Well the answer is that this came from the English in Britain. The British, so the story goes, built the railroads on top of road ruts created by the Romans and their horse drawn chariots.

None of the story is true, except that the standard USA track gauge is 4 feet and 8 and a half inches.

The Romans did not use chariots for warfare, as they were unstable and really restricted to open and flat terrain (and Hollywood movies). Cavalry was more mobile, easier to maintain and used the manpower better, since a chariot required a driver and a fighter whereas a single fighter could fight on horseback. Roman chariots were popular in the Roman circus games and for ceremonial processions.

In the USA back in 1861 there were more than 20 different track gauges varying from 3 feet to 6 feet. The American Civil War had a big influence on the "standard gauge." As this was a war in which railroads played an important part in transporting troops, supplies and equipment, the variety of gauges forced army units to unload and reload at junction points between gauges. In 1862 the United States Military Railroad organisation was created to address a number of problems. Since more than half the track in the US (North) was the 4feet 8 and a half inch variety it made economic sense to promote this as the standard gauge. If the South had won it could have been 5 feet as this was the prevalent gauge.

After the war in 1867, representatives from 29 railroads in the industry formed the Master Car Builders Association. It took until 1886 before standard gauge was finalised and accepted.

The original question of why such an odd size actually remains, as no one really knows for sure. From Roman chariots wheel ruts to the width of two horses backsides side by side hauling a wagon are some of the popular beliefs. Wagon wheel widths and the subsequent ruts were not of a universal size.

The odd track size did originate in England where the railway pioneer George Stephenson used it in the first public rail line, the Liverpool & Manchester Railway, in 1830. Even here there is dispute claiming the track was 5 feet and with the rails some 1.75 inches wide he had to subtract 3.5 inches for the car wheel spacing. Others claim it was 4 feet 8 inches but he added another half an inch to allow more leeway between the rails and wheel flanges.

So after all that where did the South African (narrow gauge- 3 feet 6 inches) come from?

Maybe some informed member out there would care to do a write up for us!

Source: There are so many that if you really wish to know ask and we can supply a list!

No 6. Defence Tech Converted into Rail-Break Detector

Transnet Freight Rail faces the constant threat of derailments of its heavy-haul freight trains, especially on the Oresund iron-ore and Richards Bay coal-line tracks.

Many of these derailments could be caused by broken rails.

Council for Scientific and Industrial Research (CSIR) Materials Science and Manufacturing division sensor science and technology manager **Jeremy Wallis** states that considering the fact that the trains on these routes may be up to 3,7 km long, derailments are costly as they damage equipment and infrastructure, while also causing significant delays. In order to prevent derailments caused by broken rails, Transnet contracted the Institute for Maritime Technology (IMT), in Simon's Town, to develop a broken-rail detector system for the continuously-welded tracks of their heavy-freight lines.

The parastatal, posting its request thirteen years ago, wanted something that could operate in real time, remotely and unattended.

Local railway lines are normally checked using a specialised ultrasonic inspection car which travels on the line, as well as by personnel pushing portable ultrasonic scanners along the rails, with both processes being labour and time intensive.

The solution the IMT came up with, in partnership with the CSIR, makes use of ultrasonic waves that are transmitted along the rail between transmitting and receiving stations that are placed on the track. If the required ultrasonic signals are not received, an alarm is activated, indicating a broken rail.

In other words a transducer is bolted in place on the rail. When it vibrates, the railway line vibrates at an ultrasonic frequency. The displacement of these vibrations is in the nanometre range. The sound propagates down the rail for a distance of up to 1,5 km, where the electronics check for the arrival of a valid signal. Here the rail ultrasonic signal is processed, with an alarm sent to the centralised train control room, should a valid signal not be detected within a set time period.

This means that hundreds of kilometres of rail can be monitored continuously and remotely, with Transnet able to pinpoint the section where the rail break has occurred.

Interestingly enough, the system adapts underwater sonar technology and neatly translates it for use in places like the Northern Cape, where temperatures can range from -10 °C to 50 °C.

The ultrasonic broken rail detection system has been evaluated in service on Transnet freight lines for a number of years, and successfully detected a number of rail breaks.

Many others have tried, but the Transnet/IMT/CSIR partnership is the first to get it working, says Wallis. The detector project has already attracted considerable attention from the international rail community.

It has been tested in Canada, on the New York subway, Hong Kong and is currently undergoing trials in Japan.

Some of these tests were more successful than others, admits Wallis, as rail tracks have different shapes and lengths, and operate under different ambient temperatures.

"We have worked on it to now make it functional on almost any line."

IMT has registered patents on the overall system, and CSIR is busy patenting key aspects of the ultrasound technology.

"We are currently trying to secure funding to present a final, industrialised design. The idea is to transfer the technology to a commercial partner in the next two to three years," says Wallis.

Sources: CSIR and various others.



No 7. Forklift Trucks That Run On a Green Charge

The first forklift trucks in Europe that will run on fuel cells and with hydrogen in their tanks are on the way to the market. No fewer than 30 demonstration units are to be tested, and Norway is among the countries potentially involved in the trials.

Risavika harbour just outside Stavanger is among the candidates for trials of ten of the 30 forklift trucks, according to SINTEF's Steffen Møller-Holst. SINTEF is a participant in the project's development phase, which will bring the green European truck to its final goal. Under its bodywork, the truck houses a miniature power station in the shape of a fuel cell that runs on hydrogen, and which delivers power to its electric motor. All that the truck emits in operation is water vapour!

The best of both worlds

"A hydrogen-driven forklift truck running on fuel cells combines the advantages of diesel and battery-

driven vehicles. The hydrogen-based technology means rapid refuelling, just like diesel, while it is also energy-efficient and every bit as environmentally friendly as a battery truck," says Møller-Holst.

The SINTEF scientist points out that a forklift truck fitted with fuel cells and operating two eight-hour shifts a day reduces CO₂ emissions by the equivalent of eight private cars.

Developed under the European Union's auspices

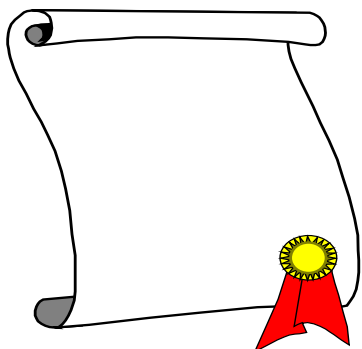
The truck's power system has been developed in the course of a joint European effort run by the European Union.

Danish projects

The Danish company H2 Logic AS has been responsible for developing the trucks' fuel-cell technology. The solution is a development of a fuel cell that the company had previously developed with Scandinavian backing; its partners included SINTEF and Statoil.

The large forklift trucks in the joint European project have been designed to carry heavy loads. They are manufactured by the Danish company Dantruck, which showed them off at the enormous CeMAT trade fair in Hanover.

Source; Science Daily June 2011.



No 8.

Continuing Professional Development (CPD). General Details of the Scheme.

After more than three years the process of consultation and debate with stakeholders in the profession, including voluntary associations such as ours, the Engineering Council of South Africa (ECSA) approved a formal system affecting all registered engineering practitioners. This came into effect from **1st January 2006**.

CPD may be defined as "the systematic maintenance, improvement and broadening of knowledge and skills, and the development of personal qualities necessary for the execution of

professional and technical duties throughout an engineering practitioners career".

The Engineering Profession Act 46 of 2000 requires that registered practitioners have to renew their registration at regular intervals. ECSA decided that the most appropriate way to implement the Act would be to link renewal of registration with CPD.

ECSA has attempted to design a system that is not a millstone around the necks of registered practitioners. A reasonable system of earning points or credits has been devised. This system includes attendance at educational / academic courses as well as work-based activities. The 5 credits per year or 25 credits to be acquired over a 5-year period should be easily achieved with the three categories of CPD. While a minimum of 3 credits must be earned per year, excess credits can be carried over.

A very brief summary of CPD requirements follows; Category 1 which requires 1 credit per year has proved to be the most difficult and controversial. It is however not difficult to attend 1 accredited Course / Seminar a year.

Category 2 awards workers 2 credits for just working more than 800 hours a year! Mentoring gives you another 1 credit.

Category 3 awards members of an ECSA recognised Voluntary Association 1 credit for membership.

The above are not the full or detailed requirements or methods of obtaining credits. See previous and future newsletters about CPD courses and news.

While registered persons are required to submit their CPD details annually just before the date on which they were registered, they may prefer to submit their CPD details annually around Dec / Jan as this is when they receive their annual CPD certificates proving membership for the past year from the Chamber.

Please note that completed CPD forms must be sent direct to ECSA and not IPET!

Members are requested to check out Item 16, which is a list of Courses that your association has validated for ECSA credits.

*REFERENCE SOURCES;
ECSA Web Site www.ecsa.co.za*

World Population Day: the one-day in July each year where we are supposed to reflect on how many people live in the world. The magic number is around 7 billion - in the world.

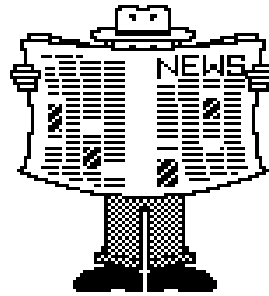
Ed: So there is no shortage of labour or customers!



No 9. DMR Draft Regulations Working Group.

Our sister organisation the Chamber of Engineering Technology and its Lifting Division studied the draft regulations. The LEEASA groups’ inputs were combined and a comprehensive document was sent to the Department of Labour as per the Government Gazette instructions well before the deadline. We now await further developments. Thanks to all those who contributed and assisted in this marathon task.

*It is wise to direct your anger towards problems – not people;
To focus your energies on answers – not excuses.
William Arthur Ward.*



No 11 Snippets.

IPET Membership Profile.

Statistics show that approximately 45.34% of our membership is over the age of 50. (11% of members ages, ID have not been supplied).

Race Statistics

- Asian 4.16%
- Black 12.41%
- Coloured 2.3%
- White 47.43%
- Unknown 33.7% (Members have not supplied data despite requests to do so.)

- ECSA Registered members 85.28%
- Not ECSA Registered 14.72%

Total membership approx 1127.

No 10. Facebook, Twitter, and other Social Networks.

From time to time we get suggestions that we should be on one or all of the above social networks. We get invitations to join all sorts of groups and “friends.” Facebook is the flavour of the month but seems to open you up to loads of unwelcome contacts and people wanting to be friends. We do not think it will enhance our professional image and will subject us to a lot of unneeded maintenance. It is also not seen as a vehicle for the newsletter at this time.

So to all members (and others) who have asked us to join their group or social circle we will not be doing so.
Ed.

The Second Hand Goods Act, No 6 of 2009.

The Act, which is expected to be fully implemented on January 1 2011, would include several controlled metals and would regulate dealers to combat trade in stolen goods, such as copper cables.

The legislation would require all scrap metal dealers engaging in recycling of any controlled metals to be registered as a recycler, in addition to being registered as a second hand goods dealer.

Sentencing for being in possession of stolen goods would be decided in court, while some offences would result in imprisonment. Failure to register could result in up to ten years imprisonment, and stopping trade without notifying authorities could result in up to three years imprisonment.

The new Act does not allow scrap metal dealers to have in their possession any apparatus which could be used for the recycling of any controlled metal or any article or substance containing any controlled metal.

Dealers are also not allowed to acquire or dispose of any cable consisting of controlled metal of which the cover has been burnt, unless the seller thereof is able to provide a reasonable explanation for the burnt

cover, and only after the matter has been reported to a law enforcement officer.

The Act was primarily aimed at tightening the regulation of certain sectors, such as the scrap-metal and second-hand vehicle industries in an attempt to combat serious crimes. It would also enable a legal framework that would limit the possibility of diffusing stolen goods through the marketplace, and allow the Safety and Security Minister to adapt the regulatory environment for each of the relevant industry segments to ensure effective implementation measures.

Further, the Act would give the South African Police greater powers to undertake inspection, enter and search premises, and seize goods, while also holding out the possibility of extending their powers by notice in the Gazette.

It also makes provision for the accreditation of dealers' associations, which would be required to play a role in policing the Act through inspections and self-regulation.

Controlled metals include copper, aluminium, zinc, chrome, lead, white metals, nickel, tungsten, tin, lead, ferrosilicon, ferrochrome, brass, bronze, cobalt, ferrovanadium and precious metals as defined in the Precious Metals Act 27 of 2005, or any article consisting of any of these metals. This was unlike the Second-Hand Goods Act, No 23 of 1955, which excluded all ferrous metals, zinc and tin.

Ed. So cable theft might become less soon!



No 12. The Joke Column.

Warning / Disclaimer.

Sensitive readers are warned that the following may erroneously be taken to contain sex, violence, strong language, gender, race, ethics etc. Readers are warned not to read or have any of the following read to them. Recommended readers age is limited to 120 and 121 years of age. A further requirement is you must have a sense of humour.

If Horrific means Horrible, Why doesn't Terrific mean Terrible?

Roll over Beethoven.

Beethoven dies and is buried in a churchyard.

A few days later the town drunk is walking through the cemetery and hears a strange noise coming from the area where Beethoven is buried.

Terrified he runs to get a priest and asks him to come and listen to the sound.

The priest bends close to the grave and hears faint, unrecognisable music coming from the ground.

Frightened he runs to get the town magistrate.

When the magistrate arrives he puts his ear to the ground, listens for a moment and then says; "Ah yes that's Beethoven's Ninth Symphony being played backwards."

He listens a while longer and says; "There's the Eight Symphony but it's playing backwards too. Most puzzling—Oh there's the Seventh,The Sixth.....the Fifth."

Suddenly what is happening dawns the magistrate.

He stands up and announces to the crowd who had gathered in the meanwhile; There's nothing to worry about. Its just Beethoven decomposing."

A young couple bring their new baby home. When the inevitable happens the wife suggests her husband try his hand at changing nappies.

"I'm busy," he says. "I'll do the next one."

The next time it happens she asks again.

The husband looks puzzled then says; " I didn't mean the next nappy. I meant the next baby."

Two dogs walk over to a parking meter.

"How things have changed," one says. Now we have pay toilets!"

"What does your wife do for a living?" Joe asks James.

"She is an efficiency expert," James says.

"That sounds interesting, what does an efficiency expert do," asks Joe.

"Well, it's hard to explain. Before our politically correct times it was called nagging."

Old accountants never die – they just lose their balance.

Old lawyers never die – they just lose their appeal.

Old musicians never die – they just get played out.

Old daredevils never die – they just get discouraged.

A burglar is caught inside a house.

Some time later he appears before a judge.

What is your trade? The judge asks.

"I'm a locksmith," the prisoner says.

"What were you doing inside the house when the police caught you?"

"I was making a bolt for the door."

"Doctor, when will my measles be cured?" asks the patient.

"It's hard to say as I have never been one to make rash decisions," says the Doctor.

Definitions.

Actor; A Person who tries to be everyone but himself.

Adult; Person who has stopped growing at both ends and starts growing in the middle.

Bore; Someone who insists on talking about himself when you wanted to talk about yourself.

Committee; A body that keeps minutes but wastes hours.

Courtship! The period during which a girl decides whether or not she can do better.

Smart advice.

Keep your eyes wide open before marriage – but half shut afterwards.

When raising children enjoy them when they are still on your side.

On an African airline.

"Would you like dinner?" the attendant asks.

"What are my choices?" asks the passenger.

"Yes or no."

Three boys are bragging about their fathers.

"My dad scribbles a few words on a piece of paper, calls it a poem and gets paid R200," the first boy says.

"That's nothing. My dad scribbles a few words on a piece of paper, calls it a song and gets paid R500," the second boy claims.

"I got you both beat," the third boy says.

"My dad scribbles a few words on a piece of paper, calls it a sermon and it takes 20 people to collect all the money."

"Johnny, What kind of people go to heaven?" asks the Sunday school teacher.

"Dead people," Johnny replies.

"Dad, when will I be old enough to do what I want?" the 10 year old asks.

"I'm not sure," the father says. "I don't think anyone has ever reached that age."

Ronnie is about to leave for work when his wife asks, "Does money talk?"

"Yes, that's what they say," he replies.

"Well, I wish you would leave some here to talk to me during the day – I get so lonely."

Have you heard about the florist who has two children?

One is a budding genius and the other a blooming idiot.

A man is walking down the main road to work when he sees a beggar collecting coins in a hat.

The next day the beggar has two hats, so being curious, the man asks why.

"Business has been so good I decided to open another branch."

A young man is desperate to become a great writer. When asked to define "great" he says; "I want to write stuff the whole world will read, stuff people will react to on a truly emotional level, stuff that will make them scream, cry, howl in pain and anger!"

We are happy to report the young man has achieved his lofty goal.

He now works for Microsoft writing error messages.

Two drunks are walking down a railway track.

"These long stairs sure slow me down'" one says.

"It's not the stairs that get me," the second says.

"It's the low banisters."

An astronaut goes to the doctor with a black eye.

"What happened?" asks the doctor.

"I was out late with my pals and when I got home I had an re-entry problem."

Van visits a Native American reserve.

He sees a man in front of a wigwam and asks, "Are you 100 percent Native American?"

"No, only 85 per cent," the man replies.

"How come?" asks Van.

"I have an artificial leg."

No 13. Small Adverts - Policy.

IPET is prepared to place very small text only adverts in the Newsletter if they are deemed to be of direct interest and value to members. The Editor and Executive's decision on any particular advert is final. The adverts may not exceed 100 words and are, for the time being, free. Adverts that just advertise companies and / or their products are excluded from this offer. Other adverts, for which payment will be required, may be entertained in the future.

As our country is experiencing a difficult economic and financial crisis your organisation is trying to assist members where practical. Those seeking permanent positions in industry or younger persons who need experiential training in order to complete their degree or diploma may advertise their

requirements with their contact details in a mini advert which will be included in the regular E Newsletter. As we also have requests from ECSA "Candidates" for Mentors, this request will also be covered in a mini advert. This is a free service to members.

No 14. Adverts.



Do you have an MSc or PhD in Electrical engineering with automation experience?

If so we are looking for an external examiner for an Mtech thesis in automation. Your help would be appreciated as the university is struggling to find suitably qualified people.

There is a small remuneration available for this service.

For more information contact Prof. Ian de Vries, Cape Peninsula University of Technology, +27 (0)82 717 8389, ian.devries@gmail.com

If you contact him kindly mention that you saw it in IPET News.

No 15. Publication Policy.

Our policy is to be informative but not to compete with Newspapers or Engineering Journals. We try to give a selective rational overview of the engineering scene relative to our members. We endeavour to cover matters of importance that might not make it into the general press. While we publish regularly, we may not always have the latest scandal!

Articles/ Letters to the Editor.

We encourage members to submit articles or letters to the Editor for publication.

Articles and pictures submitted should be non-commercial in their content and intent, and relevant to the scope and target audience of the association, namely the engineering and science field. This includes all disciplines from Electrical, Mechanical, Civil, Telecommunication, IT, Computers, Lifting Equipment etc.

Appropriate subject matter comprises:

Awards, achievements and good news

Open industry events

Failures, disasters and bad news

Dangers to workers and the public

Poor maintenance

Public and occupational health and safety

Non-compliance with compulsory or safety standards

Environmental non-compliances

Consumer and quality issues

Unfair business practices

Corruption and fraud

Exposé's and whistle-blowing

Views, comment and opinion

In general articles / letters submitted to us anonymously will not be considered. However it is recognised that in some cases there may be good reason why the confidentiality of the author(s) should be maintained. In such cases, such good reason must be provided

The Editor reserves the right to shorten and edit letters / articles or reject them for publication where he deems it fit to do so.

What do you think of this newsletter?

If you have any comments or suggestions on how we can improve this newsletter, please email us at

engineer@netactive.co.za

No 16. For Your File Only!

IPET CPD Course List

IpetNews/CPD
CourseList2011

ECSA Validation Number	Description	Provider	Hours	Credits	Validity Dates
IPET-LLLS5-01/2011	Environmental Risk	Life Long Learning Solutions, P O Box 37545, Faerie Glen,0043.Tel 083 788 2666, 012 345 6738 / 345 4307, Fax 012 345 6793, E mail johanv@llls.co.za	10	1	01/06/2008 to 30/05/2011
IPET 08/AST01	Fire Detection Engineering Course	Alien Systems & Technologies, PO Box 396, Walkerville, 1876, Tel 011 949 1157, Fax 011 949 1110, E Mail mike@astafrica.com	10	1	01/10/2008 to 01/10/2011
IPET 08/100	Quality Management ISO 9001 for Consulting Engineers	Project Management & Quality Services, PO Box 295, Struisbaai, 7285. Tel 028 435 6133, Fax 086 620 1354, Cell 073 140 8790	20	2	01/02/2009 to 01/02/2012
IPET 08/101	Risk Management	Project Management & Quality Services, PO Box 295, Struisbaai, 7285. Tel 028 435 6133, Fax 086 620 1354, Cell 073 140 8790	10	1	16/02/2009 to 16/02/2012
IPET 08/102	Project Management	Project Management & Quality Services, PO Box 295, Struisbaai, 7285. Tel 028 435 6133, Fax 086 620 1354, Cell 073 140 8790	20	2	16/02/2009 to 16/02/2012
IPET 2010/01	LMS 1; Concrete Essentials	Letaba Management Services (LMS), 51 Roy Campbell St, Brackenhurst, Alberton, 1448	10	1	10 Oct 2009 to 19 Oct 2012
IPET 2010/02	LMS 4; Concrete on Site	Letaba Management Services (LMS), 51 Roy Campbell St, Brackenhurst, Alberton, 1448	10	1	10 Oct 2009 to 19 Oct 2012
IPET 2010/03	LMS Concrete Pavement Slabs	Letaba Management Services (LMS), 51 Roy Campbell St, Brackenhurst, Alberton, 1448	10	1	01 June 2010 to 01 June 2011
IPET 2011/03/01	International Pipeline World Forum 2011	Amabhubesi Conferencing & Training, P O Box 2568, Cramerview, 2060, Tel 011 326 Nathan@amabhubesi.co.	30	3	13 to 15 April 2011

ECSA Validation Number	Description	Provider	Hours	Credits	Validity Dates
IPET 2011/06/01	Innovation Research and Technology Conference	Melrose Professional Advance Training , PO Box 785510, Sandton, 2146, Tel 011 455 5184, Fax 455 5084, E Mail nathan@melrosetraining.co.za	20	2	4 and 5 August 2011
IPET 2011/010	Management Fundamentals-Situational Leadership11	Group 5 Construction (Pty) Ltd; P O Box 5016, Rivonia,2128, Tel 011 806 0111, Fax 011 806 8387, ncarstens@groupfive.co.za	20	2	2011/06/01 to 2013/06/01
IPET 2011/011	Management Fundamentals-Targeted Selection	Group 5 Construction (Pty) Ltd; P O Box 5016, Rivonia,2128, Tel 011 806 0111, Fax 011 806 8387, ncarstens@groupfive.co.za	20	2	2011/06/01 to 2013/06/01
IPET 2011/012	Management Fundamentals-Partnering for Performance	Group 5 Construction (Pty) Ltd; P O Box 5016, Rivonia,2128, Tel 011 806 0111, Fax 011 806 8387, ncarstens@groupfive.co.za	10	1	2011/06/01 to 2013/06/01
IPET 2011/013	Management Fundamentals-Mentoring Training	Group 5 Construction (Pty) Ltd; P O Box 5016, Rivonia,2128, Tel 011 806 0111, Fax 011 806 8387, ncarstens@groupfive.co.za	10	1	2011/06/01 to 2013/06/01
IPET 2011/014	Management Fundamentals-Mentee Training	Group 5 Construction (Pty) Ltd; P O Box 5016, Rivonia,2128, Tel 011 806 0111, Fax 011 806 8387, ncarstens@groupfive.co.za	10	1	2011/06/01 to 2013/06/01
IPET 2011/015	The 4th Annual Africa Railway Safety Summit 2011	AMC International, P O Box 413629, Craighall, 2024. Tel 011 341 1000, Fax 011 325 0048, E mail info@amc-intsa.com	30	3	2011/07/27 to 2011/07/29

AND

IPET & it's sister body the Chamber of Engineering Technology (COET) have collaborated on CPD course assessment and this has resulted in some 15 new courses validated. IPET and COET members will enjoy the discounted rates charged for these courses. The list is published below.

<u>ECSA Validation Number</u>	<u>Description</u>	<u>Provider</u>	<u>Hours</u>	<u>Credits</u>	<u>Validity dates</u>
CET 0190	The Genuises Guide to ECSA's CPD	The Chamber of Engineering Technology, PO Box 1269, Ferndale, 2160. Tel / Fax 011 787 1302, E Mail engineer@netactive.co.za	3 Hours	0.3	2011/04/01 to 2012/04/01
CET 0191	Best Practice in Process, Elec, & Industrial Drawings & Documents	IDC Technologies, P O Box 389, Halfway House, 1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01
CET 0192	Basic Tutorial of Circuit Maker	IDC Technologies, P O Box 389, Halfway House, 1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	10	1	2011/07/01 to 2014/07/01
CET 0193	Power Electronics & Switch Mode Power Supplies	IDC Technologies, P O Box 389, Halfway House, 1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01
CET 0194	Practical Industrial Electronics for Engineers & Technicians	IDC Technologies, P O Box 389, Halfway House, 1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01
CET 0195	Specification & Technical Writing (TW)	IDC Technologies, P O Box 389, Halfway House, 1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01
CET 0196	Practical Digital Signalling Processing Systems for Engineers & Technicians	IDC Technologies, P O Box 389, Halfway House, 1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01

<u>ECSA Validation Number</u>	<u>Description</u>	<u>Provider</u>	<u>Hours</u>	<u>Credits</u>	<u>Validity dates</u>
CET 0197	Practical Programmable Logic Controllers for Automatiom & Process Control	IDC Technologies, P O Box 389, Halfway House,1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01
CET 0198	Industrial Wireless for Engineers and Technicians	IDC Technologies, P O Box 389, Halfway House,1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01
CET 0199	Printed Circuit Board Design Consideratiions	IDC Technologies, P O Box 389, Halfway House,1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01
CET 0200	UPS & Battery Power Supplies (UP)	IDC Technologies, P O Box 389, Halfway House,1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01
CET 0201	Digital Systems Fundamentals	IDC Technologies, P O Box 389, Halfway House,1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01
CET 0202	Embedded Microcontrollers (EB)	IDC Technologies, P O Box 389, Halfway House,1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01
CET 0203	Industrial Electronics (IE)	IDC Technologies, P O Box 389, Halfway House,1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01

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CET 0204	Industrial Data Communication Systems (ID)	IDC Technologies, P O Box 389, Halfway House,1685, Tel 011 024 5520/1/2/3/4/5, Fax 086 692 4368, E mail marketing4@idc-online.co.za	20	2	2011/07/01 to 2014/07/01
					CpdCourseList

NB!

Members should contact the above providers direct to establish when and where courses are scheduled.

Members are reminded that they are entitled to claim a 10 % discount on the fee from the provider

as this is part of our assessment agreement with them.

This only applies to the above courses and providers.



Teamwork!

No 17. Faulty E Mails & Our Newsletters.

Is Our Mail in the Junk Box?

Our main method of sending **newsletters** is by E Mail. We only send out hard copies approx twice a year.

As the Internet becomes ever more invasive, computer savvy members and companies are using **SPAM FILTERS** to separate legitimate email from the hoard of promotional messages that invade the email **INBOX** every day. These filters are very smart and useful but sometimes are a little too smart for their own good. They can shift essential emails into your Junk mail folder and cut you off from critical and essential information.

So to ensure you receive our newsletters, please add the following addresses to your **SAFE SENDERS list**.

jjconsultancy@gmail.com
jameshellerjhb@gmail.com
206on8th@gmail.com
engineer@netactive.co.za

Just because you receive **INDIVIDUAL** E-mails from us does not mean that you receive the bulk E-mails sent. Some Companies and Internet Service Providers block E-mails when they are addressed to more than a few people as they suspect that these E-mails are Spam.

The worst cases are Eskom, Government Departments, Spoornet, Transnet, Absa and Telkomsa.net who block our E-mails as suspected Spam..

This unfortunately also applies to some other firms and consulting companies.

Members must sort this out with their IT people at work or their Internet supplier. Your own Computer settings also need to be checked and set, especially if you have filters of any sort in your machine.

It is not something we can do from our end!

Perhaps you should give us your home E Mail address and not a company address.

Your co-operation in this will be beneficial to you and the Association.

No 17. Faulty E-mails.

The following members' contact details are out of date and their E News deliveries do not work.

This is due to changed addresses, blocked, rejected, etc, etc.

Members are requested to check, change limits & advise us please.

Please use the form below at the end of this article.

In general E News to E mail at aurecongroup.com are blocked!

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0002	8870066	Allers	B
1947	9370051	Allopi	D
2786	200470062	Ambler	WT
3036	200870245	Amir	M
2875	200270154	Badenhorst	BG
3072	200970085	Baloka	AD
2809	200770139	Barden	Z
0121	8870191	Barnard	JS
2603	8970044	Bartens	HV
2675	9940076	Bava	SR
3088	200970087	Becker	LEF
2570	8770129	Bento	PB
2682	200370143	Bezuidenhout	WJ
0013	Not registered	Boddy	MP
2854	200670031	Bogosing	ST
2339		Bolota	FD. De J
3044	200970136	Booyens	S
2855	200770032	Boshoff	J
2851	200370068	Botes	D W
1755	8770191	Botha	J
2036	9670092	Botha	T
2355	200370003	Botha	T
3196	201070182	Botha	B J
2704	200570080	Boutlwanje	LA
2210	9770081	Bowes	MR
3123	200980286	Bridgeman	H
2696	200370004	Brink	CL
2952	200270027	Brinkhurst	PJ
2921	200730024	Brown	J

1894	8770209	Bruens	TG
2613	8570151	Bruggeman	WOB
2656	200370190	Bryant	RW
3047	B200880388	Budeli	L
2890	200870159	Bukubukwana	M R
1733	9770053	Busch	PA
2194	200270156	Chemaly	CE
2974	200970093	Chinji	M
3042	200870138	Classen	MJ
0297	8870030	Collocott	JH
0328	9270007	Combrinck	WH
1992	8870113	Cornelius	PJP
2996	200370145	Cornelius	AHPD
0370	?	Crous	JC
0127	8570173	Cullen	CHL
1697	Not registered	Dal Lago	G
1824	Not Registered	Dames	GL
2655	200370147	de Bruyn	DJ
2488	Not Reg	De Fin	PH
0928	8770174	De Graaff	EP
0023	8670043	De Kruijff	AJA
2123	9670025	Diem	RA
0989	9670064	Dingle	MA
0533	Not Registered	Dorrington	IL
1995	9170137	Du Plessis	JJ
2174	9770038	Du Preez	J B
2595	9670071	Du Preez	PJ
2700	Busy with	Du Preez	JH
3045	200880074	du Toit	C
0823	8570155	Du Toit	AP
3120	200980480	Dube	F
2341	200670184	Elliott	GW
2876	200470145	Enslin	J M
2135	9670078	Essop	H
2844	200870283	Faure	CB
2988	200870253	Fillis	VW
2433	9970024	Forbes	BE
0594	8570127	Fox	BC
3030	200880246	Fredericks	GN
2495	9070082	Garrod	KP
2877	200570043	Geddie	GA
3092	200780166	Geldenhuis	JR
3132	Not registered	Geldenhuis	D
2664	Not registered	Geyser	SJ
2916	9970078	Govender	Y
2336	200570032	Govender	SD
2793	200070102	Govender	V

1895	8970028	Grobler	AC
2951	Not Registered	Grobler	G
1470		Grove	FA
2918	200170005	Hall	SR
2390	200070122	Hastie	CGA
0286	8870162	Hayter	NGJ
0924	9370093	Haywood	WJ
0375	8570001	Head	GJ
3128	8670016	Heatlie	EB
2379	200370172	Hill	LS
3133	9070120	Hope	MA
2902	200670208	Hughes	MJ
3134	200730046	Jacobs	A
2899	9770050	Jacobs	FJ
2798	9470004	Janse van Rensburg	PJ
2454	9570087	Jansen Van Vuuren	JG
2928	200770005	Jattiem	M
2458	9770100	Jones	CW
2131	9470094	Jooste	PJ
2953	9970131	Joubert	SP
2999	200370153	Kamroodien	SA
1586	Not Registered	Kasl	K
1284	Not Registered	Kavallieratos	N
1305	8670145	Kemm	AAQ
2944	200770078	Kgwaila	RFD
2654	200370197	Khan	A
2701	200870143	Khanyile	ST
2461	9170112	King	RC
2881	9370110	Kleinhans	R
2914	200270144	Klopper	CC
2895	200140006	Koloi	K W
1013	8570187	Koorsen	GA
2470	9570038	Kotze	MJ
2522	Not registered	Kruger	C
2267	200370174	Kruger	PJ
2493	8970010	Kruger	PN
2408	200170126	Krummeck	B R
1486	9070207	Krusekopf	RH
2041	9570013	Labrum	AM
0221		Landman	JA
2439	9570044	Last	RA
3150	201070049	Lategan	FJP
1592	8970156	Le Roux	JA
2882	200570084	Le Roux	G N
3190	Not Registered	Lehmann	MHW

2674	8870204	Logan	BA
2815	9870067	Lottering	NJ
2640	200370090	Louw	D
0934	Registered	Lund	HG
2634	9070181	MacDonald	NA
3091	200870260	Machaba	MB
2698	200170071	Mahapa	MG
2886	200630218	Malinga	TW
0586	8670182	Mallinson	RJ
2580	200370031	Mans	GJ
1949	8970048	Mare	FR
2822	200170043	Maritz	P
2266	9870136	Martheze	J
2965	200720096	Maseko	MP
2859	200670099	Mashaba	IP
3131	201080023	Mashoai	RS
3082	Busy	Matomola	MS
2879	200680185	Mbatha	T H
2377	200870172	Mkhacane	MM
2753	200470012	Mnqwazana	M D
2643	200380081	Moeketsi	M
2824	200880371	Moholi	N G
2887	200630222	Molalathoko	N A
2413	200470009	Moloisane	RJ
2962	201070147	Moodley	P
2840	201070170	Motau	T A
2734	8870081	Motherwell	K A
2751	9470047	Mouton	J
3140	200280111	Mpuhlu	K L
2960	200580011	Mputle	SBL
2956	Not Registered	Mthandi	AT
3194	201080263	Mthombeni	RD
2784	200370115	Mtshali	SS
2418	200870175	Mukwevho	M J
2299	9970083	Mulder	BJ
2438	200170044	Mulder	JH
2324	200470101	Mutasah	HW
0641	9070210	Mutch	KR
3039	200830128	Mvula	F
2985	200870035	Naidoo	DP
2639	200870066	Namane	PR
3179	not registered	Nandlal	A
2648	200380058	Nduku	MN
2335	200270162	Ndwandwe	KE
2485	9970120	Neethling	HJ
0138	8570193	Nel	FID
1973	Not Registered	Ngqangweni	BW
2695	200770024	Nkonki	LL
2662	200380105	Nthangeni	W M

2997	200870020	Ntombela	S J
0340	8870016	O'Connor	PD
2234	9880032	OJAGEER	KR
2770	200470053	Oosthuizen	AW
2273	9970029	Partington	BA
2254		Passmore	J
2436	9570061	Pearse	SJ
2563	9270030	Pengelly	NB
2569	8770140	Pesic	L B
1991	9270018	Pietersen	EA
0071	Not registered	Potgieter	IP
0665	8570066	Pretorius	JL
2818	200470002	Pretorius	E
2586	9970099	Pretorius	FJ
2883	200670107	Pretorius	J
2740	200570039	Qwabe	BB
2540	200570040	Ramokotjo	DJ
2943	200780076	Ramparshad	N
2069	9370072	Rash	MF
0732	Not Registered	Rennie	CA
2621	20270037	Roditis	N
2986	200870071	Rudd	IC
2451	9270005	Sassenberg	A-M
2502	200270090	Sathanand	M
2325	200070067	Sathnarayan	S
3143	201070012	Shata	KC
3095	200970269	Shukla	P
2513	200270091	Sibanda	S
3200	201070231	Sibiya	PM
2623	200790019	Sieberhagen	GA
3022	201030190	Silala	NN
2119	9470048	Singh	K
2852	9270058	Singh	B
1585	9070147	Smit	MJ
3003	Not Registered	Smit	DFS
0766	8770036	Smrcka	JR
2611	9670023	Stevens	GP
2417	200270041	Steyn	J A
3192	Not Registered	Stuurman	DM
1338	8570041	Sutton	AC
2892	200670177	Swarts	JH
1308	8670120	Teasdale	RJ
2464	9270077	Terblanche	JP
3122	200980331	Thabeng	TE
2823	Not registered	Thaimo	F
2825	200280129	Tom	MH
3075	200580017	Tsebe	KA

2593	9870137	van den Heever	W
2279	9980027	van der Merwe	JV
1817	8970015	van der Merwe	C
2318	9970112	van der Wath	CT
2964	9970113	Van Rooyen	D
0759	8570110	van Tonder	FS
2732	9770032	van Wyk	JL
2794	200470117	van Wyk	JJJ
2114	8870065	van Zyl	HG
2554	200070075	Venter	E
2880	200770084	Venter	E
2624	8870061	Warburton	S
2649	200370123	Waters	S
2874	200680201	Wesso	RR
1891	8670097	Westman	TF
3005	200370067	Weston	CT
0349	8670096	Whitley	FJ
1328	200370124	Williams	O
2012	9270031	Wolfaardt	WJ
2950	200270166	Woollon	AD
2553	9270012	Yule	AWL

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Please Use The Form On The Next Page For Updating Your Information.

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P O Box 1824
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2125
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To All Members

We are experiencing some returned mail, including membership certificates unclaimed and undeliverable E mail.

We are therefore in the process of updating our database.

If you have not sent us an update in the last 6 months or so please complete the form in large black font.

Return the completed form to us by Mail , E-mail or Fax, but Fax not recommended.

E Mail must have text message in main area stating what attachment is or it will be treated as Spam.

Provide us with your E mail address so we can send our regular E News Letter to you.

This may be useful in you giving advance warning of important matters that affect us and the profession.

All information will be treated as confidential and will not be shared with any other party

Last name		Initials	
First Names			
Your Preferred Postal address		Postal code	
Work Postal address		Postal code	
Name of Employer / Company			
Your or your Company's main field of engineering			
Work Tel (include area codes for all numbers)		Work Fax	
Home Tel		Home Fax	
Cell No		E Mail (Large font please)	
Membership Number			
Engineering Council of SA Registration Number (If applicable)			
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Race (Gov, Authorities & BEE keep demanding this info for statistical purposes)	Asian (Indian etc) = A Coloured = C	Black = B White = W	

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Number 17.

E. & O. E.

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