

"Tackle a Block at a Time".

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No 1.

CALL FOR NOMINATIONS FOR THE 2009-2013 ECSA COUNCIL

The Engineering Council of South Africa (ECSA's) current council ends its term in August 2009, and will be replaced by the new council, which will operate until 2013. ECSA is calling for nominations for council members and would ask any interested persons to check out and complete the forms that appear further down in this newsletter. Full instructions are given and must be followed. Please note the deadlines!!

The nominations close on 28 April 2009, and the closing date for public nominations is 6 May 2009.

No 2.

Engineering Council of SA (ECSA) Annual Fee 2009.

ECSA's fees for 2009 have been approved by their Council on the 24th March 2009. The fees are: -

Member of recognised Voluntary Association (VA) (such as IPET)	R 1338 #
Non members of recognised VA's	R 2188 #
Candidate member of recognised VA	R 574 ##
Candidate non member of recognised VA	R 844 ##

A discount of R 100 VAT inclusive on professional fee will be allowed if payment is received on or before 30 June 2009.

A discount of R 50 VAT inclusive on candidate fees will be allowed if payment is received on or before 30 June 2009.

Application fees;	
Direct to professional	R 3300
Candidate to professional	R 1650
Candidate < 1 year	R 330
Candidate > 1 year	R 825

Admin fee for reinstating registration due to default payments *Check with ECSA!*

ECSA expects to post invoices soon.

It pays to be a member of IPET as the discount for professional's amounts to R 850 !!!!

No 3.

IPET Membership fees are due for 2009.

Invoices for fees are posted out to all members together with this newsletter.

Bank and payment details appear on the back of the invoice.

Please, Please read these notes and follow the instructions to ensure your account is credited.

No 4

IPET Membership Fee Structure for 2009.

This years fees are the same as last year. Council has decided on no increase in fees to help members in these difficult financial times!!

Please note that IPET's financial year runs from 1st April to 31 March next year.

IPET's invoices for 2009 / 2010 are in the post together with this Newsletter.

This year's normal fee structure is as follows;

Fellow	R333
Member	R270
Associate	R135
Graduate	R135
Student	R40
Retired	R70

No 5.

Note our Alternative 086 etc Fax Number listed on our Calendar has failed completely and we receive nothing on this. Please use the first choice number given on our Calendar and also shown above.

No 6.

The following has been received from the Engineering Council of South Africa (ECSA).

Interested registered persons are requested to complete a CV and the Acceptance of Nomination form and post this back to IPET so we can endorse the nomination before sending it to ECSA. The more registered people we nominate the better our chances of having Technologists heard at ECSA. **Please do not send direct to ECSA**, as they require IPET to complete another form, which endorses the nomination. IPET will deliver the completed forms to ECSA.

Thanks for your co-operation.

READ ON!!

INVITATION TO NOMINATE: ECSA COUNCIL 2009 - 2013

You (The Chamber of Engineering Technology) are cordially invited to nominate one or more persons for consideration and possible appointment as member(s) of the Council of the Engineering Council of South Africa (ECSA) in terms of the Engineering Profession Act, 2000 (Act No. 46 of 2000). When nominating, consideration should be given to representivity.

The following should be noted:

1. **Voluntary Associations** may nominate as many persons as they deem appropriate. Each nomination should be submitted on a separate Nomination Form.
2. Nominees must be registered with the Engineering Council of South Africa, in at least one of the following categories: Professional Engineer, Professional Engineering Technologist, Professional Certificated Engineer, Professional Engineering Technician or a specified category (**registration in the candidate category is expressly excluded**).
3. Nominees appointed to the Council may not serve for more than two consecutive terms of office.
4. The nominations should be made on the enclosed Nomination Form and be signed by a duly authorised representative, typically the President or Chief Executive.
5. The nominations should be accompanied by an Acceptance Form duly completed and signed by the nominee who must at the same time submit a brief Curriculum Vitae in the required format (attached).
6. Successful nominees will be appointed in their own right and will not represent his/her Voluntary Association.
7. Since the number of Voluntary Associations and Nominating Bodies far exceed the number of vacancies on Council, serious consideration will be given to the nominees' expertise, background and ability to represent more than one sector of interest contemplated in section 3 of the Act.

8. All nominees must be South African citizens and be ordinarily resident in the RSA.
 9. All nominations, duly completed and signed, must be submitted to the Council (**Attention: Mrs Maureen Pillay**) at the address provided in this correspondence within 60 days from the date of this letter, that is not later than **28 April 2009**. Nominations received after the latter date will not be considered.
 10. ECSA will establish an "Appointment Panel" who will be responsible for recommending to Council the names of the nominees considered most suitable for appointment by the Minister. No member of the Appointment Panel will be eligible for appointment to the Council.
 11. The Minister retains the discretion to appoint any person who may have been nominated but not recommended. Therefore the names of all the nominees will be presented to the Minister.
 12. More detailed information regarding the process can be viewed on ECSA's Website www.ecsa.co.za just click on "2009 - 2013".
 13. Appointments will be on a non-remunerative basis. Only reasonable travel and subsistence expenses will be paid to members.
- Yours faithfully



PROF H HANRAHAN
(Acting CEO)

Proforma Curriculum Vitae

The format below should be closely followed.

(Unnecessary information should be avoided as far as possible.)

CURRICULUM VITAE

(Name of Nominee)

1. General Information:

Names & Surname:

Date of Birth:

RSA Identity Number:

Country of Normal Domicile:

Professional Registration (ECSA or other):

Registration Number:

Other Professional Affiliations: (i.e. FSAICE)

Academic Qualifications and Year attained:

Years Experience Post-qualification:

2. Professional Experience (200 words)

Specialisation:

Key Experience: (Brief summary of most important work during stages of career)

3. Involvement in Profession (100 words)

Contributions to Professional Associations, Societies and Councils:

(Local & International)

Other Societies:

4. Key Attributes and Contributions on offer to new Council

(i.e. Why you should be appointed) (100 words)

Acceptance Form by Nominee

I,

(Nominee)

hereby accept the nomination by

(**Voluntary Association / Nominating Body**), and make myself available as member of the Council.

I also declare my **availability / non-availability*** to serve as a member of one or more Committee(s) of the Council in the event that the Council needs my knowledge and experience.

I confirm that in the event that the Minister does not appoint me as a member of the Council, my nomination **may / may not*** be included in a “reserve list” from which my name may be selected to fill future vacancies on the Council during its term of office.

I confirm that I am not disqualified from appointment in terms of any of the provisions of section 6(1)(a) to (f) of the Engineering Profession Act, 2000.

I am registered as and my
registration number is (Dual registrations should also be indicated).

I enclose my Curriculum Vitae, in the form required, and confirm the correctness of the information presented.

Signed this day of (month) 2009.

.....
Signature (Nominee)

(* = delete where applicable)

No 7. Advert for Popular Mechanics

Popular Mechanics

Get one year of **POPULAR MECHANICS** for just **R187!**

POPULAR MECHANICS invites you as a member of The Chamber of Engineering Technology to share in a monthly feast of science, technology, automotive, outdoors and home improvement features that explain how things work in our ever-changing world.

How to Order:
Simply contact us on the contact methods below quoting 09/04/SF/CET

0860-100-205
subs@ramsaymedia.co.za

Only South African residents are eligible for this offer.
For foreign residents rates please visit www.magsathome.co.za
The promotion ends 30 June 2009.

You may remember that through our sister organisation, the Chamber of Engineering Technology, last year we arranged a really good discount on this magazine and a number of members took up the offer. We are pleased to advise that we have organised another good deal on this very popular magazine for both new and the members who took part in last years offer. The discount offered is greater than any advertised anywhere that we are aware of and it is a very good deal in these tight financial times. For those who have not read this magazine of late, don't be fooled, it covers all sorts of engineering, disciplines and science. It is not a Motor Mechanics magazine but an extremely interesting read covering a very wide field.

See the ad above on how to order! (This year it's direct with the publisher and not via our office as this reduces our administration costs enormously)!

Enjoy!

Editor V Nel

Note.

The following mini articles follow the trend of interesting scientific and engineering developments we set in our last newsletter. We hope you find them of general interest!

Ed.

No 8. Climate impact, A 1 000 year Sentence!!

A New study led by the US National Oceanic and Atmospheric Administration (NOAA) reports that climate change is "largely irreversible" for the next 1 000 years even if carbon dioxide (CO₂) emissions could be abruptly halted. The report showed that changes in surface temperature, rainfall and sea level are "largely irreversible for more than 1 000 years after CO₂ emissions are completely stopped".

Senior scientist Susan Solomon said the study, published in the Proceedings of the National Academy of Sciences journal, showed that current human choices on carbon dioxide emissions are set to "irreversibly change the planet".

Researchers examined the consequences of CO₂ building up beyond present-day concentrations of 385 parts per million, and then completely stopping emissions after the peak.

Before the industrial age CO₂ in Earth's atmosphere amounted to only 280 parts per million.

The study found that CO₂ levels are irreversibly impacting climate change, which will contribute to global sea level rise and rainfall changes in certain regions.

The authors emphasised that increases in CO₂ that occur from 2000 to 2100 are set to "lock in" a sea level rise over the next 1 000 years.

Rising sea levels could cause irreversible changes in the geography of the Earth, since many coastal and island features would ultimately become submerged.

Decreases in rainfall that last for centuries can be expected to have a range of impacts, said the authors.

Regional impacts include - but are not limited to - decreased human water supplies, increased fire frequency, ecosystem change and expanded deserts.

Sources various on internet.

No. 9 Kite Powered Cargo Ship.

A commercial cargo ship tested giant kites as auxiliary power in a journey from Germany to Venezuela in January 2008.

The Beluga Skysails trip was a success and the ship eventually reached the Norwegian Port of Mo-I-Rana in Marc after travelling some 11952 nautical miles.

The 160 square metre kite worked even in moderate winds and claimed a 20% substitute of the normal engine power. Future kites may well be of approx double the size and could thus save a huge amount of fuel.



Sources Various on Internet.

No 10. How Fast Can Wind Powered Ships Move?

The record is apparently 50.57 knots (~94km/hr ~58mph)! This by a Frenchman, Alex Caizergues on his kiteboard over a distance of 500 metres. Previously the record was held by an Australian yacht at 46.52 knots (~86.2km/hr ~53.5 mph).

To get a better perspective just consider the fastest solo, non-stop circumnavigation of the world in a single hull yacht is 84 days by Michel Desjoyeaux sailing the Foncia. Figures not to be sneezed at! Sources various on Internet.

No 11. Commercial ships Pollute Almost Half as Much as Cars!

A New study by the National Oceanic and Atmospheric Administration and the University of Colorado at Boulder Commercial shows that ships emit almost half as much particulate pollutants into the air globally as the total amount released by the world's cars.

The study based on direct emission measurements provides an estimated 1,110 tons of particle pollution globally each year. The study author Daniel Lack, a researcher with the NOAA supported CU Cooperative Institute for Research in Environmental Sciences based in Boulder USA and his team focused on soot. They analysed over 200 commercial vessels in and around the Gulf of Mexico, Galveston Bay and the Houston Ship channel.

The commercial vessels emit both particle pollution and carbon dioxide. The particles have a global cooling effect that is approx 5 times greater than the warming effect of the ships CO2 emissions. The ships CO2 is estimated at approx 3% of all human emitted CO2 but around 30% of smog forming nitrogen oxide gases.

Some 70% of all shipping takes place within 250 miles of the coastline so pollution is significant for coastal communities. *Source Science Daily.*

No 12. Gautrain News.

Despite the much publicised first small train run on a short section of completed line, The R25 billion project may not be ready for the start of the 2010 FIFA World Cup according to Murray & Roberts CEO Brian Bruce.

When speaking recently to analysts he repeated the groups often stated position that it had never been contracted to complete the project in time for the world cup.

The Gautrain CEO Jack van der Merwe has also reminded the public that the new rail project had never been conceived of as a World Cup project.

The Gautrain team is working on 53 sites at the same time. The Electrostar train when operational will take some 38 minutes to go from Johannesburg to Pretoria (Tshwane) and can speed up to 160km/h.

No 13. Driverless Trains.

(Info from Siemens Ltd).

Driverless subway trains have been operating in European cities such as Lille, Toulouse, London and Turin for many years. The latest in Europe is the Nuremberg U3 line on which part of the run is on the U2 line, which is used by conventionally operated trains. It appears that this is a first in that there are no other mixed operation trains in the world.

All the changeovers are to take place without any interruption of normal service.

The Automatic Train Control system is computer controlled with signal boxes continually exchanging data via fibre-optic cables and inductive loops embedded in the tracks. On board two computers control the train and it has many safety features built in. Video monitoring and beams at the stations stop all trains in the area if a person or object falls onto the track. Solid sills extend from the doors when the trains are in the station to prevent anyone getting caught in the gap between the train and the platform.

Test runs show that the train begins moving smoothly, brakes slightly and then accelerates to its top speed of 80km/hr and seems to float to a stop at the next station.

Siemens, the supplier, says that although the investment costs are higher than conventional trains the new system is more economical to run. This is due to less train sets doing the work at faster and better-scheduled spacing as well as savings on staff.

Something SA can strive towards in the future. Ed

No 14. 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.

Definition of Democracy.

When a person can say what they think
Even if they don't think.

Education.

Some lectures are like horns of an Ox.
A point her, a point there
And a whole lot of Bull in between.

Murphy's Laws.

A Pat on the back is only a few centimetres from a kick in the pants.

Bureaucracy.

A Government memorandum is written not to inform the reader but to protect the writer.

The South African Political Thesaurus:

Main Entry: Shaik

Part of Speech: noun

Definition: delirium, nonsensical

Etymology: colloquial form of 'Niehaus syndrome'

In context: Niehaus syndrome first appeared in politics in the mid sixties. It was commonly referred to as the hippy, hippy shaiks.

Nobel Prize for Finances.

This year it went to the little old Swiss lady who kept her savings in a Piggy Bank at home and did not put her funds into the banks or financial markets!

No 15. Research study; Outstanding Leadership in South Africa

Do you have an opinion on what makes an outstanding South African leader? If so please take part in this survey and give an engineering input!

This research is a cross-cultural study which is part of a PhD dissertation comparing opinions, attitudes and beliefs of junior, middle and senior managers in South Africa. The study aims to understand what South Africans believe outstanding leaders are made of. We are all different, and this study seeks to determine how different types of people view leadership and what the implications might be for training and development programmes in future.

The online survey is user-friendly as most responses can be given with the click of a mouse. The survey should not take more than 30 minutes to complete, most probably much less. Please take the time to complete it as soon as possible.

You can find it by following this link:

<http://confluence.leaders.sgizmo.com>

Due to time pressures, data collection is scheduled to stop by 20 April 2009!

Pass this opportunity on to any other interested parties please. Should you be interested, you will receive an executive summary of the findings of the study once it is completed.

Please make the time to make this survey successful.
Thank you in advance!

Sheldon Moulton
Pretoria, South Africa
PhD candidate
Regent University

Message from your organisation!!

Our print newsletter simply does not contain enough space to provide you with the amount of information that we have and you may need, that's why you should also join us at www.ipet.co.za
Online you'll find far more news, articles and information.

No 16.

Failed E-mail lists are published on our Website from time to time.

Please check and be sure you are not one of them!

See www.ipet.co.za

No 17 UPDATE FORM
IPET Information Update Form 2008
P O Box 1824
Randburg
2125

If you need to correct your contact information please use this form. Kindly complete this form in large black font especially for E-mail addresses.

Return the completed form by post or Fax. **E Mailed Update Forms are not accepted at this time.**

Update Forms are also available on our website www.ipet.co.za

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

Last Name	Initials	Title (Mr / Mrs / Ms /Etc)
Postal Address		
Work Telephone	Work Fax number	Cell Phone
Home Telephone	Home Fax	E Mail address
Your IPET Membership Number (Last 4 digits)	Your ECSA Registration Number (If applicable)	
Your signature that info is correct	Date	Race; For Statistical purposes only, as Government requests this information from time to time

No 18.

Unsubscribe Option.

As a member of IPET you should want to receive the E News. If however u do not want to receive the IPET E News as an E Mail then you have the option to unsubscribe.

To unsubscribe send an email with ""IPET unsubscribe"" in the text to engineer@netactive.co.za

Number 19.

O. & O. E.

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