



Paphos International Sailing Club

April 2015

Spring Newsletter edition 006



Hello Members. Yippee! As of April 1st we are now an Official "Athletic member" club of the Cyprus Sailing Federation. Our newsletter shows our letter heading with its new triple logo which can now be used in Club's correspondence and notices etc. This latest great achievement will bring closer ties with the Islands Sailing Clubs and it is hoped that much positive cooperation will ensue as we discuss sailing issues and training into the future.

One initial benefit from the CySaF Staff visit has been an invitation to send members to attend the ISAF International Judges Course at the sailing Centre in Limassol in May. I list below the other Federation Clubs for your interest.

MEMBERS OF CYPRUS SAILING FEDERATION

LIMASSOL NAUTICAL CLUB:

President: Mr.Nikos Charalambides

Website: www.limassolnauticalclub.com

FAMAGUSTA NAUTICAL CLUB:

President: Mrs. Lenia Antoniadi

Website: www.famagustanauticalclub.com

KERYNIA NAUTICAL CLUB:

President: Mr. Odysseas Patsalides

PAPHOS NAUTICAL CLUB:

President: Mr.Stelios Stylianou

LARNACA NAUTICAL CLUB:

President: Mr.Petros Krasas

NICOSIA SAILING CLUB:

President: Mr.Adamos Constantinides

BEGA FIGO:

President: Mr. Brian Grier

PONATHA:

President: Mr. Andreas Zantis

PASYMIS:

President: Mr. Vasilis Vasiliou

Website: www.pasimis.org.cy

You will note that some of the clubs were from the North of the Island. These were moved to Limassol after the 1974 Turkish invasion. Take a drive to Limassol and you will see their signs along the sea front. Begafigo is similar to PISC and is further East at Protaras. Ponatha and Pasymis are Offshore Sailing Schools and Clubs

Geroskipou slips into the sunset

We had the final fitting out supper at the Geroskipou club house in early March which was well over subscribed. A great evening and meal was prepared by Jaqui, Liz, and others. Pauline and Jim ran a great bar service. As previously reported it was a lovely evening for all those who could get a ticket!

The closure of Geroskipou was planned for Friday 27th March with Friday lunches will commence at the new Pegeia Club house on 3rd April 2015. It may be that some of these events have now happened before you see this latest newsletter!

Stop press: I can now report that the last Friday at Geroskipou was an epic closure session with a huge turnout and a lovely lunch. The Commodore gave his final closure briefing and then Trevor was asked to speak to Members on the Clubs' history to date which led to cheers from the crowd. Trevor's support for the Club at Geroskipou has been magnificent throughout our time and we are all grateful that he and Brian took on the yard lease which enabled our continued growth there as a Sailing Club.

After Trevor spoke we all formed up the largest "naughty table" in existence to clear the bar stocks down. After revelling all afternoon, I think the last few members left after 6 p.m.! Say no more! Well done to all members past and present for all the hard work and for our times at Geroskipou and for all the great times we have had there.

Bravo for the new clubhouse at Pegeia, it looks like it is going to become an equally popular facility judging from the visits of our Members so far. If you haven't

been to see it or volunteered for workparties so far please do so. Contact Tony C with your offers of help!

New Clubhouse takes shape



24th March Signage tackled and electrics rewired



All done after two days work the re-branding of Niki's Restaurant. Here we are working on the new Club House which is now certified for PISC by Pegia Municipality. After many weeks of negotiation and much hand riningg, Tony C (RCH) and the Committee have pulled off the licensing and contractual detail that we wished for. RCH organised a Bobcat digger and 45 tons of fresh gravel to cover the car park and new connecting drive to produce a through road to the rear lanes. This gives an alternative access to Paliomonasterio and to Neo's /L.A. Diy Store direction. This is the preferred method of arriving and leaving as the main road has some really fast traffic on occasions. Liz P, Jean, Jaqui, Penny, Pauline, and others all started on the galley equipment, cleaning the tables and store rooms etc. Jim moved the gas water heater from Geroskipou to the New Club house. The purchase of a new large fitted gas tank caused concern as the gas company stipulated that the gas system be re-plumbed to the latest gas regulations. This was unexpected but probably wise as the pipes were blocked with debris and leaking and the gas taps and unions were worn and greasy. This work has now been completed along with the upgrading of the

old gas cooker with new knobs and facia. The galley is beautifully fitted with additional items such as more Gas hobs, refrigeration, larger cooker hood and sinks. The automatic dishwasher is going to be a boon as well!



The Galley being cleaned and prepared

Tony C (RCH) sorted the work parties for the removal of tons of Geroskipou items. It all had to be transported to Pegeia in cars and trailers. To store all this stuff required the purchase and transportation of a 40 foot ISO which was delivered and craned into place in the new rear Car park. Brian P did an amazing job relabelling the old illuminated signs with smart new logo's and lettering. Meanwhile Chas, Rod M, Alan and Sharon K and others all took the high signs to pieces to sort out the flourescent lights and change all the tubes and starters. We had to completely lower one sign to the ground for electric checks and partial rewire. Once refitted the signs looked great and two visiting ladies immediately drove in to the car park to talk sailing and membership! - Unbelievable!



You can see the sea from the Verandah!

First Aid course at New Club House

Our first scheduled event, even before the club house galley had been opened, was the booking of our first annual First Aid Course. Chris Sargeant of Kembali Ltd took a very lively first aid class for twelve candidates. The course was extremely well prepared with many presentations and visual aids. The inevitable rubber resuscitation dummies were used to practice CPR. First Aid Officer Brigitte was very pleased to receive another tranche of first aiders to her lists. Well done all those who took part and for Jaqui and Pauline for preparing the excellent lunch

Ian Stevenson “Dalmore Malt” Race

Ian provided a fine bottle of Dalmore malt for the dinghy sailors to sail for in January. Unfortunately the weather was too rough on the day so everyone present had a tot and unfortunately we drank the prize! Ian then returned to Moscow and came back in February with another bottle! The second attempt at the race was successful and here are the winning teams. Many thanks Ian for throwing down the gauntlet and providing all the Prizes.



1st: Phil M and Alan with the Dalmore Malt. Ian and VCdre. Paul



2nd: John M & Mike R receive J&B with VCdre. Paul



3rd: Jon H & Steve A got the Carlsberg, Vcdre. Paul got a fine Leon bag!

Thanks very much Ian for the Whisky!



RESCUE HELO BLOWS DOWN WAYFARER!

A lovely sail to Managen on a Thursday finished badly for two of our sailors. John T and a visiting French sailor were taken by surprise when the Rescue helo passed by whilst looking to hover over Yeronissos Island. The helo came close to the returning dinghies as they reached the narrows and the downdraft led Wayfarer “Nefartiti” straight into capsise. While being close to the rocks the boat was quickly righted and the crew continued. See the following dramatic photos



Helo nips off after the downdraft deed! “Nefartiti” was blown down as it hovered on the West side of Yeronissos.



Photo's courtesy: Chas

Dinghy crew quickly out of the boat and righting it. Our French visitor said afterwards that he had enjoyed the sail and indeed he came again for the next session which was very good to see.



RIB in attendance and "Nefartiti" now recovering

With helicopters operating regularly in our sea area now it's worth keeping an eye on where they are as the pilots don't appear to know about their own downdraught. It is possible that they didn't even know that they had blown a yacht over!

S/Y Teka Nova Thailand & Malaysia

By Ed. Apologies if you have received this item on Mail Chimp but in the newsletter it will be available to read in the years to come.

News just in from Thailand where Terry & Christine are carrying out a big refit on their yacht "Teka Nova" Christine says "We are now about half way through our stay in Thailand/Malaysia. This visit has been about getting work projects completed on the boat (so whats new!) Our new hard top is now complete, 11 weeks in all to fit it, so we were stuck in Yacht Haven Marina for the duration. Unfortunately, we have run out of time to have the side and back screens fitted. We need to depart Thailand by the end of March as ours and "Teka Novas" visa will expire then. So we will go down to Langkawi - Malaysia but take a good 3 weeks stopping and relaxing at anchorages along the way. You can stay in Malaysia as long as you want, no time limit on you or your boat and you can be there for 7 days before having to check in.



After capsized Helo flies to Eastern side of Yeronissos





Terry and Christine on deck showing smart new windows



"Teka Nova" with new fixed hard top



New cabin top matches perfectly

We did manage to get "Teka Nova" out of the marina for a few days the other week, just 12 nm down the coast to a small Island with a lovely sandy beach. It took us 2 1/2 hours to get to. However, Terry managed to have a little slip off the foot and split his head and nose open, blood everywhere.



Ouch Terry!

Then the other day we took our new Rib down there for a picnic and it only took us 45 mins. We were doing 31 knots and the throttle was still not fully open as we are still running the new engine in (and frightened of going any faster).



New RIB with "Gucci" covers

Weather here is a steamy hot 35 degrees - Whew!!! Since arriving back in Thailand on 1st Jan, we have only had one small shower of rain, however it is still green and lush here.

The facilities at the Yacht Haven Marina are not bad. It's a huge marina where the big super yachts come in to have work projects completed. We are right at the far end of the marina so thank goodness for our fold down bikes. The only draw back is that the Yacht Haven is quite a way out of town so you need to hire a car to go provisioning (£20.00 a day). Provisioning here is very good, lots of really nice foods to choose from both International and Thai. However, booze is quite expensive and you can only buy it at certain times of the day. Eating out can be as cheap as chips and extremely good value and good quality for your money.

Apart from the new hard top, we have been doing lots of other work on 'Teka Nova':-

1. Changing the position of the chocks on the Davits to take the new dinghy, which is longer and wider than the last one, this in all took 2 weeks to complete.
2. New hatch covers.
3. New Mizzen Sail bag - the last one had completed rotted over the years.
4. 4 new fuel lines between fuel tanks and the engine. We had an annoying small air leak which has now been resolved.
5. 9 new stainless steel coach roof side opening hatches. 2 coach top roof hatches repaired.
6. Old solar panels housing removed from on top of the Davits – now re-housed on top of hard top.
7. Rigging check where we found that the Genoa (120% sail) halyard at the top of the mast had nearly frayed all the way through.
8. New Isolation Transformer fitted.
9. New prop shaft, cutlass bearing and rope cutter fitted.
10. Re anti-fouled.
11. Numerous of other regular jobs i.e cleaning stanchions and boat in general, painting scuppers etc etc.
12. Watermaker new spares ordered.
13. Tek -Dek sanded.
14. Remote Honda generator wired into the boat for Air conditioning use when we are at anchor should we need it, this is completely separate to the main generator.

In between working on 'Teka Nova' we have still been flying back and forth to Bangkok for our on-going Dental work - 5 months so far, nearly there, our last visit should now be at the end of June, just before we return to the UK. The level of dental care and expertise is of a far higher standard than either of has experienced before and at about a third of the price of the UK. The last time we were in Bangkok we went to a street market and bought a whole complete new formal dress wear for Terry - 6 pairs of shorts, 8 T-shirts and a pair of flip-flops for around £10.00. Our short term plans are to return to Thailand from Malaysia at the end of June and get 'Teka Nova' hauled out again in Krabi, Thailand then return to the UK. We hope to fly to Cyprus for the Autumn. .

By Ed. I can see why the budget was a bit stretched! Watch this space on the boats return to the Mediterranean in the future. Cheers C & T !

Officer of the Day Duty (OOD) commences

The new OOD duty starts on 1st April and there will be 6 dedicated members who will undertake the duty on a weekly basis. The OOD will also act as Race Officer on a Saturday. The duty is unusual in as much that the duty runs over both the Thursday and the Saturday of each week. This will relieve some of the burden on RCS at the same time as getting more members involved in the day to day running of the club.

Volvo Ocean Race Leg 4 progresses



Leg 4 Sanya, China to Auckland, New Zealand – Dong Feng leading
Having won leg three into Sanya, China in January *Dong Feng* also won the in port race in their home city on Saturday 7 February and led the fleet out in the South China Sea following the leg start on Sunday 8 February.

The boats were well prepared for nasty conditions out of the start with weather models all predicting 30 knots of wind on the bow. This combined with a confused and significant sea state is giving the teams something of a baptism of fire for the leg as they head towards the Philippines before turning south towards Auckland, New Zealand.

On board reporter on *Abu Dhabi*, Matt Knighton summed up the conditions and the teams concerns in his latest blog from the boat: "There's no comfort in knowing the fleet is condensed to 5 miles and we're all experiencing the same conditions. It only multiplies the probability that one of us will break something. Most of the tactical choices that will determine the leg will happen after rounding the Philippines; right now it's a war of attrition to see who will make it in one piece.

"Sitting in the nav station, Ian [Walker, *Abu Dhabi* skipper] just laughed referring to the South China Sea as the "Sea of Certain Breakage". He would know, in the 2008-09 race both he and Chuny were forced to

anchor with their teams in the Philippines after sustaining significant damage.”

Volvo Ocean Race 5 in New Zealand

Auckland to Itajai, Brazil. Although the start of leg 5 proper was delayed by cyclone “Pam” it did not prevent the In-Port Race taking place in Auckland Harbour.



Abu Dhabi presses into the Southern Ocean “roughers”

Article courtesy Yachts & Yachting: If you had not been following the news about tropical cyclone Pam, you would have been forgiven for wondering why the teams were not getting ready to leave, after light winds and sunshine dominated the In-Port Race. The race itself saw a comprehensive win for the all-female team SCA who lead from mid-way up the first leg and never looked back. Impressively this is the first time in this edition of the race that we have seen a team take their second in port win – SCA took the win in the Abu Dhabi In-Port Race too.

SCA will draw significant confidence from this win but it does not change the fact that the team have been the last boat home in all but one offshore legs so far. *Team Brunel* and *Mapfre* chased them all the way, finally taking second and third.

Dongfeng Race Team, who won the previous In-Port in Sanya, took fourth. With a surprising last minute move, *Team Alvamedica* overtook *Abu Dhabi* Ocean Racing one boat length from the finish line, finishing ahead by about two feet.

Strong winds, deep waves, freezing temperatures and albatrosses – this leg is made of all the Southern Ocean clichés. To make it across the Roaring Forties in one piece before rounding Cape Horn and sailing along the South American coast is an achievement in itself.

The start from Auckland can be dangerous if a tropical system drifts south and gets into a powerful low pressure with strong north winds. One of the leg's most dangerous situations is the presence of ice and there will be ice limits in the sailing instructions. But by staying north of the most southern latitudes, a tropical system is very likely to be on your route and

you'll have to sail in strong easterlies – that would be the worst scenario.

Low pressures travel so fast in the South Pacific that they have a big impact on the sea state. The swell has no fixed direction and it's difficult to direct your boat to preserve it. Temperatures are freezing down there and relative humidity is close to 100%. Everything is full of water!

Another big thing is obviously the approach to Cape Horn. There are around 500 miles between the Cape and the northern tip of Antarctica. Worst case is the northwesterly wind because the Andes physical situation increases its strength by more than 100%. After the Horn comes the return to civilisation, which means returning to an aggressive strategy at short and medium ranges. Most frequently you want to stay as much time as possible into the westerlies by staying close to the Argentinean coast, before getting into the variable weather related to the South Atlantic High. Getting closer to Brazil and Florianopolis, thunderstorms appear and threaten the fleet until the arrival in Itajai. This leg would be the longest of the Race and is 6776 nautical miles

Update 23 March: Article courtesy Yachts & Yachting: There was much debate surrounding the length of the postponement to the start of racing, in response to the very real dangers posed by Tropical Cyclone Pam due to hit New Zealand at the very moment the race was due to begin.

Nobody thought that starting the race and sending the fleet out into 70+ knot winds and huge seas was ever a good idea but the question, once the call had been made to postpone, was when to start the race? Some teams, most prominently Ian Walker felt Tuesday would be perfectly fine for the start as the fleet looked at the prospect of riding the coat tails of Pam east towards the finish. Walker's view was that, although there would still be a lot of breeze the conditions by Tuesday would have been sailable and the worry was that Pam would leave the fleet, behind putting them into a situation of the following high pressure system overtaking the fleet and leaving them wallowing in the Southern Ocean waiting for a new low-pressure to form and carry them towards the finish in Brazil. .When put to a vote it by the teams, the option of a Wednesday start-date was voted for by the majority of teams. It is worth noting, too that Walker's *Abu Dhabi* are considered to be stronger in the heavier winds than their closest rivals overall, *Dongfeng*, which was presumably a factor in Walker pushing for the earlier start. It has not been the Emirati team leading in the breezier

conditions, that honour has gone to the hugely experienced Brunel, lead by Bouwe Bekking. Although the breeze in the opening portion of the leg was significantly lighter than we have come to expect, the last couple of days has offered 20-30 knots of mostly downwind sailing, and it is in these conditions Brunel has really come into their own, managing to ease out into a 50Nm lead over second placed, Abu Dhabi.

Although we have seen a relatively significant split in the fleet from North to South through the early part of the leg we may yet see some significantly divergent tactics in the coming few days. Abu Dhabi's On Board Reporter, Matt Knighton explains the potential split succinctly: "The majority of the routings have us gybing north and staying north for most of the way towards the Horn as we aim to pick up a small low that will spin off 4 days from now," he writes. "However, the alternate routing has us sailing south along the ice gates – both get us to the Horn within hours of each other. It'll be interesting to see if there's a split or if everyone follows the leader."

Certainly in the early part of the race we have seen the fleet extremely reluctant to split from the bulk of the pack. But following the successful split in the last leg by Brunel and SCA and the fact that as we move into the closing stages of the race teams are more likely to sail high-risk strategies, it seems likely we could end up with some boats taking the northern route and some to the south.



30 March: Team Alvimedica was first out of the Southern Ocean and to cross into the Atlantic Ocean for the second time this race but they were being pushed hard by Abu Dhabi.

The crews had a busy time, not only racing their boats and enjoying the spectacle but also sharing the moment with the world as each boat in turn called into Volvo Ocean Race headquarters to be part of the live coverage around Cape Horn (see the video above).

Of course aside from the respect afforded to it by all sailors, and Cape Horn's place in history, within the context of this race it means little. There were no points on offer as they rounded the Cape but that did not stop Team Alvimedica celebrating as they rounded this most iconic landmark in first position. Hot on their heels and pushing hard to spoil Alvimedica's party was Abu Dhabi. Initially, the Emirati-backed team had hoped that their more southerly position would see them overtake the young team on Alvimedica as the Horn approached but it had not worked out in the final approaches. Rounding the Cape for the first four boats was not only a geographic milestone passed but also recognition that they have made it out of the Southern Ocean safely and are heading north towards the Falkland Islands, though they continue to battle winds in the 30 knot range as they make their way north.

Since rounding, Abu Dhabi have managed to overhaul Alvimedica and now lead the fleet with a 2.8Nm gap to the young American team who are, in turn, ahead of Mapfre and Brunel. All four of the boats are now to the west of, and roughly level with, with the Falkland Islands as they charge north.

Dongfeng have finally made land fall under their own sails to the mouth of the Beagle Channel. They finally admitted that it would be unsafe to proceed under sail alone. The weary sailors suspended racing at 0130 UTC. They entered the tricky passage with the aid and assistance from the Chilean Navy who escorted them through.

They are currently on the motoring up the narrow Beagle Channel on the way to Ushuaia where they will take stock of the situation. The team's French Skipper, Charles Caudrelier, remains hopeful this is just a minor set-back in their quest for overall victory, blogging from the boat: "On the Volvo Ocean Race there has always been an unofficial rule that the boat that won the first leg, would go on to win the whole race.

"In 2011, Groupama broke this rule, winning the Volvo without winning the first leg and with a dismasting on leg 5. Exception or new rule?"

Meanwhile at the back of the fleet, Team SCA have been struggling with a total electronics system meltdown, which essentially saw them stop while Skipper, Sam Davies and Navigator, Libby Greenhalgh found and fixed the root cause of the problem. They are now back up and running but are still roughly 300 miles away from Cape Horn but it looks likely to be a long, lonely trudge to Brazil

PAWS Raft Race - Saturday 12th September 2015

RCS Tony has informed me that PAWS (the Doggie Charity) have invited us to their annual raft race event again. Should you be interested in building a raft members could form up a team or two, if there is enough interest.

Last year we provided a safety boat with crew to cover the event so I will add more details when we receive them.

Stop Press: The Committee have now confirmed that PISC will provide the safety cover. Any volunteers who could tow the RIB to Geroskipou slipway, launch and crew our RIB for this event would be welcome.

The raft race itself is approximately four separate races out to the swimming marker buoys and back to Bonamare beach so the rafts need to be swift and reliable! Afterwards there is a barbeque, raffle and a few refreshments! Dogs attend this event! We had quite a few members ashore last year who enjoyed the silly mornings activities. It was great fun!

That covers our latest news

I will submit this latest news with the breaking news on the new Club house and our April 1st Membership into CySaF. All in all the Club pushes onwards in grand fashion. On behalf of the Commodore and Committee we look forward to the forthcoming AGM. See you all there!

Don't forget to arrange your proxy if you need one!

See you there!

Chas

Editor for Commodore

