



## **New 2015 Committee Elected**

Dear Members here is our latest newsletter. In this edition we report on the Annual General Meeting which was held for the first time in the new Club House. We welcome the new Committee who were elected for 2015/16. Outgoing Commodore Kit stated he would not stand for a second term and the re-election of most of the previous years Committee members saw them back in office again for 2015.

Vice Commodore Paul H-A takes over as the new Commodore. New to Committee life is Phil M who takes over as Vice-Commodore. On completion of the AGM Agenda, which was probably the quickest run through of resolutions in the club's history, Paul presented Kit with an inscribed pewter tankard to mark his term of Office. Kit's outgoing Commodore's report for 2014 stated many improvements to the Club, its assets and many other items achieved during his term in Office. Kit went on to report our membership to the Cyprus Sport Organisation (K.O.A) followed by our joining the Cyprus Sailing Federation. Other highlights included PISC taking part in the big Bart's Bash event in September and our inclusion into the Guinness World Book of Records because the club sailed 27 dinghies in the event. Another big successful event was the Autumn Regatta combined with the International Kestrel Class Open which put the Club onto the front page of the U.K. Kestrel owners Associations Magazine in 2015. Many of the Kestrel Owners Association who returned to their many U.K. sailing club's with their stories of Cyprus will probably return to sail with us again in future years.

All in all an excellent year for the Club particularly with the opening and move to the new club house being just in time for the AGM. Well done Kit thanks for serving

Membership Secretary Brian stated in his report that 76 members had attended the AGM. Brian said that 27 members had not renewed their membership by 31<sup>st</sup> March but many new members had recently applied to join, consequently the Membership remained at 166 members. Whilst it is sad to see members leave for varying reasons the Club continues to thrive and grow. We wish all our members and friends who have left all the best for future.



**Outgoing Commodore Kit receives an engraved tankard from incoming Commodore Paul**



**Your newly elected Committee for 2015/16  
 Commodore Paul H-A**

**Vice Commodore Phil M**

**Rear Commodore (Sailing) Tony D**

**Rear Commodore (House) Tony C**

**Hon Secretary Di B**

**Hon Treasurer Jaqui B**

**Hon Membership Secretary Brian P**

**Hon Social Secretary Sue S**

**Amendment to Newsletter 006**

I have been reliably informed that the Dalmore Single Malt Race in February that First prize was donated by Ian S. However, it was pointed out to me that the Second and Third prizes were kindly donated by Scotty F. Sorry about that Scotty!

## Talking of Scotland...



### Royal Racing Yacht BLOODHOUND berthed with HMY BRITANNIA at Leith, Edinburgh

HRH Prince Philips' racing yacht has been refurbished and is on view next to HM Yacht Britannia in Leith, Edinburgh. Imagine sailing around Scotland's beautiful Western Isles on a classic 1930s yacht, which once belonged to Her Majesty The Queen and HRH The Duke of Edinburgh.

*Bloodhound* will travel to Oban in July and August 2015. During this time she is available for day charter of groups and individuals who wish to step back in time aboard this icon of British sailing. The blurb states that the yacht can be excellent for company incentives or team building. Individual day sails can be purchased on the 31 July 2015, 2 August 2015 and 3 August 2015. This gift experience entitles one person to enjoy a day sail on *Bloodhound*. Presented in a Britannia branded gift wallet, this is the perfect gift for a birthday, anniversary or Christmas present. Individual day sails are priced at £175pp and can be purchased from our online shop. Please note, this experience is limited to 8 individuals



## PISC SAILOR ON CLIPPER ROUND THE WORLD RACE - TRAINING UPDATE

Following the training progress of William G here are his latest reports from U.K. Waters. "It is great news that following Seaburg Ltd signing up as my headline sponsor for my Clipper Round the world fundraising adventure, my charity fund for the replacement of the Scout HQ in Old Basing has now reached £6000. This is, however, only a fraction of what we need to rebuild it. Please help me by spreading the word or help my donating at the Scout H.Q.

**By Ed:** So there we are then. Please support this worthy cause bearing in mind Williams' terrific challenge.

**From William:** Thanks to members for your support Here are his reports; "All packed and off for level 2 training for the next week somewhere off shore between the UK and France for my Clipper Round the World yacht race charity adventure.

I was very excited but just seen the weather forecast this morning and just seen the big storm that is coming on Sunday with force 8 gales. Good job I have packed every type of sea sickness remedy you can buy.

Hopefully more updates to follow later in the week depending on how bad the sea sickness is !!!

Level 2 training day 1:- Unfortunately all six Clipper boats were confined to the marina today due to the big storm that is currently passing over which in the Solent today had winds gusting gale force 9. Due to this we spent the whole day practicing our man over board drill and recovering Bob from the water.

Tomorrow we are hoping to get out and maybe back in before the next storm arrives on Tuesday morning. I am not sure what has happened to staying at sea for 6 days. Let's hope the wind drops a little tomorrow.

Level 2 training day 2 - This morning the storm has blown over and the wind dropped to F4-5 so off sailing for the day. However by the time I have written this the next, even bigger storm, has hit with F10 off the South coast. All yachts have now made shelter for the night. My new anti sea sickness watch seemed to work fine yesterday as felt fine even though it was rough. F9 to extreme gale force 10 forecast for tomorrow so not looking to good for sailing. Fingers crossed for the storm to blow over.

P.S. That's Williams view of F10 training in the English Channel. Hope he has better weather for his race!

William (Bill), it's difficult to trim the sails from your bunk! Keep at it we're all plugging for you!



Smart foulies for Clipper Sailors!

## New Yacht for Princess Anne

Continuing the Royal theme Princess Anne and her husband Vice Admiral Sir Tim Laurence have invested in a £500,000 bespoke Rustler 44 yacht. The customised vessel, which is believed to have been built to exacting specifications and include twin cabins, a large galley and lounge areas. Her last yacht was called "Blue Doublet" after the horse that carried her to victory in the 1971 European Eventing Championship. Princess Anne and her husband spend most of their holidays cruising around Scotland, where their new yacht will be moored. The Princess is also a keen pharologist – someone who studies lighthouses – and has vowed to see every one in the country.



Photo courtesy Stephen Gibson .- New Rustler 44 "Ballochbuie"

Her old yacht, a Rustler 36 which was on the market for more than eight months, was recently sold for a sum believed to be not far short of its £95,000 asking price.

## Handy Gizmo for Yachtsmen & Women



We must ask Brigitte if she can find some of these handy I.D. necklaces for members.

These I.D. necklaces are available for Merlot or other wines as available. Now; Who do you think would like one of these?

Answers on a postcard to D.S. Cava's, Cabernet Sauvignon lane, Merlot drive, Tala.

## New Cupboards fitted in #1 RIB Shed

Well done Neil and your helpers on building and fitting the new store cupboards in Rib shed #1. They are a work of art and will allow valuables and training equipment to be stowed safely out of sight. Neil also rebuilt the adjoining changing room and fitted a slab and concrete floor for more comfortable changing in a cleaner facility



New cupboards at rear of Rib shed #1

## “Fitting Out” going well in Latsi

On what was the lovely U.K. Bank Holiday Monday (6<sup>th</sup> April) Sharon and I visited the Offshore brigade who were busy putting finishing touches to their boats in Latsi.

It was lovely to see the many happy smiling faces doing the chores on their boats. I must admit that it appears much preferable to doing the work in the sunshine rather than in a freezing 5 degrees in frosty U.K. !



**Steve and Marilyn finishing the new paint job on “Holy Smoke”**

Nice work Steve and Marilyn, lovely to see you hard at your labour of love! Soon be back on the water!

Next we had a look for “Cloud 9” and there was Pete and Jo apparently just finishing the polishing. Nice one!



**Pete and Jo aboard the Cranchi “Cloud 9”**

“Cloud 9” looking good after the winter refit. We went in search of John B on his yacht “Angela” who was going to get his bottom pressure washed. Well Angela’s bottom actually. We found the boat still on its mooring so I guess he was testing the bunks while waiting for his agent to lift the boat out! We will have a sail with him soon to see how she goes soon

## New Bridge to Latsi Marina

Whilst in Latsi we marvelled at the new road bridge across the ravine to the car park. Not only does it seem to be a metre short on both sides but also it looks about a metre too high! Luckily they had placed very narrow planks for the brave to cross. Not sure if a car and boat trailer will make it yet though without a good jack, a ramp and a crane. We eagerly await the unveiling!



**Smart new bridge to the Marina at Latsi, not quite finished**

## More photo’s from Geroskipou closing day

Just received these pictures of the members on closing day at Geroskipou



**Dave was Chief Mourner! He never knew his Grandfathers' top hat would have so many uses in his retirement**  
The members who attended the final day lunch at Geroskipou were treated to a wonderful lunch followed by a lengthy afternoon taking refreshment.



**Trevor running through the Clubs' History. Well done Trevor for all you have done for the Club at Geroskipou!**



**The naughty table; it got a lot bigger later in the afternoon!**



**A full house on closure day**



**This was the End of an era and it also heralded the start of the new Club House at Coral Bay, Pegeia**

The following week many volunteers with cars, trailers and pickups began the removal of all the club equipment and artefacts to Coral Bay.



**Final day at Geroskipou**

The delivery of a 40 foot ISO Container for storage was also achieved and Rod M worked hard to make bespoke shelving for all the items that were brought to Coral Bay.

**Portsmouth Yardstick – Number adjustment & Club list**

*An interesting item courtesy of the RYA website relates to the Portsmouth Yardsticks (PYS) 60<sup>TH</sup> Anniversary*

Quote “In order for a club to use the scheme to its full potential and meet the main objective of giving fair racing between different classes of boats, a club will need to develop its own list of Portsmouth Numbers (PN’s).

As a club starts using the scheme it may decide to rely on the national list as this has historically been seen as a list of long established numbers. However, the national list is based on a summation of recommendations from clubs nationwide. The list of national numbers may not be appropriate for every club individually. This is due to a number of factors including the type of boats sailed at each club, the predominant wind trends, tidal factors, size of water etc.

Because the national list will not suit every club, each individual club should develop its own list of handicap numbers from their race results. A club should do this by periodically carrying out an analysis of their race data. By doing this a club will be able to see if any of the classes/ configurations of boat are over or under performing to the PN they are currently racing on and can adjust the number accordingly.

There are a number of ways a club may conduct a review of PN’s. Examples include;

- The RYA analysis website ([www.pys.org.uk](http://www.pys.org.uk))

- The specimen race sheet and analyse each individual race
- Educated guess work.

**Pys.org.uk**

The RYA recommends that clubs use the race analysis website to carry out any number review as it will give the most consistent review of numbers and requires the least amount of effort/time/knowledge from the user. Along with a variety of other features that will benefit a club the PYS will produce a dynamic club list of numbers and associated class reports. Using the website will also ensure that the club’s race data is submitted to the RYA and the club will not need to do a separate annual return. For more information please visit the website ([www.pys.org.uk](http://www.pys.org.uk)) or contact RYA tech. dept.

**Specimen races**

The Specimen races take a club through the steps required to analyse each race. This allows a club to work through each race and get a feeling for the boats that are performing to their handicaps and those that may need a local adjustment. However this method can be very time consuming.

**Educated guess work**

If a club does not want to use the website or use a mathematical method to analyse race data they can very simply apply manual adjustments to obvious anomalies in their club list. For example if a specific class seem to win every race regardless as to who sails them the chance is the PN is too high and needs reducing. The club could then reduce the PN for said class in stages until it is brought in line with the other fleets. This can be done in reverse for classes underperforming to their number. This is the least accurate method of carrying out number adjustment and should be used cautiously but can be applied to obvious outliers in a clubs results.”

**Flag Identification – The Four Preparatory Flags:**

Sailors are familiar with Flag Papa, (Blue Peter) , normally used in the start sequence.

In this news we look at **Flag India** 

The other Preparatory flags being:

**Flag Papa** ,

**Flag Zulu**  and the

## Black Flag !

They are all flown at one minute in the 5 minute start sequence and are removed at one minute before start.



### Flag India - Rule 30.1 is in force.

This rule means that once the flag is displayed if any part of the boat's hull, crew or equipment is on the course side of the starting line or extensions during the last minute before her starting signal, she shall thereafter sail from the course side across an extension to the pre-start side before starting.

**A simpler definition is that if you go across the start line in the last minute of the start sequence you have sail around the ends of the start line before getting onto the course.**

## Lovely Mast and Flag Hoist!



Here's a jolly flag hoist. Quite a few boats sailing! Looking at the Flag hoist here is the meaning.

Flag **AP** over **A** means Races not started are **Postponed**. You've then got to zone in on your particular Class flag, the rest is easy!

This is obviously Youth sailing! Cos they're youth classes of dinghies

1<sup>st</sup> hoist is **AP** over **A** Races not started are **Postponed** for Laser Radial and Laser 4.7,

2<sup>nd</sup> hoist has no flag **A** so it is presumed the dinghies are on the water and Races not started are **Postponed**. The warning signal will be made 1 minute after removal unless at that time the race is postponed again or abandoned.

The **Red ensign (U.K.)** is flown on the flying yardarm out from the mainmast. The flag hoist is in the U.K. and a

National Flag is flown during daytime hours to sunset.

I won't do the rest I'll leave it up to you to read!

## Volvo Ocean Race Leg 5

**Following Articles courtesy: Yachts & Yachting**

The team on board *Dongfeng* have arrived in Itajai with their wounded Volvo Ocean 65 and are now rushing to prepare the boat ahead of racing this weekend, 18 April and the leg start on 19 April.

Charles Caudrelier's Chinese-supported entry broke their mast in the Southern Ocean, as they were battling to be in the front group rounding Cape Horn, and have since been fighting a logistical battle to get their boat and a new mast to Itajai, Brazil ready for the start of the next leg to Newport, USA this weekend.

The breakage was a huge blow for the team who had begun the leg as joint leaders with *Abu Dhabi*. The lead of these two boats was such that *Dongfeng* was able to retire from the leg, picking up eight points in the process, and still remain in second. However, the gap to Ian Walker's *Abu Dhabi* is now significant and they are a mere two points ahead of both *Brunel* and *Mapfre* – who are, in turn, just one point ahead of *Alvimedica*.

Throughout the early legs of this Volvo Ocean Race *Dongfeng* have demonstrated impressive pace, particularly in the lighter winds. The question now is if they are able to find the speed with a rig that will have had precious little in the way of set-up time.

Caudrelier and much of the sailing team stayed on land while the shore team of Graham Tourell, Guillaume Le Taud and Henry Woodhouse joined by Chinese sailors Black and Wolf and Frenchman Benoit Hochart delivered the wounded Volvo Ocean 65 to Itajai.

"It was a long journey, that's for sure,"

commented Wolf. "It was a new experience, but the delivery was very easy compared to the race. It was very good food, a lot of fresh meat and fruits, and it was my first time sailing with our shore crew. We got a lot of sleep. We're good."

## Team Vestas Wind – Wreck Report

You might remember I reported on the Danish boat, *Vestas Wind*, skippered by Australian, Chris Nicholson, who stranded in the middle of the Indian Ocean during the stage from Cape Town to Abu

Dhabi on November 29. The crew were forced to abandon the boat.



Photo courtesy: Stuff.Co.NZ.

The badly damaged *Vestas Wind* has since been retrieved from the reef and is being rebuilt in the Persico boatyard in Bergamo, Italy, with a view to returning to the race for the last two stages starting from Lisbon, Portugal in June.

The independent report into the incident, commissioned by the Race in December, was conducted by acknowledged experts in the field – Rear Admiral (Rtd) Chris Oxenbould (chair), Stan Honey and Chuck Hawley.

The panel reported that the facts of the grounding had already been well publicised and that its findings regarding what happened are based on interviews with the crew, race management, other relevant parties and recorded data were not contentious.

“The team was unaware of any navigational danger in its vicinity, incorrectly assessed the minimum charted depth at Cargados Carajos Shoals to be 40 metres and understood that it was safe to sail across the shoals,” summed up the panel.

The panel has not apportioned blame, but made the following conclusions:

There were deficiencies in the use of electronic charts and other navigational data onboard *Vestas Wind*.

There were also deficiencies in the cartography presenting the navigational dangers on the small and medium scales of the chart system in use.

The emergency management worked well and there were no administrative or race management issues that contributed to the incident.

Its main recommendations are:

That a provided set of guidelines for the use of electronic charts be endorsed and adopted in the race and subject to further review and refinement.  
That the providers of the chart system used and the manufacturers of one of the on board navigation

software systems be advised of the perceived deficiencies.

The panel suggests that Volvo Ocean Race uses its leverage and influence in the yachting industry to encourage the development of an improved navigation system, including charts and software.

It also made five minor recommendations relating to the conduct of the race.

Volvo Ocean Race CEO Knut Frostad said all recommendations would be considered by the event. He added: “Our plan is to circulate the guidelines to the skippers and navigators (as recommended by the report) here in Auckland, and also include them in future Notices of Race.

“It is our intention that the report serves as a useful document for the entire offshore racing community in the future. Accidents will always happen at sea – we hope this helps make them less likely.”

The fleet set out from Auckland for the fifth leg of nine on Sunday, March 15. This is the longest and most challenging stage of the nine-month race, which takes the fleet through the Southern Ocean to the next destination of Itajaí in Brazil.

The 38,739-nautical mile race will conclude on June 27, in Gothenburg, Sweden, after visiting 11 ports in total and every continent.

## Volvo Ocean Leg 6 underway

The Volvo Ocean Race fleet has set off on leg six from Itajaí to Newport after an extremely light wind in-port race and start. So light were the conditions for the start, the course was shortened as the fleet of Volvo Ocean 65s drifted painfully slowly in almost no wind towards the first mark. Instead of heading around the in-port racing marks the call was made during the first beat that the boats would round mark one and then head straight to Newport.



Volvo Leg 6 light winds start from Brazil

The leading boat overall, Ian Walker’s *Abu Dhabi* had a nightmare of a start, being above the committee

boat and bow-forward on the startline. With the boats creeping along it was a long frustrating few minutes as the team desperately tried to dip behind the startline and get underway upwind.

SCA and *Alvimedica* led the fleet for much of the first leg, but it was Charlie Enright's Turkish backed *Alvimedica* who led around the first mark. It was, though, far from a thrilling opening to a leg that follows an exciting big breeze leg in the Southern Ocean.

Following the mark rounding, it was slow work northeast, moving more and more offshore and away from the land effect. At 22:00 UTC the fleet was dogged by some frustrating rain clouds that challenged some teams more than others.

SCA and *Alvimedica* fell foul of a shift that went against them, while *Mapfre*, who had rounded the first mark just behind *Alvimedica* and *ADOR* made the most of it stretching their lead North before tacking with the fleet east at around midnight.

All the teams are now sailing incredibly similar speeds East with only 0.2 of a knot separating the fastest and the slowest and around 6nm from the leading boat of *Mapfre* and sixth placed *Brunel*. However, there is still only 12 nm separating the fleet north to south and 8 nm east to west



Photo courtesy: Yachts & Yachting - Dongfeng

## PISC Snooker at Neo's Sports Club

Brian P arranged a full day of snooker at Neo's for the snooker enthusiasts of the club. Some of the members were good quality players, some were not! After five hours the eventual final was between Jim R and Peter D. Jim got his revenge this year as Peter had beaten him in a previous years final. Well done Jim, Well done Brian and all those who took part. It was a great day. It was lovely to see quite a few ladies present during the games giving support to their menfolk. You can take part yourselves you know, have a go next year!



Jim receives the PISC Snooker Trophy from Penny  
That'll go well on the mantle piece!



Runner up Peter receiving his liquid prize from Penny





Brian receiving 3rd prize from Penny

## Bad Form!



Photo courtesy: Big Pete

Look at this guy with his sandals and socks on! Nightmare! Absolute no. no.

I'm not too sure about the thong either!

## Advanced Sailing Course at Agios Georgios April 2015



### Advanced Sailing Course #1 Candidates

The first Advanced Sailing Course (ASC) to be held at PISC started in early April. Six members signed up for the complete four day course and Bob S for the theory only. The first theory of day included lectures on race tactics and a novel demonstration of using a Laser sail and a tennis ball to show how each boat control effects the mainsail 'Centre of Effort'. After absorbing that information the students were then shown jennaker hoist, setting and drop using Bob's newly aquired Laser Vago. Appreciation goes to Chris Dodds RCS DSSC for taking time out and coming to PISC to provide us with an interesting and informative first day.

On the second theory day Dave B intrigued the students by a lecture on the wind forces exerted over the sails, how such forces are influenced by the boat controls, the importance of the 'slot' and sail shape. All this theory was then applied in a practical land demonstration using a fully rigged Wayfarer. Students were able to clearly see the changes in sail shape as each control was changed. Following this Dave demonstrated spinnaker hoist, setting, control and drop. Many thanks Dave for making the second day so interesting.

The planned date for the first day of the on the water exercises was thwarted by bad weather and rough seas forcing a decision to delay the course. Fortunately on Saturday 25<sup>th</sup> April the weather was perfect and at 08:30am the course reconvened. The morning session included exercises on sailing backwards for a distance of 500m, rudderless sailing around a triangular course and sailing without a centreboard. It is fair to say much was learnt by all. At lunch time Jan Smith provided a short brief on the signs and symptoms of hypothermia, a precautionary reminder in readiness for the full inversion capsizes

recovery that each student would perform in the afternoon.

With additional floatation devices tied into the bow and stern of "Green Goddess" and "Hartley" the boats were prepared ready for the capsizes.

Following a short brief by Phil M on the RYA method of recovering an inverted dinghy the students donned wetsuits, ensured they carried a sailing knife to cut rigging should anyone get entangled and then sailed the boats out to the waiting rescue boat crewed by Jim R and Pete B.

Brian L and Bill C capsized "Hartley" first and went through the method of recovery as briefed. The dinghy slowly righted and Brian was scooped into the boat. Seven minutes after capsizing Bill climbed on board, an excellent recovery overall. Paul H-A and John L were next. They capsized "Green Goddess" and a text book recovery saw them climbing on board after only 4 minutes. The bar had been set. Next was Brian G with Phil M in "Green Goddess". There is insufficient space in this article to provide the necessary excuses why the 4 minutes record was not broken but needless to say "Green Goddess" was successfully recovered despite dislodged floor boards, water ingress in the tanks, freek waves, swirling winds and all manner of hindrances. Next time!

Dave B and Phil M sailed a very waterlogged "Green Goddess" back to harbour and the reception party at the slipway was a welcome sight as the heavy boat took a lot of effort to empty before being dragged up the slip. The day ended with a quick debrief by Phil and plans made for the second day on Thursday 30<sup>th</sup> april. Unfortunately the sea state was too much on Thursday and not conducive for training roll tacks and gybes, spinnaker performance and putting all the theory learnt into racing. Arrangements are being put in place to ensure each student accomplishes the practical elements in order to finish the course.

Besides the names listed above, thanks also go to Marisa B and Steve A for their support and providing beach crew cover during the practical sessions and also to Liz and Jaqui for providing welcome hot soup and bacon rolls during the theory sessions.



**Instructor: Dave B Instructing the Advanced Course**



**"Green Goddess" swamped and "Hartley" alongside  
Work parties at the Beach &  
Clubhouse**

Thanks for the volunteers at the beach for the two big weeding and gravel laying work parties. Much was achieved by those who turned out. The whole beach area is now tidy and ready for the Season. The Club House has much work to complete according to RCH so expect the call for more work there.

On behalf of the Commodore that's completes our news for this month. We hope you have a great Season.

*Chas*