



We continue to keep the pace of sailing going in many directions into the Autumn. Paphos saw the return of Sail First's J80's and members led by Cdre Paul booked charter boats for an Autumn J80 Regatta.

We heard of Kit and Sharon Whitehouse's cross channel trip on their catamaran.

We also heard of David & Grace Cullen's Mediterranean delivery trip of their new Beneteau 48. If you didn't, please read the last edition!

Lesley Anderson and Bob Vart spent time on their newly acquired Beneteau 41 "Suncatcher" in Orhaniye, Turkey. Gaynor and I were lucky enough to go along to give the boat a good workout along the bays and well offshore to Fetihye.

The dinghy sailing at Agios Georgios continues well supported but slowed due to some rough weather recently. The basic sailing course also had to be extended for a further day. More on this later.

Clipper Race Leg 1 arrives in Rio

The Clipper Race got underway sailing from London and our member Bill Green raced on Clipper "UNICEF" to Rio de Janeiro, Brazil. He had an excellent leg, racing hard all the way. Leg 1 now completed Bill is back in Basingstoke whilst the boat has continued on and has now completed Leg 2 arriving at Cape Town. Well done Bill!



Bill with Sarah and Hannah welcoming party in Rio

S/Y Europa tragedy off Phillipines

Two British men are among five people that went missing in the Phillipines last week, the Foreign Office has confirmed.

The coast guard in the Phillipines stated "We can confirm a yacht, with two British nationals on board, has gone missing between Hong Kong and Subic Bay, Phillipines"

They identified Robin Wyatt and Brian Turner as the two British members of the crew. The nationalities of the remaining 3 members were Canadian, American and Phillipino.



British Skipper: Robin Wyatt - RIP

"We are liaising urgently with the local authorities concerning search and rescue operations and providing support to the families."

Three other crew members were on board the 60ft yacht when it disappeared while sailing from Hong Kong to the Phillipines around the time that tropical storm Mujigae hit.

The "Europa" left Hong Kong on Thursday (01 October) and was expected to arrive in Subic Bay, north west of Manila, by Monday. An emergency position-indicating radio beacon (EPIRB) on the boat was activated on Saturday, according to the Royal Hong Kong yacht club.

The yacht club said the Hong Kong-registered boat was owned by Wyatt, whom it described as an experienced sailor. "The boat is new and on board are the skipper Robin Wyatt and four other crew members, all of whom are very experienced seamen; each having crossed the (South) China Sea a number of times" the yacht club said.

On Tuesday (06 October) coastguard Commander Armand Balilo said a body and a life jacket had been spotted floating near the "Europa's" last known position – about 250 miles west of the Filipino city of Laoag.

The body has not yet been identified or confirmed as being one of the "Europa's" five crewmembers.

By Ed/David: Robin Wyatt previously spent a week on "Struan of Huntley", David and Grace Cullens' new

Beneteau, to help with the commissioning of the new boat and he also completed part of the first leg. Not only was he the Beneteau Agent for the Phillipines but he was also a long term friend.

Robin was an active part of the Asian sailing community. He married his long term partner last year and leaves two children (5yrs and 3yrs). PISC members who are also members, or who have affiliations with, the Royal Hong Kong Yacht Club include Rick and Carol Willey, Ian and Isabel Blair, Bob Vart and Lesley Anderson. They are all devastated on this terrible news. We pass our condolences to the families and to them on this tragic incident.

Note: Hong Kong Marine Rescue have confirmed they have now ended their search for the yacht or survivors. Part of their statement reads “ The survivability after 10 days of searching is, they are confident, zero; particularly given the severity of weather that the yacht would have experienced according to the EPIRB data and the track of last week’s storm”

At the time and place of the yachts last known position the Typhoon had built into a “Super Typhoon” and they would have been experiencing winds in excess of 200km per hour

Article courtesy: YBW.com

Thanks to David Cullen for his assistance with this article



ARC Race Competitors leave U.K. and Europe for the Canaries. The ARC (Atlantic Rally for Cruisers) was first conceived in 1986. It started out as a safe way to cross the Atlantic in the company of other yachts. Since then it has grown, turned into more of a race, become more and more competitive and attracted bigger and faster yachts. Now over 200 yachts take part in it each year. There are opportunities each season to crew the yachts in this trans-ocean race - the largest of its kind. Our man, Roy Hartley is amongst this years’ sailors. His report follows:

Race competitors are beginning to arrive at Las Palmas, Grand Canaria ready for the ARC race. Roy Hartley briefly returned to Cyprus before flying back to sail to the Canaries for the start of the race. The race leave Las Palmas and crosses the Atlantic to St Lucia in the Caribbean. Roy sent his first message saying he had set sail, along with 9 crew members,

from Cowes on the 18th October. They are making for Lisbon en route to Las Palmas, where the race entrants are mustering for the start.

Roy’s 2nd message stated. That he was 40NM off the Isle of Ushant, France en route the Bay of Biscay. The wind at that stage was 20 knots plus with the gennaker up’ making 11 knots. The boat was making good headway and the obvious issue for the 9 man crew was crossing Biscay. Concern was beginning to creep in.

Roy’s latest message on the 24th stated they were off Cape Finisterre, Spain. The passage through Biscay went well and they were tracking South. They had seen dolphins and some whales were sighted. Roy went on to report “Today was the best sailing day F6 Main sail and “colly wobbler” up, surfing the waves at 11 knots. The weather was good with blue skies and crew wearing shorts during the day. Heading for Lisbon.

Expecting a quiet sail after Finisterre the lazy line from the A Sail went over the side and naturally it went around the prop and rudder! The crew were unable to free it

So as I understood his message Roy donned his mask and knife and cut the line free - Bravo! All ok!

Keep going Roy, St Lucia’s lovely!



“Ocean Venture” with Gennaker and hob goblin



Rescue News

By Ed: After the awful tragedy of S/Y Europa above I was amazed at the sheer amount of unfortunate boat incidents that occurred this summer. There were far more than I have shown below but there is always a lot to learn from them for all of us. The following reports were made by the Maritime and Coastguard Agency (MCA) U.K.

Teenager dies after speedboat sinks

A 14-year-old drowned after her extra-large lifejacket became snagged on a sinking speedboat, an official accident report has found.



Emily Gardner died in boating tragedy article & photo: Courtesy YBW.com

The 14-year-old was described as a "bright diamond" Emily Gardner was on board a speedboat in May this year when it capsized. A strap from her adult-sized buoyancy aid became caught on the stern mooring cleat of the 16-foot boat, which got into difficulties after hitting a large wave off Brixham, south Devon. The 50-year-old driver and two of Emily's friends – both 15-year-old girls – managed to swim clear of the upturned hull but Emily became trapped despite "valiant" attempts to free her, the Marine Accident Investigation Branch (MAIB) report said. It said the trip saw the boat leave Brixham harbour just after 11.30am. A few minutes later "the driver of the speedboat opened the engine throttle to almost full speed to accelerate the boat".

The report warned that the speed and course of the boat in the seconds before the accident "contributed significantly" to the tragedy. Emily was wearing an adult "extra large" buoyancy aid designed for someone with a chest measurement of 44 to 50 inches, the MAIB report said. "Emily was conscious and was attempting to escape from under the speedboat when the strap became snagged." It also concluded that the weather, tidal and sea conditions were not investigated fully before the party set out.

The report said: "The speedboat's relative course and speed in the prevailing sea conditions contributed to the capsize but other potential contributing factors were the fitting of a new propeller, the low quantity of fuel in the bow tank and the manner in which the engine speed was increased prior to the accident.

"Although there is no legal requirement for buoyancy aids to be worn in privately owned pleasure craft, it was sensible for them to be worn". However, it is also important to ensure they are the right size and in good condition.

"Emily was wearing an extra-small 'shorty' wetsuit and an extra-large adult buoyancy aid.

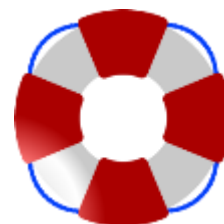
"A buoyancy aid should be a close-fit to prevent it rising up when floating in the water and to minimise the risk of it snagging."

The report also concluded Emily had made unsuccessful attempts to escape.

"Given the location of the speedboat's stern cleats and the means by which the strap of the buoyancy aid became snagged, it is concluded that Emily was conscious and was attempting to escape from under the speedboat when the strap became snagged," it said. The speedboat driver was not wearing the "kill cord" which stops the engine when activated in an emergency or when the driver is thrown from the vessel. Emily was freed 25 minutes after the boat capsized and given medical treatment, but she never regained consciousness.

The report did not make any recommendations but said the Royal Yachting Association and British Water Ski and Wakeboard intend to publicise the safety issues from this accident. After her death, Emily's family paid tribute to her, saying: "Our beautiful Emily was a caring, loving, gentle daughter and sister. She was full of life and had the world ahead of her. She was our diamond, now shining bright in the sky.

"She will be missed and forever in our hearts."



Boat rescued twice in a week!

An RNLI boat in Fowey, Cornwall U.K. rescued a crew in trouble this weekend - for the second time in a week.



“Starlight” after her second rescue

The “Starlight” – a former ship’s lifeboat – was rescued after suffering a propellor shaft failure on its way to St Mawes last weekend and was trying to make the same trip on Saturday (10 October) with three people on board when help was once again required. A spokesman for the RNLI said: “On leaving Fowey harbour she experienced engine failure a mile outside the harbour and was drifting towards the rocks in a horrible easterly swell. The wind was blowing easterly force 5-6. “The call for rescue was made by the staff NCI lookout at Polruan to the Coastguard at Falmouth who then requested the launch of the Fowey RNLI lifeboat.”

The lifeboat “Maurice and Joyce Hardy” with seven volunteer crewmembers on board towed the boat to safety.

Article & Photo courtesy: www.ybw.com

PISC Basic Sailing Course extended

BDSC Course - The latest Basic Dinghy Sailing Course commenced on 29th September and was originally scheduled to finish on 3rd October. Unfavourable weather and a couple of incidents on the last day prevented the course being completed on time so it was reconvened on 15th October. Four students completed the course with two gaining the Level 1 and two achieving the Level 2 standard.

The course presented a number of challenges for the instructors who deftly dealt with resolving rigging failures, replacing burst trolley tyres and a range of other incidents. An incident of note is that one student received a nasty bang to the head from the boom during an inadvertent gybe. The rescue team responded to a call from the dinghy instructor and transferred the student from the dinghy to shore. Following a medical check at the General Hospital it

was, fortunately, declared that no permanent damage other than a sore head had been suffered. Thanks Dave S for responding so willingly and taking the student to the hospital.

A special mention must be made about Brian Layng and Chris Cuthbert for their perseverance in finding novel ways to communicate on the water with one non English speaking student, through their determination the student successfully completed the course. A job well done. Congratulations to all the students John Wake, Bernhard Batchelor, Terry Mitchell and Maria Gurskey, I hope to see you all on water soon capitalizing on your new found skills and knowledge.

My thanks to all the instructors Paul, Dave, John, Brian and Chris for giving your time once again and all for the benefit of the students. It would be remiss of me not to mention our stalwart Rescue Coxswain Dave ‘Scottie’ Fraser who every day manned the RIB, laid buoys and provided MOB’s all of which are essential for the success of any course. Many thanks Scottie. My thanks to the many other helpers who also assisted either in a direct or indirect way as without your help the training objectives would not be so readily achieved.

Safety Boat Coxswain course



John Tremain our resident Powerboat Instructor will oversee a Safety Coxswain course from 9th- 10th December. Each of the four students nominated will be taught how to rescue capsized and inverted dinghies, recover a dinghy from a lee shore, alongside and herringbone tow, missing crew search techniques plus other skills.

To achieve the herringbone tow we are looking for four or five volunteers to sail their dinghies on Thursday 10 December and participate in the course by tying to the tow rope and then be towed in line. This is a skill not often practiced so it will be

advantageous for both the rescue coxswain and sailors to learn the correct procedure.

VHF Course – Chas Kimber will run a VHF radio course on 12 January 2016. The course will be held in the clubhouse from 08:30 to 13:00 and aims to teach radio etiquette, correct procedures, the phonetic alphabet and emergency procedures. Members interested in undertaking this short course should contact the Training Officer. Although not essential it is advantageous to bring a handheld VHF radio.

CYSAF Training – CySaF is hosting a ISAF Technical Course for Coaches Level 1 (Sailing Instructor Training) course that will take place over the period Saturday 16th to Thursday 21st January 2016 in Limassol. This course is aimed at experienced sailors who can confidently sail in Force 4 conditions. The course is offered to members who wish to learn how to instruct sailing and are willing to be involved in sail training in the future.

Course fees and lunch each day will be paid by CySaF. Course places are limited so if you are interested then please contact the club Training Officer as soon as possible.

PISC Training Programme - The annual Training Programme is regularly updated as course dates are firmed up and resources become available. Details can be found on the club website, go to 'On the Water' section and Training is listed in the drop down menu.

Laser Class Announces New Sail Design

The all new Standard Mark II Laser sail is available on 1 November. The International Laser Class Association (ILCA) is pleased to announce the release of a completely new class-legal design for the Laser standard rig sail. The release marks the first time in over 40 years that the Laser sail design has been substantially updated.

Known as the **Standard Mark II Sail**, the new patented design is the result of thousands of hours of design work and on-the-water testing involving the Laser builders, the Association, two major sailmakers and some of the world's top sailors.

The Mark II features bi-radial panels, a heavier 4.5 ounce cloth and optimized reinforcement patches, all intended to maximize the sail's competitive life. The sail also features tapered battens with Velcro batten pocket closures, a larger window for improved visibility and a patented re-designed luff tube to eliminate wrinkles at the mast joint.

"This is a quantum leap forward for our class," says ILCA President, Tracy Usher. "For several years the number one complaint about the Laser has been the outdated sail design. We've put a lot of time and effort into this new sail design and we're really happy with the result."

As with all changes to the Laser, the new sail has been carefully designed to be backwards compatible with the existing equipment, meaning it was not designed to provide improved performance. Instead, the Mark II promises improved durability and ease of use. According to ILCA Technical Officer, Clive Humphris, "The main objective of the design project for the Mark II was to create a sail with equal performance to the existing sail, but with better durability. We worked very hard to ensure that the Mark II was not a faster sail and wouldn't make all the existing sails obsolete overnight. The original Laser standard sail will continue to be available through authorized Laser dealers and we fully expect to see the two designs racing side-by-side for a number of years." The initial run of class-legal Mark II sails will be available starting 1 November 2015, with worldwide availability by early 2016. Because of the timing of the release, by agreement with International Sailing Federation (ISAF) the Mark II will not be used in the 2016 Olympic Games or any Olympic country qualifying events for 2015 or 2016. The use of the sail will be controlled by the Notice of Race for each event until after the 2016 games. After that time, the Mark II will be allowed in all ILCA sanctioned regattas along with the original standard rig sail. "Because many of the Olympic qualifying events have already occurred, we've agreed with ISAF that we shouldn't make any major changes to the equipment for the 2016 games at this time," says Usher. "Our goal is to have the Mark II sail available worldwide for the start of the next quadrennium, leading up to the 2020 games in Tokyo." In coordination with ISAF and the Laser Builders, ILCA will make further announcements about the availability of the Mark II sail and its use at events over the coming months.





New bi radial cut for Laser sails

PISC Treasure Hunt great fun

Sue Scorer made a great choice in asking John Lay and Scottie to arrange the annual Car treasure hunt for the members. We all arrived at the Club house to be briefed and collect our questionnaires before proceeding at 5 minute intervals on the hunt. It was a beautiful day and over 30 members and guests enjoyed the clues and the views whilst travelling up the twisting Akoursos road to the village. We had to collect feathers, carobs and other such items as well as find a cave with a box and receive another clue. Needless to say our team missed some of those but we all continued up the hill to Kathikas and Inea villages where there were more clues.



This team kept getting in our way! "Bill Dasterdly"



Another treasure artefact with another clue!

Once back at the Club House, after covering just under 30 miles, well some of us anyway! We all handed in our answer sheets and then enjoyed Cottage Pie and a choice of sweet.

I needed a gin and tonic first though! Thanks very much to Jaqui and the ladies who prepared the lunch. Thanks to John and Hannie.

Health Warning: It is believed no marriages were undone during the Hunt, though several teams had severe coordination issues! All made it back for lunch.

Trafalgar Day Beach Picnic huge success

We were all amazed to see the very impressive fleet that set sail from Latsi to commemorate the 210th Anniversary of the Battle of Trafalgar. Lord Nelson would have been proud to see such fortitude and bravery amongst our members. There were ladies, and some men, who do not usually go to sea on boats. The small beach at Quarry cove was stuffed with people this year. Amazingly there was also a handfull of Poles (people from Poland)! who eagerly accepted Vodka tots and enjoyed witnessing the occasion (Not sure which club they were from)!

Well done also to the Offshore sailors, Mike the Bosun with John Barber, Tony & Angela Crow with Brian & Liz Parker. Steve & Marilyn plus other members who turned out with four offshore sailing boats on anchor. Also to Peter Dawe and Jo with a small crowd aboard their 40 foot Cranchi power boat. Due to the closeness of the hour (1200), it was a great shame that few were able to be ferried ashore from the boats to witness the fun and games. They did though, all listen to the rousing speech in honour of Lord Nelson given by the Cdre. Well done indeed.

Dorothea and Yeng plus others photographed the occasion and here are some shots. I did manage to take a couple as well!



Boats arriving en mass

The occasion was kindly arranged by Peter Bruce and we had received very poor weather reports prior to the day. It turned out absolutely beautiful and many of the revellers enjoyed swimming and meeting up with other friends. We even had a sponsored swim which, thanks to Richard and Andy, raised around 30 euros for the Club.

If you haven't paid them, they are looking for you!



Ladies enjoying the rich pleasure of dark Rum



**We weren't the only ones on Trafalgar Day!
Courtesy: Daily Mail/Tim Rodgers**



Tents being erected, barbeques lit. (That's my money box sticking out - honest)!



PISC Boats ashore and afloat!



Janet and Sharon enjoy a chat



Superyacht "A" visits Latsi and Paphos.



Superyacht "A" lays off Latsi on Trafalgar Day



"A" is Amazing with stealth hatches and doors everywhere!

Our boat load of members heading for Quarry Cove stayed and circled the huge yacht watching some of the many crewmen and women working the boats.

The superyacht is owned by a Russian Billionaire and it moved off the next day to anchor off Paphos. We must build some marinas here in the West!

ISAF & ROLEX Sailor of the year Nominations

The International Sailing Federation (ISAF) and Rolex are pleased to announce five male and five female nominees for the 2015 ISAF Rolex World Sailor of the Year Awards. Set to be held on Tuesday, 10 November 2015 in Sanya, China, the Awards ceremony celebrates the world's finest sailors' achievements during the qualifying period from the end of September 2014 through to 31 August 2015.

Only one nominee wins in both the male and female categories. The names vying for the coveted and prestigious 2015 ISAF Rolex World Sailor of the Year Awards are:

Male

Peter Burling & Blair Tuke (NZL)

Loick Peyron (FRA)

Giles Scott (GBR)

Ian Walker (GBR)

Ian Williams (GBR)

Female

Sam Davies (GBR)

Elena Kalinina (RUS)

Sarah Ayton (GBR)

Lotte Meldgaard (DEN)

Charline Picon (FRA)

I'll let you know the winners soon

Sailing World Cup Final concludes in Abu Dhabi

Australia's Mat Belcher and Will Ryan led the gold rush as the 2015 ISAF Sailing World Cup Final reached its conclusion in Abu Dhabi today.

The defending champions underlined their dominance by winning the Medal Race to score a comprehensive second successive **Men's 470** World Cup triumph at the Abu Dhabi Sailing and Yacht Club. On this occasion, Belcher and Ryan got home by just a second from the young Spanish pairing of Jordi Xammar and Joan Herp to finish 11 points ahead of Sweden's Anton Dahlberg and Fredrik Bergström who finished second on the last day of the regatta, sponsored by ADS Securities and Abu Dhabi Tourism and Culture Authority

The result underlines the Aussies' position as firm favourites to strike gold at next year's Olympics Games in Rio de Janeiro and adds to Belcher's haul of six world titles, three won in tandem with Ryan.

After racing Belcher commented, *"It's been a long week with difficult conditions to sail in, but it's been great to race in the morning. We have had some tough competition and there hasn't been much rest since the worlds. We knew everyone was in top form and highly motivated so we are happy to get the win."*

It also added to the reputation of their Ukrainian-born coach, Victor Kovalenko, known as "The Medal Maker," who has guided the winners of nine Olympic medals – six golds - and 18 world championships. Americans Stuart McNay and David Hughes, 6th on the day, took the 470 bronze.

Third position in the **Women's 470** medal race was enough to leave Britain's Hannah Mills and Saskia Clark celebrating gold from last year's World Cup winners in Abu Dhabi, Lara Vadlaur and Jolanta Ogar.

The Austrians were second on the day in a race won by Akiyo Yamaguchi and Eri Hatayama, although it was another Japanese combination, that of Ai Kondo Yoshida and Miho Yoshioka, who collected bronze medals.

There was consolation for Austria in the **49er** as Nico Delle-Karth and Nikolaus Resch won the Medal Race following back-to-back race victories the previous day to land the gold with six points to spare over Stefano Cherin and Andrea Tesei.

Finishing second on the day, just ahead of the Italian silver medallists, were Frenchmen Gabriel Skoczek and Yann Rocherieux who won bronze.

Croatia's Ivan Kljakovic Gaspic is the new World Cup champion in the **Finn**, clinching gold with a 4th place in the Medal Race. Turkey's Alican Kaynar finished third to claim silver, while victory on the day saw Spain's Pablo Guitian Sarria edge ahead of Britain's Edward Wright to take bronze.

With an offshore breeze of 8-13 knots switching to a sea breeze later on, Australian Tom Burton was always in control in the **Laser**, taking third place in the Medal Race to comfortably secure **gold ahead of Cypriot**

Winner on the day, **Pavlos Kontides.**
(Cyprus – Silver, well done Pavlos)

A closing sixth place finish was enough to see another Australian, Matthew Wearn, squeeze past five-time Olympic medalist Robert Scheidt to take the bronze after the Brazilian closed with a disappointing ninth.

The battle for gold in the **Laser Radial** was one of the most intriguing of the World Cup final, and ultimately it went to Sweden's Josefin Olsson who had trailed Holland's Marit Bouwmeester by a single point

overnight. While Olsson finished fourth on the day, Bouwmeester slipped to eighth in the Medal Race. Denmark's Anne-Marie Rindom, first to finish, subsequently collected a penalty but was still able to beat Belgium's defending champion Evi Van Acker to the bronze medal.

The **Men's RS:X** was another which brought a last-day turnaround, with Spain's Ivan Pastor Lafuente taking the RS:X medal race victory to snatch gold from Brazil's overnight leader, Ricardo Santos, who slumped to seventh on the day for silver. Great Britain's Tom Squires won the bronze medal.

Arguably the most impressive performer of the regatta was Britain's Bryony Shaw who successfully defended her World Cup crown in the **RS:X women's** class, winning the medal race for her seventh victory out of 10. Second place on the day gave Italy's Flavia Tartaglino the silver medal while Brazilian Patricia Freitas finished third to secure the bronze.

Britain's Oliver Bridge won the decisive medal race to retain his **Open kiteboarding** title and round off the 20 ISAF Sailing World Cup Final at Abu Dhabi Sailing and Yacht Club. Spain's Florian Trittel collected the silver medal while the bronze went to fellow-countryman Alejandro Climent Hernandez.

Attention now turns to the start of the 2016 ISAF Sailing World Cup series that commences in Melbourne, Australia in the middle of December later this year.

On behalf of the Commodore and the General Committee thanks for reading this news. Please send me any articles and notes of interest you would like me to put in future newsletters.

All the best and stay safe



Chas Kimber
Editor



Paul Hutton-Ashkenny
Commodore