



Welcome to 2016! Have a super New Year everyone!



We trust you all had a very merry Christmas and we wish you all a very Prosperous and Happy New Year. Enjoy your sailing, motor boating and Offshore trips in 2016.

This could be your year to take a course that you might need to help and encourage you to improve your Skills. Here is the latest news.

Great Christmas Party at the Club

Many members attended the Christmas party and the club house was beautifully decorated for the evening. We all enjoyed the table layouts and Rear Cdre (House) Tony's new extension tent which worked well for additional space. Thanks to Melissa for doing a great job providing her music.

I can't download the pictures for the news from the "Flickr" account so have a look at loads of pictures on the web site. Also check out all the Club events that we ran for 2015 on there.

Oh dear! The ISAF CEO Resigns after 5 months



ISAF CEO Peter Sowrey only 5 months in the job (December 2, 2015) – The Executive Committee of the International Sailing Federation (ISAF) have

announced the resignation of the Chief Executive Officer (CEO) Peter Sowrey of ISAF. Sowrey held the position for just five months following his appointment on July 1, 2015. Prior to ISAF, Sowrey was the former Managing Director of Business Process Outsourcing and Sales for Accenture, a multinational management consulting, technology services, and outsourcing company. Sowrey has now decided to pursue other challenges suited to his background. – article: www.sailingscuttlebutt.com

ISAF Name and Leadership change for the future

Despite the CEO resigning ISAF has changed its name becomes "World Sailing".

Everybody wants autonomy until there is a problem, then they want outside help. Everybody wants their own idea/own way/own boat until they find out others have a different idea, then they want an authority to enforce their choice over others. So it should be no surprise that a world sailing conference and its structure will reflect the difficulty of balancing interests and finding common ground.

It takes a lot of time and people with amiable temperament and commitment to make something happen. Over one hundred countries are involved in World Sailing. World Sailing cannot run like an American corporation with speedy decisions by the top brass. Without substantial listening and exchange no new decision will have the international support that is absolutely necessary. It is unavoidably tedious work.

Several good things readers should know:

- A Vice President of World Sailing is a Past President of US Sailing – currently Gary Jobson and before him, Dave Irish. They were elected in very competitive contests.
- 25-30 Americans represented US Sailing at recent ISAF annual meetings; these are dedicated volunteers taking time away from careers so they can work on international sailing issues.
- Five Americans, an unprecedented number, are among the 40 members of the World Sailing Council; this is a measure of their individual expertise and credibility, not so much about quota or politics.
- Betsy Alison (USA) has been awarded the ISAF President's Development Award for her outstanding achievement in the development of Para World Sailing in 2015.
- The VP who is from Turkey and the ISAF Training

and Development Committee including about 40 people, came to the States in January to experience our National Sailing Programs Symposium. Part of their work is training leaders to run sailing programs in developing countries.

- I have met all the executive officers and several of the staff. These are people who take their role seriously.
- It is not just about Olympic sailing. There is so much more.

Tom Hubbell, Past President of US Sailing



Ocean Venture crosses the Atlantic

Following notes from Roy and his U.K. control team. "It's arrived....no going back. 2,700 miles ahead and the adventure that ends with a rum punch and steel bands and many stories of survival in between. hopefully a great sense of achievement.



Ocean Venture completes the ARC

November 29th Fish count – still 1. waiting patiently. Had a couple of bites, but they escaped. We are getting creative with making fishing lures – bits of pipe, foil, shredded plastic bottle, coloured tape, string, you name it, and we'll stick a hook on it and throw it off the back. Big news today is that following a group meeting with the entire crew and lots of maths we have decided to start the engine! After being totally calmed for an hour last night, and almost three days of bobbing around with very little wind, the prospect of extending the trip to what was calculated to be about December 18th was not appealing. We had done our best to head south in search of breeze but with no luck. Those of you

tracking our progress on the GPS will have noticed our southerly diversion: no more! Other boats in the racing division that had stayed in the north – risking being stuck in the no wind zone – are all now heading south too. We would be very surprised if they didn't also decide to switch on their engines. The team decision to motor means that we drop out of the racing division into the open division. The bonus is that with the engine on we can all have hot showers! Spirits remain high and we have switched to a more leisurely watch system: 2 hours on, 6 hours off. After dropping the spinnaker George went for a quick dip while we adjusted course – although he did climb out quickly after fighting off a shark. Still no other boats in sight, but beautiful sunny days and delicious food prepared by Roy are reminding us all how much we are enjoying each other's company and being on this great adventure.

November 30th - Wait for this! Fish Count "2" – A tuna, snapped at our hook, and was caught after a prolonged period of trying to get the fish landed. A gimble fishing harness was worn, many helpers at hand. A lot of pulling and tugging to get the fish on board. (a Royal Battle). Roars of laughter broke out amongst the crew that could be heard as far away as Grand Canary and St Lucia as a baby skip jack tuna was pulled out of the water and landed on the pushpit, the fish weighed at least ½ Kilo. Well done George!!

Our newly caught prize was devoured at lunch today, George making an excellent Sushi, along with pie, coleslaw, cheese, and chorizo prepared by Susie.

We are still motor sailing along, speeding along at just over 8 knots, our fuel status is good and we are making steady progress towards our goal of St Lucia. The weather is hot, sunny and blue skies, it's difficult to stay out of the sun's harmful rays. Everyone on board is happy; we have been given the license to shower and use up some of the water to make the boat lighter. The wind is gradually increasing as I write this blog, 10 knots recorded. Today we will pass the halfway mark 1350 nautical miles, celebrating tonight with gammon, egg and chips, with a beer. Yippee!!

In memory of Simon's late father and mother, he dispatched from the port side of Ocean Venture a commemorative battle of Trafalgar coin at the midpoint crossing of the Atlantic Ocean (1350 nautical miles). It was Simons late fathers dream to sail across the Atlantic Ocean which he did not

manage to achieve before his passing away. This is Ocean Venture signing off -

December 1st fish count remains on “2” – No more lures lost. Steady day motor sailing direct to our destination. The wind speed has steadily increased, and we have been sailing with our Fore main, Main and “A” sails up for several hours. We have now taken down the “A” sail and we are goose winging downwind with the motor running, maintaining a good average speed. Weather is good, sun is hot, and sea state is regular, as we surf down the waves. One of the guys (James) got hit by a flying fish during the night, while he was helming. (woke him up!!) A pod of dolphins was sighted, approximately 20, they came to say hello and played in our bow wave for several minutes. 5 Flying fish were recovered from our decks this morning Everyone on board is in high spirits, as we head towards our destination St Lucia, we can all taste the rum punch and beers on our tongues. Everyone on board is getting nicely suntanned in this hot weather, it’s difficult getting out of the sun. We have all gone back to our original watch pattern of 4 hrs on 4 hrs off, throughout each 24 hrs, so life becomes a little harder again. The 2 hrs on 6 off for the past couple of days was good to catch up on lost sleep.

By Editor: Roy has now completed the trip and flown back to Cyprus for Christmas. We wish him well and congratulate him on his endeavour. It does appear that his cooking skills are such that he can join the curry and catering team when he returns!



“Ocean Venture” with Gennaker and hob goblin

Sydney Hobart Race 2015



Sydney, Australia (December 31, 2015) - After a long day and overnight wait, Paul Clitheroe’s TP52 “Balance” was this morning declared the overall winner of the 2015 Rolex Sydney Hobart Yacht Race, Clitheroe’s major rival for the Tattersall’s Cup, “Quikpoint Azzurro” gliding over the finish line in Hobart at 07.37.59 hours this morning to claim third place.

A belated birthday present for Clitheroe, who turned 60 in July, this is the first time he has won the Cruising Yacht Club of Australia’s 628 nautical mile race, but not the boat’s first time. As Quest, it won the 2008 race for Bob Steel, and aboard again were two of his winning crew, sailing master Mike Green, a veteran of 37 Hobarts, and Adam Brown, a veteran of 29 races.

Green also won on a previous Quest in 2002 and took line honours on “Ninety Seven” in the storm ravaged 1993 race. Brown, was with Green in 2008 and 1993, with an additional overall win on “Ragamuffin” in 1992.

CYCA director Paul Clitheroe purchased his fifth “Balance” mid-last year and it has won two Sydney Hobarts from just five attempts. The 10 year-old Farr

designed yacht has represented great value for her various owners, with other great results to her credit.

MAXI BATTLE: When 100-foot “Comanche” crossed the finish line at 9:58:30 hours on the night of December 28, history was created, because Kristy Clark became the first female owner to take line honours in the blue water classic. Kristy raced aboard the yacht while co-owner husband Jim stayed ashore.

The last American to take line honours in the Cruising Yacht Club of Australia’s race was Larry Ellison’s Sayonara, 17 years ago in the fatal 1998 race.

Comanche's chief rival, Wild Oats XI, did not survive the first day, retiring with a torn mainsail. Comanche had unofficially retired after breaking a daggerboard and damaging their steering system, but were able to make suitable repairs to continue.

Definition of “Motorboating”

After years of all things motor boating, here is something I didn’t know about the subject Apparently the definition is as follows:

Motorboating . - Definition from Wiktionary, the free dictionary

English[edit], **Noun**[edit] Motorboating

The act of travelling in a motorboat. Or

The act of placing one's head between a woman's breasts and making the sound of a motorboat with one's lips whilst moving the head from side to side.

By Editor: There you go – motorboating!

Caution: Don’t search Google for motorboating!



Motor boater smiling!

The RYA Suzuki Dinghy Show 2016



Taking place at the magnificent **Alexandra Palace in London 5-6 March 2016** the RYA Suzuki Dinghy Show, in association with Yachts and Yachting, is at the heart of British dinghy sailing with something for

everyone; young or old, novice or pro, cruiser or racer.

The RYA Suzuki Dinghy Show is the only show in the world dedicated to Dinghy Sailing. It’s a great day out for all the family and offers visitors the opportunity to:

Listen to inspiring and informative talks from the sport’s biggest names on the Suzuki Main Stage;

Attend coaching and top-tips seminars with a range of experts in the RYA coaching area;

Interact and get advice from the RYA and a range of commercial exhibitors and RYA affiliated clubs and class associations;

Buy the latest gadget, boat or product or book your next holiday to get the new season off to a flying start;

Run by the RYA with support of title sponsors and associate partners as a service to its members, affiliates and the sport as a whole, the Dinghy Show is packed full of inspiration for dinghy sailors of all ages.

Article: RYA News

Swimming Platform perils



Always check your swimming platform for stowaways!

Commodore and Penny back in Bahamas for Star Sailors League

Our Commodore again chaired the Star Sailors League Finals which returned for the third year running to the Nassau Yacht Club in the Bahamas. The invitational only regatta was held during the first week in December and included some of the top names across the sport of sailing. Amongst the twenty 2-man teams competing for the \$200,000 in prize money were 9 Olympic medallists and 13 World Champions from fleets such as the Laser, the Finn and the Star. Live video of the racing was streamed with commentary on the Internet. The League ranks

helm and crew competing in Star regattas throughout the world in the course of the year, with only those in the top ranking qualifying for the Finals alongside VIP wildcard entries. The event has on-the-water umpiring and a unique knock-out format. The top 11 qualify for the last day that has three knock out races with only four teams reaching the final.



Cypriot Laser Olympic sailor Pavlos with Penny watching sail measurement

The winner was American George Szabo, with Italian crew Eduardo Natucci. Our own Pavlos Kontides was amongst the competitors, and in only his second regatta in a Star finished a very creditable 15th.



SSL Start line Committee boat



Bahamian Sloop racing

A fun precursor to the event was some racing in Bahamian Sloops, in which Pavlos' team came 2nd overall after some questionable tactics at the start!

PISC Safety Boat Coxswains course on December 9th and 10th

Four members were on the latest Safety Boat Coxswains course. Vice Cdre Phil, Rear Cdre (Sailing) Tony, Steve and Marylin were the students. John Tremain, Scotty and I did the instructing. Over the two days allocated the students carried out classroom and practical aspects of the course. Kestrel "Hartley" and Wayfarer "Green Goddess" were capsized, inverted and refloated several times to test all aspects of the new Safety boat Coxswains ability. We were rather unfortunate, if you can call it that, as the sea conditions were extremely calm for both days. These were the last decent days of weather of 2015.

The lee shore sailing boat "disasters" were a bit more realistic as our two angry sailors who beached did a remarkable job of testing the candidates. Whether they meant to or not, we were not sure but we were very grateful to them for helping out. Well done Brian Layng, Richard Crawshaw and Alan Barrow for helping out the instructors.



PISC Safety Boat Coxswains Course Dec 15

CYSAF TRAINING FOR ISLAND CLUBS

Mentioned in last months news, CySaF is hosting an ISAF Technical Course for Coaches Level 1. The (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. PISC has recently been allocated five places on the Course. We have Rear Cdre. Phil, myself Chas, Chris Cuthbert, Mike Robb and John Lay. Of course we need to work out our logistics for the daily commute and whether

we will require accommodation for some of the Training days. Looking at the current weather from my window we should can expect cold and wind for the We will report in the next issue how we get on.

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.

PISC VHF Course

Not to worry we will be doing it, but Phil has now moved the VHF Course to later in the Season so that more members can take part. (We have 5 interested so far). I will let you now via the web site what the new date is possibly end March early April. Please contact Phil for details.

Christmas Carol Service at the Club

Mike and Shirley led the Carol Service and many members turned out . The club house with new tented area outside was full.



Shirley and Mark lead the Carol Service



Mark getting anxious to get the microphone

Mince pies, by Mike the Bosun and song sheets for our Carol Service provided by Shirley made for a very special Friday lunchtime before Christmas.

Britain wins the Finn Gold Cup in New Zealand



Finn Class: Giles Scott GBR takes Gold Cup Takapuna, New Zealand (November 29, 2015) – After Giles Scott (GBR) had secured his third Finn Gold Cup yesterday, adding to his previous wins in 2011 and 2014, today's Medal Race celebrated Jonathan Lobert (FRA) and Vasilij Zbogor (SLO) who stood on the Finn World Championship podium for the first time.

The Finn remains the oldest of the current crop of 10 Olympic sailing events, first introduced to the Games in 1952. Among the trend toward light and fast Olympic boats, the Finn stands alone as the brute of the bunch, requiring an unmatched level of physical and mental skill. Until the Rio Games, Scott, Lobert, and Zbogor are the current titans of sailing.

Scott was typical modest about his own performance. "I am really happy with the way I sailed this week. It's certainly gone to plan. Winning in the way I have done this week is certainly the best way to win a regatta. But it's a very gradual feeling, it doesn't just come as a shock, so trust me I am over the moon to have won my third Finn Gold Cup. As a class we are incredibly lucky to have such a historic world championship with so many great names on the trophy before, so to win it three times is such a huge honour."

Scott added, "I think the major difference with Finn Gold Cup, racing in a fleet of 75 this week, consistency in these types of regattas always ends up coming out what wins, and if you can constantly put in top ten finishes, chances are you are going to be in a medal position. And that's what I have been focusing on this week and I think I have been sailing in a manner that's allowed me to do that. I've tried to stay risk free where possible."

Safety warning - Entrapment incidents for Trapeze sailors

It was on June 23, 2011 in Annapolis, MD when fourteen-year-old Olivia Constants died during her Club 420 class out of Severn Sailing Association. Olivia and her skipper had capsized, and the hook on Olivia's trapeze harness got caught on the rigging and prevented her from surfacing.

What followed was a heightened awareness and prevention of trapeze entanglement. Ideas were shared and new standards were implemented. But accidents will continue, as did with the recent death on an 18-foot skiff in Australia.

Here are some of the notes that were shared two years ago following Olivia's accident:

It's standard for the 18 footer class to not require PFDs (Personal flotation devices) to be worn as they are found to contribute to entrapment after capsizing. Some experts contend the crew on trapeze boats should always carry a knife as a safety measure for entanglement.

The U.K. Royal Yachting Association (RYA) conducted research into the numbers and contributing factors of entrapments under capsized dinghies. 44 incidents were logged. 'RYA research into Dinghy Entrapments— The most common cause of entrapment was 30% getting ropes tangled around the body or limbs, 30% getting caught on other control lines and straps and 30% involved some part of the trapeze harness. –

The most effective rescue of a trapped sailor is to right the boat as rapidly as possible.

Sealed masts and masthead buoyancy to have some effect in reducing the speed and likelihood of inversion. – Modern designs with raised cockpit floor to enable self-draining have less or no air void for sailors trapped in the cockpit when inverted. – Consideration should be given for trapeze harnesses other than the fixed hook type. – Keep control lines short and tidy and maintain elastic, so it does its job. – Carry a very sharp, easily accessible, preferably a serrated knife.

Skiff champion and designer Julian Bethwaite: "The big issue now is that spectra lines float whereas the older ropes would sink. We used to have wire for the trapeze wires, and they would sink, but now the spectra trapeze wires float. The spinnaker halyard floats, which is why in the 29er we have mandated that you have to have a spinnaker halyard gobble so that the chance of entrapment by a loose halyard on the floor of the boat are significantly reduced. So

with an overturned boat, these new lines are all floating. And the hook on the trapeze harness is designed to hook on things." Allen Keyball Trapeze System

The ball and guide is manufactured from solid aluminium in three parts:-

- A solid aluminium guide with an integral rope-friendly thimble for attachment to the wire via a height adjustable rope.
- A flexible section joining the ball to the guide enabling articulation

A solid aluminium ball for smooth and secure location

The buckle is manufactured from two parts and bolted securely together:-

A 3D moulded keyhole with a wide opening guides the ball securely into place when trapezing whilst easily releasing when required. A stainless steel back-plate in either narrow or spreader format allows for easy changing to suit different designs of harness.



The Allen key ball system for trapeze harnesses
courtesy:sailingscuttlebutt.com

A novel form of boat



Photo courtesy: Scuttlebut

A super party boat for A.G. - Scotty will be taking orders shortly! I suppose this would double as a hot tub as required

PISC Dinghy sailing curtailed

Poor weather and lack of sailors have meant that the safety teams arrived to set up at Agios Georgios but no one really wanted to brave the sailing. It has been very cold and the sea temperatures have also dipped sharply. The Christmas season has been good for partying and there has been a reluctance too get out on the water. The PISC monthly cup is up for grabs

now so have a go and turn out - when the weather improves!

Australia top Nation at the Youth Worlds



Langkawi, Malaysia (January 3, 2016) – The final day of the 45th Youth Sailing World Championships produced some tense finishes as medal places were mixed about among the nine events. Lighter winds awaited the record 425 sailors from 76 nations to end a regatta that has seen a constant 20 knots throughout. With the wind halved, tactics and surprises were in store and that proved to be the case with several shake ups having big bearings on who left with a medal. The gold medal in the boy's Laser Radial and 420 were already decided, with some of the sailors in other fleets knowing they had a medal, just not what colour it would be. There were also some who had a medal in their grasp, but just couldn't quite hold on at the last. Courtesy: sailingscuttlebutt.com

Girl's 29er Class: There were twists and turns in the girl's 29er as the last race caused a shake-up at the top. However, it was Finland's Sirre Kronlof and Veera Hokka who were celebrating at the end

Girl's 420 Class: The girl's 420 went down to the wire as Poland's Julia Szmít and Hannah Dzik and Australia's Nia Jerwood and Lisa Smith fought it out for the gold medal. Thanks to day five double bullets, the Polish team had a slender advantage, and it was those results that made the difference in the end. Poland had a 22nd place which they discarded and Australia had a 13th place which they also discarded. That meant Szmít and Dzik finished on 29 points, just one point ahead of Jerwood and Smith.

Girl's 420: went to France's Jessie Kampman and Anael Ponthieu. USA's Will Logue and Bram Brakman started the day with a guaranteed gold medal, but it wasn't until late last night that it was confirmed for them. The pair had to wait for a protest to be withdrawn before they could fully appreciate the win.

Boy's 420: The silver medal went to Brazil's Leonardo Lombardi and Rodrigo Luz as they had a third in the last race to finish on 37 points. Ireland's Douglas Elmes and Colin O'Sullivan held off a late fight back from Australia's Alec Brodie and Xavier Winston Smith and Argentina's Felipe Martinez Autin Diniz and Ivan Aranguren to claim the bronze medal on 46 points. The Australian's scored a ninth and finished on 48 points and the Argentinian's took a bullet for 49 points. Elmes and O'Sullivan finished 11th in the final race but had some breathing space going into the day.

Girl's Laser Radial: The top three in the girl's Laser Radial finished as it started on the final day as Hungary's Maria Erdi claimed a well-earned gold followed by Germany's Hannah Anderssohn and Poland's Magdalena Kwasna. By finishing fourth ahead of her nearest rivals, Erdi was able to do what was required to stay in front and keep her first place in the regatta behind the German. The last bullet of the regatta went to Spain's Silvia Morales Gonzalez.

Boy's Laser Radial: Australia's Alistair Young knew there was no one that could knock him from the top of tree as he had already wrapped up the title the day before. So with the weight off his shoulders, Young had the day to enjoy the Langkawi waters. With the night to think about his win, Young still couldn't believe it saying, "Words can't describe it still, but it is sinking in."

Meanwhile a race for silver and bronze was on. Great Britain's Daniel Whiteley and New Zealand's George Gautrey trailed USA's Nicholas Baird and Finland's Oskari Muhonen in fourth and fifth respectively and knew they were in with a shot of the podium spots. A fourth place moved Gautrey in to silver medal position as others around him were not quite grasping on to a medal tight enough. Gautrey benefitted from some high score finishes by his rivals to end the regatta on 52 points. Great Britain's Daniel Whiteley was the big mover of the day as he also took advantage of some high finishes when his bullet jumped him in to bronze medal position at the expense of Baird and Muhonen. Whiteley finished on 58 points, two clear of Baird on 60 points.

RS:X Russia's Stefania Elfutina managed to defend her Youth Worlds crown as she held off Great Britain's Emma Wilson and China's Xian Ting Huang. Behind Elfutina was Wilson who left it until the last and most important day to move up to second overall and claim silver. With a bullet in the final race and Huang finishing fourth, it meant the two were tied on 28 points. The final race win was decisive for Wilson

as she grabbed the silver via count back. While Elfutina was defending her title.

Boy's RS:X, Winner, France's Titouan Le Bosq, was already thinking about how he would hold on to his next time in Oman. An excited Le Bosq was clearly in love with his board saying, "It's my first world title and the conditions all week were great. I like the planing. I like this sport. I love windsurfing!" Argentina's Francisco Saubidet Birkner took the silver medal.

SL16 Class: The French domination continued in the SL16 as Louis Flament and Charles Dorange again had a perfect day winning all three races in the gold fleet. Australian's Shaun Connor and Sophie Renouf who before the regatta had never raced an SL16. The pair adapted well to take a silver medal. Rounding out the medals with a bronze was New Zealand's Tamryn Lindsay and William Mckenzie.

Nations Trophy The Nations Trophy was won by Australia with boy's Laser Radial sailor Alistair Young leading the charge for the team from Down Under. With a total of 303 points, the Australian team beat New Zealand in to second on 279 and France in third on 245. This is Australia's fourth Nations Trophy and it ties them in second place historically with Great Britain. France are still out in front on 11 wins. Last year's winners Spain dropped down to seventh.

PISC Spring Rally to the Saronic Gulf

The Navigation plan has been produced and sent to those going on the Rally in May. Well over 20 members are taking part and we should have a great time. Trevor and I have compared notes on destination ports and anchorages and I think we have offered options to be able to alter destinations dependant on wind and weather. We have five yachts confirmed as going with another two considering their position. Two of the yachts will transit the 250nm crossing of the Aegean from Turkey to join gang. We hope for a relaxing cruise with evenings ashore in small harbours and several beautiful anchorages.

There will be a September Rally (3rd to the 17th Sep) if enough interest is forthcoming. This will be Turkish harbours and bays starting from the Orhaniye area. Please email me if you wish to take part.

Famagusta Sailing Club Offshore Race September

Calling all Offshore members. Well ahead of the event here is the notice of race for a series of Offshore races in honour of Cdre Ioannideaia who died in 2011.



Partner: Limassol Marina, Limassol Marina, Communication Sponsor: Cyprus Broadcasting Corporation

Kid's Sail Training- Interesting Points

Winning skipper of the Volvo Ocean Race, Ian Walker, shared his passion for every level of the sport, and believed that in some developed nations, kids are being so overcoached to the point where they want to leave the sport in their late teens, never to return.

This view struck a chord with C-Class Catamaran president, Steve Clark, and editor of Seahorse International magazine, Andrew Hurst. "We are absurdly over-coaching young sailors," said Hurst. "We have very few Optimist champions who have gone on to win silverware [at senior level]. We need to inspire youngsters to look at sailing as a sport for life."

'A sport for life' is one of the themes behind ISAF's rebranding to World Sailing, which Gary Jobson said was part of a move to make ISAF more relevant to all aspects of the sport.

Article courtesy: "Scuttlebut.com"

Annapolis Sailing Club Fire

Our sympathies go to Annapolis S.C. after a major fire ruined their Christmas in their club house



**Annapolis Sailing Club house has major fire
Published on December 14th, 2015**

Following the devastating fire that gutted two floors of the beautiful Annapolis Yacht Club on December 12, leaders of the 130-year-old organization vowed to rebuild.

“It’s pretty sad. But it’s just physical. We’ll fix it,” said Debbie Gosselin, AYC’s vice-commodore.

The cause of the blaze and the estimated damage in dollars remain under investigation. The bulk of the second and third floors of the building were gutted by the fire that took 90 firefighters about an hour and 45 minutes to get under control. The blaze was declared out by about 7 p.m..

Mayor Mike Pantelides said his staff was already in discussions about possibly letting the club use city space temporarily. Other than finding a temporary facility to continue club activities, he said the priority is finding work for club employees.

“There are a lot of people with good job skills here and we will try to connect with other businesses to help them out,” Pantelides said.

Club leaders said they would find a way to provide for employees through the holidays. “The staff is at the core of the community here at AYC,” Commodore Rod Jabin said. “We are committed to make sure they are taken care of.”

Once a temporary facility is found the club hopes to keep as many employees as possible working.

Work was already underway removing salvageable ship models and their glass cases, but there did not seem to be much to be saved from the second and third floors, at least on the Spa Creek side of the building where the fire was concentrated.

Gosselin said luckily that many of the historic documents and other items had been removed to a secure facility as part of an archival effort started three years ago.

“I did not see much of anything that was salvageable on the second and third floor areas,” said Capt. Janet Wiseman, city Fire Department spokeswoman.

The Annapolis Yacht Club was never required by the city to add sprinklers, an absence fire officials said might have resulted in more extensive damage in Saturday’s devastating blaze.

“Sprinklers would have made a drastic difference,” said Wiseman. “They would have saved or prevented the incident. Sprinklers hold a fire in check until we get there. They save not only people, but structures and buildings.”

The last major renovations to the yacht club property were in 1995, when the 1963 structure was modified. The present clubhouse replaced an existing structure that was built in 1897, according to a survey by the city’s Historic Preservation Division.

“This is heartbreaking for everybody, we are all deeply saddened,” Jabin said. “But this is a building and a city made of more than bricks and mortar. It is a community. We will rebuild and it will be better than it was before.”

Courtesy: www.sailingscuttlebutt.com

Birthday Boy!



Bill’s birthday treat was to be barman for the day!



Well he was supposed to be behind the bar!



Clipper Race – Race 6

(January 3, 2016; Day 1) – The New Year has brought a new determination to the Clipper 2015-16 Round the World Yacht Race fleet which, after a short stopover in Hobart, is back racing and charging across the Bass Strait in the sixth of this fourteen race series. The Henri Lloyd Hobart to Whitsundays Race is just over 1600 nautical miles and already after one full day of racing it is proving to be an exciting contest. Diverse tactics see the teams split between those sailing offshore in a bid for bonus points at the Scoring Gate and those inshore, seemingly willing to sacrifice the chance for extra points in order to focus on a podium place finish. The races are getting noticeably closer and tougher to lead as teams learn more about the boats. I'm sure that it's going to make for an interesting second half to the race back to London." While Garmin remains the most westerly boat in the fleet, in contrast, Great Britain is the furthest east, and at loggerheads with Clipper 2015-16 Race leader LMAX Exchange as they head for the Scoring Gate. Skipper Peter Thornton, whose Great Britain team is currently second in the race overall, but eleventh in Race 6 having opted to sail so far offshore, says: "The south east winds on rounding Tasman lighthouse to pick up our northerly course meant that with the efficiency of an asymmetric spinnaker, we were already being angled out to sea. "However it is the strong counter-current that we are risking by continuing to go so far across. The wind and sea state forecast is also a big factor as it is due to swing into the east which will make progress tight

to actually manage to cross it without being too hard on the wind and losing valuable distance on the rest of the fleet. But there are points up for grabs so it would appear that a few of us have taken the gamble and it's now a drag race to the Scoring Gate – one which is pretty close!" While the choice of some teams as to whether they are going for the Scoring Gate or not is obvious, there are those who are yet to make the call. Visit Seattle, Unicef, PSP Logistics, Mission Performance and Da Nang – Viet Nam have all opted to sail slightly west of the rhumb line, keeping their options open. As winning Skipper of the Clipper Race class in the Sydney Hobart, Wendo Tuck says: "So here we are again in the Bass Strait, bouncing along, making good speed, but still living on the north face, wedged in as per normal at the nav station. The talk on board Da Nang – Viet Nam is all about the placing of the Scoring Gate and the jury is still out on that one. Do we or don't we...? Can't tell you just yet." The forecast for the next 72 hours suggests that the fleet will continue to benefit from favourable winds, helping the teams make fast progress towards the finish line at Abell Point Marina where the Australian Coast to Coast Leg will draw to a close. – Courtesy Scuttlebut.com

Possible PISC EGM to be called

I hear that an EGM is to be called in the New Year. This would be called to discuss updates to the Constitution and new Club Rules. More on this from the Committee shortly.

That's our latest news, On behalf of the Commodore and the General Committee thanks for reading this news. Please send any articles to me or alert me to newsworthy items for future newsletters.

We wish you a very Happy and Prosperous New Year all the best and stay safe



Chas Kimber

Editor



Paul Hutton-Ashkenny

Commodore