



Paphos International Sailing Club

PISC Newsletter

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Ed's Bit

Summer is here at last! Some members have already left the island to go sailing and travelling and will return like swallows later in the year. Those of us left behind have enjoyed some very pleasant Friday's reclining under the splendid sun shades we now have, catching up on all the news and gossip. If you feel the need to cool down then of course you can always wander down to watch the dinghies and even have a go.

For the second month running you will find delightful articles that have been sent in by some of our members. Do keep them coming. The newsletter is taking a summer break and the next issue will appear in October and I hope we will have plenty of stories from you about your own summer escapades.

Bye for now



Commodore's News

I am absolutely delighted that the dinghy sailing goes from strength to strength with new members being attracted almost every week. When we started not much more than a year ago we had one boat of our own and a borrowed one.



Recently, as we were practicing for the regatta, we had six boats sailing at the same time, with another two on the beach requiring further work.

I am sure we all want to say 'Good Luck' to those taking part in the regatta, a great big welcome and thank you in advance to all of those members who are coming to support the Club.

Our Sailing Secretary Peter particularly deserves our thanks for the many hours he has spent, and continues to spend, organising the crews and their boats. They are old boats and require constant maintenance. We must not forget all those who have turned up to help him.

Do not forget to check out the Social Calendar for the coming events which include the annual BBQ at Mannijin on Sunday 27th September.

Last chance to join - it's now or never!



NEW 'Club 2009' First Draw in September



'Club 2009' is the successor to 'Club 100' which suffered from numerous teething troubles - mainly lack of uptake!

Your positive comments have resulted in the rules being modified to account for individual payment preferences also the number of participants is now limitless (although only fully paid-up members of PISC are eligible to join the scheme).

Now we need only **25** paid-for numbers (at 10 euros per number per month) to start the scheme. You can now pay on 'a basis to suit you' - yearly, half yearly or quarterly, cash, cheque or standing order (but not monthly cash or cheques) - I will even take Dollars or Sterling but you may not like the exchange rates!



Income will be split 50:50 between the draw prize-fund and the Club. This will result in an initial first prize of 75euros, second prize of 35 euros and a third prize of 15 euros.

Full details and application forms are available on the PISC web site home page (just click on the Club 2009 icon), by email to gerald@pisc.org.cy ; by phone on 00357 96620721 or catch me at the Clubhouse on a Friday lunchtime.

Let's make this scheme work and have some fun at the same time.

Regards

Gerald
Fundraiser

Dinghy Roundup

The 2009 season is now well under way and the club boats are in such great demand we have started regular sailing on a Thursday. The Club fleet has increased with the addition of another Laser and there is a good chance of a second privately owned Kestrel joining us.

On the maintenance side, the Lasers, GP14 and Flying Dutchman are all serviceable but most have had minor hiccups and so full serviceability has not been possible. The Wayfarer is nearly ready, the basic hull and mast are ready but the new boom has been delayed slightly and some additional parts are needed to complete the internal fitting out. This sort of thing tends to happen when fitting out a class of boat you are unfamiliar with.



As our members are beginning to get to grips with not just sailing the boats haphazardly around the bay they are being set challenges in the form of a simple race course. This is not serious racing but using the RYA Portsmouth Handicap system we are able to assess performance to a certain extent. This I hope will improve individual performance and skills overall. Something we all could do with bearing in

mind some of us have not sailed dinghies for over 30 years and others are just starting out.

We have about 25 members who have come or are coming to sail on Saturdays and on now on Thursdays also so the commissioning of the Wayfarer is an important next step. As Rod said to me when he took the Wayfarer down to the dinghy park, 'It's a big beast'.

We shall be sailing in our first Regatta over the weekend of the 10th to 12th of July so there will be no sailing at our normal venue on the 11th. We hope you will come and support us.

PISC NOTICES

PISC Annual Rally

The PISC Annual Rally takes place 5 - 19th September and there will be a meeting for those involved on Friday 31st July starting at 11am at the Clubhouse

Clubhouse Opening

The Clubhouse will be closed on Tuesday evenings during August. Friday opening will be as normal. Last Tuesday opening will be Tuesday 28th July. Re-opening Tuesday 1st September.

First Aid Training

A first aid course is being planned for November. Further details will appear on the website and at the Clubhouse. If you are interested contact Anita.

Social PISC

Diary Dates

Tuesday 7th July

Chinese Buffet. Sign up with Zoe. Guests welcome.

Sunday 27th September

Slipway BBQ Mannijin. Members 6 euros, Guests 7 euros. Bring your own drinks. A day out not to be missed!

Tuesday 29th September

Quiz night and supper. Guests welcome. 7 for 7.30pm.

Sunday 18th October

Nicosia Races. Contact Christina before the end of July to book.

Tuesday 20th October

Horse Appreciation Society and BBQ at the Clubhouse.

Sunday 8th November

Treasure Hunt

For further information visit the website, see posters in the Clubhouse or contact Christina.

Horse Appreciation Society



Attendance on 9th June for the Horse Appreciation Society evening was brilliant! Anita kept everyone supplied with bubbles and Zoe manned the BBQ. Such a good time was had by all that another is planned for October.

Thank you to Pat and Terry for organising a super evening.



Windows 05 - George's Story

As far back as I can remember I have had wood work as a hobby (I still have vivid memories of hitting my thumb with a hammer instead of the nail at the age of 5).

The result has been a steady stream of cupboards, book cases, beds, pergolas, carports, chests of drawers, kites, computer tables etc. etc. and in my village I am known as o Giorgos o pelikanos (George the carpenter).

All those things are based on straight lines and right angles, with the odd 45 degrees occasionally thrown in.

Four years ago I had to change the windows in my house from wood to aluminium frames and ended up with a considerable quantity of mahogany. At the same time a good friend of mine came along with some 30 issues of the Danish version of an American magazine called "Popular Mechanics", dating back to the early 1950s.

In the August 1952 issue I found a very detailed description of how to build a rowing boat called a "Cruisette". It came with drawings, specifications and bills of quantities, down to the last nail. This, combined with my left over window frames constituted a challenge which I could hardly refuse to respond to, so in December 2006 I started building.

Somewhere in the process I got the (probably crazy) idea to put a sail on it. That was, of course, not in the original drawings so I had to improvise. Field studies in various marinas in Denmark gave me a good idea of the positioning of the mast, its length, the dagger board and the rudder.

At 09.41 on 14th May 2008 I launched it in my swimming pool, with sail, rudder, dagger and everything else. At 09.43 on 14th May 2008 at 09.43 it capsized.



That is when I became a member of PISC.

At the beginning of this year I persuaded our distinguished sailing secretary Peter to come and have a look. He came, he looked and he issued the following verdict, which I quote ad verbatim

"You have done a super job, but I do not think it will sail."

"What's wrong?", "Rudder and dagger board too short."



Back to the drawing board, and another 2 months in the workshop to remedy the faults and to construct a launching trolley.

On the 9th June Rod, Peter and Angela came to my house, put the vessel and its trolley on a trailer and took it to Coral Bay, just like that! They did not even need me to come with them. Two days later she was launched in the Med, and I was a happy man. It sails, and apart from a couple of "teething problems" which I believe I have solved by now, I feel rather pleased with the completion of the project.

Statistics on Windows 05

Start of project: December 2006.

Launch 11th June 2009.

Cost of all materials: € 861,60

Cost of sail: € 904,76

Total working time, excluding beer and cigarette breaks: 641 hours and 42 minutes

of which 123 hours and 36 minutes at the drawing board.

Beer and cigarettes consumed: No record available.

Blood: Admittedly a couple of drops, when a drill entered my finger.

Sweat: Around 20 gallons.

Tears: None



George and Windows 05

A Charter Cruise by Jeremy



Jeremy's own boat
Patrocious

Life in Oman in the middle of the desert was pleasant enough but not enough sailing. I had tried putting my own boat in the water for the summer vacation but found that rigging and sorting sails etc, launching and fitting the boat for sailing took a week; reversing the

process took another week. Then the demands of house and garden took care of the other 2 weeks - so no sailing. Thereafter I decided to charter a boat for 2 weeks sailing each summer. This having the advantage that I could try different types of boats each year. The first year was an 8m Catalac and although new and barely fitted it proved enjoyable and very fast. The second year I chartered a 35 ft Gibsea from Chichester Harbour.

The owner had bought this boat a year earlier and it had spent the entire winter in one of the yards around Chichester harbour being stripped and re-built. Everything except bulkheads had been removed and a totally new interior fitted. The plastic deck had been covered with teak decking. It all looked very

nice and I was to be the first charter since re-build. The implications of all this work escaped my realisation although all was to be revealed as time went by. The owner gave me a very brief motor around Chichester harbour as a handover process. He explained that:

- A brand new DF finder had been fitted by the factory. He had not used it himself but the manual was there and it would be OK.
- The prop shaft had, by design, a leaking water gland for lubrication and when the engine was running an engine driven bilge pump removed all water from the bilges. The leaking gland had been adjusted to leak 7 drops per minute.

I had an ex Navy man with me together with his son (age 7) and both my children (24 and 22) and my son's girl friend. Our two wives had opted for the ferry to Cherbourg as a more relaxed cross channel voyage. As is usual we spent 5 or 6 hours without wind during the night and so motored. The friend's son with childish simplicity observed that 3 of the crew were down being sick and there was three to go.

Around dawn a wind came up and so "up with sails" and "off with the iron sail" - lovely.

Then I noticed that when heeled there was water swilling around on the saloon floor - how could this possibly be for we had run the engine for 5-6 hours and the pump must have removed all water from the bilges.



About this time I studied the DF Finder instruction manual and set this to monitor 6 channel DF stations. Of the 6 bearings so obtained I could only get two to cross on the chart and this crossing, being inland in England somewhere in Hampshire could not possibly be right for we were definitely at sea: I tried again from scratch with same result. So, being a dummy fighter pilot I thought the solution was to get a naval officer who knew all about these things to do it as "his crew duty". I left the set "switched off" and the manual unopened on the chart table for him. Half an hour later he re-appeared in the cockpit and stated that "DF set is bloody dangerous and should not be switched on". I later did get two pairs of bearings to cross - one pair somewhere near Paris and the other pair about 40 miles west of the Channel Isles when we were east of Guernsey. So much for the factory fitted navaid.

About this time I noticed that the wind meter was obviously not functioning. Looking up at the mast head I saw that one of the three wind cups was missing and thus the cup system was not turning. I also noticed that the VHF aerial seemed to be flailing around and this had obviously broken the wind cup.

As we approached Cherbourg we started the engine and it seemed that we were getting more water in the saloon. I had a peep in the

engine room to discover that the "7 drops per minute" was a continuous flooding stream and the bilge seemed to be really quite deeply filled with water. I adjusted the drop rate which at least stopped the huge inflow of water but did nothing to remove what was already there. I tried using the manual bilge pump which was mounted quite high on the back support of the cockpit. Nothing came out. So in to Cherbourg to collect the ladies, buy some decent wine and sort out the various problems.

Once tied up I tried the manual bilge pump again while observing the plastic pipe rising from the bilge: water came to about 10 inches short of the pump but thereafter no amount of vigorous pumping would induce it to rise any further. There was another portable pump and with this on the cockpit floor we managed to empty bilge. Now we could see why the engine pump had failed. The carpenters installing the new interior had swept all the sandings and shavings in to the bilge and the pump was totally blocked with this debris. Another problem sorted and at least we would now be properly pumping water overboard when running the engine.

I hauled my son to the mast head where he said that the VHF Aerial had not been secured in its clamp - he replaced it and tightened the clamp and so that problem was solved although nothing could be done with the wind cup.

With full compliment we set off for Alderney but I noticed that the engine was very reluctant to turn over. Oh dear it looks like the diode preferred charging system is not doing its job and the batteries are going flat. We night stopped in Alderney, had a lovely meal ashore and bought some of the excellent Alderney Gin.

The following morning the engine was extremely difficult to start and I announced that although there was a good wind we should keep the engine running until in St Peter Port Marina for I felt that I would not be able to get it started again. Once in St Peter Port I contacted a marine electrical engineer to come

and investigate the electrics. I explained that I thought the batteries were going flat and had not been charged. He checked the batteries with a test meter and pronounced them all fully charged. So says I - you try starting the engine then. After an abortive attempt he removed the starter motor, turned it upside down and about $\frac{3}{4}$ pint of sea water came out. Next problem solved although he did allow that sea water would not have done the starter motor much good. We washed it out with fresh water and dried it out in the sun - this recovered it sufficiently for the rest of our charter.

My son went up the mast again and this time removed the motor of the wind vane system together with its 2 wind cups. You would think that the simple solution would be to fit another cup. Wrong, the cups were integral to the motor so a new core to the system had to be purchased at around £40 (this was only 1982) all for a plastic cup worth about 1 penny. Another problem solved.

The naval contingent abandoned boat at this stage - it was actually planned that way for I am sure that he would not have left given his curiosity to see what would happen next.

At this stage I was beginning to feel that we had this boat cracked now and nothing further could go wrong. The owner had explained that although the fuel gauge said only half full it was actually full but the gauge was not working. So having done quite a few hours motoring and still showing half full I thought that it prudent to fill the tank at St Peter Port before departing. We pulled on to the fuelling station and it now being low tide we were about 12 feet down from pump. A fuel nozzle was passed down to me but I could not see the pump to monitor how much we were taking.

I listened for a change in note as the tank filled up. After a few minutes someone walked past and I asked "How much fuel have I taken" Ninety litres he say (I gather they were already looking to Europe). Oh SHIT says I. I knew that tank held 20 gallons which is just

about 90 litres. We definitely did not have an empty tank at start of refuelling so where was the fuel going. You've guessed it in one: it was all in the bilge which forever more would no longer smell of seawater.

You may have wondered why I mentioned the teak decking early on - well I am coming to that bit now. On the channel crossing we had, as one does, water splashing over the bow and foredeck. The occupant of that bunk announced that it was raining in his/her cabin. Sure enough water was leaking through the deck to the cabin below. It transpires that drilling a zillion holes to screw on teak decking to a tupperware boat is not a good idea for the coefficient of bend and warp is different for teak than tupperware and thus all the holes were leaking water. Nice one. But there was another got-ya to the teak.

The teak was about $\frac{3}{4}$ inch thick plus a bit of the black sticky stuff. So, the fuel filler fitting was screwed to the teak deck but it protruded through the plastic deck below the teak with only 1/8 inch showing in the lazarette. Of course a new fitting was needed with a deeper throat for the fuel pipe connection to fit on properly. Oh no, the yard had pushed the pipe on as though it was properly connected with a jubilee clip that actually did nothing.

I had seen that it appeared attached on early inspection of the boat and had not bothered to look since - Oh silly me. When I looked I found the fuel pipe no longer connected and I had poured 90 litres of fuel in to the bilges. I had to buy four 5 gallon plastic carriers and using the previously mentioned pump removed all that I could from the bilges. Subsequently when the water had settled out I was able to use the diesel but of course I had still to fill up the tank before we could depart.

For the second week we seemed to have overcome all the problems and enjoyed a visit to Jersey, St Malo, Lezardrieux (North West Brittany) and back to Guernsey and thence on to Chichester. In Guernsey we found the same

boats tied up as were there a week earlier. "Did you have a rough crossing" they all asked - No says I why should we for we motored for 4 hours with no wind? Oh the BBC said that it would be gale force 8 today so we stayed here". This was after the Fastnet disaster and I found the BBC was adding at least 2 forces to their forecasts - Just in case.

When I checked in with the boat owner and told him of our troubles he said - "I think I

should give you back a week of the charter cost" That would be kind I said for I did have in mind asking you for some return.

BUT, the real downside to this whole episode was that it convinced my wife that boats were really bad news and to be avoided at all costs. She did not like the smell of diesel nor did she enjoy the character forming excitements that seemed to be intrinsic to the sailing experience.

PISC Pantry

I would like to say thank you to you all for your support since I took over the franchise a year ago. It has been an exciting year for me and a very enjoyable one.

During August the Clubhouse will be open on Fridays only and I am planning a Summer Menu to help keep you all fit and trim but will of course include your usual favourites as well. I love doing something special and am looking forward to the BBQ at Mannijin.

If you have any suggestions or worries do pop into the kitchen when I am not at my busiest and have a chat. I and my staff look forward to the future and will do our best to keep your taste buds happy!

Thanks to you all

Zoe



Oops, see what happens when your gear box gets stuck!



Guess who!
Free raffle ticket for winner