



Paphos International Sailing Club Newsletter

Oct 2011 edition 84

PISC Autumn Regatta 2011

Our Autumn Regatta was dedicated to the life of Peter Dicker who sadly passed away three days after the 2010 regatta. A series of three races was held at Agios Georgios harbour. On this occasion we decided to start the racing dinghies from the harbour mole with Lesley Anderson carrying out Race Officer Duty.

We had some of the club members return just in time, from the PISC Turkish Offshore Yacht Rally to participate. The winner of the series would win the huge, yes huge, Peter Dicker Trophy which will take pride of place in our new trophy cabinet, once the members have painted it and fitted it in the clubhouse!

All the Crew for staging the Regatta arrived very early considering it was a Saturday and the temporary club house was soon bedecked with flags and whiteboards. Lunch orders were confirmed and the washing line and buoys were all laid by 0930. The Commodore (Anita Lund), Vice Commodore (Rod Chorlton), Christina Chorlton (Social Sec) and Liz Warner (Hon Sec) and myself Chas Kimber (Rear Commodore (House) were all up bright and early to see the show on the road. Registration was set up by Jan Smith and Gaynor Kimber. First Aid Officer (Mary Middleton) and the Beach Masters team all arrived promptly which we were very grateful for. The regatta site was ready for racing at 0930. The Safety boat was on site and beginning to deploy the buoys

The day started with an unusual wind direction from the North East. We hadn't seen it "off the Mountains" since March. Of course having carefully planned to race to a normal westerly or south westerly wind, the course was rejigged to

accommodate the wind change. The first race was started from the Mole and this worked reasonably well other than our small boat flags need to be enlarged (a lot). We managed to get the R.O's team (Sue Scorer-Timings, Christine Baker- Flags, all on the Mole and seated with flags and brollies. The competitors were all rigged up and were ready to race very quickly. A total of 9 yachts mustered for the Series. Lesley (Race Officer) briefed them on the days racing, Health & Safety and other items and in the meantime the wind increased to a good F3.



Once briefed the yachts were quickly launched by the Beach Master (John Baker) and his team. The team consisting of Patrick (without dog), Ron (supposed to be on his holidays), and Richard and Mary (Best dressed). The yachts began to gather at the start. The wind dropped and veered to North West.

The R.O. had the Safety boat (Kevin/Terry) move the Windward buoy to line up better to windward. They did well to lift it quickly and move it about a mile to the North, once done the Series was under way. The fleet split; some to North and some to the West and variable wind strengths drove them to unusual courses on their way to the Windward buoy. Dave Smith

(Kestrel - Red Kite) got to the buoy first and continued to lead the fleet around the Windward-Leeward course (Don't you just love sausages)! The wind began to increase once it settled to North West reaching a steady F4 (the white caps formed) which gave some hairy racing on the second leg. The Flying Dutchman with Barry on Trapeze had a disaster when the trapeze wire broke (old stock), and Barry ended up 20 yards from the boat. Sinka Safety was soon there to put him back onboard and they carried on to complete the race. R.O. was magnanimous in letting them score points. Sharon Kimber (Laser 4.7 - CK3) had a cracking first race and generally kept up with the Kestrels and Wayfarers. After a crisp finish she was ready to start the 1145 race unfortunately the others all went straight to the slipway, so she was forced to lunch early with the rest as she was the only one answering the Answer Pennant. The 1145 race was duly cancelled due to increasing wind strength. This allowed a longer lunch break to be enjoyed, always a bad thing for our members! A good crowd attended and we took over the whole Café area of our "Alternate Club house"



Lots of smiling faces in the crowd

At 1330 Lesley re briefed all and by then the wind had dropped a little, NW at F3. The sea state was relatively flat with the wind steady in this direction so the usual 1.5 to 2metre swells were not evident. Rod the V.C.'s boat (Overdraft) was used to move the IDM Buoy to the new start line at inshore buoy 3 and the round the island race was amended to get a good beat to the Windward buoy. The course was now from inshore buoy 3 to the windward

Buoy 2 - around the triangle and off to circumnavigate Geronisos Island and back to the Finish line off the Mole. After starting the fleet from the boat the R.O. returned to the Mole with her team and we were then able to view the whole fleet rounding the buoys. A nice crowd was on the mole to view the proceedings, even an under- dressed Russian model on assignment in high heels! She wanted to go sailing but the Commodore said she had the wrong shoes on. She replied that she had rubber heels but by then she'd been knocked back. Unfortunately the model also had a slight problem later in the car park when driving her MR2 into the monsoon ditch, almost clearing it, (really impressive stuff) and unluckily getting her rear wheels in at the last minute. But I digress. (Some of the lads lifted her out later- just in case you wondered - great Club this). For the model, should you read this newsletter, the Vice Commodore wants you to join PISC!

Back at the sailing, the stronger wind favoured the Flying Dutchman (Bob Sheward/Barry Levick) they led the way beating Dave Smith / Brian Graham (Kestrel -Red Kite) into second place. The other Kestrels, Wayfarers and Lasers all spread out across the bay for all to see.

Brian Layng/Claire Lambert (Kestrel - Sugar Plum) were flying but had a bad gybe offshore of Geronisos Island and capsized mast down in the rocks. They were quite a time being recovered, eventually being towed back to shore with a banana mast, bruises and sprains. Mary Middleton our First Aid Officer soon had the crew checked and bandaged and the magic elixir Leon did the rest.



Scotty (Dave Fraser) had several capsizes with his big Laser 8.1 metre sail but he came back smiling and his much improved technique allowed him to do yet another capsize in the harbour entrance to thrill the crowd



Scotty walking over the top

The third race was then cancelled so it became a two race series. Winners were presented with their prizes at the evening social at the Anesi Restaurant. Over 50 members attended and we were entertained by speeches from Lesley and Anita and Bill Crawford.

Final Results:

1st Dave Smith / Brian Graham Kestrel - Red Kite

The Peter Dicker Trophy

2nd Bob Sheward / Barry Levick - Great White (Flying Dutchman)

3rd Sharon Kimber CK3 (Laser 4.7)

4th Bill Crawford / John - Kestrel Alice

5th John Lay /Les Kestrel



Sharon finishing the second race



Boats on the slipway -coming in for early lunch



Beachmaster and team - Excellent work!



Stewart and Avril rounding the windward buoy

MANY THANKS:

Many thanks to Christina and Anita for leaving the Regatta and setting up the excellent flag decorations for the evening meal at the Anesi Restaurant

Thanks to Lesley for carrying out the R.O. Duty for us

Thanks for the Registration Ladies and the R.O. Ladies

Thanks to Gerry of ESSC for Race Officer Training

Thanks to Mary for First Aid

Thanks to Rod M and Bob for Photographing the event (70 photos available with Rod could be shown on Friday in the Club) Laptop required

Thanks to Kevin and Terry for the Safety Boat duty, and to Rod and Richard for the Auxiliary Boat

Thanks to John, Richard, Patrick and Mary for Beach Mastering

Thanks to Anita for arranging the Trophy and prizes

Thanks to Alan, Chris and Dave Fraser for the Computer ops.

Thanks to all the Team who helped set up and clear up afterwards

Thanks to Yiannis and Coulas for hosting us.

Thanks to the lads and lassies who bought me some Leon... I expect you will help me drink it sometime!

Well done Dave & Brian!



The fleet - First race windward buoy



Rod and R.O. coming ashore



Club House: Lesley, Kevin and the Peter Dicker Trophy (on Kevin's left, right of the picture)

Well done all-

Chas

Rear Commodore (House) PISC

For Commodore PISC

TRAILER REGISTRATION - LATEST NOTES FROM Dave Smith

I've been asked to tell you, how easy it is, to get a CT (Cyprus Trailer) plate. I hate putting pen to paper, but I do like helping people. So I'm helping you here as the best I can. I started by getting the full new list from Chas (Thanks Chas). Which was:-

- Import documentation, stating a trailer (very important!)
- Receipt docs of trailer, with serial No. of the trailer clearly noted.
- Copies of your Passport. Or/and Copies of your ID Card. Insurance Docs, stating Trailer towing is covered.
- Photo's of/and measurements of said Trailer. We. (Myself & Claire), arrived at the Dept' of Transport to start the process of obtaining a Trailer Certificate. They were very helpful and very willing, (well at least the one & only, who wanted to learn English!)

He quickly picked holes with our list ... starting with....Import Docs' also needs to have the Trailers Serial No. written on.

Receipt Docs' also be stamped with their logo over TWO registration Stamps of 1.71 Euros each! (These are easily obtained at Post Offices)(Shiny Blue stamps please at 1.71 Euros) Purchase them before you go.

Copies of Passport or ID card? Sorry that's not good enough, they want the originals.

Insurance Docs.....I had two! After paying extra at the Insurance Co. They didn't want to know! (I'll bet they'd have known if I hadn't!)

Photos, sadly not required. He has a set (two of) being eyes.

We now have to add a few extras.

The Trailer Serial No. has to be stamped at the front end of the Trailer. As they won't accept a plate with the serial No. on that's been pop riveted..... (more to come on this)

We had to put RED Triangle reflectors on our Mudguards! Even though we had our lighting boards with them on. Our trailer boards were not bolted to the trailer as they were launching trolley and base trailer type.

Oh! Did I mention the import Docs need to have the Trailer Serial No. written on AND then stamped by the import company?

It's as simple as that, just two visits..... well, we tried to go a few days early, and was sent on our way, with tail between our legs. **But!** Going back to No.6! Their Metal **STAMP** (the only **one** on this Island) has to be stamped each side of your serial No. on the front end of the Trailer. This ONE and only metal STAMP is chauffer transported around this lovely Island on a daily basis. They just LOVE US BRITISH, 'cos we are always on time !!

Oh! And when you get your **C T** Certificate, you've now lost ALL the other paperwork, with stamps, that you gave them. They want originals, but just make sure you have copies, just in case.

Dave S

PS I've a Full Set of Metal Stamps plus more, to help you. So just give us a ring for any help.

THE BENEFITS OF JOINING A SAILING CLUB

New members Steve and Marilyn tell us all

We arrived in Cyprus with a dream of taking our old Mercedes car to the occasional rally and show and to own a boat we would be able to sail on the Mediterranean. We joined the Paphos classic car club and attended our first show in Episkopi at the open day.

Next on our wish list was then to find a boat. We have had some sailing experience in the past, but unfortunately it is quite a long time in the past. We went to Latchi harbour to look at boats for sale. There was one boat that we were interested in and we were taken for a test sail by an ex member of Paphos International Sailing Club. He told us where they meet and we went along the following Friday to introduce ourselves.

We were met by Rear Commodore (House) Chas and Vice Commodore Rod and they talked to us about the pluses and minuses of having a sailing boat on a trailer. They also told us there was a gentleman club member who was possibly looking to sell his boat at the club and that it might do us very well. The only problem Chas could see was that there was difficulty in accessing a mooring in Paphos and Latchi harbours.

Chas went and spoke to Geoff the owner of a sturdy Westerly Centaur "Holy Smoke", sitting in the yard at Geroskipou. He then introduced us to Geoff at a Friday lunchtime session at the club. We spoke to him on a few occasions and agreed a price for "Holy Smoke". We settled the deal and on the 7th October 2011 we were then her proud owners.

We set to work to prepare her for the water and asked Maroun at Geroskipou boatyard to do some superficial repairs on the boat, paint and anti foul and then launch her.

We also went to the Harbour master, Thomas, in Paphos harbour to ask if we would be able to get a mooring. He said "you turn up with your boat I will find you a mooring"!

Maroun did a fabulous job for us. He completed all the work required to the budget he quoted

and in the time he said he would. He hired a fork lift truck to put her on the trailer.



Westerly Centaur - nice size with bilge keels

Unfortunately the slinging did some damage to one of the underwater sensors unknown to us at that time.

On the 12th October 2011 we set off to Paphos harbour following "Holy Smoke" on her trailer.



Towing to the harbour

We turned up at Paphos harbour with "Holy Smoke" on her trailer and boat was duly launched and we motored over to our new berth which Thomas had provided for us. We then had an inkling that water was very slowly filling the bilge but we thought it was water already in the boat moving around as the boat was now floating.

After several days the penny dropped and we realised we had to have the hull repaired and we needed to take the boat out of the water to do this. We were at PISC and the ever helpful Chas said I know a diver who can fix it for you, just

call Jurg of Coral Bay Divers. We did and he came the next morning and 'hey presto' no more leak'. HURRAH.



Paphos harbour launching

We are moored near Steve's bar, very appropriate, and have benefitted from the assistance of Achmed from the sailing boat "Christ. Odonis" who provided a chain to secure the front of the boat..

We went for our first venture onto the Mediterranean Wednesday 26th October 2011 to check the engine etc. (no sailing just yet)



Steve looking chuffed

everything went very well, just a little leak from the engine cooling water. Nothing that can't be fixed (we hope). Well you have to be optimistic don't you and we have sails so it won't matter will it?

Our next challenge is our shake down cruise with Geoff when he shows us how to sail her.

Without PISC, Chas, Rick, Geoff, Maroun and others who have helped we would be a long way of realising our dream. As it is the dream is just around the corner.

So the moral is 'Join the club'.

Steve & Marilyn

A BIT OF AN ADVENTURE

By Rick and Carol



It all started just before Christmas when our daughter, CJ, said "Daddy, I've got a Birthday Present for you - a trip on a sixty footer to Borneo. I'll take you over tomorrow to see the boat and to meet the owners".

The following day we set off to see the boat on its swinging mooring in the middle of Hebe Haven. What a surprise we got! The hull had been rubbed down ready for re-painting and when we got on board, it looked like a bomb site! Dave and Sarah had owned the boat for two years as a live aboard. A sixty-two foot sloop, a one off design built in Hong Kong some twenty

years ago. In preparation for a new enterprise in Borneo, an Eco-Friendly diving business, the boat had not been sailed for six months while undergoing modifications and updating. During that time it had been struck by lightning and everything electrical was u/s and everything metal had been fused. Many of the windows had been removed but not yet replaced. Great bundles of multi-coloured wiring hung out and tools were scattered everywhere where various jobs were in progress. The scene below decks was also chaotic. New decks had been fitted but a huge pile of surplus material was stacked in the corner. This couple never threw anything

away that might be useful in the future. Every surface was cluttered with 'stuff' and all covered with a thick layer of dust. Why bother trying to clean when work was on going? The freezer was awaiting repair and there was a gaping hole in the worktop.



If we were going to accept the offer of a coffee, we would have to clear a space above decks. "Don't worry" they said "We will get a lot of work done in the two weeks before departure." Carol had a million questions but Richard had none. This was an opportunity he was not going to miss!

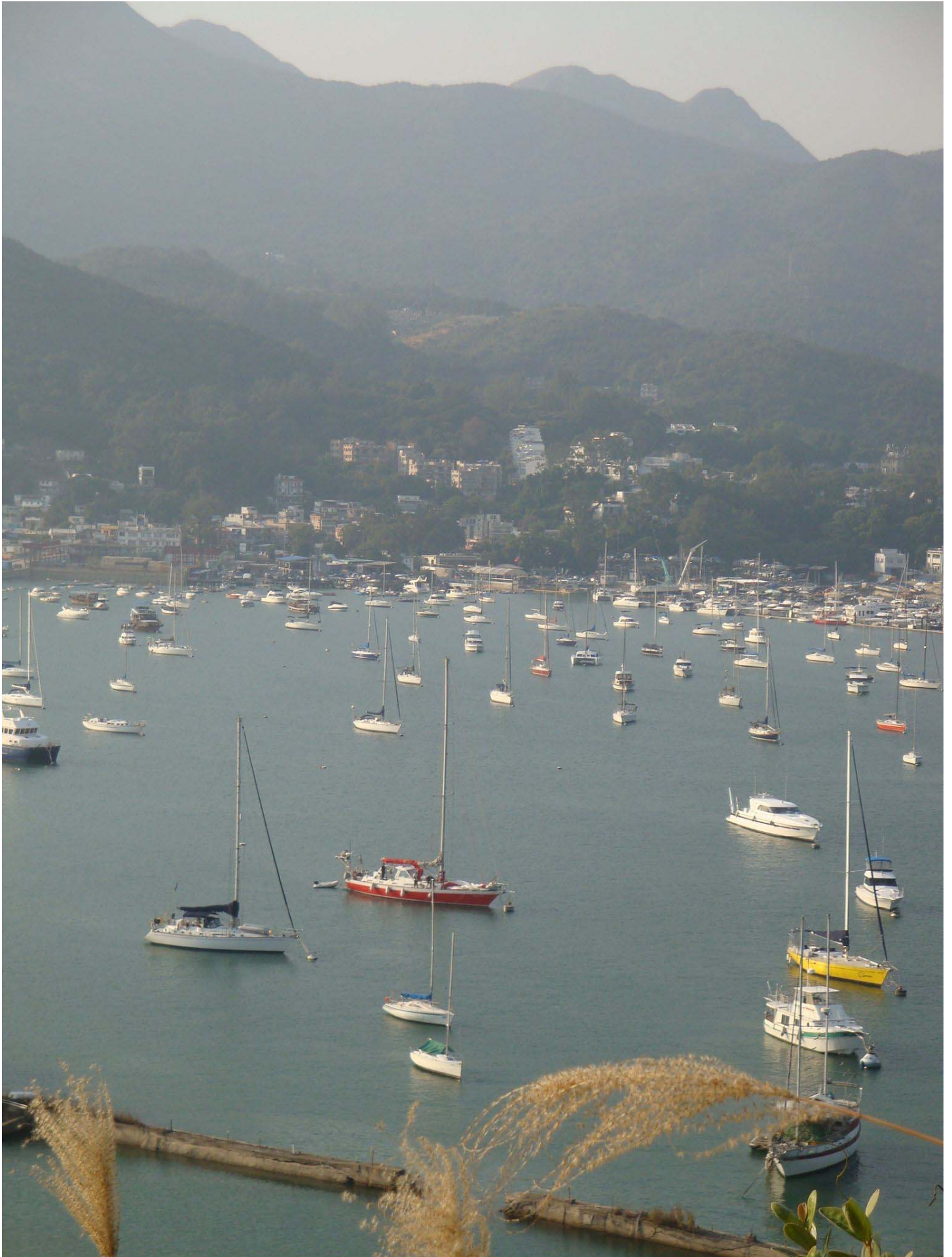


The boat was due to leave on 2nd January, the day before Richard's birthday. The call came at the end of December. Could he spare a day to help to rig the boat. It turned out that they had purchased a job lot of rope ends and the

'puzzle' was to measure them and find the right length and thickness for various uses. Richard was then winched to the top of the seventy-five foot mast to reeve a new main halyard and inspect the rigging on the way. What a magnificent view but unfortunately he didn't have the foresight to take a camera up with him.



There were quite a few doubting Thomas's around the Club. What about the weather? A new main sail was badly needed but it had been ordered and despatched to Borneo! No time for sea trials - when she went to sea, that would be it. Brenton, the fourth member of the crew, was still trying to put the electronics back together and still didn't have the HF radio working, To be fair, a huge amount of work had been completed (twenty hour working days) despite the Christmas and New Year holidays, but would they be ready to leave on time? The doubting Thomas's still turned up for the deck party a couple of nights before departure.



Ceil 6 on the mooring!

On the day, we arrived at 6 a.m. (for a 10 a.m. departure) expecting to see 'Ceil 6' tied up alongside, but no, it was spookily quiet. We imposed on our daughter for an early morning coffee and a last minute opportunity to borrow an off-shore jacket from Carl, our son-in-law. He was running behind schedule because the alarm on his i-phone had failed to go off. This turned out to be a technical glitch on all i-phones on 2-1-2011 all over the world and the reason why the rest of the crew were still tucked up in their bunks.

Final frenetic preparations got underway an hour later with an army of volunteers. The elderly dinghy had its bottom cleaned of barnacles by a couple of 'scrubbers' on the pontoon, in defiance of club rules. The storm trysail was rigged. The third reefing line was roved through the boom. Everything below deck was stowed. Much of the equipment for their new business was crammed in the forepeak, leading to the boat being nose heavy on the trip. The HF radio was tamed. Dave made a last minute dive to inspect the underside of the hull. Panels were

finally closed on the mass of electrical wiring..... and lo and behold, an angel appeared before us, bearing a mountain of take-away breakfast muffins and orange juice from McDonalds. Richard was still trying to convince the borrowed hand held GPS that it was not in the middle of a forest in New Zealand.

And what about Russell, their four month old Jack Russell. How do you brief a dog about going to sea for a thousand mile journey?

Time had just run out and at 2 p.m. with happy and tearful farewells, off she went. It had been arranged for Ceil 6 to report by radio at 8 a.m. and 6 p.m. daily to record their position and report the condition of the boat and crew. A couple of hours later the call came by mobile phone from Richard just before they left Hong Kong waters and still within telephone range. "All well at sea but we have already had to re-rig the vang and poor Russell - he's as sick as a dog!"

...to be continued