



## Volvo Ocean Race to Newport

### Seaweed causing trouble

Courtesy: Yachts .& Yachting by Toby Heppell // 1st May 2015

Seaweed has played a big part in the last 1000nm of the Volvo Ocean Race, with all teams reporting they have had to stop and back down to clear the foils.

Skipper of Abu Dhabi, Ian Walker explained: "We would have had a really good last position report averaging over 20 knots until the last hour when we got so tangled up in seaweed it caused numerous involuntary broaches, lots of attempts at clearing it and in the end we had to do our second back down."

Despite these problems Walker's team remain at the front of the pack, though the battle for the lead is still extremely close between the Emirati backed team and their closest rivals, Dongfeng.

Although their respective distance to the finish remains close there is still significant separation between these two teams, with 35nm separating the two boats.

In fact, for the first time this leg, the whole fleet now has spread enough that no one can see another boat in their line of sight or with the AIS. At some point in the next 24 hours we should start to see all boats make more northerly progress and it will be interesting to see who goes first.

There could be some big gains and losses made in choosing the right time to go – and given they will now only know of each others' respective positions at each six hour schedule, expect to see significant moves coincide with those timings.

**Latest Update: 19 May -**

The front two had been painfully close for the last couple of days with Ian Walker's *Abu Dhabi* getting to within a couple of boatlengths of the Chinese backed *Dongfeng*. But in the end Caudrelier's team held their nerve and went on to take the victory.



## Members take the National Judges Course @ CySaF

We had the Commodore Paul and Lesley take the three day course Judges Course in Limassol on the 1<sup>st</sup> to the 3<sup>rd</sup> May. A very complex course involving the ISAF Rules 2013-2016 and much racing judging scenarios. We have since heard that both our members have now passed as National Judges so we wish them well in their future judgements.



CySaF National Judges Course at Limassol

## Flag Identification – The Four Preparatory Flags:

I covered Flag Papa, (Blue Peter)  and flag India  in the last newsletters.

You might arrive at the start line and the preparatory flag is **Flag Zulu** 

Remember the other Preparatory flags are:

**Flag Papa** 

**Flag India**  and the

**Black Flag** !

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



**Flag Zulu - Rule 30.2 is in force.**

If flag Zulu has been displayed, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal.

The penalty for doing this is, if a boat breaks this rule and is identified, she shall receive without a hearing, a 20% Scoring Penalty calculated as Stated in rule 44.3( C). She shall be penalized even if the race is restarted or resailed, but not if it is postponed or abandoned before the starting signal. If she is similarly identified during a subsequent attempt to start the same race, she shall receive an additional 20% Scoring Penalty.

## Big Gin Palace off A.G and Sea Caves



Jim spotted this gin palace really close to Agios Georgios and then he rang me to look out for it as it approached Sea Caves. I managed to get a snap of it as it began to speed further offshore. Just goes to show this Area needs marina's to allow these big boats to come ashore for fuel and refreshments and to spend their money! Come on Cyprus get some Marina's built in this area please!

## Yacht Cheeki Rafiki Sinking Report



Photo: Courtesy The Times; Yacht Cheeki Rafiki taken during Antigua Week

### Narrative from U.K. Marine Accident Investigation Board Bulletin:

On 16 May 2014, an alert was received from the personal locator beacon (PLB) of the skipper of the United Kingdom (UK) registered yacht Cheeki Rafiki, which was on passage from Antigua to the UK, and located approximately 720 miles east-south-east of Nova Scotia, Canada. Despite a major search effort, during which the yacht's upturned hull was located but not recovered, *Cheeki Rafiki's* four crew remain missing.

In the absence of survivors and material evidence, the causes of the accident remain a matter of some speculation. However it is concluded that the yacht capsized and inverted following a detachment of its keel. In the absence of any apparent damage to its hull or rudder other than that likely to have been directly associated with keel detachment, it is concluded unlikely that the vessel had struck a submerged object. Instead, a combined effect of previous groundings and subsequent repairs to its keel and matrix had possibly weakened the vessel's structure where the keel was attached to the hull. It is also possible that one or more keel bolts had deteriorated. A consequent loss of structural strength may have allowed movement of the keel which would have been exacerbated by increased transverse loading through sailing in worsening sea conditions.



This photo looks a mess but it is the bottom of the hull taken by US Coastguard showing keel imprint and large damaged portion of hull  
Image courtesy of United States Coast Guard

### Safety Lessons

Matrix detachment is possible in yachts where a GRP matrix and hull are bonded together. The probability of this occurring will increase with longer and harder yacht usage. There is therefore a need for regular structural inspection by a nominated competent person as part of a formal verifiable procedure, as well as before embarking on an ocean passage.

Owing to the continuous nature of a matrix where solid floors are in place, particularly where the keel is attached to the hull, it may be difficult to readily identify areas where a detachment has occurred. There are differing opinions among surveyors and GRP repairers with regard to what are appropriate methods of inspection and repair, including the circumstances in which the keel should be

removed. There is therefore a desire for best practice industry-wide guidance to be developed.

Any grounding has the potential to cause significantly more damage than may be subjectively assessed or visually apparent, including matrix detachment. It is therefore important that all groundings, including those perceived to be 'light', result in an inspection for possible damage by a suitably competent person.

Ocean passages require comprehensive risk assessment and contingency planning. A compromise needs to be made between planning a high latitude route, to pick up favourable winds and ensure a speedier passage, and a low latitude route, to avoid particularly adverse weather at the expense of a slower passage possibly necessitating additional port calls. Weather routing, vessel tracking and frequent communications from a shore-based support cell can significantly reduce the risks.

Attached keels are a feature of modern yacht design. Operators and crews therefore need to be aware of the associated danger of keel detachment, and have preventive procedures in place to reduce the risk, e.g regular inspection of the keel attachment area and checking of keel bolts, and documented actions to take in the event of flooding, including reducing the load on the keel and preparing for the yacht capsizing and inverting.

Search and Rescue mid-ocean is hampered both by the time it takes fixed-wing search aircraft to arrive and their ability to assist when on scene.

Consideration therefore needs to be given to how the alarm will be raised, both by the quickest means and with an accurate position. Wearing a Personal Locator Beacon provides additional assurance that the alarm can be raised if it has not been possible to deploy the vessel's EPIRB.

It is likely to take many hours or even days before SAR assistance can be provided mid-ocean, during which time being able to board a liferaft will be key to survival. In small craft there will be a trade-off between positioning the liferaft so it will deploy automatically in the event of an emergency, and the risk of it deploying accidentally in heavy weather. Whatever solution is chosen, for long passages it might be necessary to make other compromises to ensure that the liferaft is located in the best possible position to ensure its

availability in the event of a catastrophic event, such as a sudden capsizing.

This flyer and the MAIB's investigation report are posted on our website:



## Work parties at the Beach & Clubhouse



Scotty levelling the weeds



JCB clearing the rear of the Rib sheds for boat trailers



**The new drive cleared out,( mind me and my broly if you drive around)!**



**Alan B with his gizmo and bee keepers kit!**



**New track to the trailers and toilet tardis courtesy RCS**



**Lots of road trailers to choose from now!**

Last month I passed on the Committee's thanks for the volunteers at the beach for the two big weeding and gravel laying work parties. Here are more pictures to show the activities that were undertaken. The whole beach area is now tidy and ready for the Season. The Club House has much work to complete according to RCH so expect the call for more work there.



**Boat Park enlargement the easy way!**

## Big Away team attend Dhekalia Regatta 15 – 17<sup>th</sup> May



### Dhekalia regatta - beautiful facilities and real estate

We had two convoys of cars and boats heading for Dhekalia. Many members turned up over the weekend at Dhekalia. The actual Yacht racing was a great shame as the Friday started blissfully with barely a zephyr. The wind then accelerated to between 25 & 30+ knots which caused the race officials to call for a postponement and then eventual cancellation. We weren't too disappointed as the wind was too strong to risk breakages before the Series commenced the next day. Team PISC retreated to the camp site for changes of clothes and an early cocktail party! After this we returned to the Club House for a Barbeque meal and reception. It was lovely to meet all our Dhekalia friends again and to catch on their Club's news

Cocktail parties broke out in the woods!



One of two cocktail parties in the woods – Ice & lemon!



### Another Cocktail Party in the woods - Nice table cloth

The Saturday again started with a nice 8 knot breeze. The ladies race had 8 competitors with Team PISC Sharon K on a borrowed Laser using a full Laser 1 sail (7.2) and Leslie and Penny in Wayfarer "Island Girl". The race was around a triangular course and Leslie & Penny took 1<sup>st</sup> with Sharon K taking 3<sup>rd</sup>.

We had 3 members in the Single handed Race (in a two man dinghy). John P in Wayfarer "Nefartiti", Dave S in Wayfarer "Merlot", Jon H in Kestrel "Wave dancer". Dave S was our best finisher in 5<sup>th</sup>, John P got 6<sup>th</sup> and Jon H came in 8<sup>th</sup> out of 9 competitors. All very creditable

The first Series race went well with PISC fielding sailors for the whole Wayfarer Class (6) and other classes. The two PISC Kestrels, Jon H and Tony in Kestrel "Wave dancer", John L and Scotty in his Kestrel "Sea Yew" joined the General Handicap Class. Kit and Alan B borrowed a Bosun dinghy and Sharon changed down to her Laser 4.7 for the first race of the General Handicap Class.

John P borrowed a Laser 1 and took off with the Laser Class Boy racers.

We were also expecting a Junior Class and an Albacore Class; but these were not forthcoming so we ended up with Laser; Laser 2K; Wayfarer; General Handicap classes at each start sequence.

After lunch on the Saturday the second series race prepared for the off with around 5 knots of wind. At the start sequences the wind dropped to light airs and some got away whilst others stalled before the start line and eventually withdrew.

Of the Wayfarer fleet, only four got away with Cdre Paul and his brother Chris in "Island Girl", the "pink men" in "Rhapsody in Blue" alias Mike R & RCSA John M. Neil H and Chas sailed "Coccinelle" Dave S and Brian G in "Merlot". The above four boats actually completed the course and crossed the line in that

order. The Sunday session managed to get one series race away but the course was shortened at the windward buoy so we finished after just one sausage rounding. We didn't have anymore racing after that so everyone stayed ashore and hit the bar. As we do!



**Dhekalia Pursuit race timings – The times need more work!**

I copied the pursuit race timings for your interest. The poor Kestrels were heavily penalised at 13.00 minutes with questionable Solo, L2K and other class times. Personally, I think this makes a pursuit race a mockery as it was intended that all classes should all finish together. Needless to say the L2K's won. Well done Cdre Paul and Chris in "Island Girl" and John & Marisa in "Nefartiti" who were our highest finishers.

## Bowling at the Cosmos Bowl in May

Our second visit to the Cosmos Bowl took place on the 11<sup>th</sup> May. The difference this time was the after games dinner was held in the new Club House

## Russian doing HSSVOL Training at A.G.



Picture courtesy: Chris S

Nice photo Chris. This is the way to pass your High speed Vessel license. I think I can see his kill switch, or can I!

**Question: Is speeding at more than three knots vertically allowed in a harbour?**

I have a list of Nautical Books for Sale. Should you want one or more of these gems please contact Chris below

## Sailing Books for Sale

Title	Price
<i>Yachting Monthly Sailing Handbook</i>	Euros 3
<i>Navigation – RYA Handbook</i>	Euros 3
<i>Better Boat Handling</i>	Euros 3
<i>More Sail Trim – Institute for the Advancement of Sailing</i>	Euros 3
<i>Self - Steering without a Wind vane</i>	Euros 3
<i>Safety and Survival at Sea</i>	Euros 3
<i>Ocean Cruising Survey</i>	Euros 3
<i>World Cruising Routes</i>	Euros 3
<i>Dutch Inland Sailing Pilot</i>	Euros 3
<i>Complete Amateur Boat Building</i>	Euros 2
<i>Cruising Association Handbook</i>	Euros 5
<i>Atlantic Spain and Portugal – RCC Pilotage Foundation</i>	Euros 5
<i>Admiralty Publications</i>	
Set of 7 Admiralty Tidal Stream Atlases	Euros 10
Sight Reduction Tables- 2 volumes	Euros 6
No 40 Irish Coast - 1985	Euros 3
No 37 West Coast of England & Wales – 1974	Euros 3
Contact Chris Cuthbert Phone 97732587	
Skype christopher.john.cuthbert	

## 10 Pin bowling in May



Photo courtesy: Chris S

Sharon K and Tony D at the Bowling night on 11<sup>th</sup> May  
We had another exciting night bowling at the Cosmos Bowl in Paphos. Over forty bowlers enthusiastically pitched into their games. These games evenings are really popular, according to Sue S our Social Secretary who organised this latest event. The results of the winners with the best score will go forward for the best overall results for 2015 and will lead to an annual award. These latest games produced Ladies

winner Ann H (137) and winning Gent was Brian P. (176). Well done both! The bowlers all went back to the new Club House for a delicious meal afterwards that had been prepared by Jaqui and the ladies. From what I could gather there were more for the meal than had actually attended the bowling competition!

Very well done all concerned.

## HMV BLOODHOUND – Autumn Cruise 2015



You read it here first. In the last edition I reported that the Duke of Edinburghs' racing yacht **Bloodhound** was available for day cruises. Well we have a PISC Member who is sailing on her in August. Great stuff, just goes to show I don't make it up. Good Luck John Barber, it'll be a bit bigger than S/Y **Angela** and should be a very special day indeed!

## Club Website – Forthcoming Attractions

I have shown the next series of Social and sailing events for your interest. Keep your eye on the web site to keep abreast of the goings on. After our successful foray to Dhekalia we now expect visitors to attend our from Dhekalia with up to six dinghies booked so far. Most visitors appear to be booked into the West Town Hotel which is nice and convenient for them.

Saturday, June 13

7:00pm

Summer Ball

Friday, June 26

All day

Summer Regatta

7:00pm

Regatta Meal at the Clubhouse

Saturday, June 27

All day

Summer Regatta

7:00pm

Regatta BBQ

Sunday, June 28

All day

Summer Regatta

Tuesday, July 14

6:30pm

Quiz and meal

Please keep looking at the web site so that you keep abreast of forthcoming events. I know we will need many volunteers for the Regatta team. If you can help us with all the many different jobs required over the Regatta weekend that would be great.

Volunteers for boats crews, beach masters team, sailing organisation and shore club house setting up. Also beach barbeques and evening setting up and Sunday morning clean up are all required. Plus many other jobs. Talk to RCS if you would like to help us.

## HSSVOL License candidates take exam

RCS and Roy Hartley took their High speed vessel operating License exam on the Saturday morning so neither could go to Dhekalia Regatta. Both members passed so congratulations to them.

On behalf of the Commodore, that's completes our news for this month. Please have a look at and use the Members Forum on the web site for your ideas and comments. It helps to discuss Club issues. You know it makes sense!

Finally, All our Commiserations to Marisa on her nasty accident. We are all hoping that she is back on her feet again soon.

**Stop Press: It was with great sadness that I received an email from Nikki D that Virginia Osman had passed away. Virginia was an amazing lady and she loved coming to the club from her homes In the Pyrenees and West Sussex. I am sure all who knew her will be shocked at the news and we wish John our deep condolences. Virginia has left her boat "Circe" with us, now in the safe hands of Tony & Angela Crow and also her favourite drink which will be served at the bar into the future in her honour. RIP Virginia**

On that sad note I we wish you all the best for Summer.

Chas