



Hello All here is the April News.



4 bagged so far...

Our Young Sailor training fleet is starting to become a reality!

After hunting the web for hours we have identified several second hand pico's for sale. They all need checking so it is quite a task to do this. The dinghies, once purchased, have to be transported to Hemel Hempstead from wherever they were purchased in the U.K. Once at Hemel they will await shipping to Cyprus.

So far we found quite a few dinghies that were suitable but unfortunately most were being quickly snapped up. The new season is just starting so many kid's are looking for Oppies, Toppers and Pico's to learn to sail on. PISC selected the Laser Pico for training older children. We found several Pico's on the web spread as far apart as Inverness, Essex, Chester and Cornwall. There was also one for sale in Hampshire but not much more data was available. I had an email conversation through Ebay mail with the owner, which was quite limiting on doing any deals, so it transpired that the Pico was in Lymington. I noted that there might be others for sale from how the advert was phrased so when I went back to the vendor again they did say they had 4 Pico's left out of a total of 6. A defunct sailing school, based in Scotland had ceased trading and the owners had moved South to Lymington along with their pico's. Luckily four were still left on Ebay so I asked my son Chris to go South to visit and to photograph all four boats for the Committee. Later on that Sunday I had an email from Phil asking me to cancel Chris' visit as the Commodore was staying in the vicinity of Lymington. Paul then arranged to visit the vendors and it appears all four boats were acceptable and some extra mast and booms pieces were added to the boat package for the whole deal. We needed to ship them up to Hemel Hempstead unfortunately the owner could only deliver at the weekends and Cheetah Couriers are not

able to take delivery of them at the weekend. Phil asked if Chris, my son, could go in his car to Lymington to collect and deliver them to Hemel Hempstead. He did offer to go down from the Wirral and to collect them using the owners trailer. After an overnight stop on Hayline Island on the Sunday he started out early on the Monday to deliver them. On the way up to Hemel, Phil rang Cheetah Couriers to say they were coming, luckily they helped Chris unload and they are now unloaded and awaiting shipping. Chris then turned around to return the trailer to Lymington then to go back up North to his home in the Wirral. All in all an 11 hour round trip on the Monday to get the boats into the shippers. Well done Chris and thanks very much!

It is not yet known how the final two boats are to be funded until, either TLC school, or other donors raise more monies for the project.



Four Pico's loaded up for Hemel Hempstead

As Phil stated in his earlier email "We are budgeting €2,000 per complete boat, inclusive of shipping. Phil stated that the Club cannot commit such funds from its reserves, and his email was an appeal for help with funding, via any donation, large or small. Many of us benefited from the generosity of others, often strangers, when we first took to the water. A pledge of any amount would still help us towards our goal.

Donors will be recognised on an honour roll, without mention of individual amounts, but you may also choose to remain anonymous. Should anyone be generous enough to purchase a complete boat, they will have the privilege to name the boat or advertise their business as a prime sponsor. All funds raised will be solely for Youth Sailing and will be accounted for separately within the Club's general accounts. With grateful thanks, yours in sailing,

Phil Mutton, Training Officer



Sponsor a Laser Pico – 2 more required!
 Or sponsor part of one... .Every little helps!

CYSAF Best Sailor Awards - 2 March 2016

The Hon Sec received the annual invitation to the Sailing Awards in Nicosia on 2nd March. I did make an entry last month in the Newsletter announcing the event so you were notified! Personally “We” decided to go to Nicosia for the day and I took my Sister Diana, Gaynor and Sharon for a nice shop and a good lunch. When we finished, we took turns to change in the car and then turned up at the Olympic building on the way back. The awards were supported by a video backdrop and the movie did have clips of the club hero’s who attended the World Sailing Technical Coaches course which was nice to see. There was also video of the Youth World’s racing at Limassol.



President of Limassol S.C. presents a trophy



A delighted youngster with her trophy

We did attend the cocktail party after the awards but unlike in previous years where we hired a bus, I had to refrain and leave it to the others to enjoy the refreshments. Never mind there’s always next year!

Mug of the Month – February



Ann, Neil, Tony RCS, Phil VCdre and Sylvia
 Winners of the February Mug were Neil Hodkin on Helm with his "rookie" crew Phil Mutton who were caught by RCS in Phil's garden just before he and Sylvia set off for UK. February saw 4 races in all despite the unpredictable weather. Unusually this year 10 of 17 opportunities to sail were lost to the elements. Let's hope the weather is on the change for March.

6 Nations Rugby Clubhouse viewing



A Big “chuck up” for Brian Parker, not only is he still convalescing but he still took the time to arrange all the Saturday sessions of the 6 Nations Rugby in the Club House. I know there have been many others involved, Tony Crow and Angela, Brigitte, John Morren, Liz Parker, Jaqui to name just a few. The Saturday sessions have been excellently attended for most of the matches and the foods on offer have been superb. (Hungarian Goulash using fillet steak). Fillet Steak baguettes, Argentinian beef burgers, Chicken casserole and sausage rolls etc. all very well done. Great Stuff!

Green Monday 2016



Eric helps Billy to launch his butterfly



I eventually got my old kite flying again



Jon & Rosemary flying their kite

Green Monday 2016 was not an ideal day for kite flying though the wind was blowing hard which was good; it was the wrong kind of wind! As usual the kites were difficult to launch due to cross winds but we did get them launched in the end. Jon Garratt had the technical support of Eric, the Netherlands Kite flying champion and after he'd fixed his broken kite up with masking tape, he was happy. We had quite a few members at the beach as the morning progressed. Billy had a lovely butterfly kite which flew for a short while then was run over by a car! As in previous years there were a couple of showers of rain where we were forced to shelter under car boot lids. We also noted that there were fewer locals flying their kites this year across the beaches.



Jon & Rosemary preparing to launch

Despite that, Jan Smith and Pauline provided the bacon buns and they were quickly fried up, devoured and finished off. On the way back up the hill past the church the Loucoumades wagon was there so, not wishing to pass it by, I took the opportunity to purchase a small 5 euro tray full. It was all part of our supporting the local community



John sorts out a tangle



Jim flying high



After the kites, the buns!

All in all a great morning, just got to get the knots out of my strings ready for next year!



John Launches from the hill
First Aid Certificate for Mike



First Aid Manager Brigitte presents Mike with his certificate

On 18th March during the Friday lunchtime, Mike Robb was presented with his first aid certificate. Well done Mike! Mike is one of the new Dinghy Instructors and it is now part of the Instructors course requirement that they be qualified and in date for First Aid.

PISC Sailing Advisory Committee (SAC)

I have been asked to inform you of the following: The Sailing Advisory Committee (SAC), formed last October, is intended to bring together all the various club appointed officers into one body to provide RCS with considered advice on all aspects of club sailing and boating that he needs as he sits on the General Committee. The SAC meets bi-monthly under the Chair of RCS and it's permanent membership is as follows:

- RCS (Chair)
- Commodore or Vice Commodore
- Deputy RCS (Dinghy Secretary)
- Offshore Secretary
- Powerboat Secretary
- Training Officer
- Safety Manager
- Bosun

Please use the SAC to air your views and concerns on sailing, either by approaching its members direct or by recording your comments on the web site Forum. The Rib Shed Manager and Safety Boat Manager continue to provide valuable support as and when required. The next meeting of the SAC will take place in the clubhouse on Wednesday 20th April 2016. Copies of the minutes of each meeting will be displayed on AG Noticeboard and in the Clubhouse

Spring Greek Rally – Saronic Gulf

I have now received the charter details and information pack for the rental catamaran from SeaMaster Yachting. Other charterers should have also received theirs, please let me know if you haven't.

I will pass my copy on by email to those involved in due course. It's all getting close now!

The Club House flag has been updated to better reflect the true colours on the Cyprus National Flag. Several versions were produced by flag suppliers for the club in the past with plain yellow and green sections. In 2006 the olive green and copper colours were updated for the National Flag and so the club "House Flag" is now the equivalent pantone colours reiterated. The Government is keen that only correct colours are used for the National flag. There may, of course, be further changes to the National flag if the peace talks require it. In the meantime the committee has kindly funded the Rally flags and we will all sail with the new flag on the May Rally to the Saronic Gulf.



September Rally Turkey 3rd – 17th Sep

With reference to the Autumn Rally, I have had the first pledge of one charter yacht which will have four crew onboard. There is also interest from two lady members who are desperate to be on a charter yacht and are available for crewing, so have a chat with others to form a second yacht crew on this Rally. If you can team up with other members that would be good. You need to identify a skipper first though!

For Sale

Wayfarer "Kallan" fully equipped for racing. Excellent racing pedigree. Offers around .£6000 please see Claire or contact me

Sold

Wayfarer "Dabulamanzi" . Brian has now sold Dabulamanzi to new club members. More on this later

Dart 15: Scotty has sold his Dart 15 to new owners in Limassol so he. Will now sail with John Lay, that is until something else takes his fancy!

Fitting Out in Latsi



Fitting Out going well at Latsi. John Barber working on "Angela" and Mike working on "April"

We found these two lads in Latsi the other weekend. Nice to see the members working on the yachts. John Barber came over for two weeks from his Yorkshire lair to get some jobs done on "Angela". He didn't manage to get a sail in but he did attend the Tuesday night club house party and managed to win the attendance prize money! He was flying straight out the following day so well done John! You "swallows" certainly know how to do it!



Brian Parker presents John Barber with his winnings



Fitting out Supper revellers

The fitting out supper went superbly well with everyone enjoying the delicious food, drink and dancing. Unfortunately I have no photos as yet for the Fitting Out Supper, we managed to download this from one of our phones! It was a great evening with singing by "Michael Buble". The club was beautifully set out with fairy light table settings and Wall collages. All very nice. Jaqui and the catering members produced another excellent meal, well done to them.

Sailing Yacht Teka Nova News

Thanks to members Christine and Terry for their latest exploits as they slowly make their way towards us onboard S/Y Teka Nova. This is another magnificent leg of their around the World voyage which is nearing completion.

Terry and Christine report "Well Christmas and New Year have gone by and we were making the final preparations for our departure to the Maldives. The flooring was being finished off right up until the day before our departure.

16th January we finally break free of the Marina after 2 years of the boat (us on and off) being in Thailand.

We set off to the Simillan Islands (still part of Thailand) to sit and wait for a weather window which came on the 19th January.

Bearing in mind the boat/us had not been on a long passage for a while and the boat had under gone cosmetic surgery and maintenance overhaul, this was going to be a "shake down" voyage. We would have preferred to have taken more time before our departure for this, however, weather windows and plans further on in our journey dictate we need to go as soon as possible.

Was the passage to the Maldives pleasant – NO. The seas were a bit lumpy but we have had much worse in the past. No, it was all the niggly little problems that reared their ugly little heads. i.e. water filling the compartment that houses the low pressure pump to the water maker. We emptied this about 4 times (not easy when the boat is lurching about) – where is the water coming from?? Eventually we discover where, a piece of wood shaving from the new floor had dropped down and plugged a certain hole, albeit we thought we had given everything a good clean out. Something so small gave us so much grief.

The list of these silly irritable things went on until 1,505 nm we reach the Maldives at 05.00 on 30th January very tired. We then have to trawl up and down in the harbour until our agent and the authorities come out to us at 08.45. All formalities completed and we eventually drop anchor at 10.44, exhausted. We had both lost around 10lbs in weight in 12 days.

Just as we were beginning to relax a charter motor yacht to the starboard side of us decide to pick up anchor. He had 2 anchors out with 150 meters of chain on each anchor in only 9 meters of water!! Long story cut short one of his chains got caught round the fluke of our anchor, once freed we went back to having a "noon" sun downer, he was still picking up his second anchor ½ an hour later.

The Maldives are “Two Worlds” within themselves. The first being what most of us see when we go on holiday there. You arrive at the airport and either take a launch or sea plane to your Island/Resort of choice. Once there (being female) you don your swimwear during the day and your little strapless dress for the evening and think nothing of it. However, if you were to dress like that in the main towns such as Male, you would be looked upon as basically a whore. Even Christine in ¾ length cropped trousers and T-shirt with short sleeves got some disapproving looks. All the native women have their legs, arms and heads covered.

Male town although small in comparison is a busy bustling place where you can get most things fixed/repared or buy new. The people are pleasant and helpful and the climate is much better than Thailand plus the water is that lovely cobalt blue.

One drawback is where you have to anchor (designated area) to go ashore you take your dinghy to a small dock next to the ferry terminal, then catch a ferry to down town Male, a 25 minute trip. So hauling any supplies back to your boat can be a bit of a task. Fortunately Christine did all the catering in Phuket and all we required was fresh fruit and veg and of course new/repared parts for the boat.

When we were back in Phuket our friends Richard and Lee of S/Y “Before” introduced us to their friends Jamie, Jenna, Leo and Hazel of Cameraman “Sophie” who are roughly embarking on the same journey as us. So we caught up with them again the Maldives and it was lovely to spend some time with them there.

After 10 days of completing repairs etc. apart from our rear head, which unfortunately is not repairable we depart Male and head up through the Islands to Uligan the most northern Island in the chain for our check out of the Maldives.

We stop at 3 anchorages along the way, Malosmadulu Atoll, Dholhiyadhoo and Dhapparau. At Dholhiyadhoo there is an unfinished huge resort, as the developers ran out of money, unfortunately it is now in a very poor state of repair. It has 55 security personal overseeing it, who are quite happy to let you roam around. Some cruisers in the past have been able to tie up to the end of the dock and top off their water tanks but this is no longer the case and Sajid the previous manager is no longer there.



That’s a nice Rib and water!

18th February we arrive in Uligan with the plan of checking out, and filling our water tanks. Our water maker had been serviced in Phuket and was working just fine until Male when it started to make a loud noise. On reaching Uligan we used the last of our tank water to flush a cleaning fluid through it. Time was ticking past whilst we waited for the authorities to complete our clearance and our water barge/skiff to come along side with 1,000 litres of water. Whilst we waited we tried the water maker and lo and behold it worked fine. We did still buy the water from the barge as it would have taken an age to fill both tanks otherwise.

It was such a shame we had so little time to explore and enjoy the Maldives.

With our clearance completed we leave the Maldives for the 12 day, 1,463 nm to Fujairah in the UAE. Although we only got to sail 2 of the 12 days it was quite a pleasant passage. Yes, we were anxious a little as to regards to our safety as we still had to travel through a portion of the extended high risk area. There were a couple of occasions when we became unsure of certain boats but they just turned out to be “honest” fishermen.

The more scary moments were when we got caught in fishing nets – TWICE!! We were cruising along at night, 6 plus knots when all of a sudden the boat stopped. The engine revs did not drop? We quickly put Teka Nova in to idle and then we saw it, a net wrapped round us. Visions of the event in Malaysia came back to haunt us. Fortunately, we were under power and by going in reverse managed to back out of it. OK, but now we have to find the end of it to get round it. There was a large fishing boat off in the distance so we followed the net by torch light for an hour until we ascertain that it was attached to the fishing boat. However, there were another two fishing boats ahead one to our port and one to our starboard. We proceeded very carefully with eyes peeled, even so we hit another net ½ an hour later. Again we were able to back out but this time we

followed the net to the other end which when we got there had a small flashing light. These nets were up to 4 miles long, Yes you can see the lights of the fishing boats but you cannot see the little fishing lights at the other end until you are very close, plus you do not know which way the net is laying. God, are we going to have to go through this every night? Thankfully not as by the next night we appear to have moved out of the "Fishing Zone".

As we moved further north the shipping traffic, with Tankers etc. became busier and like us were not running with our AIS switched on.

We saw plenty of Dolphins and Christine got to see a small whale that came right up to the boat just as dawn broke one morning.

Three days out of Fujairah in the entrance to the Gulf of Oman (Arabian Sea) the shipping became manic. However, we were out of the risk area by then so they and us had our AIS switched on, which made life considerably easier and very interesting watching it all on the computer. One particular ship's details that we had a look at actually said they had armed guards on board.

Before you arrive in Fujairah you must have appointed an agent to assist you with your clearance etc. This we did before leaving the Maldives. They were asking us questions that appertained to Tankers and Cargo ships – we are just a sailing yacht with two persons on board and cannot supply most of this information. I.e. Tanker cleaning certificates, destination of cargo certificates, what was the security level of our last port etc. etc. We appeared to have got round all that before leaving the Maldives – we thought. Then over our "sail mail" 2 days out came a form that we must fill in and fax it to Fujairah before we arrive. We can't we are a sailing yacht and do not have a fax facility at sea. We were beginning to get a sneaky feeling that they were not used to having "just" sailing yachts arriving from other countries.

After a few days it was – OK, when you are 2 hours out you must call the Harbour Master, then call again 1 hour out and proceed to the Pilot Station/Area.

In Fujairah you have to check in at the Commercial Docks before going to the Marina. Fujairah is a very large and busy Harbour with hundreds of ships out at anchor waiting to go in or leave, very similar to Singapore.

We arrive at the Pilot Station area after duly doing our call in's. OK Teka Nova you are clear to enter the harbour without a pilot and dock on B4 where someone will be waiting for you.



Dock B4

Our feelings at this time were getting stronger that they did not really know what to do or make of us.

At this point we have to say that they were the nicest and most courteous people we have met. Everyone from Line Handlers to Customs, Immigration, Coast Guards etc. were extremely polite and friendly, they were such a joy to talk to.

OK, "the problem", you can see from the picture that we could not get off the boat and in return none of the authorities could get on. A ladder was produced (not the one you see in the picture attached to the harbour wall – you cannot reach that one from the boat) but no one wanted to give that a try. Each of the authorities that came to see us their first words were – Oh!

So paperwork was sent up and down via a shopping bag and rope and question like "do you have any cargo on board", "can we see your Captain's Certificate" were asked and answered from dock to boat. OK, please remain here and we will come back to you.

We arrived at the dock at 07.50 in the morning after being up from 03.00 – Terry and 05.00 Christine and it was at 12.30 when our agent came back and told us that we needed to go with him to Immigration. Fortunately, the tide had risen a little and we both braved a ladder up to the dock.

Once again the people were just lovely. Immigration asked us if we would like tea or coffee and presented us with a huge tray of treats!! – Picture below.



We then proceeded to our agent's office where upon all the staff came out to shake our hands and chat to us.

Eventually we were cleared and left the Commercial Dock at 13.10 and set off for the Marina only 10 mins down the coast.

Yes, we were exhausted and it was the longest check in that we have gone through and the strangest but you could not get angry or fed up because everyone was just so nice and you had to admit that it was actually quite funny.

So we arrive at the Fujairah International Marine Club, (another 4lbs lost in weight) and again the people could not be more helpful and friendly and it felt good to be in UAE.

The next day we met the Managing Director of the Marina, who could not apologise enough for all the trouble we went through at the Commercial Docks. Apparently we were the subject of many discussions which resulted in meetings being set up. Apparently they have not had a single pleasure sailing yacht visit within the last year. We actually had no complaints until we received the invoice from our agents for \$3,000!! We are a sailing yacht not a Tanker!! The Harbour docking fees alone were \$1,000 plus.

The MD of the marina was quite shocked at this and asked us to E-mail him with the events and what we had been charged. He also said that our berthing in the Marina for our 10 day stay (£96.00 per night) would be free of charge and that we were to be his guests, this was unbelievably generous.

Their generosity continued when 2 very nice rucksacks are delivered to our boat, not only were the rucksacks for us but the contents as well:-

- 6 Baseball Caps
- 2 Windcheaters
- 2 Fleece Tops
- 4 Polo Shirts
- 2 Long Sleeve T-Shirts
- 2 Short Sleeve T-Shirts
- 2 Pairs of Sun Glasses

- 2 USB Cables
- 2 Adaptor Plugs
- 2 Torches
- 2 Mobile Phone Chargers

Perhaps they saw the state of some of our clothes in the laundry bags and felt sorry for us. That's not all the Guy that dived down and changed our prop anode would not take any money at all from us. The temperature here at this time of year is perfect, warm and sunny during the day and very cool at night – lovely.

Love and Best Wishes

Christine & Terry

S/Y 'Tekka Nova'

By Ed. Many thanks for that article. The list of Gizzit's looks great, keep me a cap please! Look forward to seeing you both again soon



Don't forget the AGM be there or fill out your proxy forms and send your apologies. It is on Friday April 15th at 0930 please to ensure registration goes smoothly. See you there

Well that's all I have for this month. My old laptops playing up and we have been visited well this month, so sorry this news is a bit late.

On behalf of the Commodore and the General Committee thanks for reading it. Please send any articles to me or alert me to newsworthy items for future newsletters.

All the best and stay safe



Editor Chas Kimber



Commodore Paul Hutton-Ashkenny