

Dhekelia Sailing Club

Mainsheet

www.dhekeliasailing.com

Edition 126
May 2007

COMMODORE'S COMMENTS

Hello everyone.

Good news. Our bid for financial assistance from the Nuffield Trust for 3 Laser 2000 sailing dinghies has been successful. This is tremendous news for the club and will inject some new vigour into the fleet. The executive committee has been discussing options for the purchase and delivery of the equipment so that the club gains the most benefit. What this does mean is that we should have 3 new boats this year.

While I would like to claim the credit for this, all of the hard work was done by Dan Todd the previous Rear Commodore. A big thank you to him for his efforts both with the bid and for the club in general. The club only grows and develops through the hard work of volunteers and Dan put a great deal of time and effort into the club which we should all be very grateful for. And on the subject of Rear Commodores, I would just like to wish Chris Dodds congratulations for being voted in Rear Commodore at the AGM. I am sure he will make an excellent Flag Officer and he has already put forward some good ideas at the Executive Committee meeting.

Please go to the website and take a final look at the Constitution. You have 2 weeks to make any objections or comments known to the Executive Committee. After this time the Constitution will be presented to the Garrison Commander for signing. I welcome all contributions so please get back to me, via the website email, and I will respond and act as necessary.

Next, a plea for assistance. We have a busy summer coming up and the more help you can give the more productive it will be. Firstly we have the trysail month. This is an excellent opportunity to promote the club and will allow interested people to come and experience sailing for the first time. They are running every May Wed afternoon after 1400 and on the last 2 May Sat afternoons also after 1400. Any qualified helms to come and help would be gratefully received.

Finally, your strong support and assistance for the Regatta. This promises to be an excellent event and will also be run in conjunction with the Cyprus Army Chef Competition. Come down, enter your names and try and drum up support. I will see you there.

Many thanks

Jason

J M L Hurdall

Major

OC 54 AEC/Officer Tutor

94120 4224

Rear Commodore.

Firstly I would like to thank those that supported me for the position of Rear Commodore.

I won't promise to turn the club upside down, but I will do what ever I can to keep up Dan's good work and make the club successful.

I don't propose to be anew broom, but my committee and I do have a lot of ideas which we hope will improve the club even further.

I will be amplifying some of the new initiatives that the committee have already decided to put into place and this with committee member's help should only be the start.

Secondly I would like to offer Dan Todd a heart felt congratulations for his work over the last year and a big thank you for making a strong case for the Laser 2000 bid which has been successful.

The Committee Meeting news is that we have decided to introduce Class Captains to keep an eye on the club dinghies.

The purpose of this is to complement the Dinghy state board (A new one is to be fitted) and to ease the load on Colin in trying to keep up with the imminent gear failures etc. The Class Captains will each month carry out a check on each dinghy in the class and report any failures or potential failures.

As many of you are already aware, over the last year we have been having problems with marks moving and rescue boats drifting while trying to start or finish a race. To try and eliminate this, the committee has decided to fit longer buoy warps along with heavier chain and a mud weight. Also the Rescue boat will have a longer warp and if possible a larger CQR anchor. This is designed to enable the rescue boat kedge onto a lee shore if necessary as well as stopping it dragging its anchor. If the rescue boat you are using has the larger anchor, please ensure that it is stowed away in the anchor box so as to eliminate any possible damage to the boat.

The 'A' and 'B' buoys will not be laid this year as we intend to drop permanent ground tackle a reasonable distance offshore (with a small buoy attached) which can have a large buoy attached and then be used as a Windward or Leeward mark as required, inshore marks can then be laid as a capsizes or total inversion occur.

Please note that in addition to our Annual Regatta between the 29th June and 1st July we shall be holding a Catamaran Regatta the following weekend.

If you are able to assist in any way whatsoever, please let Colin know as he is running both events and would welcome some help.

That's all from me this month, I shall endeavour to keep you up to date each month with your Sailing Committee's decisions.

See you on the water.

Happy Sailing

Chris.

Sailing Secretary's Report

Well the weather is determined to stop even the most ardent of sailors. Hopefully we shall see boats on the water in the near future!

We did actually double the races in the winter series this year – 4 instead of 2! So no changes are being made to Personal Handicaps.

The Spring Series has now officially started and runs until the end of this month.

On the bright side we have had a successful Sailing Course and congratulations go to Christopher Loring, Cass Green, Christos Hadjigeorgiou and Stephanos Papadopoulos for gaining Level 2 and Tsuking Li for persevering to get Level 1.

I'm sure there will be mention of May tri-sails elsewhere, but any sailors who can help will be more than welcome on Wed afternoons and the last two Saturdays in May.

As the proposed trip to Romantzo's clashes with the Raft Race I have had to postpone it until further notice.

Hoping to see you on the water,

Iris

SBO's Meanderings - May 2007

Welcome to the New Committee, both old and new members. As it appears that I am still accountable as SBO, I feel it is appropriate to write a few words!

First off, as from tomorrow the 25th April, I am away from the Island for nearly 6 weeks. For various domestic and UK family matters, both my wife Mary and I have had to make some rapid itinerary changes for our years travels, now travelling independently. In short, do not expect much from me, other than on-line stuff for about 2 months, (around mid to late June). Then, instead of my previously planned travels, which I have brought forward, I should be here until the end of July or early August.

Meanwhile, all users, please try and consider to exercise common sense with use of the rescue boats & equipment at all times.

Plan ahead and carry role equipment commensurate with the planned days sailing & Club Rules. It is not necessary to carry every bit of movable kit when operating within the clubs defined boundaries. Doing so, clutters up the boat for routine rescue and support cover during

normal sailing days. Invariably, this has led to silly losses of equipment, damage to boats & occasionally injury to personnel.

These days we have fairly efficient mobile radios on board, as well as individuals preferred Mobile phones. It is easy to call in to have somebody at the mooring to pass on-board any additional kit that is required for a specific function. Until recent years, we worked efficiently like this, without communications, often with only one Rescue Boat, with more than 20 dinghies on the water!

I don't think we were ever censured for the small time delay incurred in coming ashore to collect special items for out-of-the-ordinary situations.

Bear in mind, really the RIB's are soft skinned vehicles, like their handlers! There is limited stowage and with large anchors or chain, skeins of rope and containers lying or rolling around, there is a greater likelihood of nasty incident occurring to boat, crew & passengers, than to the dinghies we are supposed to be supporting!

I should like to point out that the Valliant RIB, (DK165), & the 2 Selva 4-stroke engines are now reaching the end of their manufactures warrantee. In practice that means we cannot assume that the suppliers based in Limassol & Paphos are prepared to come to Dhekelia to maintain the boats in the event of failure of components. Therefore the club must rely on Mr. Costas Panicos of Dherynia; who is appointed by the engine suppliers, as the locally appointed agent; to provide any work or servicing that is outside the capability of club members.

In my absence, Colin Leigh and Jim Mylchreest are prepared to look after the rescue boats, for normal routine servicing and maintenance. Both Selva engines are coming up for inspections, so the club must plan for their time out, for Mr. Panicos to attend to them.

So have fun ! May the winds blow fair for the sailors, whilst Andreas's bar thrives on the catering and social scene !

I'll see you all in time for the Regatta.

Fred Ayris, S.B.O.

Bosun's Bits

There is a Booking Out Form for Club dinghies and this should be used, especially for reporting faults.

Before you take a Club dinghy you should report to the O.O.D. This appears to be demeaning to one or two of our more experienced sailors but it is a requirement for **Health and Safety** reasons.

MEMBERSHIP MATTERS

Joiners & Leavers

I am pleased to welcome Edward Boag as the new Vice Commodore, Jason Button as the new Club Secretary, also new members Steve Carroll and Craig & Philippa Thompson, Jon & Cassandra Allen. We say farewell to Mike White, the former Club Secretary, also Jill Foster.

Membership Statistics

Total Membership is up 3 net from last month at 901. The number of personal members stands at 73 (compared to 95 this time last year).

Steve Kimberley, Membership Secretary

Tel: 99 559525

Email: membership@dhekeliasailing.com

Web: www.dhekeliasailing.com

Annual Regatta 29th/30th June 12st July 2007 Fast Handicap Championships

The following positions need to be filled..

| | |
|------------------------|---|
| Race Officer | Colin Leigh |
| Assistant Race Officer | Harry Carlisle |
| Assistant Race Officer | A.N. Other |
| Race Desk | A.N. Other (Computer Literate) |
| Assistant Race Desk | A.N. Other (Computer Literate) |
| Safety Boats | At least 10 required so that we can work a shift system Names to Fred Ayris (In his absence Colin Leigh) |
| Bar Staff | Names to Carolyn Scarff |

Regatta 7th 8th July 2007 Laser 2000 and Catamarans

This will be held as a trial with only Laser 2000's and Catamarans racing.

| | | |
|--------------------------|------|--------------|
| Saturday 7 th | 1300 | Laser 2000's |
| | 1305 | Catamarans |
| | 1500 | Ditto |
| Sunday 8 th | 1100 | Ditto |
| | 1300 | Ditto |
| | 1500 | Ditto |
| | 1700 | Prize Giving |

Personalities

Tracy Quirke

I recently had a nice E.Mail from Tracy, which she didn't want published. She is working as an Assistant Subject Leader for P.E., Bishop Douglass School, London, and she may see us in October.

Jill Leigh

Jill has recently won the all island Ladies Golf championship at Dhekelia. She has entered this event 19 times and won it 10 times. Congratulations Jill.

Stories

1st. After the recent fiasco of H.M.S. Cornwall in Iraq Waters my thoughts turned to a fiasco I was involved in and another story that wasn't a fiasco.

1950. I was in Singapore on a destroyer H.M.S. Concorde. We were under refit in the Naval Dockyard. The Korean War broke out and we were ordered to curtail refit and proceed immediately to Hong Kong and re ammunition and re victual before proceeding to Korea.

Normally when you enter Hong Kong harbour you use the northern entrance but, for some reason or other, the Captain decided to go into Hong Kong harbour using the southern entrance.

It was early in the morning and I was standing by the funnel admiring the view, when plumes of water suddenly appeared and shrapnel hit the funnel. I beat a hasty retreat.

We were being shelled by Chinese Communist field artillery from the occupied islands.

The only thing we could do was beat a hasty retreat firing our 4.7 in guns, loaded with **Blank Ammunition** (At least it made a noise)

2nd We were ordered to escort a depot ship from Hong Kong to Sasebo, Japan. She was an old wooden Yangtze river ferry, top speed about 6 knots.

A destroyer doesn't like traveling at this speed, so we were going a long way ahead to await H.M.S. Ladybird.

Early one morning we received a message from her to state that she had been apprehended by two Chinese Communist destroyers in the Formosa straits.

We immediately turned around, Battle Ensigns were hoisted, 4.7 guns loaded, we had 4, and we proceeded at 35 knots back to H.M.S. Ladybird.

On arrival, we went between the destroyers and H.M.S. Ladybird, guns trained on the destroyers, and after only 5 minutes they backed off and we proceeded to Japan.

Footnote. Little did I know that I would be drafted to H.M.S. Ladybird as Admirals Staff.

Colin (Korean War 1950 to 1952)

| May Duty Roster | | O.O.D | Rescue |
|-----------------|----------|-----------------|-----------------|
| | | | |
| Wed 2nd | Tri-sail | Jim Burt | Harry Carlisle |
| Sat 5th | Sailing | Iris Burt | Craig and Ian |
| Sun 6th | Course | Colin Leigh | Craig and Ian |
| | | | |
| Wed 9th | Tri-sail | Tracey Knowles | Steve Knowles |
| Sat 12th | Sailing | Iris Burt | Craig and Ian |
| Sun 13th | Course | Colin Leigh | Craig and Ian |
| | | | |
| Wed 16th | Tri-sail | Caroline Scarff | Steve Kimberley |
| Sat 19th | Tri-sail | Nick Staunton | Liz Fox |
| Sun 20th | | Iris Burt | Chris Dodds |
| | | | |
| Wed 23rd | Tri-sail | Karen Allen | Liz Fox |
| Sat 26th | Tri-sail | Ann Aslett | Paul Aslett |
| Sun 27th | | Colin Leigh | Alan Gaddass |
| | | | |
| Wed 30th | Tri-sail | Jim Burt | Laddie Lowther |
| | | | |