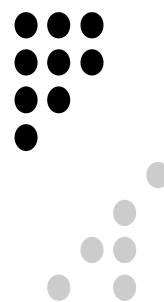


Gozo Sailing Club

Newsletter No.2

Editor GSC October 2002 Newsletter Simon Mifsud



Forming the Gozo Sailing Club by Noel Grech

Setting up the Gozo Sailing Club was not easy. The idea was always there and back in 1987 the Gozo Funboard Club was formed. I was one of the founding members. Then suddenly interest in the sport declined and the Club was disbanded.

Today the situation is very different. Through a collective effort our sport is getting to be more organised and successful.

Late last year the idea of forming a club started being discussed among some hard-line windsurfing people. It was the management takeover of Ramla Il-Hamra by Gaia Foundation and the digging up of an area where we usually rigged up our equipment, that got us forming an organized club.

One of the priorities was to form a committee and a statute. Initially a caretaker committee was set up and a statute was drafted to cater for the club's needs. The first annual general meeting was quite eventful. Several amendments were made to the proposed statute. The caretaker committee was confirmed as the first committee of the Gozo Sailing Club.

From then on the hard work started. Organizing needs ideas, time, commitment and dedicated people. I don't know what the outcome of the Open Day and Club Racing would have been without the hands-on organization of Joe Meilak. I also get a lot of help from Simon in my secretarial work. James does all the money work! Thomas is the mind behind our colourful and interactive website. Peter handles Public Relations, Renzo drafted the Club's Business Plan, while Savio was busy getting married!

The committee has met 12 times in the few months that the club has been formed. It is also a great pleasure to see consistent participation from most of the members in all the Club's events. We also have female members racing and obtaining good results! This year has been a success for most of us. The weather has been exceptionally good for sailing lately, so most of us have experimented in windsurfing, dinghy sailing, Hobie sailing and racing. I am very pleased that some beginners improved their techniques a lot.

The future augurs well for the Club. Together with the local authorities we are exploring the possibility of obtaining a Club's premises. An ideal location has been found but it seems that MEPA has some objections. What's new!

We have just joined the Malta Sailing Federation and are already exploring the possibility of organizing joint events in Gozo together with other clubs from Malta.

Discussions have started with some potential sponsors to try and purchase a school fleet, racing fleet and rescue equipment. Some members have donated windsurfing equipment to the Club. However without a seaside premises we cannot store all the equipment needed for the Club to function properly.



Before concluding I cannot but thank all those whom have in some way contributed to the Club. The future for our Club looks very interesting. It is only through the continued commitment and support of our members that we will continue enjoying our healthy sport, introduce others to sailing and achieve the Club's objectives.

October 2002 issue

Special points of interest:

Prize giving ceremony & Annual General Meeting

Date : Saturday 30th November 2002; 5.30 pm

Venue : Circolo Gozitan Savina Square, Victoria

Signed Nominations to be submitted by the start of the AGM.

Forms also available from website.

Committee election.

Refreshments.

(More details in enclosed Notice of AGM)

Inside this issue:

Forming the Gozo Sailing Club	1
Club Racing Day	2
Thank you note	2
Gozo's Sailing Heritage	3
Some Basic Rules of Racing.	4
Website of the club	4

RESULTS**Sailing dinghies****Race 1**

1st Simon Mifsud
2nd Miriam Gehrman

Race 2

1st Joe Meilaq
2nd Thomas Gehrman & Josette Borg

Final

1st Joe Meilaq
2nd Simon Mifsud
3rd Miriam Gehrman

**Windsurf Races****Beginners Race**

1st Edward Abdilla
2nd Justin Muscat
3rd Max Sultana

Open Class Race

1st Lewis Camilleri
2nd James Pace
3rd Noel Grech

Club Racing Day by Simon Mifsud

"5....., 4...., 1 minute..... 5,4,3,2,1..GO", Tony Leonard signaled via the megaphone from the Racing Committee boat. Single handed sailing dinghies made their way across the start line in the first three races and windsurfers in the subsequent two.

"Easy to organize" one chap said. We beg to differ. 10 days before the event the committee met and together with the racing committee (Lewis, Joe, James & Peter) the event was planned.

The Malta Maritime Authority was informed and a notice to mariners issued; the Qala Local Council too was notified and invited to attend.

21st September 2002: Ideal conditions for the day; force 3 southwest, enjoyable sunshine and a decent crowd of spectators. 8 a.m. Joe id-Dude and James picked up Kevin's inflatable dinghy from Mgarr harbour. Off they dashed to Comino to tow 2 lasers to Hondoq bay. 5 temporary boat moorings were conveniently laid just in front of the Hondoq concrete jetty. The energetic couple then scouted in the Comino channel to lay 3 racing marks.

Noel roped in Tony Leonard and his family who patiently spent the afternoon on their boat serving as the flagship vessel to signal and referee the events.

Thomas sailed his dinghy from Marsalforn round the east coast of Gozo; he then sailed back at 5pm. Well done.

Around midday we organized registration (Lm 1), and a briefing of the initial races. 8 sailing competitors were divided by lot into 2 groups.

The 4 single handed sailing dinghies had 2 races each consisting of a triangular and sausage type of course. The first two of each race competed in the final third race.

Unfortunately the mast on one laser decided to collapse in the second race. Two sailors practised the art of capsizing the boats; there must be some Galileo type of theory behind this!

Windsurfer races consisted of two groups; the beginners did very well in this race and I was impressed by their techniques in sailing; keep it up and prosit.

The final windsurf race open to all was tricky and bubbly. There were boards of various lengths despite similar sail sizes of around 6.5 m². Some windsurfers were frustrated and gave up early, others with the longest boards did well and got the best results. In any case the latter are very good sailors and we encourage them to teach others as they are already doing, as well as to represent the club in national championships.

Personally we have learned some basic sailing organizing skills as well as racing rules. Competing with similar sea craft is the ideal and as our club grows we will be able to have this possible as equipment will become more readily available.

Together we will enjoy sailing, windsurfing as well as racing and repeat such events with greater satisfaction and success.

**Thank you to our Sponsors.**

Mr. Tony Leonard for being there on his 'Flagship' boat.
Mr. Kevin Grech for allowing us to use his inflatable dinghy.
Comino Hotels & Beach Staff for lending 2 laser dinghies
Mr. Anton Cachia for donating 3 Neil Pryde T-shirts
The Organizers & Racing Committee.

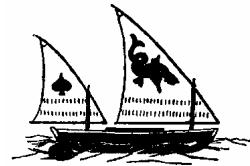
Thanks
to

Gozo's Sailing Heritage by Anthony V. Xuereb

I firmly believe that it's important to preserve and promote Gozo's sailing heritage, which unfortunately is being slowly forgotten and would be completely lost soon if no effort is undertaken. This heritage consists of among other things a) rich nautical terminology in the Maltese language, b) various traditional sailing boats with unique sail plans, c) colorful names of the geographic features and locations of our island. I'm sure not everyone will place the same (or any) importance on these, but growing up in Ghajnsielem and coming from a line of sailors and masters of the traditional Gozo cargo boats ("daghjes tal-pass"), I have always been drawn to the bustling activity at Mgarr and I approach the need to conserve its traditional aspects, with a sense of obligation. Wind propulsion in the waters around Gozo did not start with the emergence of windsurfers or modern sailing cruisers, but, virtually by definition, has been going on since civilization first took hold on our island. Yet the sea and the wind remain the same.

In this write-up, I shall very briefly touch upon some very basic parts of our heritage like the language, then encourage those who are interested in the subject to use this as a starting point. Firstly, the Maltese language is rich in nautical terminology, with names for practically all parts of a traditional fishing boat ("luzzu" and "frejgatina") and the daghjsa tal-pass. Admittedly a good portion of these are not applicable in a modern sailboat but many are, and I think it behooves those who value unadulterated and un-anglicized Maltese as their mother language to use these terms. Foremost, think about this eminently simple fact concerning the most important element of sailing: the wind direction / compass bearing. In English there are four distinct words for direction, with intermediates referred to through a combination of two of these words. In Maltese we have eight distinct words for winds / direction, Tramontana, Gregal, Lvant, Xlokk, Nofs-in-Nhar, Bicc, Punent and Majjistral. Efforts are underway by others who are significantly better versed than me, to collect and possibly publish a list of Maltese marine terminology. The best way to preserve this rich nautical terminology is for modern day sailors of all kinds to start using it again.

By far the most interesting part of our sailing heritage are the boat designs and sail plans of the three types of local boats mentioned above, which have almost completely become extinct as sailing vessels per se. The daghjsa tal-pass is undoubtedly the most celebrated of these partly because of their unique features and also because of their once majestic presence on the route between Mgarr and the Grand Harbor. A brief general description of these boats is as follows: they had double ended hulls, and ranged in length from about 40ft to 70ft, they had two masts with two rather large lateen sails, rigged on opposite sides of the two masts, which enabled fairly good tacking upwind and very good downwind sailing; sometimes a jib was also poled out; the helmsman steered by a tiller and also controlled the sheet on the aft lateen; for storage the sails were bent around the pole that makes the luff of the lateen and then secured horizontally across the masts, while sometimes temporarily furled in the diagonal position. A couple of these boats are still in use for tourist day trippers, though all but one have had their rigging and sails removed, with large (in my opinion ugly) cabins fitted to accommodate their new use. Another example of the daghjsa tal-pass is at Mgarr currently undergoing restoration after years of shameful neglect. This boat was named the "Sacgra Famiglia" and was commissioned by three partners from Ghajnsielem, and built by the Caruana brothers at Kalkara in the early 1930's. It was registered as "G2", which was subsequently changed to "G32". During the war it was requisitioned by the British Admiralty and taken for service as a troop carrier. Hopefully one day, all will be able to see this beautiful boat on display in its original rigging and bright colors.



Latteen rigged – A triangular sail set at an angle to a short mast. Northern Europeans who went to the Mediterranean named them after the word "latin".





The Gozo Sailing Club,
c/o Number 29,
Our Lady Of Fatima Str,
Nadur, Gozo NDR 102



We are on the Web

A great, interactive website has been set up by Thomas Gehrman where you can write any relevant material such as experiences and comments, as well as posting relevant pictures that will be displayed on this site.
gozosailingclub.gitd.de

Some Basic Rules of Racing by James Pace

Below are some of the most basic rules of sailing. For the cautious beginner these few key rules will keep him out of trouble in most cases.

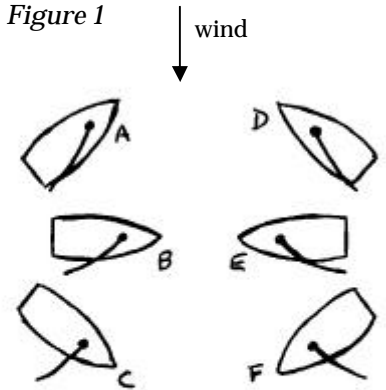
Boats meeting on opposite tacks:

A boat is either on a port tack or a starboard tack. It is on a port tack if the wind is blowing over the port side. In Fig 1, boat A, B and C are on port tack; boats D, E and F are on starboard tack.

A port tack boat must keep clear of a starboard tack boat.

D, E and F have right of way over A, B and C, who must keep clear.

Figure 1



Boats meeting on the same tack:

If the boats are overlapped (i.e. if the bow of the following boat is ahead of a line at right angles to the stern of the leading boat) the following rule applies:

A windward boat shall keep clear of a leeward boat.

In Fig 2, G must keep clear of H, I must keep clear of J and K must keep clear of L.

If the boats are not overlapped

(Fig 3):

A boat clear astern shall keep clear of a boat ahead.

M is overtaking and is not allowed to sail into the back of N.

Figure 2

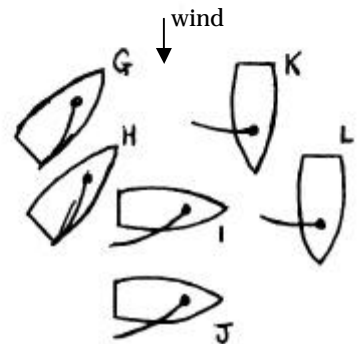


Figure 3

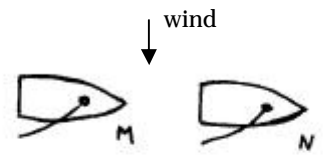
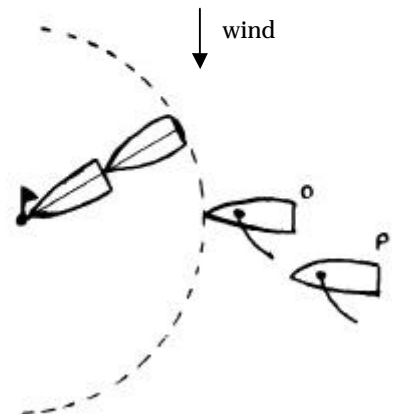


Figure 4



Boats meeting at marks:

An outside boat shall give each boat overlapping it on the inside room to round or pass the mark.

O must give P room to go round the mark on the inside. P must get his overlap on O before O's bow reaches an imaginary circle of radius two boat's lengths from the mark (Fig 4).

Note that this rule does not apply at starts.

We would like to thank the Gozo Tourist Association for their help in promoting the club through their Public relation officer Mr. Amand Verraneman.