



ROYAL MALTA YACHT CLUB

spinnaker

The official Royal Malta Yacht Club publication

ISSUE 8
SEPTEMBER 2019
NEWSPAPER POST



**ELUSIVE 2 ETCHES NAME
ON CITADEL MARZAMEMI
REGATTA TROPHY
PAGE 34**

SAILING SCHOOL CREWS
TRIUMPH AT RS FEVA
EUROPEAN CHAMPIONSHIPS
PAGE 13

THE RETURN OF
ARTIE
PAGE 22

PV-IES DOUBLE
HANDED
PAGE 30



WELCOME TO SPINNAKER



Each time I sit down to write a few words for SPINNAKER, I always realise two things - the first being how time keeps flying past us, with little hope of sitting down to catch our breath and the second is the amount of varied activities the Royal Malta Yacht Club and its members are involved in.

The latter, of course, makes things more interesting for me. Preparing content for a magazine requires thorough planning, ensuring the the content is interesting to our audience. Once that has been established, then we progress towards a good amount of chasing and 'harassing' - here's a shout out to all those who contributed (on time) towards this edition.

Of course being the Royal Malta Yacht Club magazine, the primary focus is on sailing - we naturally look at the Club's races, but also try to get stories stemming from other events that our members take part in - case in point the Rolex Giraglia and the Solaris Cup and of course the RS Feva European Championships, where our girls brought some silver home to the Club. We always try to get crews to share their endeavours - it is interesting to get a first hand experience of their racing efforts abroad.

Then again the Club is not just about sailing racing. It is about getting to know our members' interests outside of sailing. An interesting chat took place with Catherine Halpin, who is one of the very few female sailors on our circuit as well as Claudia Villani who works in the Club Secretariat and who's main responsibility is memberships. Swimrun is a new phenomena that has hit the Maltese islands and instrumental to its introduction in Malta is Club member Jonathan Shaw.

The marine environment is something which I believe is close to many of the Club members' hearts and that is why we gave extensive coverage to the Wave of Change Gozo Swim and Jose Micallef's Ocean Road Project.

As we are well into summer, we are now looking forward to the 40th Rolex Middle Sea Race which, at time of writing, is seeing entries continuing to climb. This year we will see the return of Artie, one of the most successful Maltese boats in this Race. Artie's skipper Lee Satariano spoke to us at length on Artie's welcome return.

On behalf of the Editorial Board, a big thank you to all those who contributed - either in terms of content or through advertising. Your support is invaluable!

Enjoy the read!

Maria Vella-Galea | Editor



COMMODORE'S MESSAGE

Dear Members,

We are well into the Summer following an active first half of the year.

A busy sailing calendar included a number of coastal races, shorthanded races, Sport Boat regattas as well as the ever popular Marzamemi weekend. The first half of the annual schedule ended with the now historic Syracuse-Malta Race. This year the event included an extra race from Messina to Syracuse to create a two leg event alongside the traditional Syracuse-Malta Race. More about this race will be covered in the Winter edition of Spinnaker. Congratulations go to Elusive 2 for winning all top honours in this regatta.

A very pleasant barbecue was held on the club roof terrace to see in the Summer to the sounds of The BnBees (ex-Flying Alligators).

Summer is a quiet season at the club giving sailing members time for some easy cruising but some activities still go on. Some mid-week afternoon sailing is being considered and look out for notices of other social activities coming up.

The RMYC Sailing School which has grown steadily over the past will also be going at full swing at this time training young sailors during school holidays. Our young crews are also competing abroad and have produced some fantastic results.

It will soon be time to prepare for another Rolex Middle Sea Race. Entries are coming in steadily and this is looking to be another good year with plenty of boats already entered.

Fair winds and pleasant cruising,

Godwin

Godwin Zammit | Commodore

EDITOR

Maria Vella-Galea

EDITORIAL BOARD

Georges Bonello Dupuis
Robert Ciantar
Mark Napier
Maria Vella-Galea
Godwin Zammit

CONTRIBUTORS

Sean Borg, Robert Ciantar, Maia Delin, Peter Dimech, Isabel Fereday, Aaron Gatt Florida, Catherine Halpin, Pavlos Kontides, Alfred Manduca, Jose Micallef, Michael Mifsud, Mark Napier, Maya Podesta, Vanja Ramm-Ericsson, Jamie Sammut, Ramon Sant Hill, Jonathan Shaw

PHOTOGRAPHY

Kurt Arrigo, Ruya Cakmakli, Michelle Caruana, Edward Flores, Christian Mangion, Alex Turnbull, Maria Vella-Galea

DISTRIBUTION

Spinnaker is the official publication of the Royal Malta Yacht Club and is distributed to all Club members, boat and yacht importers, marinas, marine outlets, marinas, ministries, embassies and leading organisations.

For further information regarding promotion and advertising please call the Royal Malta Yacht Club on + 356 21 333 109 or email on pr@rmyc.org

All Rights Reserved. Reproduction in whole or in part is strictly prohibited without written permission. Opinions expressed by Spinnaker are not necessarily those of the editor or the publisher. All reasonable care is taken to ensure truth and accuracy but the editor and publishers cannot be held responsible for errors or omissions in articles, advertising, photographs or illustrations. Unsolicited manuscripts are welcome but cannot be returned without a stamped self-addressed envelope.

Editor is not responsible for material submitted for consideration. All Rights Reserved.

VICE COMMODORE'S MESSAGE



Dear Members,

For the first time ever I find myself in a little bit of difficulty to find a fitting subject to write about. Originally, I had intended for these few lines to touch base on our last Annual General Meeting and the subjects which we had then spoken about. In all probability this short note will end up being a rant!!!!

I had in mind to try and explain the reasons why last year's outgoing Committee proposed two changes to the Club statute, one of which was flatly refused by the floor.

The first proposal was a change to voting times and the setting of a fixed yearly deadline for the holding of the Club's AGM while the second was in relation to prolonging the duration of any elected Committee, which proposal in the end I had decided to withdraw.

I firmly believe that lengthening the duration of time any elected Committee should serve would allow future RMYC Committees to better plan ahead. I am sure you are all aware that Committee members are ultimately volunteers and I am sure you also all understand that we have our own employments and professions to look after and that a day is composed of 24hrs.

Nowadays, Club business is not something which can be taken lightly and requires time. Past Committee members who took Committee duties lightly, have, in my opinion, failed the Club and no one else. All this, while burdening their fellow Committee members with a heavier work load. Of course, there will always be that one particular Committee member who turns out to be a non-team player and who is more comfortable working on their own. Unfortunately, though, this may give rise to unnecessary friction within the same Committee. Unnecessary retention of information also has the same effect.

Each and every member of the Committee has a duty towards fellow Committee members and obviously also to the Club members in the broader spectrum. Committee members should see that such a duty is fulfilled in all aspects be it administration wise, during on the water events, social events and whatever event the Club may organise from time to time. By no means am I implying that all Committee members should be present at each and every event which is organised, however, in my opinion, cherry picking is not an option. This shows lack of support to the Club in general. Let us not kid ourselves.

What I also find to be intriguing is that in times where membership is nearly at record levels, members' participation too has somewhat dwindled. This is not only limited to social events but also to yachting and on the water events. Unfortunately, Club patronage too has seen some decline. Some placing the blame on catering, some on the Committee, the staff and others put the blame on God knows what. However, we all seem to be in agreement that members' participation should be encouraged and as far as I am aware this was taken on board by the Club Committee. I had written in one of my recent Spinnaker addresses, whereby I had adopted a famous quote by the late John F. Kennedy in his inaugural address of 1961, "ask not what the Club can do for you,... but ask what you could do for the Club". I think it is time we put words into actions and stop whinging about what does not function or what could be done better. This can also be seen in the list of candidates who contest the election to the RMYC Committee. Quite frankly, it's more of the same. It would be good and healthy to see some new blood, new energy, new ideas.

I hope that and wish that my little rant will draw an array of reactions. Some in favour, others against, some may say I am wrong others may say I am right. What I sincerely hope for is that these few lines may start off and initiate an honest, open minded, serious discussion with all sides being open to and accepting criticism.

Accepting criticism is not a weakness but it's a strength in its own right, only if we acted upon it.

A handwritten signature in black ink, appearing to read 'R. Ciantar', written in a cursive style.

Robert Ciantar | Vice Commodore



From the **SECRETARIAT**

The warm season is with us and the club is bustling with activities. Pontoons are down and the bar and restaurant are busier during this period. It is a pleasure to see many familiar and some new faces from our numerous fellow overseas reciprocal clubs.

We have all noted that over the last few years, the attendance and participation in keelboat racing seems to be on a decline. We need to delve deeply into this matter to see what can be done to accommodate the potential racers and reverse the trend. Talking with colleagues from other major overseas sailing clubs, it seems that this trend is a common occurrence and it is worrying many of the administrators of these clubs. It has been suggested to me that one of the possible reasons is that as forecasts become more intense and accurate, people are pre-conditioned by the vast amount of information available and choosing the ideal conditions to race. We now seem to be deciding well ahead if wind forecast is low, or from the wrong direction, big unpleasant swell etc. These forecasts (even by the hour) were not available in the past and frankly did not bother many of us as we used to head out for the race and in the wrong conditions at best have a shortened course and at worse decide to retire when the time limit was exceeded. The only time we didn't race, was when it was too windy and even then we would have prepared our boats for the race and stood by on the day for instructions from the race officer.

Another factor is the busy life we all lead. Those of you who predate mobile phones know what I am talking about. We do (or attempt to do) so many things and rush from one thing to another. Stress at its best.

The forecast for the Ragusa Regatta was for light, to no wind at all. However on the day, we had a nice breeze which actually took us more than half way across the channel, and with a good average speed. It was only because we were not racing that we motored the rest of the way. Had we been in a race, we could have continued. The few boats that decided to participate enjoyed the weekend and the hospitality offered by our Sicilian counterparts, and to cap it all, had a fantastic sail back. I do recall on many previous editions of cross channel races that we would spend hours with the mainsail flapping waiting for a slight breeze to come and move the boats forward. There were times when we spent hours facing the wrong direction however we hardly ever retired and were determined to finish the race. This was how we raced in the past. It was adventurous and exciting. Maybe today we are predicting too many things before they happen! Too much "virtual reality" which is putting people off.

On a brighter side, the Sport Boats and the Sailing School are very active and it is a pleasure to see more people participating. It is hoped that these sailors would eventually progress to larger boats to make the fleet strong once again.

Wishing you all a pleasant summer

Mark Napier | Hon Secretary RMYC



TWINNING Agreement

Royal Malta Yacht Club signs Reciprocal Agreement with the "Circolo del Ministero degli Affari Esteri"

The relationship between the Royal Malta Yacht Club and the Circolo del Ministero degli Affari Esteri came about on the initiative of Ambassador Umberto Vattani.

Ambassador Vattani is well acquainted with Malta through a long and distinguished career in the Italian diplomatic and foreign service and has a special affection for Malta, having spent some years on the island in his youth.

The Circolo degli Esteri, is the social and sports club of the Italian Ministry of Foreign Affairs in Rome and of which Ambassador Vattani was president for many years. He was succeeded by his brother Alessandro until his sad passing away. The Circolo is located on the river Tiber with a Clubhouse on extensive picturesque grounds and offers facilities that include tennis courts, a swimming pool, football pitches and a gym as well as meeting rooms, a library and restaurant.

In October 2018, during the Rolex Middle Sea Race, Ambassador Vattani presented the Royal Malta Yacht Club with the Alessandro Vattani Trophy, in memory of his brother, to be awarded annually to the first double handed boat over the line. This was when an interest in bringing the Royal Malta Yacht

Club and the Circolo del Ministero degli Affari Esteri together was born.

Following an invitation by Ambassador Vattani and the current president of the Circolo, Luigi Maria Vignali, a courtesy visit was made by Commodore Godwin Zammit and Vice Commodore Peter Dimech during which the relationship between the Clubs was formalised by a twinning agreement through which members will be welcome at each other's Clubs



RECIPROCAL CLUBS - Their Benefits

Reciprocal rights mean that any full member of the Royal Malta Yacht Club is invited to make use of the facilities of any of those clubs, throughout the world, with whom the Royal Malta Yacht Club has negotiated such rights. It also means that members of those same clubs have similar rights to use our facilities.

Some clubs listed have accommodation but any member wishing to take advantage of this facility should book well in advance. In all cases a current membership card for the RMYC must be presented on arrival.

Other yachting club's allow RMYC members to visit, providing a suitable letter of introduction is presented. For more information on this matter please contact the Club Secretariat on info@rmyc.org

For a full and updated list of Reciprocal Clubs please visit the Club's website - <https://www.rmyc.org/membership/reciprocal-clubs/>





Winter COASTAL RACE SERIES

The Winter RMYC Coastal Series consisted of short afternoon fun races outside of Marsamxett Harbour and a race round Comino. Whilst more races were planned during the winter months, weather conditions played havoc with the Club's original plans thus resulting in less races being held. A Prize Giving evening took place at the Yacht Club after the Round Comino Race.

RMYC WINTER SERIES RESULTS

Race 1

- | | |
|-----------------------|--|
| 1st | Jarhead (Young Sailors' Foundation) |
| 2nd | Maltese Falcon 2 (Jonathan Camilleri Bowman) |
| 3rd | Moondust (Eric Bertrand) |

Race 2

- | | |
|-----------------------|-------------------------------------|
| 1st | Xpresso (Sean Borg) |
| 2nd | Jarhead (Young Sailors' Foundation) |
| 3rd | Lartista (Anton Calleja) |

Round Comino

- | | |
|-----------------------|-----------------------------|
| 1st | Time Out (Mario Sant) |
| 2nd | Inspiration (Godwin Zammit) |
| 3rd | Kon Tiki (Ferdinand Grech) |



Inaugural Offshore Sailing WORLD CHAMPIONSHIP heads to Malta



The inaugural edition of World Sailing's Offshore World Championship will be held in October 2020 in Valletta, Malta alongside the Rolex Middle Sea Race.

Announced in 2017, the Offshore Sailing World Championship will be a powerful platform to accelerate the interest and growth of offshore one-design mixed double-handed sailing within the sailing community.

The 2020 Offshore Sailing World Championship will be organised in collaboration with the Royal Malta Yacht Club and World Sailing.

Originally earmarked to be held in 2019, World Sailing postponed the hosting to 2020 to allow a full qualification system to be developed, allowing ample opportunity for Member National Authorities to qualify and prepare for the event.

The Championship will be a two person mixed competition (one man, one woman) between nations, featuring 20 boats. Held alongside the Rolex Middle Sea Race, the competitors may be required to sail the full course or a reduced course depending on the weather conditions. It is designed to cater to the fast-growing double-handed offshore community worldwide. An important goal is to engage countries new to double-handed offshore sailing by providing turnkey equipment ready to use at the event venue as well as boats being available to charter in Europe for training from the summer of 2019.

World Sailing President, Kim Andersen, said, "The Offshore Sailing World Championship will be pursued by the best mixed crews from all nations and will be recognised as one of the major endurance competitions for two person offshore sailing.

"World Sailing is continuously looking to provide pathways into the sport and the Championship will be gender equal, enabling both men and women to acquire the skillsets needed to perform at the Championship and beyond.

"The 2020 Championship is the first step for offshore sailors aspiring to compete at the Paris 2024 Olympic Games and we are expecting a stern test for the teams on internationally renowned offshore racing waters.

"Royal Malta Yacht Club has outstanding experience of hosting major sailing events and we are delighted to be working with them for this important first event."

Godwin Zammit, Commodore of Royal Malta Yacht Club, commented, "The Rolex Middle Sea Race has been a thrill for thousands of sailors since its inception over 50-years-ago. The character and challenge of the Maltese waters and efforts of our volunteers and staff continue to make the event attractive.

"We are delighted to partner with World Sailing and hold two prestigious events side by side to help enhance and grow the profile of our sport. We're excited about hosting the first Offshore Sailing World Championship and supporting World Sailing in their efforts."

Further information on the boats that will be used, the qualification system and race format will be announced in due course.





malta sailing federation

NEWS

There are few pastimes more suited to Malta and its way of life than Sailing. Our natural harbours, our climate, the prevailing winds, the long summer days and mild winters make Sailing a natural sport for our islands. The Maltese have been sailing and toiling around the Mediterranean for centuries primarily for trade and warfare.

Sport sailing has been a pastime for many years, with our most veteran sailors remembering the olden days of racing lateen rigged traditional boats. More recently in the times of the British forces, a number of sailing dinghies popularised the sport of recreational and competitive sailing. Many remember the Mirror, Enterprise, Maurauder, Miracle and other classes that were very popular. Today most dinghy sailors primarily start sailing in the Optimist dinghy and a very strong class of Optimist sailors have been building a steady flow of very capable sailors both for the Laser Class but also for the keelboat racers.



In the early seventies a group of sailing enthusiasts formed the first Malta Yachting Federation and the first statute was approved in 1975. This name was changed to Malta Sailing Federation in 1998.

The Malta Sailing Federation is the National Authority for Sailing in Malta and is affiliated with World Sailing (formerly ISAF) and with the Maltese Olympic Committee and SportMalta.

The Federation is formed of 11 local clubs and Associations, namely the Royal Malta Yacht Club, The Vikings Sailing Club, The Malta Young Sailors Club, The Birzebbugia Sailing Club, The Malta Laser Class Association, The Malta Model Boating Association, The Malta Optimist Sailing Association, The Yacht Racing Association, The Malta RS Feva Association, The Malta Topper Association and the Malta SB 20 Association.

The Federation organises the National Dinghy Championships in Autumn while also preparing the National Ranking Calendar for the Optimist and Laser Classes. The Federation tries to co ordinate the sailing calendar so that sailing races by different

clubs and associations do not conflict so that both competitors and spectators can attend as many events as possible.

The Federation is supported both financial and technically by the Maltese Olympic Committee and Sport Malta. Currently the Federation is gearing up its training framework through its cooperation with the clubs to build up its athletes for the Games of the Small States of Europe to be held in Malta in 2023. Through its meetings with MOC President Julian Pace Bonello and Director of Sport Ivan Balzan, the Federation is preparing an ambitious training programme to sustain and nurture the athletes especially those representing Malta in international events and championships. The Federation has also submitted its plans to government for a National dinghy sailing academy that will be a milestone in the development of dinghy sailing in Malta.

Currently the Federation is also preparing a curriculum for support boat personnel certification, spearheaded by council members David Dalli (BSC) and Richard Gabriele (VSC).

Recently a number of new class associations have joined the Malta Sailing Federation. The RS Feva, Topper and SB 20 have broadened the sailing dinghy spectrum and makes more choices available to the aspiring sailors.

The Federation hopes that these classes continue to grow to make a more diversified sailing experience available on the Island. The Federation can be followed on its Facebook page.

Michael Mifsud | President - Malta Sailing Federation





MSIDA & TA' XBIEX MARINA

World-class berthing for leisure yachts in Malta's most sheltered, secure and central Marina.

Situated in the sheltered heart of Msida Creek, equally close to both the capital city of Valletta and the shopping and entertainment districts of Sliema and St Julians, the Msida & Ta' Xbiex Marina makes an ideal base for cruising the Mediterranean.

Together with a unique level of year-round protection from wind and swell, the Msida & Ta' Xbiex Marina offers high

levels of security, 24/7/365 marina assistance and exceptionally comfortable land-side facilities.

Whether visiting the Maltese Islands, berthing a day boat, provisioning for a long voyage, starting or ending a charter, or registering a yacht under the Malta flag, Creek Developments Plc has a tailor-made solution for you.

For further information and reservations, contact:
Creek Developments Plc, Office No 1, Crown Marina Apartments,
Ta' Xbiex Seafront, Ta' Xbiex, XBX 1027

t: +356 2133 7049 | Marina 24 hours: +356 7933 7249
e: info@creekdevelopments.com | VHF Ch 13 Call sign: Msida Marina



Challenging conditions provide class action at the RMYC DINGHY RANKING REGATTA

One of the events in the Dinghy Ranking series, held under the auspices of the Malta Sailing Federation was hosted by the Club in May.

The Club welcomed fifty eight sailors who took part in the Optimist, Laser, RS Feva and Topper fleets, racing six races between Saturday and Sunday.

Racing, under the watchful eye of Race Officer Peter Dimech, took place outside Marsamxett Harbour and the fleet saw all local sailing clubs - Birzebugia Sailing Club, Malta Young Sailors Club, Royal Malta Yacht Club and Vikings Sailing Club being represented.

Weather conditions were challenging to say the least with a large swell present for both days. Twenty knots of wind greeted the sailors for the first race on Saturday, however the wind dropped to around tens knots for the rest of the day. Sunday saw the wind averaging fifteen knots for all the races making for some fast action throughout.

The Royal Malta Yacht Club Sailing School was particularly pleased with the results achieved in the newly set up Optimist Novice fleet, which has seen training and competitions start this year. In this Class, Adele Ramm-Ericsson took third place followed by Noelle Delin. Casper Ramm-Ericsson, an RMYC Optimist Novice sailor, was the youngest participant of the regatta.

"The Royal Malta Yacht Club is grateful for the support shown by other local Clubs, in particular the coaches and sailors who took part as well as all the officials and volunteers who provided key logistical support and Race Management duties"
Godwin Zammit | Commodore - Royal Malta Yacht Club

ROYAL MALTA YACHT CLUB DINGHY REGATTA RACE RESULTS

Optimist - Senior

1 st	Antonio Gasperini (MYSC)
2 nd	Nico Drescher (MYSC)
3 rd	Shaun Aquilina (BSC)

Optimist - Cadet

1 st	Eric Fenech Pace (MYSC)
2 nd	Timmy Vassallo (MYSC)
3 rd	Jonas Micallef (MYSC)

Optimist - Novice

1 st	Matthew Cachia Debono (MYSC)
2 nd	Nicolo Tomasini (MYSC)
3 rd	Adele Ramm-Ericsson (RMYC)

Laser 4.7

1 st	Michaela Mifsud (BSC)
2 nd	Matthew Flores (BSC)
3 rd	Danjel Bajada (MYSC)

Laser Radial

1 st	Matthew Micallef (MYSC)
2 nd	Andrew Mifsud (BSC)
3 rd	Jaminska Deguara (VSC)

Laser Standard

1 st	Christian Durrant (RMYC)
2 nd	Matthew Camilleri (RMYC)
3 rd	Mark Hilhorst (RMYC)

RS Feva

1 st	Vanya Ramm-Ericsson / Maia Delin (RMYC)
2 nd	Molly Butler / Maxi Butler (RMYC)
3 rd	Dimitrios Vertsonis / Rodrigo Castro (RMYC)

Topper

1 st	Angele Vella (VSC)
2 nd	Luca Sartori (VSC)
3 rd	Kyran Busuttil Turner (VSC)





WINTER Challenge Trophy



The Royal Malta Yacht Club Sailing School hosted, for the first time, the Winter Challenge Trophy which consisted of a series of races held over 5 Regattas in Marsamxett Harbour.

Having been spread over a period of five months – from January to May, crews experienced all kinds of conditions – from sailing in light winds to extremely windy conditions as well as some disappointments due to broken equipment.

The final regatta was a one-day event and the fleet ended up racing in winds reaching over thirty knots.

“It was difficult to manoeuvre the boats properly and with our light weight we had some difficulty. We capsized a number of times but all in all it went very well. Our perseverance saw us emerge victorious and winning first place.”

“Following this successful event, we are now ranked number one again in Malta for the RS Feva for two years running and following this event we went on to the European Championships in which we produced very good results!”



Maia Delin & Vanja Ramm-Ericsson



RMYC Sailing School crews triumph at RS Feva EUROPEAN JUNIOR CHAMPIONSHIPS

Vanja Ramm-Ericsson and Maia Delin took part in the RS Feva European Junior Championships leaving a very positive mark, etching their name on the RS Feva Junior European Championships and pride to Malta. This brilliant experience is being shared with SPINNAKER in the girls' very own words.

We attended the RS Feva Junior European Championships which took place in Le Havre in France at the Sport Nautique et Plaisance du Havre. We were accompanied by our coach Rüyü Çakmaklı and there were 34 international teams. Since we are eleven years old, we could compete in the Juniors' Under 13, as well as the Open and Womens' Categories.

In all, we completed ten races despite the incredibly light winds and very strong tides. We had to become familiar with the tides quite quickly as this was something we hadn't experienced in Malta.

On the very first day we set our sights on the Junior prize but after the first day's race we realised we had a good chance of placing in one of the top three placings in the Ladies' Category. Conditions were tremendously light, and it was difficult to handle the boat with the strong tides as well. We finished ninth after the first day, but we knew we could do better!

The next day brought with it a lovely sea breeze and giving us perfect conditions. We took a confident approach and managed

to achieve a second place in the first race and fifth in second race. Here we managed to move up three places and obtain a sixth place.

The last day of racing did not give us as much luck as we hoped for. We had a fight with seaweed. We couldn't understand why we were going so slow. We started losing places very quickly and we went from fourth to almost last. We started checking our foils and we lifted the dagger board, but we found nothing. All of a sudden, the rudder became heavy. We reached in the ocean and found a giant piece of seaweed attached to it. Nevertheless, we finished the race and managed to climb up one or two places before the finish. This result brought us down a place. We had wished to get a higher score on the last day, but you can never know the luck of the ocean.

The next day, we went out on the water and waited for an hour, hoping wind conditions would improve. After an hour the organisers decided to send us back in. And that was the end of racing for us.

As we prepared for the official prize giving, we calculated our score. We had beaten the Juniors by over a hundred points and we are also announced as the winners of the Ladies' category. The RS Feva European Championships were a very proud moment for us. Representing Malta in the competition and being there on the podium with other international sailors was very gratifying for us.



Single Handed win for Sean Borg **IN THE ROUND COMINO RACE**

Single Handed yacht racing is definitely not for everyone – this could be seen in the Single Handed Round Comino Race, which saw just five boats taking part, despite the race's revival generating substantial interest.

In any yacht race the boat is raced by at least four to five crew members - each having a specific role, creating synergies to obtain the best possible output for the race. In this race, skippers had to do all that by themselves.

The fleet list for the Single Handed Round Comino Race was made up of Echappe Belle (Marco Sartori), Lartista (Anton Calleja), Time Out (Mario Sant), Unica (Jamie Sammut) and Xpresso (Sean Borg). Whilst a number of these crews have quite a few double handed races under their belts, solo races

have not been on the Club calendar for quite a few years now, so this was going to prove extra challenging for them.

Sean Borg, racing on the XP 44 Xpresso emerged winner of the race. As the youngest participant and racing on the largest boat this win came as a bit of a surprise, since he had tough competition from the other boats.

The start from Marsamxett Harbour had a very light start, though Mario Sant (Time Out) who was the furthest out from the shore managed to get the breeze first. As the race progressed it definitely was going to be a tough race for all, who not only had to sail their boats but also hoist their sails, make sail changes and do their best to find the best pockets of wind in conditions that persisted in being light throughout.

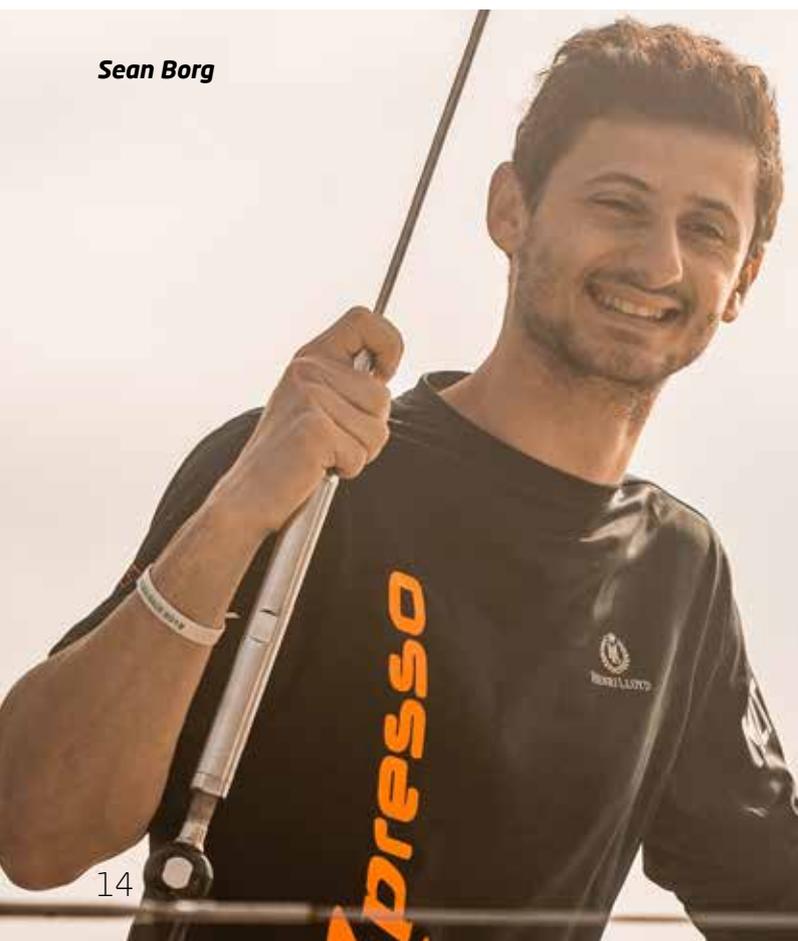
Further on during the race, as Xpresso exited the South Comino Channel, the wind picked up considerably and made it a tough job for Borg. Beating back into the harbour in 12 – 13 knots of wind. Borg's efforts were well rewarded with him being first to cross the line as well as win the overall race.

In second place was Jamie Sammut, racing on his Solaris One 42 Unica – kudos go to him as well for not only having raced solo but also managed to provide some excellent footage of the race! In third place was Marco Sartori's Gib Sea 106 Eschappe Belle.

The Club thanks Race Officer Luca Lacitignola, Michelle Caruana and Piero Picone for their voluntary assistance in Race Management.



Sean Borg



IN HIS OWN WORDS....

"It was very light at the start. Time Out was the furthest away from the shore and got the breeze first. All the boats had a tough challenge hoisting the A Sails all the way to Comino, plus a few gybes which could have gone wrong – imagine having to unwrap and hoist a sail down all by yourself?!

As we approached the North Comino Channel, the wind got very light. Rounding the Channel, I took the decision to go with a jib rather an A Sail. This proved to be a good one as I managed to catch the North Easterly breeze first thus enabling me to make a few gains as I went down the coast. Further down from Maghtab a wind transitioning from North to South saw the wind picking up considerably making a tough job beating back into Marsamxett in 12 knots of wind.

All in all seven hours of racing. The experience ended up being tougher than expected. Before the start I did have my doubts as to whether I was capable of completing the course, let alone win it. Well seems I could.

Would I do it again? Probably not, but one never knows!

CANDOCK FLOATING DOCKS

now represented in **Malta** by **Strand Marine**

Candock, are a leading manufacturer of floating docks from Canada, with over 40 years of experience in the business. Candock manufacture a range of pontoons, accessories and jet-ski docks. Their patented cube design is made of the highest quality resin, ensuring a long-life span, this backed up by a 20-year warranty and is also 100% recyclable. Their jet-ski dock know as 'Jetslide' is a modular dock that can be configured in either single or multiple jet-ski configurations, or to dry dock boats up to 9 meters size with a 2500 kgs maximum weight. Examples of their installations can already be seen at leading marinas around Malta.

For more information or a proposal, please contact Matthew Travers Tauss at Strand Marine on; sales@strandmarinemalta.com or +356 99209 690.



ts
**Thomas Smith
Insurance**

**MOTOR • HOME • BOAT
TRAVEL • BUSINESS**

Listen. Deliver. Support.

We do the hard work so that you don't have to.

CALL US ON 2205 8000 OR EMAIL insurance@tcsmith.com

TRIPLE HANDED NIGHT RACE

A small fleet took part in the Triple Handed Night Race, held in June. Kudos go to Lartista crew Anton Calleja and Renato Camilleri for winning the Race. The dynamic duo sailed towards the South Comino Channel leading the way throughout as they left Marsamxett Harbour late on Friday afternoon. They crossed the finish line, later on that evening at 11:29pm.





Celebrating a legendary race

This October, the Royal Malta Yacht Club will be launching a **commemorative book** on the Rolex Middle Sea Race and will showcase the race, its genesis, baptism, history and unpredictable weather conditions.

Above all, the book will also be a celebration of the people who mattered: those who sweated, got drenched, were battered by rain and terrible winds, raging seas and squalls. Yet they strategised how best to sail, how best to survive, and braved on to fight the elements and finish the race - **some to win the coveted trophy.**

The publication, about the sea and about this most beautiful race, will feature an array of photography and design to make any sailing boat - or coffee table - truly complete.

Books can also be personalised and will make a perfect corporate or personal gift this Christmas. Various packages and an exclusive collector's edition will also be launched.

For more information please contact the Club on:



St. Patrick's Keelboat and Dinghy Regattas hosted by the **ROYAL MALTA YACHT CLUB**

The Royal Malta Yacht Club hosted the annual St. Patrick's keelboat and dinghy regatta, making the most of a long weekend.

The weather forecasted, from days earlier, to blow strongly from the North West, dictated that the planned Friday afternoon passage race, Marsamxett to Gozo, was postponed to Saturday morning. Over the two day weekend, the fleet took part in a total of five races, the first being the passage race from Marsamxett Harbour mouth on Saturday morning. Bright and sunny, with the sea having calmed down considerably, there was still a stiff breeze blowing as the fleet set off on a free course to the finish line off the Gozo breakwater. Elusive 2, skippered by the Podesta siblings, led the IRC Racing fleet all the way.

Race Two saw a windward buoy dropped just west of Mgarr ix-Xini. A slightly different course was given to the Cruiser Class, who had to sail around Comino. In this class, Godwin Zammit's Inspiration lead all the way around the course.

The third race for the day saw the same course for both Racers and Cruisers, with Elusive 2 leading the way throughout. It was a tussle between Ramon Sant Hill's Comanche Raider III and the Young Sailors' Foundation J109 Jarhead for second place. Despite a quick reaction from Sant Hill who had to contend with a jammed spinnaker halyard, the Jarhead crew made the most of this mishap and pipped Comanche to second place. Free beers welcomed crews at the end of the first day of sailing.

Another bright sunny Sunday morning saw the Racing Class crews tackle the first race which was a course round Comino. Elusive 2 again led the fleet, followed by Comanche Raider III. The Cruiser Class had a same start line but their race finish

was in Marsamxett just by the Club. The last race for the Racing Class was sailed through the South Comino Channel before proceeding to a finish at the Royal Malta Yacht Club. Once again it was Elusive 2 that led the way.

With the keelboat racing over, it was the turn of the Club's Sailing School to host the St. Patrick's Dinghy Regatta, on Tuesday, a public holiday. A truly international affair, the regatta saw eleven countries being represented. Races for RS Vision, RS Feva, Optimists, Lasers and Laser Bug Classes took place in Marsamxett Harbour giving all those present at the RMYC for lunch, in the glorious weather, a great racing spectacle.

Later on in the day a Prize Giving ceremony was hosted by the Club. Prizes and the Sir Francis Beaufort trophy, won by Elusive 2, were presented by H.E. Pdraig Duffy, the Irish Ambassador to Malta.



ST. PATRICK'S KEELBOATS RESULTS

IRC Racers

1st Elusive 2 (Aaron, Maya, Christoph Podesta)

2nd Jarhead (Greg Nasmyth)

IRC Cruisers

1st Inspiration (Godwin Zammit)

ST. PATRICK'S DINGHY REGATTA RESULTS

RS Visions

1st Vishnu Saravanan (India) / Antoine Logie (France)

2nd Germ Vander Veen / Jimmy Jansen (Netherlands)

3rd Christian Durrant (Australia) / Mark Hilhorst (Netherlands)

RS Feva

1st Vanja Ramm Ericsson / Maia Delin

2nd Molly Butler / Maxi Butler (Malta)

3rd Dimitris Vertsonis / Rodrigo Castro (Malta)

Lasers

1st Lilja Hulda (Iceland)

2nd Anastasia Kalinina (Russia)

3rd Sarah Davies (GBR)

Optimist

1st Adele Ramm-Ericsson (Malta)

2nd Noelle Delin (Malta)

3rd Esmeralda Fusini Davison (Malta)

Laser Bug

1st Martina Castro (Malta)

2nd Bruno Castro (Malta)

3rd Ella Delin (Malta)



My Ocean Road

Jose Micallef



The great American author John Steinbeck once wrote “One who was born by the ocean or has associated with it cannot ever be quite content away from it for very long”.

I was born in Malta, the same week Led Zeppelin were touring in New York. The sea was always part of my life. As a child, I used to long for the summer holidays when I would spend hours every day playing at beach. Snorkeling was my favorite moment where I could only listen to the sea and observe the small creatures below dancing with the currents and playing hide and seek in their habitat. As I grew older, this took a different dimension where it was mainly the place where to hang out with other teens, but I always had those moments where I would simply disappear and enjoy the sounds of the sea. Later on, in life I got into sailing which broadened my knowledge about the sea, its behavior, its different faces, strength, fragility and being.

Through the years, the sea was always there not far away from me and whenever I had the occasion to sail or participate in a race, I took it. Like many others, I have my dreams where one would say “maybe one day I...”. And like many others, such dreams remained a “maybe”.

Years passed by and for various reasons and some excuses, I procrastinated. Parenthood duties, relationships, career, loving the comfort zone...all delayed my dream and almost gave up on it. It became only a fantasy and accepted it as is. A number of wake up calls along the years made me think about life and how I was living it.

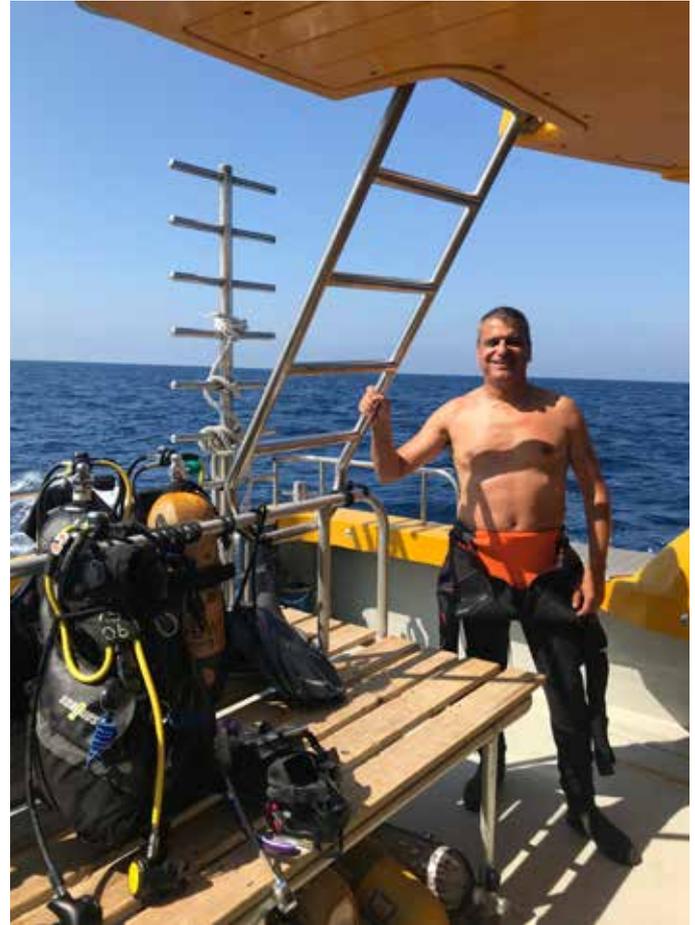
I cannot say I did not tick off things on my extensive bucket list but the sea, was always something too big for me to handle. In 2017, after years of procrastination, I made my first move when I finally got my RYA sailing skipper license. A defining moment was when, recovering from emergency surgery, my 27-year-old son, Kurt, told me - “Dad, when are you going to let go of your past and start doing things you always wanted to do? What is keeping you? Look around you”. Kurt’s words kept resonating in my head and started researching ocean related projects that I could join.

“The urgency to live my dream now is brought to me by knowing that I am not here forever. This is my time!”

In January 2019, I joined an ocean conservation project – GVI, an NGO based in the Gulf of Mexico, which works in collaboration with the Instituto Nacional de Pesca in Puerto Morelos administered by the Federal Government of Quintana Roo.

Our job was to collect underwater data to monitor the health of the MesoAmerican Coral Reef, which is the second largest in the world (around 1000km) after the Great Barrier Reef in Australia. The Reef Health Index of the Mexican reef is very poor and hence our efforts to improve the state of the coral reefs. Besides underwater duties we also helped out in the Coral Lab where they breed selected types of corals either via natural sexual reproduction or via fragmentation. This

way we can eventually replant corals in areas that have been affected either by disease or by human destruction (mainly boats, overfishing & pollution). As volunteers, we assisted the local marine biologists to ensure that each and every coral fragment at the lab, which counts in to the 1000s, remains in good health.



We spent the first 6 to 8 weeks going through intensive training mainly related to corals (around 50 different species) and fish (adult and juvenile) identification and get our diving buoyancy skills to near perfection as we needed to guarantee that whilst diving we did not damage the coral. After we completed training, we started the monitoring of selected zones within the area. We used to select specific areas of around five square meters in each dive, at a depth of not deeper than 18 metres, and record the health level of each species via colour identification. We normally did two dives every day and each dive had 12 divers. We also replanted corals in areas where unfortunately they previously suffered a decline. This was a good way to repopulate coral communities. The growth rate of corals is very slow, however we witnessed great results from corals replanted a couple of years ago where fish repopulated the area thanks to the new bank of corals. It is very likely that the sea temperature continues to rise. Hence there is also a project to breed as many corals as possible in the lab so we will have enough fragments to replant when such tragic eventuality occurs. Only a handful of corals can withstand a higher sea temperature.

Why are coral reefs important?

- they are the home for 100s of fish species. If corals die...fish will die.
- they act as a barrier and hence reduce the coastline erosion from storms and surge
- they contribute to enhanced quality and clarity of the water close to shore
- they are the backbone of local economies primarily fisheries and tourism

My coral conservation volunteering in Puerto Morelos in Mexico ended last April as planned. Rather than staying in Mexico to continue my diving training, I moved to another volunteer project in Colombia, where I took part in a reforestation project in the jungle north of Colombia. I wanted to gain first-hand experience on how deforestation is impacting negatively the ocean.

I formed part of an international team of volunteers in total isolation (no mobile reception, no communication with outside world) living in total harmony with nature. The closest village was three hours rough terrain walk away. We had no luxuries from the modern world. I slept in a small camp, used dry toilets, zero waste, ate what the land produced, drank water from the mountain river, lit fires from dry branches to cook, washed in the river without using any shampoos or shower gels. At night we had some electricity (2 hours) via a small set of solar panels. We planted indigenous plants in areas that suffered intentional fires to make way for herding, produced bricks made of clay and straw to build small dwellings, did roofing systems made of palm leaves. If there was a better way on how we can live in a sustainable way and how to reduce our carbon footprint and the connection between the mountains and the ocean – this certainly was it. This project gave me the opportunity to meet with people from the indigenous Kogi tribe who totally live in harmony with nature in the jungle and learnt how they respect the land.



From Colombia, I progressed through Peru, Chile and at time of writing, Argentina. The mountain trekking in these countries made me see, with my own eyes, how climate change is impacting peoples' live on a daily basis. For example, the lack of rainfall negatively impacted wine production in Chile. Lack of waste water treatment in certain parts of Colombia restricts people from swimming in beautiful beaches due to contamination, whilst farmers are abandoning their farms due to water shortages in Peru. Crops are growing smaller and no longer taste the same.

Whilst all these countries might give the impression that I was on an extended holiday, it was not! It was another way to try and contribute in real terms towards ocean and land conservation.

Unfortunately, the armchair critics on social media find it easy to comment and criticize climate change and feel that by sharing some lone post every now and then is their contribution towards creating awareness. I am by far no extreme environmentalist, but I wanted to get more involved and get my hands dirty. I sold my house, left my cushy job in the gaming industry and packed my luggage. All this because it hurts when I see what we humans are doing to this planet and putting in jeopardy the future of the coming generations. I want to have a clear conscience knowing that I have given my part, albeit small, towards a better future.

This is my ocean road and I hope it will be an inspiration for you to live your dream.



Racing with the big boys

The Return of **ARTIE**

Mention the word Artie and immediately the Rolex Middle Sea Race comes to mind. Skipped by Lee Satariano, Artie won the coveted trophy in 2011 and 2014. In 2016 Artie was sold, a move that took many sailing enthusiasts aback. In 2019, Artie is back and bigger! SPINNAKER magazine sat down with Lee Satariano to learn more about the new Artie.

After a hiatus you are back in the sailing fold preparing for the 40th Edition of the Rolex Middle Sea Race. What made you break off for a while and what made you continue?

A few years back we were passing through some difficult moments, and it felt that it was the right time to break off for a while. But in January of this year, the dream came through when the HH42 became available. Designed to be extremely fast and to rate well under IRC, the new Artie is a no compromise racing machine from the world's best IRC race boat designer Judel Vrolijk. The Team are up for a tough challenge ahead!

How did it make you feel, watching the boats leave from the Grand Harbour and you not being an active part of it?

I felt that I had ten years of good racing and that was it, even though October time brought about lot of nostalgia. The Rolex

Middle Sea Race is unique - it brings with it the breathtaking scenery, quick changes in weather conditions and of course the physical and mental challenge – not just as an individual but also as a team.

I missed the past two editions of the Rolex Middle Sea Race and have never felt so lost in my life. Yet, I was not up for the challenge and in reality it is good to break off for a while and come back refreshed and rejuvenated and looking towards a new challenge. Artie II was sold in May 2016 – it was a heartbreaking and difficult decision but it was the right time to let her go.

Tell us more about your crew, any new faces to the fold or will you be keeping the same team you had before?

I am so happy to have the Artie crew back. Despite going our separate ways for a few years, we are now reunited and preparing for our upcoming challenges. I am extremely proud to have some of the best local and international sailors on board – Christian, Sebastian and Tom Ripard, Sam Pizzuto, Karl Miggiani, Isaac Borg, Matthieu Almekinders, John Cachia and my son Jake are already busy getting ready. We are also looking at having the eleventh person joining, but that will be announced at a later stage.





I have sailed quite a few times with these guys and they are all amazing characters. In reality teams should be built around the characters in them. I am really proud to say I have a dream team and a second family on board Artie III.

The name Ripard is obviously synonymous with the Rolex Middle Sea Race, how did the association between Artie and the Ripard family begin?

In 2002, just two years after my father passed away, I wanted to get into the sailing scene after having spend ten fantastic years of windsurfing on shortboards. Those years introduced me to some of my best buddies – Chris Dougall and Christian Ripard to mention a few. They introduced me to the yacht racing scene in 2002 . From there on I was sailing for the pure enjoyment of it and of course there was the added benefit of sailing with some great sailors. My first taste of the Rolex Middle Sea Race came in 2004, when I sailed with Georges Bonello Du Puis on Primadonna. One year later I had formed my own team on the J109 Artie. That year, Artie’s crew had

skippers with the likes of Christian and the late Paul Ripard – what an honour to sail with such a yachting legend. My respect towards these gentlemen goes far beyond the sea!

In 2006, Artie took part in her first Rolex Middle Sea Race campaign. The crew was one of the youngest in the fleet and included two other Ripards – Sebastian as co-skipper and Tom as bowman and trimmer. Some really great characters brought together on board! With them were other great friends – Mark Schranz and Isaac Borg. That year we finished second overall and first in Class.

This year Artie III will also welcome your son Jake, how does it feel to have your son on board? Will it feel more stressful because you feel the need to protect him more, or will you see him as an equal member of the crew?

I have two great young sailors on board - Karl Miggiani and Jake. They are both part of the family team. Jake is going to need to work very hard to achieve his position on Artie and he will be treated equally to others. I do hope that the boys will give him a tough time onboard because that will help him build a stronger character. Jake has to accept that he will need to learn from the best sailors on board. He must also understand that he has a long way to go but, I see that he, and Karl both have that ambition.

How was Artie III HH42 chosen? What were you looking for when choosing the new Artie? Was it a long search?

Well, it has taken us four years to fulfill our dream. The initial discussions started off about four years ago, but in all honesty I was not that passionate about the project at the time. Then last year or so was all about building back my resilience. Yet Christian and I were still researching possibilities.

In the past, I raced on J-Boats which are production boats which perform well in racing due to the handicap. But now it is not about winning. Now it is about being in the top Class and doing well in it. It is all about speed really – I enjoyed the speed I used to pick up when I used to windsurf, now I want to experience that same thrill in sailing on board the HH42.

The new offshore boat we had set our sights on was way beyond our budget, in fact only five models of the boat exist.

Yet, luck was on our side. In January I was contacted by the broker and offered a package that was too good to be true. After much deliberation with my family and Christian we took the decision to fly up and see the boat. A deal was closed off within a few days.



Now the real work starts, as we are working on making modifications to optimise the boat and get the best out of her. One of the improvements is a new deeper keel, increasing the length of it from 2.46m to 3.18m. We will also be lightening the bulb, reducing it by 430 kilograms. This is all being done in collaboration with the original design team at Judel Vrolijk.

What is going into the preparation for the RMSR - are there international races that you will be taking part in? care to mention? What else is included in the preparation for Team Artie?

We are extremely proud to say that Jeep is the official main Artie III sponsor. Thanks to Motors Inc Ltd the official representatives of the Jeep brand, we have been able to begin all the improvements and preparations as there is still a lot to do to make the boat even more competitive! We have also secured some other interesting partnerships which will help us run this year's campaign and we will be sharing these details soon.

Our upcoming first challenge is to break the Round Malta record and then we will start our build up for the 40th Rolex Middle Sea Race. The plan is to compete in local races but also races like the Rolex Giraglia, the Palermo-Monte Carlo, obviously the Rolex Middle Sea Race in 2020. We are also looking at the possibility of competing in the Copa del Rey, but obviously we would need to see the timing between races and crew availability. There will definitely be a busy schedule planned for Artie III.

Do you feel added pressure this year, based on previous successes of team Artie?

Well, Artie and its crew has one of the best track records in the Rolex Middle Sea Race, both in Class and Overall. Now, I feel we have upped the game a few notches meaning that we will be competing amongst the Elite. Our main objective is to succeed in our Class.

What was the family's reaction to you setting off again for the Rolex Middle Sea Race?

I am very lucky to have a very supportive wife. She puts up with all the stress that racing brings with it and even if woken at unearthly hours, including the time when I head news of the boat becoming available, she has been steadfast in her support towards this campaign.

There is obviously a degree of stress for family and friends waiting for us from the comfort of their homes but the family is thrilled at the prospect of seeing Artie III race. They know the love that I have for the sport and the team I am racing with, so

they have been caught up in the excitement of the challenge ahead. It is a bonus that we are all pretty active in one way or another in water related sports, so we are fully understanding and supportive of each other's sporting endeavours. Being involved in competitive sports builds up character and complements the academic education received. I firmly believe that in today's world sports should be compulsory.

Who is Lee outside of sailing? Apart from a successful business, do you ever stop and relax and do nothing?

Well, to achieve success, one has to make a huge amount of sacrifices and deal with disappointments. But these are important - we need to learn from our mistakes and move on to the next dream and challenge. I took a step back for three years in order to regain my health. It was a struggle but after undergoing the appropriate course of treatment, starting physical training and going on a correct nutrition plan, I was able to work my way back up. I now look forward to the new chapter with a positive approach and renewed optimism that will give the right dose of energy to make it a successful one!



Summer on the sea

Fair Winds

€10 excluding VAT

Hobż biz-żejt (tuna)
Hummus / broad bean dip
Galletti, stuffed olives, Maltese cheeselets

Għagin fil-forn (baked pasta)
or Parmigiana (eggplant layers)
or Torta tal-laħam (meat pie)

Fruit kebabs

Ocean Bliss

€12 excluding VAT

Cold meat platter (salami, Parma ham, mortadella, arrosto)
Coronation chicken salad
Ricotta & pancetta pie

Pasta salad with pesto, goat's cheese, tomatoes & pine nuts
Moroccan style couscous with dried fruit & nuts
Grilled Mediterranean vegetables with balsamic glaze
and parmesan cheese
Selection of dips with homemade focaccia

Fruit kebabs

Captain's Delight

€14 excluding VAT

BBQ'd beef tagliata
Salmon fillet teriyaki, chorizo & seaweed tartar
Chicken breast, beetroot & shallot

Carrot & cabbage slaw
Potato salad

Grilled asparagus with cherry tomatoes & leeks
Caramelised pear, parmesan & Parma ham
Celeriac, smoked pancetta & bell peppers

Fruit kebabs

All menu prices are per person | Minimum order is for 6 people

INFO@OSBORNECATERERS.COM | T: 2142 3214



Sailing into History | **Pavlos Kontides, bringing Olympic pride to Cyprus**

Winning silver at the London 2012 Olympic Games firmly embedded Pavlos Kontides into Cyprus' sporting history as his success brought the first Olympic medal for his nation. The two time Olympian and 2018 Laser World Champion added 2018 Rolex World Sailor of the Year to his growing list of accolades. Earlier on in 2019, he took part in an intensive training camp, held at the Royal Malta Yacht Club, in preparation for his international competitions. SPINNAKER caught up with him for a chat.

How did you start sailing? Were the Olympics a goal from an early age?

My father still sails regularly. Living on an island with Limassol Nautical Club just a ten-minute drive away from home, it was inevitable that I would get a taste of this beautiful sport. Once I tried it, I fell in love and sooner rather than later, I realised that this sport became my way of life and indeed my life. At the age of fourteen, I travelled to Athens to witness the 2004 Olympic Games. The spark was ignited inside me and I immediately knew that I wanted to be part of the greatest sporting event one day.

What were the difficulties you met on the road to get to the Olympics?

There were many difficulties – mental, physical, and of course financial – thankfully I had huge financial support from my

family. The most important thing is to have a dream and faith in your dream and usually the rest works itself out somehow.

The biggest setback I had, but which resulted in my biggest life lesson, was when I was diagnosed with a herniated disc 2010 and the first doctor who examined me told me to stop with sailing. Obviously, I did not listen! With the support of my loved ones I overcame this huge obstacle without any surgery and achieved many great results for myself, my family, team and of course my nation.

Apart from the obvious pride of winning an Olympic Medal, what did the Olympics bring to you in terms of a sailing career?

The Olympic Games is the biggest sporting event for any athlete. Being part of it is a unique experience which can teach you a lot of valuable lessons. The 2012 Olympic Games were the Games that defined me. The Silver medal allowed me to transform sailing into a profession, make a living out of it.

How do you handle the disappointment when a race doesn't go according to plan?

Disappointments are usually more than successful results otherwise success won't be so valuable and desired. I always try to learn from these occasions since they are the ones

which can teach you more. Rio Olympics is a great example of that for me. **[Editor's Note: Pavlos Kontides finished in 7th Place in Rio 2016]**. The experience, although gutted with the result, helped me to bounce back and I managed to sail two fantastic seasons in 2017 and 2018.

More recently you were named 2018 World Sailor of the Year... tell us more about that

That was a definitely a dream come true. There are no words to describe how I felt, being from a small island with less than 1million people population to be named as the best Sailor of the Year in all disciplines. Although I have been given awards, nothing beats this award and for the first time in my career, I had to hold back tears of joy.

I hope that my achievement will give confidence to young children to understand that it does not matter where you come from or who you are, you just need to have faith in your dream and work hard towards achieving it.

How have you seen the sport develop in the recent years?

There has definitely been an improvement and the sport has taken many steps forward. People know about sailing and participation numbers have increased but I am sure we can still do better. My dream is one day to see the sea around Cyprus full of sails!

How did you discover Malta?

Well, Malta is famous for its great winds and waves, combined with good temperatures during the winter. My coach wanted to train in such a venue and due to his connection with Sail Coach and their professional setup it was a convenient choice for us. I really enjoyed being in Malta, the culture, food, people. And climate is very similar to back home. I will definitely be back!

What are the next steps for Pavlos? Tokyo 2020 - are there specific preparations for this campaign? What is involved in this campaign?

Following the ILCA Laser Standard Men's World Championship which will be held in Sakaiminato-City, Japan. I will also spend

some time in the Olympic waters around Tokyo, to familiarize myself with the conditions. In 2020, I will start with the World Championships in February in Australia and after that my full attention and focus will be the Tokyo Olympic Games

Words of advice to young sailors who want to make a career out of sailing?

First of all, they need to love and enjoy sailing and do it because they choose to not because it is forced upon them. Then they need to have a dream that excites them, scares them, that gives them goosebumps when they think of it. This dream will be their driving force to overcome obstacles, hard times, have motivation for the daily grind and the drive push themselves even beyond their limits. Last but not least in their recipe they will need discipline, dedication and commitment.





Yachting Malta Conveying a unified voice for Yachting



SPINNAKER spoke to John Huber, Yachting Malta's Chairman about the organisation's new setup, its vision for the development of the industry, the challenges and future plans to develop Malta into a centre of Yachting Excellence

Launched in April 2015, Yachting Malta is a public private partnership between the Government of Malta and the Royal Malta Yacht Club. Yachting Malta's primary role is foster and grow Malta's yachting potential and developing it into one of the pillars of the Maltese economy.

STRUCTURE

2018 saw some changes to the organisation, the first being the appointment of John Huber as Chairman as well as new members being appointed to the Board of Directors. The appointed directors are Mr. Paul Muscat (Deputy Chairman), Dr. John Bonello (Company Secretary), Ing. Christopher Borg, Capt. David Bugeja, Ms. Audrien Ciantar, Mr. Peter Dimech, Mr Mark Napier and Perit Godwin Zammit. The latter three have been representing the Royal Malta Yacht Club since Yachting Malta's inception.

Falling under the remit of the Ministry for Tourism, Yachting Malta envisages management resource sharing especially when the organisation of events come into play since close co-ordination especially with the Malta Tourism Authority, which also fall under the remit of the same Ministry.

In July 2019, Michael Mifsud, the recently elected President of the Malta Sailing Federation, joined the Yachting Malta team. This shall mean that Michael will not only bring years of management experience in the corporate world but will also bring administrative experience and a strong network in the sailing community.

VISION

As a practitioner in tax and immigration, John Huber's professional involvement in the field was only through indirect association, however a lifelong passion for yachting did come into play and with it a vision for the growth of the industry. In fact, he was instrumental up setting up the Yachting Services Trade Section at the Malta Chamber of Commerce, Enterprise and Industry as has served as a Director and also in advisory roles in yacht servicing companies.

"A pro-active approach has to be taken and the message shared beyond our waters. As it has been successfully done in other industries, there should be no issues to do it in yachting. The approach should not be limited to the Maltese Flag and fiscal incentives but must be also spread to the accommodation, servicing and the hosting of yachting events in Malta. Bringing national importance to yachting in Malta will boost the economy, and the image of the country." – John Huber.

Yachting Malta's vision lies in the hope that the various stakeholders in the industry will start cooperating more

with each other and the new board is actively pursuing this course of action. A fragmented industry will not allow it to develop and grow. Yachting Malta's objective is to change the perception that people have and see yachting as another pillar of the economy rather than a luxury that only benefits a few.

This requires a long term vision. also It is about attracting industry experts and practitioners to Malta to make use of the facilities available to them. A case in point is the superyacht industry. Malta has five, well established, shipyards which have the necessary infrastructure and set up to cater for the maintainance of superyachts . We therefore need a national approach and strategy to have these years full all year round.

Another area that needs to be focused on is the availability of skilled labour and the re-introduction of apprenticeship schemes. Whilst there are a number of competent and qualified workers in the field, the pool is limisted as this unfortunately is no longer a career of choice as it was in the early 70s and 80s. There has to be a two pronged approach wherein academic institutions work closely with the industry to ensure that work is generated can be supported with a good workforce and that enough work is available for them.

Malta has long been considered as a great attraction for yachting events. Wind conditions have for years provided a thrill for local and international sailors. The scenery no less. Throughout the years Malta has attracted a number of high profile yachting events – the Rolex Middle Sea Race has been on the international racing calendar for over four decades and still very much going strong. The 44 Cup (previously known

as the RC44) was hosted in Malta for two years whilst the Yacht Racing Forum was also welcomed to our shores. This is an area which is certainly underdeveloped and through its networking initiatives such as the Cannes Yachting Festival, Yachting Malta will certainly be working to attracting more of these events. An Economic Impact Assessment on the impact of the Rolex Middle Sea Race to the Maltese Economy is currently being undertaken and will definitely provide some interesting insights which will contribute towards developing a fully fledged strategy in this regard.

THE ENVIRONMENT

A love for yachts is a love for the sea and to love the sea there has to be respect towards the environment. Yachting activities along coasts may act as a pollution vector. Marine litter, anchor damage on protected habitats, discharging of grey and black waste water are all contributors to marine pollution. Yachting Malta has taken to heart the drive to take care of the marine environment. As part of its initiatives to raise awareness Yachting Malta recently supported the Wave of Change movement and its drive to reduce single plastic use. Later on in the year, Yachting Malta will be supporting the Euromed International Regatta. As part of its drive to contribute towards the care of the marine environment, Yachting Malta will be providing eco friendly water bottles which can be reused.

GOING FORWARD

With the new structure in place and a clear vision Yachting Malta seems to be firmly on course to achieve what is has set out to do. What remains is the expectation from all industry stakeholders to pull the same rope.



YACHTING MALTA IS A PUBLIC PRIVATE PARTNERSHIP BETWEEN THE GOVERNMENT OF MALTA AND THE ROYAL MALTA YACHT CLUB. YACHTING MALTA HAS BEEN CREATED TO IDENTIFY AND ATTRACT HIGH PROFILE YACHTING EVENTS TO THE MALTESE ISLANDS INCLUDING SAILING REGATTAS, POWER RACING, BOAT SHOWS, YACHTING AWARDS & CONFERENCES WHILST PROMOTING MALTA AS A YACHTING DESTINATION FOR SPORTS YACHTING, LEISURE YACHTING AND SUPER YACHTS.

WWW.YACHTINGMALTA.ORG

Lartista claims top billing at the PVIES DOUBLE HANDED ROUND MALTA RACE



The PVIES Double Handed Race was dogged by very tricky conditions that saw a light start to the race. As the race progressed, particularly when the fleet rounded Aħrax point, it was tight and exciting action as most of the boats were swapping positions, all throughout in an attempt to win the coveted trophy.

The Race Course, saw crews leave Marsamxett Harbour to take a southbound course to finish back in Marsamxett Harbour. The first boat to cross the finish line was Elusive 2.

IRC CLASS 1

Aaron Gatt Floridia & Brian Flahive, sailing on Otra Vez, emerged winners of the Class. It was an exciting finish for Otra Vez who despite being pipped to line honours by Elusive 2, skippered by Aaron Podesta and David Anastasi by a just few seconds, they still managed to take top honours, on corrected time, in their Class. Aaron Gatt Floridia expressed his satisfaction not at just the result but also the quality of sailing he and Flahive managed to produce on the day.

IRC CLASS 2

Lartista duo, Anton Calleja and Renato Camilleri, who have been sailing together in double handed races for the past five years did not have an auspicious start to the race. Catching up with the big boats near Magħtab, the race seemed to have had a second start at that point. A good rating for Lartista together with Calleja and Camilleri's synergy resulted in them winning

their Class and the overall race. Second in Class was the Jarhead Young Sailor's Foundation crew Fabio Galea and Karl Miggiani, who similarly to Lartista's crew have had a good number of years sailing together.

A Prize Giving evening was hosted at the Royal Malta Yacht Club in the presence of Ms. Janice Spiteri, representing Island Engineering Services, distributors of PVIES, Photovoltaic Solar Installations and related services. Ms. Spiteri noted that PVIES have been supporting this race for the past four years and was very pleased with the outcome of this year's race.

Prizes were presented to the winners by Ms. Spiteri and Rear Commodore (Sailing) and Race Officer Peter Dimech who thanked the crews and the volunteers for their participation and dedication.



Post-race, crews taking a trophy home were asked to give SPINNAKER magazine their feedback on the race and as to why they like double handed racing.

AARON GATT FLORIDIA / BRIAN FLAHIVE

Otra Vez | Winner, IRC Class 1

"The race was dotted with tricky conditions. It started out with very light conditions, which changed for the better when we rounded North West point of Malta. From then on positions were swapping all the time, boats were really close – about eight boats within a few metres of each other. Our focus was to keep the boat moving all the time. We were beaten to the finish by just a few seconds by Elusive 2 which made the day even more exciting"



When you are racing a fully crewed boat you have the 'luxury' of being able to push the boat harder but in a more efficient way, optimising speed at all possible times. In Double Handed Racing it is all about being pragmatic and finding the best way to keep the boat moving, what sails to use – something that is immensely important since you don't have someone being able to trim all the time. Nevertheless, it is such a good feeling returning home knowing that you and your crew have worked hard! *Aaron Gatt Floridia, Otra Vez*

RENATO CAMILLERI / ANTON CALLEJA

Lartista | IRC Class 2 and Overall Winner

"We started the race in light weather, actually no wind. This was our first experience wherein most of the race was sailed with a spinnaker. It was only the downwind from Mellieha that we changed to a Code O, finishing the race with it. Lartista was quite behind until we reached Ċirkewwa, but once we rounded Ahrax, we saw the bigger boats stopped due to no wind. Close to Mgħatab we caught up with them and it is from here that the race practically started all over again. Due to our rating we managed to take first in Class and Overall"



"Anton and I have been sailing together double handed for the past five years. We have been consistently participating in all races and this commitment to sailing has kept us racing together. Our participation in double handed races stems from two facts really – the difficulty in finding crew for fully crewed races and the way we really click together – we don't even need to speak to each other to know what we have to do!" *Renato Camilleri, Lartista.*

FABIO GALEA / KARL MIGGIANI

Jarhead Young Sailor's Foundation | Second, IRC Class 2

"It was a good race, and started off quite well, however the wind cost us the race. We were a bit unlucky but we are still very pleased with our performance and second place!"

"I prefer double handed, it is harder work with more things to focus upon but Karl and I have been friends racing together for a long time, so we really are in synch when racing. Furthermore, double handed racing means lesser headaches when it comes to finding crew!" *Fabio Galea*



The Growth and Development of **THE SPORT BOAT CLASS**

The Sport Boat (SB) Class has generated a lot of interest since its inception less than two years ago. The setting up of the SB20 Class Association shows that the Class is working towards becoming stronger and officially recognised. SPINNAKER had a chat with Robert Ciantar, Founding Member and Class Association Secretary to gain further insight.



It has been about a year and a half since the first races took place. From the looks of it, in a very short time it has gained a lot of interest, how has the sport developed in these past months?

SB racing has now established itself in the local circuit and interest is growing. Initially, like all things, there was a great vibe about it all, however this seems to have now reached a bit of a plateau but am sure that it is only due to the hot summer months. We all know that SB racing is more of a winter thing when the breezes are fresher and more constant. As the steering committee for local SB Racing, we have quite a few things on the agenda and I can assure you that these events will be all the more sought after.

Being a one design class, do you feel that this is one of the boat's most attractive features? Do you think it is a feature that could help attract more female sailors to the sport?

A one design class places everyone on exactly the same footing, with the only difference being the exact weight of crews and their physical and strategic capabilities. We absolutely do not

distinguish male or female participation. Taking a hint from your question, we seriously look forward to having and encourage an all-female boat to be part of the scene as am sure this would set the pace for more female participation.

Are there any plans to organise courses or sessions where people who are completely new to sailing can start taking lessons and get more involved?

We intend to have on land sessions for SB enthusiasts, be it owners or crews. This would include practical and theory lessons with regards to boat handling and racing rules. The idea is to have an SB night every so often - possibly every month - whereby all SB enthusiasts can come together and spend an evening catching up with all that's new and why not, all this over a good glass of wine and some finger food.

Malta now has its SB20 Class Association set up - can you tell us more about the setup and what objectives it has for the Class?

The SB20 Class Association has now been formed and has also been recently given the green light by the Malta Sailing Federation. The committee is composed of five members - President, Secretary, Treasurer and two committee members. The first objective was



that the Maltese Association gains international recognition - which we did. Secondly, we aim to promote SB sailing locally and to concentrate all our efforts to make this sport a popular one. We also aim to hold an international event in the coming months - however, it would be slightly imprudent to talk about this for the moment as it is still very much on the drawing board. We are currently also in discussions with a main sponsor for this event.

Malta is considered to have substantial potential for international sailing events to be hosted here. Perhaps not on the same scale of the Rolex Middle Sea Race but do you feel that there is potential for the Class to host an international event here in Malta?

The RMSR stands in a class of its own and has earned the term "epic race" as a very fitting description. As I told you earlier the potential is there, the rest well we will let you know in due time :)

Are there any plans for local crews to take part in events beyond our shores?

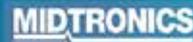
There are SB races and SB events going on around the globe nearly constantly and I for one, do not exclude that local crews take part in such events away from our shores. However, we think that this needs to be structured and not left to be done by chance. We firmly believe that with the necessary backing this can be achieved. Only time will tell though.

In conclusion, there is much to be done in all aspects of the sport and as the local SB20 committee we endeavour to make this all happen but ultimately, the success of such events and initiatives does not only rest with any committee but on the participation by the local sailing enthusiasts.



STRAND MARINE

Professionally representing quality Marine & Automotive brands since 1990



ELUSIVE 2 etches name on Citadel Marzamemi Regatta Trophy



A sizeable fleet set sail to Marzamemi from the Royal Malta Yacht Club for the Citadel Marzamemi Weekend Regatta – a favourite on the Club’s race calendar it being the first offshore race of the season and Marzamemi being a top location of the Club’s crews.

The race up to Marzamemi on a Friday morning, saw crews getting off to a slower start than expected with only a light north easterly breeze to help boats get across the start line. To make matters worse starters also had to face an uncomfortable swell. As the fleet approached Sicily the winds died down resulting in all the fleet retiring. Not to be disheartened by the outcome of the first race, crews still had an enjoyable time in Marzamemi, relaxing and enjoying the get together organized by the Club in the popular piazza and making sure their boats were prepared for the race down to Malta on the Sunday morning.

With the wind gods playing up again, a short-lived breeze near Portopalo saw the fleet going round in circles until a North Westerly wind filled in the area. From then on it was a

consistent breeze which saw the fleet on a fast sail back to Malta, with little gaps between the boats. The First 45 Elusive 2, skippered by the Podesta siblings, was first to cross the line as well as first on corrected time, etching their name on the Citadel Marzamemi Race Trophy.

Second to cross the line was Sean Borg with his XP44 Xpresso followed by Jamie Sammut’s Solaris One 42 Unica. However, boat ratings came into play here, resulting in Unica taking second place followed by Godwin Zammit’s Inspiration in third place overall.

A Prize Giving evening was held at the Royal Malta Yacht Club in the presence of Ms. Nathalie Borg Farrugia, Citadel Insurance plc representative and main sponsor of the event, who presented prizes and trophies to the winners.

“Citadel Marzamemi Regatta will always remain a Club favourite. It brings crews together for their first offshore race as well as the opportunity to mingle and socialize in Marzamemi, which for years has welcomed Maltese crews to its little piazza for a good night out. Despite weather conditions not being of much help on the race up, the race down provided some good racing action” explained Godwin Zammit. “We are extremely grateful towards Citadel Insurance who have been long term supporters of this Race”.

The Club is grateful for the voluntary assistance of Rear Commodore Sailing and Race Officer Peter Dimech, Wolfgang Scheifinger, Alfred Caruana, Richard Dennis, Luca and Victoria Lactignola for their assistance throughout the race.

CITADEL MARZAMEMI REGATTA RESULTS

Overall

- 1st** Elusive 2 (Aaron, Christoph & Maya Podesta)
- 2nd** Unica (Jamie Sammut)
- 3rd** Godwin Zammit (Inspiration)

IRC Racer 1

- 1st** Elusive 2 (Aaron, Christoph & Maya Podesta)
- 2nd** Unica (Jamie Sammut)
- 3rd** Xpresso (Sean Borg)

IRC Racer 2

- 1st** Nauti Buoy (Robert Ciantar)

IRC Cruiser Class

- 1st** Inspiration (Godwin Zammit)

RMYC Club Cruiser Class

- 1st** Ace (Peter Ellul Vincenti)



Maya Podesta, Elusive 2 skipper shares **her experience** of the **CITADEL MARZAMEMI REGATTA** with SPINNAKER

On Friday 26th April the Citadel Marzamemi Weekend got off to a slower start than expected with only a light North Easterly breeze to help boats get across the start line. To make matters worse, the fleet also had to face an uncomfortable swell, remnant of the strong North Easterly that hit Malta a few days prior.

Nevertheless, the fleet started making their way northwards towards Sicily, while also spreading out in various directions. It wasn't long before the wind and swell got stronger and bigger, with some boats needing to decrease their sail area as the day progressed. Needless to say, it wasn't a very comfortable ride, and that never-ending feeling of 'let's arrive already' was felt by many, at least until the mile countdown reached the teens. Throughout the day we managed to gain considerable height to windward of the rest of the fleet. By well into the afternoon the wind had started decreasing, and we were quickly lost from sight in the poor visibility once we tacked eastwards in a bid to keep within the pressure band of wind. This initially paid off, as we kept up a decent speed in the slowly dying breeze, while the front end of the main pack found themselves hardly moving.

By early evening the wind had shut down, and with it many a hope of finishing the race. Alas, the wind hole also caught up with us just off Capo Passero. In the meantime, Xpresso managed to find a fickle land breeze to take them towards Passero at a very slow pace. The situation looked grim. It just wasn't meant to be as one by one boats started their engines, hoping to make it into Marzamemi in time for a dinner table.

Worried that the light morning forecast would not have a good impact on the return race to Malta, the Race Officer chose to start the RMYC fleet close to Capo Passero. It was another slow start, with Allegra making the most of the light local South Easterly breeze but we quickly got the better of them with a slick hoist of the asymmetric spinnaker. This didn't

last long though. For quite a while it almost felt like it wasn't meant to be all over again as the wind dissipated into nothing. Not far from Capo Passero, boats bobbed around in vain trying to make the nothing into something, and it wasn't until past 1pm that the forecasted North Westerly wind slowly started filling in. As we tacked our way into the very light breeze with the wind seeker up, others sported various other sails among them much larger Code Zero's. We hit the North Westerly front jackpot first and shot away from the rest of the fleet. Despite the effectively late second start to the race, the crossing of the Sicily channel was fast, and comfortable. With the wind reaching 18 knots, boat speeds often hit 9's and 10's and we continued extending our lead all the way home, claiming line honours and first overall just over half an hour ahead of second placed Unica (Jamie Sammut) who also claimed second prize.

The rest of the fleet finished close to each other. Commodore Godwin Zammit's Cruiser Inspiration pipped third place overall, picking up first prize in the Cruiser Class, whilst Nauti Buoy (Robert Ciantar) made it to the top the IRC2 fleet followed by Anton Calleja on Lartista.



Who I met at the Bar

In the series, Who I met at the Bar, SPINNAKER has a chat with Catherine Halpin, one of the few regular female sailors to take part in Club competitions, mostly in the Sport Boats Calss.

Tell us a bit about yourself, what do you do for a living?

I am quite a competitive person by nature and have always been pretty career focused. I have a Masters in Engineering, but most of my working life has been involved in managing large infrastructure projects. Currently I am working as CEO for The Quad Business Towers, a new commercial development in Central Business District in Mrieħel.

What brought you to Malta?

My (now) husband had already moved to Malta, primarily for a lifestyle change as he is a very keen sailor, but also for work. After about a year of commuting to see him here while working back in Ireland, I decided to take the plunge and move here myself. Neither of us have really looked back since. I think sailing and the Royal Malta Yacht Club have been a large part of the reason we are so happy in Malta, as we have met many of our friends here through the Club or on the water.

How long have you been sailing?

I actually only started sailing when I was in my mid-twenties. But I have always been involved in water sports since I was a kid, and I think that helped me to pick up sailing when I finally decided to give it a try.

We have seen you mostly competing in the SB20 Class, but you have raced on keelboats before - Do you prefer the SB20's to keelboats or is it a matter of SB20's being more accesible for the time being?

I love sailing no matter what. Be it cruising our own boat around the Mediterranean, or racing short courses in Sport Boats. Back in Ireland I used to race cruiser/racers twice a week. I have also taken part in some of the longer offshore races such as the Rolex Sydney Hobart Race. These days my work schedule does prevent me from taking part in some of the longer races, so for me the SB20 is the perfect thing right now. It's fun, it's close to the water, the boats are quite forgiving and with the fleet increasing we can have some close racing. It's also a nice bunch of people so you get that banter before and after the races. Hopefully the Class will continue to grow and improve, and we shall all become better and more competitive sailors as a result.

How does it feel to be just one of a handful of women who sail regularly in the Club's Races?

I would love to see more females out on the racecourse and really getting involved. Getting enough women out racing is an issue everywhere I have sailed, but I have to say in Malta there really are very few. One of the things I miss about sailing in Ireland in fact is the chat in the dressing room before and after races, and the teasing and joking that goes with it! It also helps your own sailing I find, to be surrounded by other women who are going out there and racing hard.

Do you have any suggestions for any budding female sailors?

Just to get out there, to love the sport and give it everything. Don't let your head down after a bad day (or a bad manoeuvre), just focus on the next one and the one after that. Sailing is so much a head game. In fact the ability to keep a positive mindset, something you learn from sailing, will stand to you whatever you do in life.



What do you think holds females from taking up sailing? Do you think it is a man's world?

I think part of it is keeping the Juniors involved as they get older, taking exams or starting university. That's where I think regular, shorter races (even evening races) combined with a social gathering in the Club afterwards really works. For me the social aspect is really important as well as having a regular slot that doesn't take the whole day away.

Is it a man's world? There is definitely a macho aspect to parts of the sport the world over, but initiatives like The Maiden Factor are pushing the agenda and getting a lot of visibility for women's sailing. In Malta, for me the men can be a huge part of the solution of getting women sailing, by inviting female crew and then letting them be an actual active part of the team. Let's face it, the loads on some of the larger boats do require strength for some crew positions, but attitude, speed, being a good technical sailor and loving sailing are all part of the make-up of any successful sailor too, so it is not just a strength game.

Who is Catherine outside of sailing? Any other hobbies? Do you have time to practice them?

Haha. I need more than 24 hours in every day for sure! I also enjoy cycling, running, pilates and swimming. I use sport to clear my head after a day at work, and I enjoy sports of all kinds, so it is important for me to make time for them. If I am not doing sport of some sort, then I am generally spending time with family or friends, or out having cruising adventures with Lily, our cat, who loves sailing too!



Safety in Focus



The Electronic Communications (Regulation) Act (Cap 399) stipulates that all radiocommunications apparatus must, unless specifically exempted or regulated by a general authorisation, be covered by an individual radiocommunications licence.

A general authorisation (GA) regime applies to PLBs and certain maritime VHF radios and EPIRBs: The regime is established by the General Authorisations (Radiocommunications Apparatus) Regulations (S.L.399.40).

The Malta Communications Authority technical staff are often seen aboard Maltese-registered vessels conducting radio inspections.

A General Authorisation (GA) is a legal framework established by a law ensuring the rights to, in this case, install or use specific radiocommunications equipment. These Regulations establish the technical and operational conditions which should be adhered to by all owners/users of equipment regulated by the GA.

Radiocommunications equipment is considered as "installed" if it is connected to a source of energy and antenna. Radiocommunications equipment covered by the GA is generally exempted from the payment of licence fees but administrative fees may apply.

Such equipment shall also be in conformity with the applicable European Union law and must be CE marked.

The introduction of the GA was intended to encourage all boat owners to install or use certain radiocommunications equipment on board their vessels to improve the safety of life at sea.

Registration of the equipment as per Law will assist the SAR entities in cases of distress and emergency and non-compliance to the GA constitutes a criminal offence. Ensuring that all equipment is fully compliant means efficient use of radio spectrum thereby reducing risks of harmful interference.

MARITIME VHF RADIOS

The conditions for the installation or use of maritime VHF radios are established under the 1st Schedule within the GA:

- The GA does not apply to maritime VHF radios installed on land and radios installed on vessels subject to SOLAS
- All types of maritime VHF radios are covered under the GA, i.e. fixed (with and without DSC) and handheld (with and without DSC)
- No licence fees required, however an administrative



fee applies with regard to the assignment of maritime identities, i.e. call signs and/or MMSI

- Maritime identities are assigned by both MCA and TM to Maltese-registered vessels only

THE MAIN CONDITIONS REGULATING MARITIME VHF RADIOS ARE AS FOLLOWS:

- Not authorised to be installed/used from land
- Should only be used in case of SAR and communications related to safety of navigation, unless the user is duly qualified
- The use of private frequencies is strictly prohibited
- A vessel should always be assigned with a call sign
- In case of equipment with DSC capability, an MMSI should be assigned to the vessel and programmed into the radio
- Maritime identities are assigned to a vessel
 - not to the owner of the vessel/equipment,
 - not transferable and remain valid throughout the lifetime of the vessel
- A handheld VHF DSC radio should NEVER be programmed with the MMSI assigned to a vessel
- Each individual handheld VHF DSC radio is assigned with a unique identity (not an MMSI) and this should be programmed into the said radio
- The assignment of maritime identities carries a one-time payment of €55

RADIOBEACONS

EPIRBs

PLBs

The conditions for the installation or use of Radiobeacons are established under the 33rd Schedule within the GA. The radiobeacons covered under this GA are 406 MHz satellite, Emergency Position-Indicating Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs)



- Radiobeacons shall only be considered as a secondary means of distress alerting and shall only be activated when no other means to send distress alerts are available at that particular time
- Prior disposal of a radiobeacon, the battery should be removed and as such the radiobeacon should be made inoperative

THE MAIN CONDITIONS REGULATING EPIRBs ARE AS FOLLOWS:

- Shall be programmed with the MMSI assigned to the vessel
- Shall be registered with the Merchant Shipping Directorate within Transport Malta (TM)
- A copy of the programming certificate should be forwarded to TM – all relevant details are inputted into a database which is accessible by SAR entities
- May only be activated from on board the vessel associated with the programmed MMSI

THE MAIN CONDITIONS REGULATING PLBs ARE AS FOLLOWS:

- Shall never be programmed with the MMSI assigned to a vessel
- May be used from land and from on board Maltese-registered vessels and aircraft
- Can never replace a mandatory carriage of an EPIRB on board a vessel or an ELT on board an aircraft
- Must be coded with the Maltese country code 256 by using the Serial Standard Location Protocol
- Should be registered in the Cospas-Sarsat IBRD by the beacon user
- Must have an integrated Global Navigation Satellite System (GNSS)

SOME IMPORTANT LINKS:

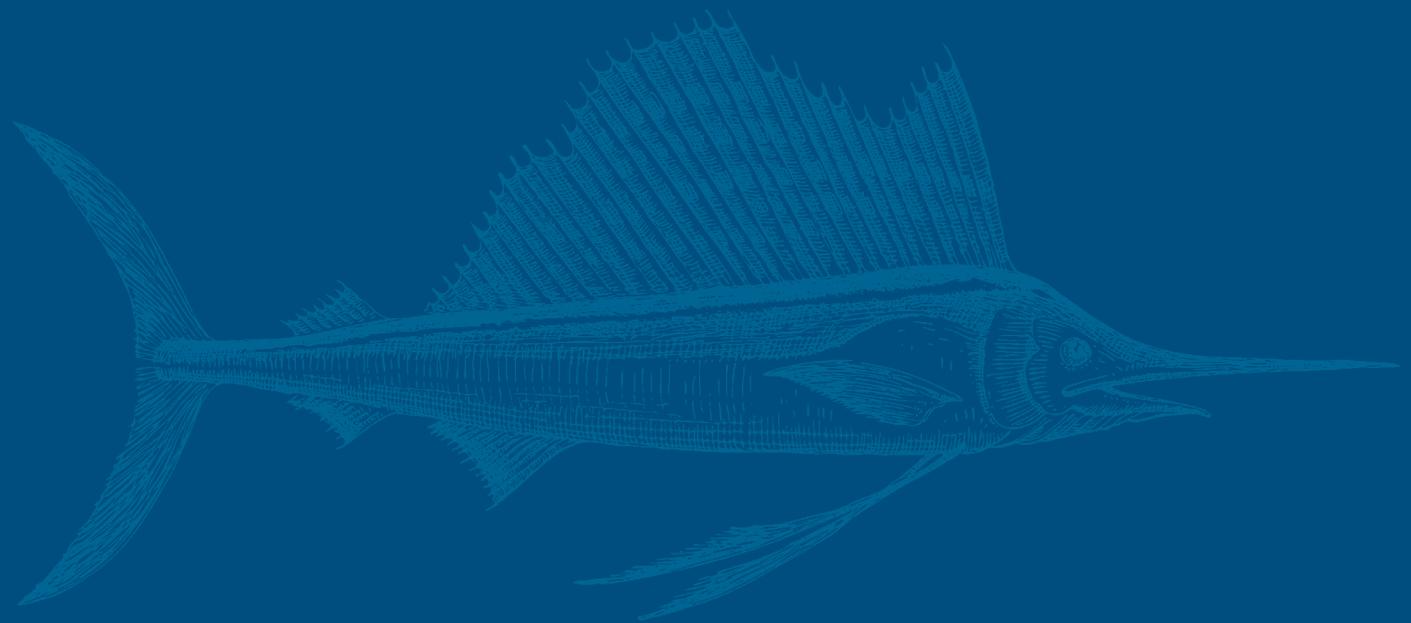
- General Authorisation for VHF maritime apparatus (Part I, Part II and the First Schedule): <http://justiceservices.gov.mt/DownloadDocument.aspx?app=lom&itemid=11475&l=1>
- General Authorisation for Radiobeacons (Part I, Part II and the Thirty-Third Schedule): <http://justiceservices.gov.mt/DownloadDocument.aspx?app=lom&itemid=11475&l=1>

SOME FAQs ARE AVAILABLE:

- VHF radios and EPIRBs: https://www.mca.org.mt/sites/default/files/pageattachments/FAQs%20GA%20-%20Revised%2025_06_19.pdf
- PLBs: https://mca.org.mt/sites/default/files/pageattachments/PLBs%20FAQs%20%20%2023_04_19%20%282%29.pdf



FRESH NEW MENU AT THE GALLEY RESTAURANT.



Seasonal Seafood, Premium Meats, Pasta Dishes or just a light afternoon snack.
The Galley Bar & Restaurant welcomes you to a light lunch or dine in style on our
spectacular terrace on the water's edge.
Fully stocked bar with a good selection of wines, spirits and cocktails and easy parking.



THE GALLEY
BAR & RESTAURANT

Ta' Xbiex Seafront, Ta' Xbiex. T: [+356] 7931 8801 E: reservations@thegalleytaxbiex.com W: thegalleytaxbiex.com

The Swimrun Sensation

Swimrun originated in the Swedish archipelago as a bet between 4 friends in 2002. They challenged each other in teams of two to make it from Utö Vårdshus to Sandhamn and the last two pays for hotel, dinner and drinks. The distance of 75km consisting of various swims and runs took the original 4 more than 24hours. SPINNAKER caught up with Jonathan Shaw who recently turned his attention to this multi-sport activity that has seen its popularity increase in Malta.



The past year has seen quite an increase in athletes training for Swimruns - so far Malta has hosted two events, one in November organised by you with the support of ÖTILLÖ. Tell us more about Swimrun? Where and how did it start? Why do athletes run in twos ?

In 2006, Michael Lemmel and Mats Skott were asked if they could make a commercial race out of their crazy challenge. This is when ÖTILLÖ (island to island) gave structure to a race, but literally created a new amazing sport which has now grown exponentially with over 600 swimrun international events being held annually. Swimrun, as the name implies, involves swimming and running. Yet, different to other multisport, there are multiple segments and you just have to keep going, running with a wetsuit and swimming with the shoes on. Hence an 18km 'Sprint' Swimrun race would typically have about 5 run segments and 4 swimming segments. The total running would equate to about 80% and the swimming to about 20% of the total distance. The world series events then total to about 40km in total with about 30km running and 10km swimming. Then there is the mother of all swimrun, the Ötillö world championship race which is modeled on the original 'bet' and totals 75km!

The spirit of swimrun is based on teamwork, motivation, fun and passion and is about experiencing nature in the purest possible way, with respect for yourself, for your team partner, for others and for the environment. Since races are usually held in trail and swimming in open sea or lakes, competing as a team of two is definitely a safety element. Yet, from a competition point of view, it also adds a difficulty element in that its not always easy to have a racing partner that has your same pace in running and swimming. This is a crucial element as in swimrun

race regulations, you and your partner cannot be more than 10metres apart at any point in time. On the upside, training and racing with a team mate further enhances the experience! In recent months, some races, including Ötillö are also allowing solo participants and this is making the sport more accessible since finding the 'right' partner is not always easy.

"What about you and swimrun in Malta?"



About 4 years ago I decided to up my training regime. I was always relatively active and even though I played water polo when young and could run I was never keen on either swimming or running as individual sports. Locally, some friends, Steve Abela, Kurt Arrigo, Darius Goodwin, Simon Zammit, Gordon Craig and Sammy Attard and some others had already started combining running and swimming and doing it all year round. In a way, they discovered swimrun organically and started venturing out and discovering new swimrun routes with great trail runs and open water swims. I tagged along and in the past years we not only have maintained a strong and regular training regime but more important created a strong bond and community between friends. A group of us also just recently travelled to Engadin in Switzerland and competed in an Ötillö swimrun event with some great mountain trail runs and crisp lake swims!



From the looks of it there are quite a large number of athletes taking up this sport, would you know why?

There are a number of factors that contribute to the rise of swimrun as a sport. The constant switching from running to swimming would require some getting used to, but in the long run, a long training route or race becomes an enduring 'pleasant' challenge as you don't build up extreme muscle fatigue since you mix it up. From a technical point of view, there are no equipment barriers, that is, you don't need an expensive bike like triathlon. It's also a sport which is very much in touch with the environment and its surroundings. The fact of constantly moving with no down-time in transition is a great plus which contributes to the feel good factor and adventure aspect of the sport. Finally, the ethos of swimrun is comradeship where everyone is part of a bigger family. On the local scene, our



islands are made for swimrun. For starters we have beautiful sea which even at its coldest are swimmable with a shorty wetsuit. We also have some great trails and cliff runs which at times are not that accessible but by swimrunning they are.

What would you answer to someone starting the sport and asking the question - but how do you swim and run with the same clothes - isn't it cumbersome?

I feel that at times we are all consumed more with having the right gear and gadgets before actually showing up and starting. My advice is to just start and give it a try. Starting in summer is easy and all you need is a pair of trainers (not your best ones), swimming shorts or jammers, swimming goggles and a swimming cap for visibility. Just start running by the sea, then jump in, then back out, run a bit more and swim again and alternate. It's actually a perfect training exercise to do in summer since it's at times too hot to run! And yes, we do swim with shoes, and it's not as cumbersome as you would think.

Do athletes need specific equipment for this sport?

Swimrun race regulations allow the use of some optional equipment mainly a pullbuoy (floatation) so you have more buoyancy when swimming with shoes and swimming paddles. Yet, what you start a race with you must also carry whilst running and finish the race with. Some teams also make use of a tow-rope; this is mainly used to keep the required distance between team members and also used when a particular team member is stronger than the other as they literally pull the team mate! Moving forward, one can then purchase a swimrun wetsuit to use in winter and specific shoes which have good grip and do not retain water.

Do you think that Swimrun is eating up from other sports like swimming, running and triathlon or do you think it is helping athletes further strengthen their athletic capabilities in this field?

I don't think it is at all. Over recent years people are more aware of the importance and benefits of an active lifestyle and so there are more people practicing a variety of sports and this will only increase further. Trail-running has also increased in popularity and this is because people are less keen to run on roads with increased traffic and pollution. Yet, some people are initially concerned with the risk of running on trails and others are not keen on swimming long distances. But, once they have a go, people are then hooked and like other sports it's a matter of committing to a training regime and technique sessions to improve your running or swimming; whichever you need to improve most!

What is next for the sport in Malta?

The swimrun community is growing steadily in Malta and this augurs well for the sport. We had a Swimrun Experience race last November supported by ÖTILLÖ and we had over a hundred participants. This paved the way for ÖTILLÖ to choose Malta as one of their locations for the World Series events and in doing so will organize the last race of the series in Malta on the 23/ 24 November. There will be 3 races, a 5km experience race, a 15km Sprint and the 40km world series event.

[Editor's Note: One can follow 'Swimrun Malta' on Facebook and read more on ÖTILLÖ and the race in Malta by visiting Otilloswimrun.com]

DOMUS ZAMITTELLO

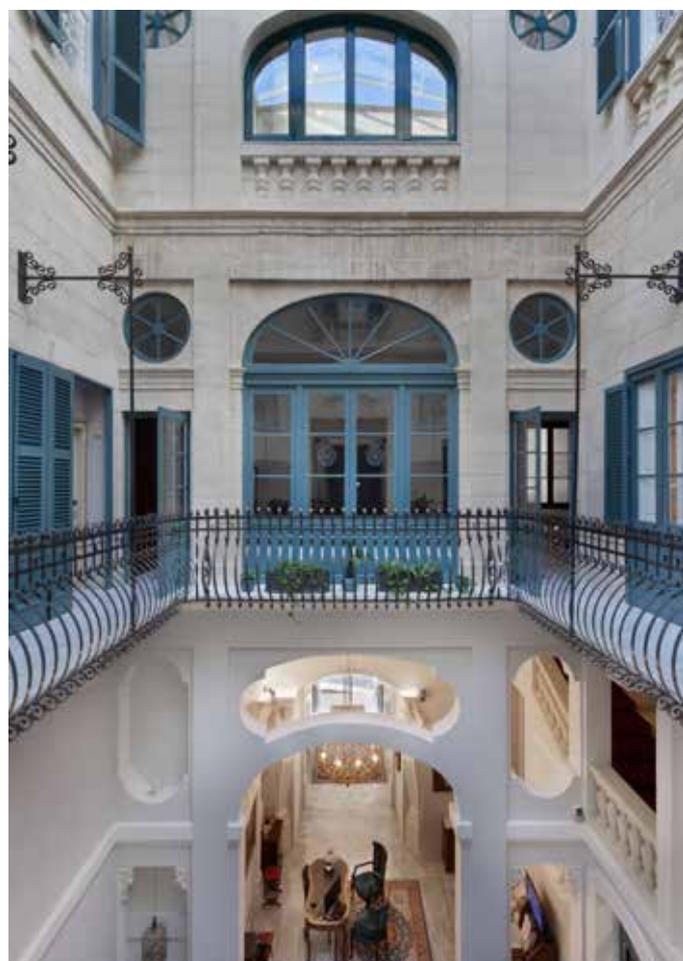
A trip to bygone times

SPINNAKER explores Domus Zamittello, a 17th Century home that originally had been part of the earlier estate of the Auberge D'Italie, one of the langues of the Order of St John. In recent years, the present Count of Mont'Alto, Alfred Manduca, descendant of Sir Giuseppe Nicola Zamitt, after whom the palazzo is now named, embarked on a project to lovingly restore it, bringing it back to life with passion and resolve.

SETTING THE SCENE

Founded in 1566 and built on a grid system not seen since Roman times, Valletta has seen a major resurgence in recent years and now brims with life. More pedestrianised areas, cool new restaurants, bars and boutique hotels are constantly popping up. Its Baroque architecture is being restored, ensuring its gentle, unspoiled appeal and the fascinating legacy of the Knights of Malta remains undented.

Domus Zamittello, previously falling into rack and ruin has been lovingly restored to set itself apart from all the other boutique hotels in the city. Keeping strictly to the décor of the times it was built, it has become the antidote to hectic modern life; feeding nostalgia, acting as throwbacks to historic times where decoration was lavish.



Can you tell us how you came about this property? Can you tell us a bit of its history?

Recent research dates the palazzo back to 1633 when it was used by various knights of Italian descent. Back then it was known as Casa Pensa. Shortly after the departure from Malta of the Knights of St John, the British Governor granted ownership of the palazzo to Sir Giuseppe Nicola Zamitt in 1805 for his services to the Crown. Zamitt was one of the first Maltese judges of the Superior Court. Zamitt's moniker was Zamittello which resulted in the building becoming known as Palazzo Zamittello.

The Palazzo was the family residence for a number of generations until the early forties, when the war broke out. Due to its proximity to the Royal Opera House, the palazzo was severely damaged. Families owning such properties in Valletta, more often than not had other properties outside of the city, enabling them to move out from the heavily bombed capital. Once the war was over, the house was split and leased out to a number of ground floor retail outlets. Since there was limited access to the upper floors, no maintenance was being carried out. Years of neglect saw the palazzo developing substantial structural damages.

Based on its history, this Palazzo is bound to have a multitude of anecdotes, any particularly interesting ones that you would like to share?

An interesting fact is that Sir Zamitt is one of the very few Maltese gentry to be interred in St John's Co-Cathedral amongst the Knights and Grandmasters of The Sovereign Military Order of Malta. A large imposing monument to him exists in the Upper Barrakka.

Also, it was here in this same palazzo that Herbert Ganado, in the opening pages of the first volume of his 4 books *Rajt Malta Tinbidel*, mentions a grand reception taking place hosted by Baron Azopardi to celebrate the turn of the 19th century with guests holding champagne glasses and dancing to the waltzes of Johann Strauss and bohemian polka. Ganado also describes the palace as having one of the most beautiful halls of Valletta, with damask curtains and crystal chandeliers, shiny mirrors, oil paintings and Maltese antique furniture.

A Superior Judge of the Law Courts, he was one of the first Maltese members of the Order of St Michael and St George and bears K.C.M.G. behind his name (Knight Commander of the Order of St Michael and St George). His portrait bearing the medal hangs proudly in the entrance of Domus Zamitello . The Palazzo is also linked to Castello Zamittello in Mġarr – an enchanting castle standing on its own grounds on the outskirts of the village of Mġarr. Zamitt's daughter Maria Theresa, married the third Baron of Buleben and whose lineage later merged through marriage in 1889 with the Count of Mont'Alto family.

What was the driving force behind the whole restoration process? Was it a nostalgia for times gone by or simply the potential for a business enterprise?

The building was crying out to be restored. I could not allow such a beautiful building to keep crumbling into such a dilapidated state. There was a consideration to transform the building into offices. However it was only once the restoration process started that the decision to transform it into a boutique hotel was taken.

The biggest challenge was getting access to the courtyard which is the prime feature of the building. At the time, when we started to gain access to the building from various tenants, the courtyard was covered by corrugated metal which could be viewed from the upper floors. So irrespective of what the decision would be – offices or a hotel, having this eyesore in pure sight was certainly not an option.

Gaining access to the courtyard of course was not an easy task, especially with rent laws not really favouring owners. It was a matter of either waiting until 2028, when the lease ran out or else buying the tenants out. I had to bite the bullet and enter negotiations for the tenant in the main entrance to leave. Then works on restoring the Palazzo to its former glory began.

Did you ever consider moving into this Palazzo and living in Valletta?

Valletta, until a few years ago, was not an exciting place and the bustling city it has become. Added to that, I live in Wardija and living there is close enough to living in an oasis of peace as it will ever get. So, no there was no thought of moving there.

Can you tell us a bit about the restoration process? What did it involve? Who were the architects?

In 2012 Valletta was named European Capital of Culture for 2018. With this announcement came the possibility of bringing the city and Palazzo Zamittello back to life. However a project of this magnitude was not going to be carried out overnight. Unlike some other boutique hotels in Valletta we did not want

the Palazzo to have a mix of antique and modern. It was all about restoring it to its former glory.

We employed one of Malta's leading architectural firms and brought in a renowned restorer from Caserta to ensure that the appropriate restoration methods would be employed. The restoration process took four years.

The first part of the process was exposing walls and finding a number of frescoes which required some serious restoration. We found original doors and paintings that had long been forgotten. The largest and most important discovery was the coffered ceiling in the Sala Nobile. Another important discovery was the ceiling in the Sala del Conte – here five main coats of arms were discovered – the centre piece was that of Count Mont'Alto, whilst the four smaller ones included those of the Manduca, Azzopardi and Zamitt – three families that intermarried and lived in the house at the time. The fifth coat belongs to Grandmaster Ramon Perellos who had close ties with the Manduca family.

Do you think that now Valletta 18 is over, that there might be a drop in boutique hotel bookings or this type of niche has developed a popularity that will keep them going on for a long time to come? If yes, why do you think this is the case?

The objective around Valletta 18 was to create a hype around Valletta. Locally it made people wake up and realise the potential Valletta has to offer. Investment took place as they could see what future it held for them – something that can be seen today. The last ten years saw people investing more. There is a good selection of five star hotels on the island but hotels such as Domus Zamittello cater for a niche market – for guests that visit Malta to absorb the culture, within the heart of culture as well as enjoy the personal attention that a hotel such as this has to offer. The focus of the hotel is to be one that offers quality rather quantity. The quality aspect is highly controlled. In just sixteen months, Domus Zamittello has garnered top placing on the world's leading hotel booking sites. Secret to this is that the hotel staff are very well trained and more importantly are passionate about the hotel, its history and what it has to offer.

What are the next steps now that it is up and running?

Having been the driving force behind this project, I put my heart and soul into it. It was a major focus of my life for a good number of years. Some people ask me if it is hard to let go, but in reality it is not about that, because Domus Zamittello is part of the family's heritage. Now I can relax a bit, resting safe in the knowledge that it is good hands and the vision I had envisaged in the beginning is being well and truly implemented.



THE ROLEX MIDDLE SEA RACE

The Rolex Middle Sea Race organised by the Royal Malta Yacht Club takes place in the heart of the Mediterranean and comprises one of the most beautiful courses in the world. Starting and finishing in Malta, the 606 nautical mile route includes the deep azure waters of Sicily and the strait of Messina, the islands of Pantelleria and Lampedusa, and even features Stromboli's active volcano as a course mark.



Rolex and Yachting

Oyster Perpetual Yacht-Master - The watch of the Open Seas

Launched in 1992, the Yacht-Master was designed specifically for navigators and skippers. Carrying the rich heritage that has bound Rolex and the world of sailing since the 1950s, this Professional watch provides a perfect blend of functionality and nautical style, making it equally at home on and off the water.

The Yacht-Master is easily recognized by its bidirectional rotatable 60-minute graduated bezel. The raised polished graduations and numerals stand out clearly against a matt background. This characteristic and functional bezel – which enables the wearer to calculate, for example, the sailing time between two buoys – plays a full part in creating the unique visual identity of the watch. The bezel can be turned with ease thanks to its knurled edge, which offers excellent grip.

The Yacht-Master offers great legibility in all circumstances, especially in the dark, thanks to its Chromalight display: the broad hands and hour markers are filled with a luminescent material emitting a long-lasting blue glow – lasting up to two times longer than traditional phosphorescent materials.



Oyster Perpetual Yacht-Master II - The Skippers' watch

Created in 2007, the Yacht-Master II features an exclusive function developed by Rolex, a programmable countdown with a mechanical memory that can be synchronized on the fly. A function that responds ideally to the need for precise timing during the crucial starting sequence of a regatta. Although technically complex, it is essentially very simple to use.

As in any contest of speed, precision is of the essence in a regatta. The Yacht-Master II features an unprecedented mechanical function: a countdown that can be programmed from 10 to 1 minutes and allows skippers to precisely time and follow each race's specific official starting procedure. This flexibility is one of the major assets of the Yacht-Master II; its development was a considerable mechanical challenge. Furthermore, the programming can be mechanically memorized so that the hand returns to the same setting at a reset. Once launched, the countdown can also be synchronized on the fly to match the official countdown ("fly-back" reset function of the seconds hand, and adjustment of the countdown minute hand to the nearest minute).

All Rolex watches are certified as a Superlative Chronometer. This exclusive designation attests that it has successfully undergone a series of tests conducted by Rolex in its own laboratories and according to its own criteria, which exceed watchmaking norms and standards. The Superlative Chronometer status is symbolized by the green seal that comes with every Rolex watch and is coupled with an international five-year guarantee.



Meet the Team

Claudia Villani



One cannot visit the Club's Secretariat and not know who Claudia Villani is. At least by face and name. SPINNAKER sat down with Claudia to learn more about this shy, quiet Italian from Turin, who made Malta her home five years ago.

What was the reason that you moved to Malta?

In 2013 I won a European Project called Leonardo Da Vinci, which brought me to the island. It was a great experience that gave me the opportunity to learn and get to know about Malta, in person rather than from guide books. I spent six months here. Once back home in Italy and back to a cold and grey Turin I realised how much I was missing Malta, its sun and sea. Turin is a beautiful and elegant city but it is way too cold and grey for me, so I decided to come back and settle down here.

What did you do in Italy before you moved to Malta?

My working background is in History of Art and Publishing. I used to work as a freelance editor for several publishing houses such as Utet, Allemandi & C., mainly on essays and art publications, and I used to be the editor for Artissima, a yearly international fair of Contemporary Art based in Torino. I also used to be a regular contributor for local magazines.

Any particular time you feel homesick?

I can't say there is a particular time, there are things I miss from my country, of course, like the real espresso, or food. And I miss my language, I read once that this is what we inhabit, a language, and leaving in a foreign country clearly made me understand the meaning of it.

Something that you really like about working at the Yacht Club?

There is never room for boredom here at the Club, there is always something going on, and many people pass from the office every day, for work or sometimes just to say 'hi'. Let's not forget the venue as well - I like to be based in an office so close to the sea and the spectacular sight of the historic Valletta bastions.

Can you share a particularly amusing story from your experience at the Club?

Oh, there would be too many to mention! But there are so many opportunities for amusing stories here at the Club - so many different characters that cross our paths bring with them quite a few chances for laughter.

How long have you been working for the Club and explain your role?

I started working at the Yacht Club towards the end of May 2016. Cannot believe it has been three years already! My primary role is that of Memberships Administrator, a job I really enjoy as I get to interact with the Club's members. In addition to that I also cover the responsibilities that come with being in the front office as well as being involved in the daily running of the Club.

Any hobbies?

Living in Malta I developed 'seasonal' hobbies. In the cold months of the year I relax but keeping up to date with the latest movies and television series, lately I got passionate about legal thrillers and crime and investigation stories. In Summer, which is quite long in Malta, I dedicate time towards my endless love for the sea, swimming and diving. Making the most of the long summer days.

Pet hates?

I could have a good list here, but haven't decided on a priority list! However, I think untidiness and being rude top the bill!



Rules of Racing - MISCONDUCT

Rear Commodore Sailing, Peter Dimech, shares more details about the various Rules of Sailing. This time, Peter covers, in depth, Misconduct at the Regatta.



Continuing the Club's talks on topics or Racing Rules, at a recent session we looked at the three levels of Disciplinary Authorities.

- The Protest Committee – composed of three knowledgeable sailors at a Club level.
- The Member National Authority
- World Sailing

CLUB PROTEST COMMITTEES

In relation to misconduct, Protest Committees fulfil an important role at all events. The Protest Committee must hear all protests delivered under Rule 2 and also can investigate and hold hearings into misconduct under Rule 69.

Protest Committees must act with fairness and propriety at all times. Whilst all Race Officials have a role to play in challenging and dealing with misconduct, it is the Protest Committee that is at the centre of this process.

When a matter is referred to a Member National Authority (MNA) for further action or investigation, the MNA should look principally to the Protest Committee to report on what happened at an event. It is therefore vital that the Protest Committee carries out its fact-finding duties carefully and thoroughly.

THE MEMBER NATIONAL AUTHORITY

Each World Sailing MNA is the governing body for sailing in its country. In the disciplinary system, there can be two MNAs involved: the MNA of the venue and the MNA of the competitor. The role of the MNA of the venue in relation to misconduct is to hear any appeals from the decision of a Protest Committee under Rule 70. The MNA of the venue may also have made prescriptions to the rules and have issued its own best practice and guidance to race officials and competitors.

Since 2017, the MNA of the venue no longer considers reports concerning competitors (unless of course the competitor is from that MNA).

The MNA of a competitor is responsible for considering reports made to it under Rules 69.2 and 69.3 for further disciplinary action.

It is up to each MNA to decide how to structure its own disciplinary processes, subject to World Sailing's rules and regulations. It is

important that MNAs have appropriate powers and procedures in place to undertake this responsibility.

MNAs have the power to impose a greater range of penalties such as suspending a competitor from competition, banning them for a set period (including life) from events within its jurisdiction and suspending their Competition Eligibility and World Sailing Eligibility.

WORLD SAILING

World Sailing (WS) has a number of responsibilities in relation to misconduct:

WS makes the Racing Rules of Sailing and issues Cases providing authoritative interpretations of the RRS.

WS issues guidance in relation to misconduct, Rule 69 and the disciplinary process in general.

WS issues sanction guidance, which explains what penalties may be suitable for certain situations.

In certain circumstances it hears appeals from the disciplinary decisions of MNAs.

In relation to major international events, it appoints event disciplinary investigating officers and is the sole authority after the event for deciding whether further disciplinary action is appropriate.

WS has the power to impose a greater range of penalties such as suspending a competitor from competition, banning them for a set period (including life) from events within its jurisdiction and suspending their Competition Eligibility and WS Eligibility.

The disciplinary functions of WS are overseen by its Judicial Board.

The contents of the Racing Rules of Sailing, Cases and this Guidance are overseen by the Racing Rules Committee and its Joint Working Party on Rule 69 & Judicial Matters.

MISCONDUCT IS DEFINED BY RULE 69.1(A) AS BEING 'CONDUCT', WHICH

- is a breach of good manners, sportsmanship or unethical behaviour; or
- is conduct that may bring the sport into disrepute.
- there is no longer any requirement for misconduct to be 'gross misconduct'. This means the level at which conduct becomes misconduct is much lower than under previous editions of the rules.

This has been a deliberate policy decision of WS and intended to ensure that a greater range of bad behaviour is addressed by Protest Committees. In order to ensure that competitors are still treated appropriately and proportionately, greater flexibility has been given to Protest Committees and other disciplinary bodies. All cases must be judged on the specific facts of a situation and bearing in mind all relevant circumstances.

The following are examples of misconduct. They are not exhaustive.

- Engaging in any illegal activity (e.g. theft, assault, criminal damage);
- Engaging in any activity which brings the sport into disrepute;
- Bullying, discriminatory behaviour and intimidation;
- Physical or threatened violence;
- Deliberate damage or abuse of property (including a boat);
- Deliberately disobeying the reasonable instructions of event officials;
- Repeated breaches of Rule 2;
- Inciting others to break Rule 2;
- Deliberately breaking a racing rule with the intention of gaining an advantage;
- Deliberate interference with another competitor's equipment;
- Repeating a measurement offence (intentionally or recklessly);
- Lying to a hearing;
- Other forms of cheating such as falsifying personal, class or measurement documents, entering a boat known not to measure, missing out a mark to gain places etc.;
- Foul or abusive language intended to offend, especially at youth or junior events, should not be tolerated;

Events which are televised or streamed live should also do not tolerate bad language. A report alleging misconduct can be lodged by any person (who need not be a competitor).

THIS CAN INCLUDE

- the race committee, or one of its members;
- the Protest Committee, or one of its members;
- spectators;
- passing cruising boats;
- local residents; or
- the host Club (if not already the organizing authority).

Recommendations as to the Action Levels for hearings are:

- Level 0** Interview with competitor, but no hearing
- Level 1** Warning, but no penalty
- Level 2** Increase the boat's points score
- Level 3** Disqualify the boat or exclude competitor from a number of race(s) (and/or remove some privileges or benefits)
- Level 4** Disqualify the boat or exclude competitor from event (and/or remove all privileges or benefits)
- Level 5** Disqualify the boat or exclude competitor from event (and/or remove all privileges or benefits), and recommend further action by the national authority

CASE 47

Rule 2. Fair Sailing.

A boat that deliberately hails 'Starboard' when she knows she is on port tack has not acted fairly, and has broken rule 2.

FACTS

An experienced helmsman of a port tack boat hails, 'Starboard' to a beginner who, although on starboard tack, not being sure of himself and probably being scared of having his boat holed, tacks to port to avoid a collision.

No protest is lodged.

One school of thought argues that it is fair game, because if a helmsman does not know the rules, that is his own hard luck.

The other school rejects this argument, on grounds that it is quite contrary to the spirit of the rules to deceive a competitor in that way.

It is known that such a trick is often played, particularly when beginners are involved.

QUESTION

In such a case, in addition to breaking rule 10, has the port tack boat broken Rule 2?

A boat that deliberately hails 'starboard' when she knows she is on port tack has not acted fairly and has broken Rule 2. The Protest Committee might also consider taking action under Rule 69.

Just points to ponder.

Let us have your thoughts send us any examples that you may have come across in Club racing. Email in confidence to info@rmyc.org



Type of misconduct	Range
Engaging in any unlawful activity (e.g. theft, assault, criminal damage)	3 - 5
Engaging in any activity which may bring the sport into disrepute	1 - 5
Bullying, discriminatory behaviour and intimidation	3 - 5
Physical or threatened violence	4 - 5
Acting recklessly or in a manner that does, or is likely to, cause damage or injury	3 - 5
Disobeying the reasonable instructions of event officials	0 - 5
Intentionally breaking a rule or inciting others to break a rule	1 - 4
Interference with another competitor's equipment	2 - 5
Repeated breaches of a rule	3 - 5
Failing to act to prevent your boat or team breaking a rule, when you are aware of that breach	1 - 5
Not telling the truth or the whole truth in a hearing	3 - 5
Other forms of cheating such as falsifying personal, class or measurement documents, entering a boat known not to measure, missing out a mark to gain places etc.	0 - 5

Solaris DAYS

Jamie Sammut and his crew on the Solaris One Unica made their annual return to Sardegna to compete in the Solaris Cup. Sammut has already notched four wins in the last four editions. This year, despite failing to retain the crown, mostly due some strokes of bad luck, the Unica boys still garnered a second, overall, place.

The Solaris Cup is held annually in Porto Rotondo, and brings together owners of Solaris yachts, or Solaristas as they are affectionately known from all over the world. The sixth edition of the Cup saw forty six boats taking part.

Unica which is skippered and owned by Jamie Sammut, was crewed by Michael Albanozzo, Aaron Gauci, Alex Sant Fournier, Alan Sammut, Nicky Sammut, Gordon Schembri and Joe Vassallo.

A good start in the first race saw Unica keep her place amongst the leading bunch. Unfortunately, sixteen miles into the race and still within the lead pack, the fleet found themselves without a breeze. This situation gave the following boats a heads up as to what wind conditions were. This resulted in this part of the fleet heading towards to



the coast to pick up a land breeze, giving them a substantial advantage over the rest of the fleet stuck without a breeze. In spite of this setback Unica still managed a fourth place.

An inauspicious start to the second race saw the Unica crew having to work harder but still managed to take the lead. With their sights set on a potential win, a mile before the finish line a snap shackle broke at the top of the mast. Regardless of a quick reaction from the crew, the race was lost for just nine seconds and Unica had to settle for second place.

"After having won and brought the Solaris Cup to Malta for four years, it was very disappointing to miss out for just nine seconds - but that is the nature of the game. This year proved to be a difficult one from the very start. We had terrible weather conditions on our way up to Sardegna - squalls and winds of over forty knots resulting in us reaching Sardegna later than we normally do," explained Jamie Sammut, owner, Unica. "Yet we will not be discouraged, we will definitely go back in 2020 with an even stronger resolve to bring the trophy back home. I take this opportunity to thank all those who support us in particular Isomat, Johnny Walker, Endo Fuel, Mastervolt, Veneziani Paints, Medcomms, Cutrico and Action Sails Malta - they really make it happen!"

Despite not having won the coveted trophy, the Unica crew certainly received due reward when on their return home they were involved in the rescue of a turtle which had become entangled in plastic. The boys' quick reaction enabled the turtle to swim away safely to freedom.



Modular Floating System
CanDOCK
MALTA

www.candock.com

WAVE to Change



The growing fight against single-use plastic is gaining momentum and this is also, in part, thanks to the efforts of individuals that are willing to make a change. Enter Neil Agius, Richard Zerafa and Gilbert Bartolo, a group of swimming buddies who felt that something needed to be done to reduce single-use plastic which invariably ended up in our beautiful seas.

That is when the 'Wave of Change' was born. It was a campaign that empowered the general public to take action through simple efforts and to be part of the fight against single use plastic. The idea was simple - everyone had to pick up three pieces of trash, share it on social media, adding the hashtag #waveofchange and encourage others to do the same.

As part of their mission to create more awareness, in 2018 these guys challenged themselves to swim around Malta in 24 hours. Agius was the only athlete to complete the arduous task; swimming 70km in just under 22 hours. One year later, Neil once again roped in Richard and three other swimmers - Andrew Azzopardi, Hannah Cutajar and Steven Grech to swim 35 kilometres around Gozo. All the team were no strangers to long hours of training, competition and long distance events.

ROUND GOZO SWIM

For months on end, whilst the majority of the Maltese population were fast asleep, these athletes would set off, most of the time in darkness to swim and build up long hours in the water.

The grueling challenge kicked off in the early hours of Saturday 29th June. 3:15am to be exact.

The five athletes-turned-activists jumped into the dark waters in Hondoq Bay and started their 35 kilometre swim, going in a clockwise direction.

This was it. One stroke after another the swimmers settled into their pace, closely followed by their back up team who was at hand to ensure their safety and provide them with regular feeds.

In less than two hours, the black colours of the night started turning into light blue and orange hues to transform into a beautiful sunrise. As the sun started to appear over the horizon, the swimmers were nearly half way through the challenge and with it, perhaps the most feared part of the swim - Fungus Rock in Dwejra, notorious for its currents and strong swells. Though many thought that the worst would be over once reaching San Dimitri Point, it was not to be and the strong swells kept hitting the swimmers until they reached Marsalforn. As fatigue and sea sickness took their toll, the end seemed far.

Yet, there was no lack of encouragement - both from the support boats as well as from a number of kayakers who joined the swimmers at various points.

First to arrive at Hondoq was Neil Agius who finished the whole swim in ten hours and two minutes - no mean feat! As the afternoon wore on, and the hot sun beat upon the remaining swimmers, slowly they started to trickle in - Richard Zerafa was in next, exhausted but happy to have finished. Next in was Steven Grech, who despite intense shoulder pain soldiered on to the finish. Last but not least was Andrew Azzopardi who swam into the finish point accompanied by his fellow athletes who jumped into the water to accompany him home.



WHAT THE ATHLETES HAD TO SAY.

Neil Agius



Some people thought that although this year's distance was halved, then automatically it was easier. This definitely was not the case as the tempo and the speed was faster so my heart rate was faster and I was working harder for longer. A different approach had to be taken for the Round Malta last year, which meant a slower pace for a longer time. Training was typically five to six sessions a week, with Monday being a rest day. Generally Tuesdays to Fridays we would train in the pool covering distances of approximately 4km to 6km. Saturday would see us doing a long swim and would generally start at 4am. The purpose of this was for the team to get accustomed to swimming in the dark. On alternate weeks we would have an easy swim on Sunday. As for doubts, these always tend to make their presence felt in one's mind but in ultra distance events such as these it is important to shut them out, keep positive and always keep the finish line in front of you so as not to be distracted from the ultimate goal.

Andrew Azzopardi



I think the buildup to the swim was already mentally challenging. I knew that I was going into something that was way beyond anything I ever attempted before and would experience pain and mental fatigue. Yet, there was no backing out and that in itself is a very strange and humbling experience. The morning of the swim I knew I was physically prepared for the challenge and I was calmer than I expected – I was excited and ready to face whatever nature was about to throw at me.

I was swimming and smiling for the first two hours, but then I was dealt my first blow - a pounding headache and nausea.

Having never experienced either before in training, this was my first mental challenge - I had to calm down and keep it together by only focusing on what I could control. In hindsight I think was just seasick, but just the thought of being able to control my nausea through what I ate, and the knowledge that the sun would rise soon got me through this difficult period.

By sunrise I felt rejuvenated. I was feeling strong again and was enjoying the beautiful surroundings. The first few rays of light peeping over the cliffs were so comforting and the day was progressing pretty well.

At around the 22km mark, I started feeling some muscle soreness, but it was the mental drain of expecting Marsalforn to be much closer than it actually was that was tough to accept. The salt pans close to Marsalforn seemed like an endless 2.5KM of frustrated swimming. My support crew were aware my stroke rate was showing signs of fatigue at this point, and with the help of a few friends joining me close to Marsalforn for a few kilometres, I managed to up my stroke rate tempo and moral was high again.

It was the last 10 kilometres that the pain and mental fatigue I was expecting had finally set in. No matter how many times I mentally prepared for this pain, it was tougher than I expected. The wind and current were now coming straight at me. If there was a time to use all my mental training, it was now. I was using all tricks in the book that I knew of. I knew the remaining distance was small in the grander scheme of things, and there was no way I could not finish – It's a strange feeling - It was an emotional rollercoaster of exhaustion and happiness because I still had no doubt whatsoever that I will succeed. Knowing that the mind gives up before the body, I felt reassured I still had fuel in my tank and the finish was now in sight.

The experience will remain with me forever – it was a beautiful, humbling, and amazing experience where I pushed my body and mind to limits, I had never gone before. Most importantly I feel that I did something small to generate awareness to save our seas. In these 12 hours the sea-life experienced was nothing short of sad, and I hope that even if only a handful of people change their habits to the better, the challenge was a success, and my kids will know that I did something to save the planet I brought them into.

Steven Grech



This incredible swim has been filed under one of the most challenging life events I've ever undertaken from both a physical and mental perspective. The first challenge was ensuring

I found the right time-balance between family, work and training in the pool and sea leading up to the big event. On the swim around Gozo, I focused my mind on taking it feed-by-feed and getting through each of the 45 minute segments as I only breathe to my left and didn't want to focus on landmarks unless I asked my team where I was! The back-wash along the cliffs, the jellyfish – got stung around 5 times – and the currents from Ramla onwards were major challenges, however the biggest physical and mental challenge came at around 23km when my left shoulder started to ache, with pain becoming intolerable at around 27km mark. I tried to change my stroke, took some pain killers, but nothing really helped, so I worked with the pain as much as I could for the last 9km, visualising touching the wall to keep me going. I was also crying underwater at some points due to the pain. When I finally arrived the emotions ran wild, especially when Neil and Richie jumped into the water to swim with me. On to the next!

Hannah Cutajar



I am no stranger to training at unearthly hours having competed in triathlons, including an Ironman (3.8km swim, 180km cycle and 42km run) around the world. I had a good and steady start, ignoring the jelly fish bites and the darkness that enveloped us for the first couple of hours of the challenge. Seventeen kilometres, practically half way through the swim, the strong sea swell got the better of me and a very bad bout of sea sickness hit. Despite trying to soldier on, things got worse and those conditions are such that one must not take risks. To say I'm disappointed would be a huge understatement. There was

so much heart and soul put into the challenge but, rather than let this setback put me down I look at the all the awareness the Wave of Change has generated. In reality the challenge wasn't about me, it was about something so much bigger. It was about change and inspiring people to do their part to turn the tide on single plastic use.

Richard Zerafa



The whole experience was mentally challenging for me. Not finishing last year's Round Malta swim had its toll on me and I was determined to finish it this time around. I've changed my training regime this year to focus more on shoulder stability and strengthening. However I couldn't have done all the training alone so we all helped each other to get to the start. I want to thank my wife Alexia for her patience, taking care of our kids while I spent 6hr plus swimming on weekends and Alex Diedo and Duncan Azzopardi with whom I couldn't have not done the swim on the day. These guys kept me going throughout the whole ordeal, even after the 9th hour when I hit a mental block and just wanted to quit. These marathon swims are 10% physical and 90% mental, and these guys including my wife got me through it all. Lastly please remember that we did this swim to raise awareness about the rubbish there is. So wherever you are just pick up those 3 pieces of thrash and dispose of them properly. It's just 3 pieces, but once you pick those up, you open your eyes on how much rubbish inconsiderate people leave around and you'll be compelled to do something. Let's change the mentality.

SIGN THE PLEDGE

By signing the Wave of Change Pledge, you pledge to pick up three pieces of plastic, AND to nominate 3 other people or organisations to get involved and protect the places we love. No matter where you are in Malta or around the world; whether you are at the beach or on the street, you can participate. Any time, any day!

- I will pick up 3 pieces of plastic.
- I will challenge 3 people or organisations to do the same.

To Sign the Pledge visit - <https://waveofchangemalta.com/#pledge>

The Wave of Change Round Gozo Challenge was supported by QLZH Foundation and Yachting Malta.



ROLEX Giraglia



The Rolex Giraglia Cup dates back to 1953. The organisation is in the hands of Yacht Club Italiano and the event is co-hosted by Société Nautique de Saint Tropez and Yacht Club de Monaco. It attracts hundreds of pro and amateur crews. The 2019 edition had 240 entrants and two Royal Malta Yacht Club boats – Comanche Raider III and Otra Vez take part. SPINNAKER succeeded to get Aaron Gatt Floridaia (Otra Vez) and Melle Boersma (Comanche Raider III) pause from their busy schedules and share their experience at this international event.

OTRA VEZ

Otra Vez Crew | Tom Sammut Alessi, Sean Arrigo, Jesper Feldt, Fabio Galea, Aaron Gatt Floridaia, Edward Gatt Floridaia, Brian Flahive, Peter Mallia, Conrad Muscat, Dario Schembri

The event is a mixture of inshore races which follow the main event - the long-distance race starting in St Tropez, passing

the Giraglia rock at the northern tip of Corsica and finishing, this year, in Monaco. The inshore races were mostly light wind affairs but on the morning of the long-distance race, a strong South Westerly wind had settled in, making for an exciting race. After a spectacular downwind start, with over 200 boats, heading out of St Tropez under Spinnaker, we turned west on the first beat towards an upwind mark. The wind strengthened progressively and as we approached the mark; the wind was gusting above 25 knots. We got to the mark in a good spot, passing close by to our friends on Comanche Raider III who had already turned and bore off for the first long leg towards Corsica.

Although the wind had now reached 30 knots, we hoisted our spinnaker and settled in for a hair-raising reach towards Corsica. Sitting on 14 knots boat speed and reaching a top speed of 18.7 knots this was definitely the most fun we've ever had on the boat and we made quick progress towards Corsica. By late evening, the wind had weakened. We passed the Giraglia rock in the early hours of Thursday morning in a very good position, having made the most of the heavy air reach. We settled in on a reach towards Monte-Carlo in a moderate South Westerly breeze. Picking a strategy for that leg was tricky as the wind was expected to die down and turn Easterly at around midday. We played the left side of the course as it looked as though the new wind would be stronger on that side. By early evening as we approached Monte-Carlo the new wind had settled. Our strategy paid off as the boats to our right struggled, allowing us to pick up a couple of places.



We crossed the line in good spirits and looking forward to a cold beer at the race village. Monte-Carlo Marina and the Yacht Club de Monaco are quite spectacular. As the boats came in it got busier and busier with crews all talking about the downwind leg and waiting for results. Our final position at 22nd in IRC out of a fleet of 129 boats was very satisfying and we were very pleased knowing we had sailed well and pushed the boat to its limit.

This was our fourth visit to St Tropez to participate in the Rolex Giraglia and I would recommend it to anyone looking for an enjoyable week of inshore and offshore racing in a great atmosphere.

COMANCHE RAIDER III

Comanche Raider III Crew | Daniel Bartolo, Melle Boersma, Alessandro Ercolani, Paolo Giummarra, Ramon Sant Hill.

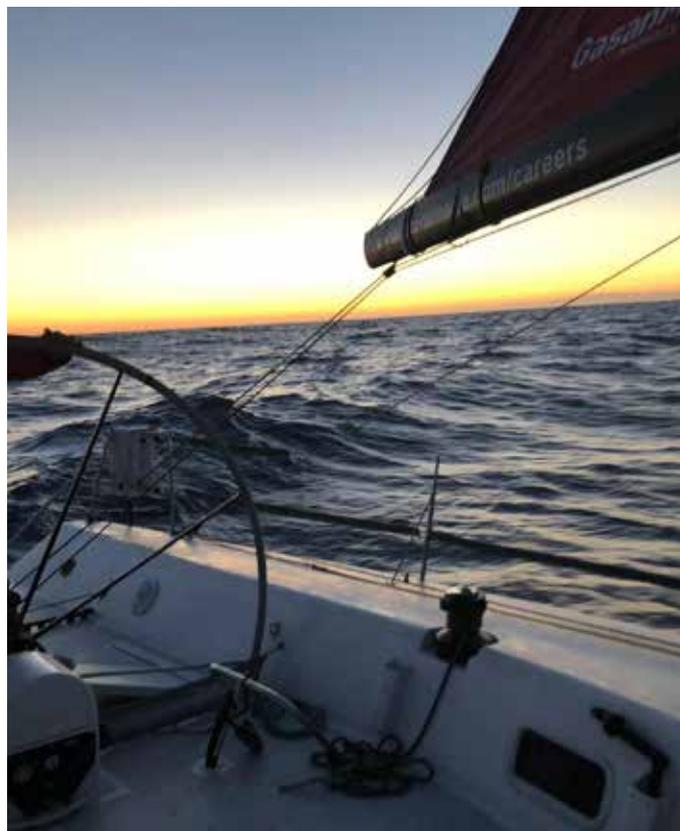
Comanche Raider III joined the 240 entrants at the 67th Rolex Giraglia Cup earlier on in June. Unfortunately, we could not get the crew together to participate in the three days of inshore races in the bay of Saint Tropez, and it looked like we missed three days of fun racing around the cans.

I arrived a day before the start of the offshore part of the event. The start is in the bay of Saint Tropez. After 14 nautical miles along the coast, the next mark is the Giraglia rock just north of Corsica and by the time you reach the finish in Monaco you would have covered about 240 nautical miles.

Being alone, the boat preparations I could do were somewhat limited. I kept busy until there was nothing left to do except head for the crew party. Seeing St. Tropez full of racing boats, the bigger ones right in the middle of the village, is a pretty sight. The party was massive and located right on the water side of St. Tropez. A live band swept up the atmosphere while hot food was served (Italian) and free drinks were flowing. Everyone got one strong plastic cup which could be hung around your neck to be re-used, thus reducing plastic waste hugely, compliments to the organisers. Fireworks erupted and it was time to get some sleep before the race start the next day.

The rest of our 6-man strong crew missed the party and arrived around 3 am. We had a busy morning getting the race sails on and getting some delivery stuff off the boat. At 10:30am it was time to cast off for the start.... but the engine vibrated like a madman and there was no thrust coming from the propeller. I had experienced this on the delivery, it was caused by the fact that only one of the two propeller blades unfolded, but it always opened when we went really slow or first reversed. I checked this the day before the start, and it was fine. Anyway, Ramon jumped in the water to discover that one of the blades was now completely missing. Time was ticking and we asked for a short tow out of the marina before we hoisted our jib.

We made it in time for the 12:00 clock start, and the wind started to fill in nicely. Ramon made a nice start and we set the gennaker. Rounding the cardinal mark, it became a beat along the coast with the wind steadily building. First 16 knots, soon 20, later 24-26. In hindsight we should have put a reef in. Some other boats had trouble and even had to give up at this early stage, but we managed to round



the mark and were looking forward to the 125 nautical miles downwind in 26-28 knots of breeze. It was a blast. Surfing down the waves with the smaller gennaker up we were doing speeds of 16-20 knots. Yes, this is what a racing boat is made for! Our Farr 45, from the previous century, handled the waves and conditions in a spectacular way. We were flying and big smiles all around on the boat. We were passing boats who were less brave and sailed under their jib and main sail. Alessandro was winching like a machine to keep us powered. Till we broached, a slight distraction from my part, while taking a sip of water, meant we lost it. It took us four attempts to get the boat downwind again. It would have been easier if we dropped the gennaker halyard a bit, but we didn't, but we got going again.

Not much later we discovered a tear in the gennaker. A previous repair done by the undersigned didn't hold but this time we had One Sails sailmaker Paolo on board and he did a proper fix. It took quite some time and we lost some miles while still going 11-14 knots under the jib. But as soon as it went up again, we accelerated forward and blasted on.

We enjoyed a nice sunset over the sea while the gennaker kept taking us toward the Giraglia rock. The wind slowly came down and it became a bit less intense allowing some of us to take a welcome break from the deck and catch some sleep. With the help of Matthew, we put the big gennaker back up. About an hour before rounding the Giraglia rock it was my watch again. It was gusting a bit near land but nothing that made our bowman Daniel blink while blowing the tack-line to drop the kite and prepare for the next leg. We went around nicely and the reduced 12-14 knot breeze suited Comanche Raider III very well. When I went down below, I dreamt of an early afternoon finish, but the forecast was for the wind to die down completely. The last five hours became a challenge with a fluky 2-4 knot breeze, but at least there was something. We finished just after 6 pm and sailed towards Monaco Yacht Club. As we had no working propeller we called for assistance. Two boats, who had experience docking a yacht without power, brought us to the dock right in front of the massive 5 story club house. Not bad! Free beers were waiting. A shower, a good meal and some beers later we thought it was a good idea to venture off to the casino. At 1am it was empty and perfect for our debriefing. The next morning a light breakfast was served at the Club. We recovered from our drinks and I from my casino losses.

Now it was time for me to head home and probably leave the best party to the rest of the crew as the Club was preparing champagne glasses and a massive podium, with the yachts behind providing the perfect backdrop for a great celebration. Looking back, it was a grand event. It would have been better if we would have been able to do the inshore races too. Saint Tropez and the Monaco Yacht Club make this an event, that given the opportunity, crews should take part in.



Comanche Raider III Mascot joins the crew



ANNUAL CLUB Carnival Party

A good crowd of revellers attended the Club's annual Carnival Party and celebrated the carnival season with a larger than usual dose of fun and excitement. Each year the costumes are outstanding, and this year was no exception. Party goers put in a great deal of effort to dress up, all vying for the possibility to win a Best Dressed Prize. Despite some of the costumes being slightly complicated making dancing awkward, DJ Albert managed to bring everyone to their feet dancing to some very popular tunes. Towards the end of the evening Commodore Godwin Zammit announced the winners and presented them with their prizes.



Winners:

Best Dressed Female: Anna Rossi

Best Dressed Male: Ken Haughton

Best Dressed Couple/Group: Joost & Nadia
Merten, Martin & Julia Borg Nicolas



HELLO SUMMER!



The Royal Malta Yacht Club welcomed Summer with the annual summer party held on the Club's Roof. Guests tucked into a specially prepared menu from The Pulled Meat Company which consisted of a selection of beef, pork and chicken accompanied by a selection of salads. Entertainment was provided by The BnBees who played live throughout the evening, bringing members and guests to their feet to dance the night away. What a better way to welcome summer?



ROLEX MIDDLE SEA RACE ENTRIES CONTINUE TO CLIMB



The Rolex Middle Sea Race is once again proving to have magnetic appeal, with 58 yachts from 17 countries so far registered for the 2019 edition. Malta's rumour mill reports a number of other boats with logistics in place, even if the entry form has not been submitted. With a cut-off date of 27 September 2019, prospective entries have plenty of time to complete the formalities. The 40th running of this 606nm offshore classic, which starts on Saturday, 19 October, looks well set to be marked by its traditional diverse and global fleet.

This year's race will be marked by a number of recent launches making their debut at the race. Four entries to date will be launched in 2019, ahead of the Rolex Middle Sea Race. 12.7m (42-ft) *Alemaro* (GER) is to be skippered by Roman Puchtev. Designed by Ceccarelli Yacht Design, the Neo 400+ is a full carbon sandwich construction and a development of the Neo 400, an example of which won IRC 3 at the 2014 Rolex Middle Sea Race. 11.9m (39-ft) *Blackfish* (BEL) has been entered by Peter Luyckx and is competing in the double-handed division. Built by Bente Yachts, founded by Alexander Vrolijk - the son of Rolf Vrolijk and a naval architect in his own right - this is an ocean-going design taking inspiration from the IMOCA 60 and Class 40. The 10.34m (34-ft) *Jeanne* (FRA) is a JPK10.30 entered by Laurent Camprubi. Camprubi is an accomplished short-handed sailor and winner of the Rolex Giraglia in 2013. Finally, there is the 9.82m (32-ft) multihull *Skymy* (pronounced 'skimmi'), the pre-preg carbon KM32fc catamaran currently in production in Brittany.

While there are always yachts making their debut, there are plenty more that come back more than once. With over a decade of experience on the scenic course, is David Latham's *Seawolf of Southampton* (GBR) 11.55m (38-ft) Pronavia

38. "This will be our twelfth Rolex Middle Sea Race," advises Latham. Latham's crew reflects the polyglot nature of the fleet with individuals from the UK, Spain, Germany, Mauritius, Ireland and The Netherlands. Over the 11 races, *Seawolf* has placed well with plenty of podium finishes in class under IRC and ORC. Seventh overall in 2009 is a highlight, while retirement in 2017 (along with the majority of the fleet) was a low. Latham cites a number of reasons for returning so regularly: "The friendliness of the Maltese people and the RMYC in particular. Then there is the diversity of the racecourse. It is like a game of snakes and ladders, and there is always a chance to recover if you make a tactical error." In terms of favourite moments, Latham is clear there is little to match the spectacular start in Grand Harbour, although the challenges of the Strait of Messina and the majesty of Stromboli come pretty close.





and Sons for Gunnerson-Dempsey's late-father, Thorold (Thorry) Gunnerson, a stalwart of the Australian yachting scene. Launched in time for the 50th anniversary Hobart race and *Tilting at Windmills* later came through the 1998 race relatively unscathed, suffering only a broken navigation light.

Countries represented in the 2019 Rolex Middle Sea Race so far include: Australia, Austria, Belgium, Croatia, France, Germany, Italy, Latvia, Malta, Monaco, Poland, Romania, Russia, Spain, Sweden, Switzerland, United Kingdom and the United States.



With somewhat less experience of the Rolex Middle Sea Race than *Seawolf*, the Australian entry *Tilting at Windmills* will be undertaking its second participation under the leadership of skipper John Alexander. Alexander says that the crew made up of Australian, Dutch, British and American sailors, is extremely capable and knowledgeable. They have a clear intention to improve on their 2018 debut performance: "We have raced together over a number of decades. Finishing second overall in the 2003 Rolex Sydney Hobart Yacht Race is a highlight, but so too were competing at the 2007 Rolex Fastnet Race and the 2008 Gotland Runt. What brings us back is a determination to do better and to enjoy what is the most dramatic of ocean races." *Tilting at Windmills* is owned by Sarah Gunnerson-Dempsey. The timber yacht, designed by Professor Peter Joubert, was built in 1994 by Norman Wright



Cold Cucumber & Smoked Salmon Soup

Giovanni Mugliett from The Galley shares a simple, refreshing & tasty summer soup that can be prepared in 30 minutes.

INGREDIENTS (serves 4)

- 1 Finely chopped white onion
- 2 Large cucumbers (refrigerated)
- 100ML natural Greek yogurt
- 2 Medium sized gherkins
- 4 Soup spoons gherkin brine
- 2-3 Juniper Berries
- 4-8 Smoked salmon slices
- Dill leaves for garnish or chives
- Bread croutons
- Salt & pepper (or Cayenne pepper for that extra kick)



On medium heat sautee the onions & juniper berries till the onions are soft and slightly amber in colour... allow to cool before use.

Use a vegetable peeler to peel 6-8 thin slices of cucumber (lengthwise).

Cut these in half, roll them on themselves, insert a toothpick to hold in place & put away or refrigerate, these will be used for garnish.

Same method can be used for the smoked salmon, cut in half and roll.

Peel the skin off the rest of the cucumbers, chop them all up & place in a blender, add the onions, yogurt, brine & a small sprig of dill.

Blend all till it turns into a creamy smooth liquid, season to taste (more yogurt can be added if preferred).

If all the ingredients were refrigerated this summery cold soup can be served instantly into plates or bowls, garnished with the cucumber & salmon rolls plus croutons & dill

In the case that the ingredients used are at room temperature, allow the mixture to rest in a refrigerator for at least 1 hour.

BON APPETIT





**START
SMALL.
DREAM
BIG.**

**LET'S START
SOMETHING**



ROLEX

THE YACHT-MASTER II

Created to be the ultimate skippers' watch, the Yacht-Master II features a mechanical memory countdown function, and continues to set new standards in the world of yacht racing. This is a story of perpetual excellence, the story of Rolex.

#Perpetual



OYSTER PERPETUAL YACHT-MASTER II



EDWARDS LOWELL
SINCE 1925

VALLETTA - T. +356 21 24 7447
ST. JULIANS - T. +356 21 38 4503
INFO@ELCOL.COM - WWW.ELCOL.COM