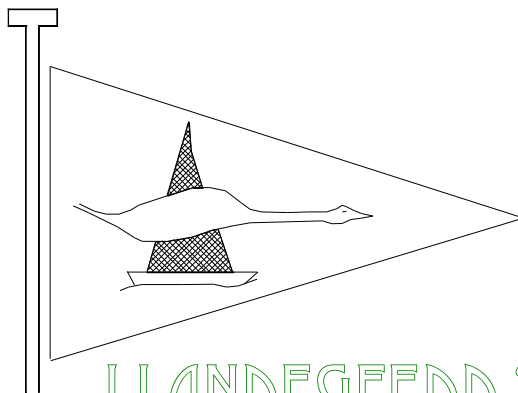


2004

All the news that's fit to print,
and quite a bit that isn't!

April
Number 53

www.llandefedd.org.uk



APRIL NEWS

LLANDEGFEDD 'S PRIVATE EYE

SOCIAL news

So hot off the commode, it's still steaming!

Social Calendar 2004

July (date TBC).

Petonque with Gareth at Sebastabol Park in Pontypool. An evening of hurling large metal balls across the park just like the French but without the garlic. An evening for all the family.

September 15th The Go-Karting adrenalin rush evening. Get your own back on those fast boats that always fly past and drive like a maniac completely legally, great night for the over 14's. Price to be announced.

20th November Prize Giving. To be held at the excellent Usk Conservative Club as last year with dance and buffet.

There are also a number of **Club Days** which are intended to provide training at all levels to sailors of all ages with opportunities for all to improve their game and seek assistance in areas where help is needed from our experienced training team. On each of these days, there will a barbeque lunch when you can meet friends followed by short races and challenges in boat handling skills.

Please do your best to support these events as without members participating our attempts to grow and develop the club will be in vain

Steve Clarke

We wanted more wind this year, and so far we're getting it. We've already had to cancel more sailing this year than we did in the whole of 2003! That has made it a slow start to the season. Hopefully, more people will venture out on the water in the next month.

It would be lovely if I could report that Welsh Water are finally doing something about improving facilities at the reservoir. I can't believe that they are proud of the facilities that they provide! But there is no news on that front. So we must make do and mend. Our new assistant bosuns have been busy. The floor in the club house has been mended, and a new wind generator is about to be installed.

We wanted to make the race officer's life easier, so we've built a security cage so that an engine can be kept permanently on the orange safety boat. We hope that this will be kept at the water's edge, but if water levels drop far this year, we may put the boat on the water later in the season.

Mervyn reports that a further nine members have their power boat/safety certificates. When I saw them, they seemed to be enjoying the course. If you haven't got your certificate yet, please try and get it soon. If you are an experienced driver, and have run the rescue boat before, you should be able to get the badge fairly easily. There will be further announcements about this soon.

Sherene and I enjoyed our party and we thank all those who came, and provided such good food and drink. The social committee have been busy organising events, and I hope that they are well supported. As part of our duties, we've tried out the 'new' Carpenters Arms. The food seems good – so good that the place is very popular.

More details of the social calendar appear elsewhere. I hope that events are well supported. All new members (including this year's and last year's trainees) are invited.

The Club Development is being published on our website and there will be copies in the clubhouse. Please take the trouble to read it and let the committee know what you think. If you have any ideas we want to hear them.

The Club Days are a new idea. They are meant to be a mixture of fun and serious training/racing. There will be a barbecue at lunchtime, (and in the evening if there is demand) and a choice of on the water activities. The training exercises will be fun, and will be aimed at adults of all ability and experience, and will be delivered by our RYA recognised coaches.

Finally, We run our training course on the 3 middle weekends in May. We would like volunteers to help run the course, and we would also like to borrow some 2-man boats. If you are able to help, please tell Keith Sykes.

Gareth Edwards

Canada Dry.

If you've been wondering why you haven't seen Dave Hamersley's transom recently, (It's the only view that I get, except when he's coming up to lap me!) it's because he's in Canada enjoying a gap year. Well somebody has to do it! Here is his report_

Just like to say hi to everyone back home at Llandegfedd sailing club!

I am feeling a bit disappointed that I am missing out on the sailing season this year, and from what I have heard via e-mail, you have been getting some awesome conditions to start off the season. Also it's great to see how everyone is getting on in the results tables, especially my ol' buddies in the Lasers, and the youth sailors also. So many thanks to Mark for passing the results on to me. As a result of that I am looking forward to seeing some top notch sailing this year from James, Sam, Rich and Steph in the Lasers and from my brother Nick and also Joe, Dan and Richard in the Toppers.

For those of you who don't know I am taking my GAP year in Canada at the moment. I am working on an outdoor pursuit camp at the moment in Quebec about 70km North of Montreal. Being in Quebec means that I have been having to speak French since I arrived out here 3 months ago and now the language is coming along fine, the only trouble is whereas I am improving with my French, my English is getting worse and I is getting to the point now where it is sometimes difficult to put together sentences. But that is just a minor problem.

The winter proved to be an experience and a half with temperatures getting down to -45c accompanied with wind chill, but on the bright side we did have lots and lots of snow, (well that was in my opinion) but according to the locals it is only half as much as they usually get. I can safely say though, that it is enough snow to last me a lifetime. I haven't got any sailing in yet as all the lakes are still frozen over. But I will be teaching some in the summer. I can't wait!

Things now starting to heat up a bit, today the temperature got up to a scorching 10 c and everything has started to melt rapidly, so things are a bit mushy at the moment.

Spent last week doing a bit of travelling and sightseeing. Visited Ottawa and the houses of parliament and Rigeau Hall, home of the Governor General of Canada, (the governor general is a woman) and I was very honoured to meet her husband just as I was taking the tour of the house. Also went to a Huron village to learn some of the culture of the American Indians who were the most well known in Canada. After that I visited Quebec City which is a beautiful place and I guess what you would call old by Canadian standards. Tried to sort out all the history that goes with Quebec while I was there but I am still a bit confused on some aspects of it. To top off the journey I went to Montreal on the last day. Montreal is kind of a mix between Quebec and Ottawa in the sense that in the heart of the city it is modern and clean (great place for students) and further into the outskirts there is the historical aspect of the city.

On the way back to the camp I went with a friend to see his girlfriend play in a ringette match. This is a bit like ice hockey except it is played with a ring rather than a puck, and it is only girls that play, and from what I saw it is only good looking girls that play!

Well I am back on the camp now taking a well earned relaxation and looking forward to my family coming out on 1st April.

I wish everybody in the club all the best of luck with the new season.

Happy Sailing!

David Hamersley

Editorial Effluent

Andy tells me that he used to spend Boxing Day afternoon writing the newsletter, I'm doing this on Good Friday, facing the prospect of a weekend of eating chocolate. Eating the eggs that the kids can't finish, (and the ones they didn't know that they had!) Due to the totally underwhelming response to the proposed Llandegfedd web watch I can only assume that most of you have far more important things to do than sit in front of a computer for long periods of your free time.

Upal Knight-eBaying

Optimist News

Congratulations to all those who completed the WYA Regional Winter Squad Training recently. Especially to Hannah Tilley and Sara Jackson for selection to represent the region in the forthcoming inter-regional regatta at Pwlhelli. Also well done, and bad luck, to Myles Jackson and Maddie Stanley for just missing out and being reserves. Big sister Kate Stanley, who is in the National squad, will be racing in the Open fleet and we wish her well in the "Big Time". This years training at the reservoir will be starting shortly so keep an eye out for dates to be announced shortly.

Bill

Taking the p***?

The RYA have announced that, in a measure to combat the ever growing menace of drugs in sport, random urine tests will be conducted on sailors of all levels. Solo sailors are reminded that the samples will not be collected until after racing has actually finished.

Another Social event, date TBD

Beer, Curry and Video night at the Indian Empire. Showing amusing and evocative videos of people in extreme boats with a surprise element. Excellent food (well researched by the social committee) and pleasant surroundings in a separate function room and ideal opportunity for trainees old and 10's free). A new way to get to meet everyone. Tickets will be on sale later including all food at £10 adults and £7 for under 14's

THE EVEN GREATER ADVENTURE. CHAPTER TWO.

NO COMEBACKS.

"But there is a way Sir," Mike replied, "We could arrange for the Cup to be, er, removed from Switzerland and brought back here."

"We'd need to use the SAS or even Mossad, Mike," the Admiral replied, "That would be far too dangerous. It could even bring down the government if things went badly wrong!"

"What I had in mind was a private operation, Sir," said Mike "One that cannot be traced back to us."

"Who would be prepared to do such a thing," wondered the Admiral, "And how would we find them?"

"There's a rumour doing the rounds in the yacht club bars that a small group exists in South Wales who specialise in exactly this line of work." Mike replied.

"What's known about them?" enquired the Admiral.

"Very little, unfortunately, except that they are masters of disguise and are based at a place called Llandegsomewhereorther. I'll see if they have a website." Mike answered, turning on his computer.

"Do they have computers in Wales?" asked the Admiral.

"I believe that they have a few Sir." Mike replied. "Ah here we are!" he exclaimed "Llandegfedd Sailing Club."

"What does it say?" questioned the Admiral impatiently.

"Apparently they have an asymmetric open meeting in April," Mike replied, "We could enter it and infiltrate them that way."

"Don't be silly Mike, everyone knows that no outsiders ever enter Llandegfedd's asymmetric open meetings. What you need to do is go along there next weekend and pretend to be interested in joining the club. Have a look around and see what turns up."

"Very good Sir," was all that Mike could think of in reply. Perhaps it wasn't such a good idea after all.

The following Sunday saw Mike travelling up to South Wales. The website directions had been excellent and he found the reservoir easily. Passing the Ranger at the gate, (a far greater achievement than he would ever realise,) he parked his car and approached a man who was rigging a very strange looking boat indeed.

"Hello," said Mike introducing himself, "I'm interested in joining your club."

The man with the strange boat introduced himself as Veets, and explained that he was the Vice Commodore.

"You need to speak to Lib," Veets continued, "He's the membership secretary. I think he's up there in the clubhouse."

Mike looked up in the direction that Veets was pointing in, but couldn't see any clubhouse, just an old green shed.

"I'm sorry, did you say clubhouse?" he asked.

"Yes, that's it, there!" Veets replied pointing at the old green shed.

"Oh, thanks." Came Mike's reply.

Mike began the long climb up the hill. By the time he reached halfway he wished that he'd brought his car. By the time he reached the top he wished he'd brought an oxygen tent. He waited outside for a couple of minutes catching his breath. When he had regained some composure he entered the "clubhouse" and found a man sitting at the far end of the room, eating a Scottish takeaway.

"Lib, I presume," said Mike, "I'd like to join the club."

"Grab a form," Llib replied, pointing to a pile of papers on a table, "I'll be with you now."

Mike picked up a form and sat down close to Lib. Very close. Lib felt nervous.

"Actually Lib there's something else." Llib felt very nervous.

"Do the words trophy recovery mean anything to you?"

"That depends," Llib answered, "Are you from Llangorse?"

"Never heard of it." Stated Mike, honestly.

"I work as part of a team," Llib continued, "You need to meet us all together."

"Can that be arranged, ideally in secret?" Mike asked.

"If you come back next year we could meet in the Wilson Flyer," Llib offered.

"The what?" questioned Mike.

"It's a long story." Llib replied. Sounds like a sixties election leaflet, thought Mike.

"There's always the local pub," Llib suggested, "We could all meet there after the racing has finished."

"Sounds good to me!" answered Mike.

So Michael Hunt spent a very pleasant Spring afternoon watching the racing at Llandegfedd. He was particularly impressed with the OD hut. "What a wonderful place to organise racing from!" he thought to himself.

When the racing had concluded and everything had been packed away, Mike followed Llib to The Farmer's Arms. There he was introduced to Ynad, Lonic and Upal. Not what he was expecting at all, they seemed almost normal.

"What's this all about?" asked Lonic.

"I represent an organisation that wishes to see a significant sporting trophy returned to its moral home." Mike announced

"Cut the crap," Upal replied, "What do you want from us?"

Mike was unnerved by Upal's abruptness.

"We want you to go to Geneva and "remove" the America's Cup, bringing it home to the Royal Yacht Squadron. If you feel up to it."

Llib, Ynad Lonic and Upal were stunned, it was a challenge too big to resist!

"I'm in!" stated Lonic

"Me too!" agreed Llib.

"Me three!" Ynad couldn't resist the challenge either.

"Me as well, likewise, also and all!" it seemed that Upal was fairly keen as well.

"I cannot overstress this," Mike was talking very slowly, very deliberately, "If anything goes wrong, if you get caught, the Squadron will deny all knowledge of this mission. You are on your own. There are to be no comebacks under any circumstances. Do you understand?"

"No comebacks it is!" said Llib.

"No comebacks!" repeated Lonic.

"No comebacks!" agreed Ynad.

"I'll drink to that, no comebacks!" Upal concluded.

"Then there is the question of your fee?"

“We’re all patriots,” said Lonic, “there will be no fee. Just pay our expenses.”
“Brilliant!” replied Mike, “Keep me posted regarding your plans. My number is on this card. Memorize, then destroy.”
“I think we need a meeting.” Said Llib. “White Hart tomorrow, 7.30”
Lonic, Ynad and Upal nodded in agreement.
“The Sub Committee rides again!” said Ynad.

The following morning Mike entered his office feeling even better than he had the previous week. He knocked on the Admiral’s door, again entering without waiting to be invited. The smile on his face said it all.
“Successful weekend I take it?” The Admiral could read body language.
“Amazing Sir.” Mike replied. “Not only will they do it, they’ll do it for nothing! Just expenses.”
The Admiral’s jaw dropped, his face rapidly reddening.
“Have you taken leave of your senses?!”
Mike didn’t understand.
“Sir?” was all he could reply.
“Haven’t you seen how much they drink? This could bankrupt the Squadron!”
“Sorry Sir.” Mike answered quietly.

Later that day Lonic, Ynad, Llib and Upal met in the White Hart. After the benefit of a night’s sleep and a whole day to think about it they had all reached the same conclusion, that this wasn’t such a brilliant idea. However being normal men admitting such publicly was to show signs of weakness. Which wasn’t going to happen. No sir.
“What shall we disguise ourselves as this time?” asked Lonic, “Farmers again?”
“We are all far too slim to pass as European farmers,” answered Llib, “Besides, the weight of the EC subsidies will slow us down too much.”
“I was reading in Yachts and Yachting that there is an RS open meeting on Lake Geneva early next month.” Offered Ynad. “We could take two boats and enter it!”
“You mean go disguised as dinghy sailors?” questioned Lonic.
“We’d never get away with it!” said Upal.
“I tried it last year down at Salcombe,” responded Llib, “Almost got away with it!”
So it was agreed that they would take Ynad and Llib’s boats to the open meeting on Lake Geneva.
“Two boats means two cars,” said Ynad, “But at least it’s not by tractor!”
“Or one big one,” replied Llib, “Upals got a people carrier.
“We could hire a double trailer,” Upal suggested.
“Only one problem then,” Llib continued, “They don’t sell Bass in Switzerland!”
“We’ll have to take our own then,” said Lonic, “How many cans can you fit in a people carrier?”
“Millions!” answered Upal, “That’s why Renault called it the essBass!”

Three weeks later saw our heroes up at Llandegfedd bright and early on the Thursday morning, de-rigging two RS400s and loading them onto a double trailer. With the essBass fully loaded they headed from the reservoir towards the M4 motorway. As they crossed into England a large cheer erupted as Lonic Ynad and Llib were returning to the land of their birth. Upal realised that in this company he was indeed the ethnic minority, being the only one born on the right side of the Severn Bridge.
The journey to Dover passed without incident, the intrepid quartet catching their ferry at the correct time. They spent the crossing in the bar, discussing various topics including the meaning of life and also some of life’s great unanswered questions.
“What was the best thing before sliced bread?” posed Lonic.
“Why is there only one Monopolies Commission?” wondered Ynad.
As the ferry docked in Calais they left their seats to make their way down to the car deck.
But they hadn’t noticed the seven foot tall one legged Eskimo who was now talking animatedly into his mobile phone.

To be continued.....

Next page has news of **Club Day** on MAY 2nd

Menu for Sailing Club Days - May 2nd, from 10:30

Objective

The Club days are meant to be a lighthearted day of sailing, with a mix of racing, social and coaching. There are three of them this year, and we need YOU to help suggest how to run them. Ideas that work from this May event will be fed forward to the next two. Tell us HOW many, WHAT type of races you would like.

Coaching/Improving/Practice

Below are possible coaching sessions, each ought to be about 40 minutes. We will run only the suitable ones, and won't guarantee to run these if the weather or Instructors don't fit! On the day we can see who turns up, and then what they want to do. Depending upon the number of instructors we intend running more than one session at once.

Target Audience/trainees

Any adult or youth sailor who wants to improve any aspect of sailing. All club members who want to have a sail and a race, possibly in a different boat, possibly with a different crew, possibly with a different personal handicap?

Timetable

An instant timetable will be generated. Steve Clarke will be in charge of running this, so find him when you arrive. Note that we will need assistance in launching rescue and training boats.

Barbecue at lunchtime

Please bring something to barbeque and drink, and we will have a more social day!

Racing

Yes, there will be some! We can agree whether to split the fleet into "very serious" and "less serious" sailors if we get the appropriate mix. Windward / leeward? Do you want some on the water advice? It might do wonders!

Starts

- basic theory (timing, safe approach etc)
- Rules on starts, windward boat, barging
- Identifying the favoured end of line
- On water practice – short windward leeward course of 2 minutes, repeat!

Tactics

- Dirty/clean wind
- Cover
- Control of other boats
- Laylines
- Practice on a slightly longer course

Strategy

- Wind bends
- Tides (theory only!)

Mark Rounding

- boat positioning
- boat handling
- rules (two boat lengths, port and starboard etc)
- practice session

Survival sailing

- 5 essentials
- upwind
- surviving at high speed
- sail and rig setting
- Practice if windy

Better Upwind sailing

- Telltales
- Boat set up
- Balance
- Practice session

Two Boat tuning

- guidance on how to set it up
- What to expect
- Practice

Rudderless sailing

- Why it's a useful skill
- 5 essentials
- tips
- demo by instructors!
- Practice if suitable weather (Enterprise)

Asymmetric courses

- Why our boats are odd
- Use in Lasers and Enterprises
- Practical – assuming its above force 2

Rules overview

- 3 main rules
- consider difference in
- Right of way boat
- Providing room
- Keeping clear
- Does Asymmetric boat make a difference?
- Practice on shortish course with side limits patrolled by rescue boats who can advise and also act as a boat calling for water/starboard etc.

Sail control

- use of outhaul
- use of kicker
- use of Cunningham
- description of "Johnny and the perfect hill" or similar.
- Demo on shore, boat on side (420? Laser?)

Boat Swaps

- genuine swaps
- mix crews and helms from different classes
- put instructor/experience with someone

Any other ideas?

- Ask Steve on the day!

Your coaching team!