

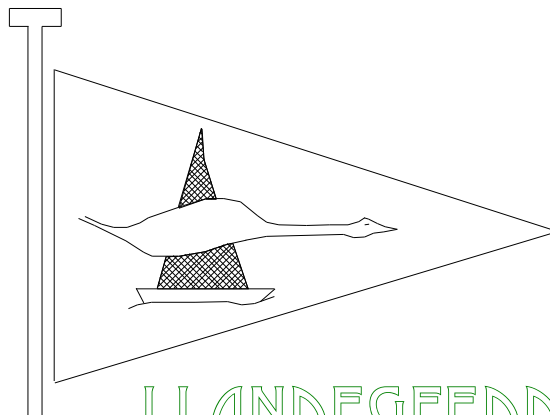
2004

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

February
Number 52

www.llandegfedd.org.uk

SOCIAL news



February NEWS

LLANDEGFEDD SAILING CLUB

Commodore's Letter

Friday February 27

General knowledge quiz night, with one nautical round. The quiz will be held in Cwmbran Town Sports and Social Club which is in Commercial St. in Old Cwmbran. The post code is NP44 3LS and a map can be found at www.streetmap.co.uk

Teams will consist of four people and entry will cost £5 per table.

Any queries email Alan and Judith or ring them on 01291 626318.

(But don't ask for the answers as they have already given them to me!) The fun begins at 7.30pm. So come along, have a beer with your mates and bring your wives and girlfriends. (But not both!!)

If anyone has further ideas or wants to help, please contact Mandy or Gareth.

The new season is nearly on us. It is time to start thinking about whether our wet suits still fit us (mine never quite does! Funny how rubber shrinks, isn't it?) and what gear on the boat needs replacing. The reservoir is full, and looks quite inviting. No doubt, winter still has some bad weather to throw at us, but it is time to start sailing again.

Before talking about the new season, I'd like to look back a little. I want to thank all those who helped make last season such a success. I also want to particularly thank Alan and Judith Bolton, who both resigned from the committee at the AGM. They've both been commodore, and held other posts, and have put a great deal of energy and commitment into the club.

I'm also grateful to those who have taken on new roles within the club. I hope that they continue to enjoy making their contributions.

Thank you to all those who attended the AGM. We'll have to get a bigger venue next year. There were several lively debates, and there is a summary of discussions elsewhere in this newsletter. I'm pleased we've adopted a 3-race programme on a Sunday, and that except for October racing will start at **1.30pm**. We should all spend more time on the water.

Remember that this year, we must launch a safety boat each time we race. We're going to make it easier to get a boat launched - the new arrangements will be publicised when they're finalised. The race officer's job should be made easier. Would anyone who hasn't taken the power boat qualification please do so as soon as possible. Mervyn is running a course in March - you'll find it's great fun, AND gives you an internationally recognised qualification.

The new social committee met this week. We're planning several social events throughout the year, including Go-Karting, boules, barbecues at the reservoir and the Quiz Night on 27th February. To celebrate the start of the season, we're having a party at our house on 19th March at 8.00pm. Everyone's welcome - bring a plate of food and a bottle. We live at Mulberry House, Castle Parade in the centre of Usk, opposite the square with the clocktower, and there's plenty of parking nearby. We look forward to seeing as many of you as possible.

Gareth Edwards

Instructor Conference

Alan, Mervyn, Gareth and I enjoyed watching the weather at Cardiff Bay on 31 Jan. We were at CBYC to hear and discuss various training related matters from Mal Jones, Welsh National Coach and Graham XXX, UK Power boat coach. Some particularly relevant and useful items are summarised here.

Power Boat Training

Quick review on the advanced courses. N/A

If we need help in training for Power Boats its possible that WAY will be able to supply further Instructors and boats to push our numbers up. Under investigation.

I believe that we have a couple of Llandegfedd Volunteers to be trained as Powerboat Instructors. That's good news, especially for Mervyn.

Safety boat discussion.

Graham showed us a presentation from Calshot which Gareth will have a copy of. It's a summary of the course with useful pictures. *We may be able to show this at a social function, or when we do race officer training.*

We asked about our specific requirement to have all powerboat users qualified to Safety Boat standard. General agreement that this is very unusual. Graham says it is quite sensible to issue proper RYA Safety Boat certificates with an endorsement of things that are not covered. *Mal Jones said that we can issue a safety boat certificate endorsed to show that it can only be used on Llandegfedd* This might be able to reduce our training time. .

Senior Instructor's Courses.

All proper certificated courses require that there is a Senior Instructor on site supervising. We have one active on in the club, (Mervyn). The RYA recognises that there is a nationwide shortage and is reviewing the courses. Not many club instructors are prepared to give up a week's holiday to take the course and then give further time to the club, etc. Options under consideration

- Cut to 4 day course, with a preliminary workbook that has to be completed first. This reduces it to 2 weekends. This is happening this year.
- A fast track club based course. A days' training with an action plan. A gap will allow the instructor to gain the "missing" skills. A follow up assessment day will see the completion of the course. The basis of this has to be that the candidate has many of the management skills needed. It will not suit all but may be especially suitable for experienced club instructors. RYA not sure if this is feasible.
- Any Volunteers for any of these, as we need Senior Instructors. ? If anyone decides to get the preliminary workbook, it has a very good risk assessment in it, that the Club could share.

Dinghy Instructors

- Numbers of certificates awarded is rising. Covers both Adult and Youth scheme
- Review of Youth scheme looks very complicated, rethink in progress!
- Youth scheme Stage 3 is thought to be harder than Adult Level 2. It might be reduced in content, and a Stage 4 intermediate introduced. After that move out to seamanship, spinnakers or the racing courses.
- *Dinghy Instructors can teach Levels 1 & 2 and seamanship, and Stages 1, 2, 3 & 4 and Racing Beginners. The Principal can authorise an Instructor to teach spinnakers. To teach Racing Improvers and Advanced Sailors, they need a 2 day course. Race coaches can do Level 1 & 2 and Stages 1, 2 & 3 if authorised by the Principal.*

Andy

Youth Regional Training

Dates and venues for regional training are available on :- www.welshyachtingassociation.org.uk

7 & 21 February	BSSC Margam
13 March	to be confirmed
27-28 March	Mumbles SC

The squad is doing well. I have followed progress in November in Swansea Bay at Mumbles, followed by Corus Steel in Mid December.

We must have been quite a sight in the mist at Margam, with the ten coaches wearing Santa hats in the RIBS. It was a cool day, but the energy and enthusiasm is a wonder to behold, and close sailing standards are improvining. Watch out Adults!

Andy, Bill, & Phil, your race coaches

AGM News

Friday 30 January saw one of the best attended AGM's for many a year.

Key points for discussion included;

Safety and the implications now that we have to launch a rescue boat every time that the club is active. All drivers need to gain Powerboat Level 2 with the Llandegfedd safety endorsement.

The continuing success of our younger members.

The Club Development Plan was presented with an explanation of it's aims and potential benefits for everyone.

The replacement of the committee boat for something more suitable that could be left on a permanent mooring.

More detailed minutes will follow, this is just a small sample. (And proof that we didn't spend the evening talking about Jordan and Johnny Rotten- unlike the rest of the country!)

Llandegfedd Sailing Club Web Watch

Through the newsletter I would like to publicise the addresses of any interesting web sites that club members have discovered, for the benefit of all . If anyone sends in sailing related addresses I'll try to publish them as well. (Space permitting.)

Entrapment. And this has nothing to do with speed cameras!

There is concern that the modern fast boats can invert quickly from a capsized position. If they are trapeze boats there is an increased risk of being trapped by wires? etc. Low, transom-less boat can have little or no air under the hull. Training using these boats is a significant risk, and it is recommended that a flotation device is attached to the top of the mast. Club sailors who capsize a lot please note!

If we have an incident and you are on rescue then consider the following points

- Be beside the boat as fast as possible – needs to be in 3 minutes if someone is trapped
- Rescue and release has to be managed fast
- If no air under hull, lift the transom. Probably use a rope to loop under and hold.
- DO NOT climb on the boat, it will push more air OUT making the problem worse
- Rescue boat, and dinghy ideally, need to carry ultra-sharp knives. Put on Port side wing/transom unless class rules recommend elsewhere
- Cut trapeze wire if needed.
- You can turn capsized boat by pushing it around with the powerboat. Sail will go to horizontal fairly fast
- As a risk reduction measure, consider using spectra rope for trapeze "wires". As a last resort can cut it easily. May be sensible to do this on shrouds in some classes.

It's serious – if you have a tippy boat then think it through. *Places like Minorca Sailing use a flotation device, and there is very little effect on performance.*

It was recommended that we rehearse the trapped scenario. It was also recommended that we buy Gerber Rescue Knives for the safety boats, but they are very sharp.

Andy

Perhaps we need to fit inflatable Y-fronts to the RS700 masts!

Upal

Overheard recently in the Australian jungle

Jordan; "Is that Johnny Rotten?"

Peter Andre; "I hope not, it's the only one I've got!"

Working Party

Sunday 29 February sees the first working party of the season. (Or before the season starts if you want to be pedantic!) The action starts at 11o'clock and remember, the more who turn up, the less each has to do. Last one there washes up!

Editorial Effluent

Welcome to my first (and possibly last!) attempt at producing the newsletter. Firstly I must offer a most sincere thank-you to Andy for his help and patience showing me the ropes. I have to question the sanity of the rest of the committee for letting me loose with the power! Bill reckons that the newsletter will soon resemble Private Eye, though I have to say that he's wrong. It'll be much worse than that! I have to go now to soothe my aching typing fingers. (Both of them!)

Keep smiling,

Upal Knight - Editing the newsletter

Sunday School

Feeling sad, lonely and need to get out more? Can't sail a boat with a proper spinnaker? At a loose end on a Sunday morning? Then phone Martyn on 029 2086 7377, and you may learn something to your advantage.

Go on, come out of the closet. You know it makes sense.

Powerboat Training

If you read the brief report on the AGM you will be aware that from now on all rescue boat drivers will be expected to possess Powerboat 2 with the Llandegfedd safety endorsement. All current members are expected to gain this qualification by the end of 2004, all new members within their first year. To this end Mervyn will be running a course on 27 and 28 March. To reserve a place call him on 01633 770364 or Keith on 01633 882028.

You can then rescue me legally!

Upal

The Even Greater Adventure

Chapter One.

Prologue

Monday morning, 1 March, 2004. Just another Monday for the thousands of commuters heading along the M3 into Southampton. Nursing hangovers and facing the prospect of another week in work. But not for Lieutenant-Commander Michael Hunt. No Sir. Mike was second in command at the Royal Yacht Squadron, and had expected to hold this position for several more years until his boss, Rear Admiral Clive Buffington-Smythe, would retire. Friday that had changed, however, when "Buffers" had called all of the staff together to announce that he would be taking early retirement in three months time. Mike was to succeed the Admiral and had spent the weekend celebrating in the appropriate fashion. Even his hangover paled into insignificance as he pulled into the Squadron's car park and eyed the Admiral's chauffeur driven Jag parked in its own reserved spot. "Very soon that'll be mine," he told himself as he parked his car and climbed the steps to the office.

"Morning Mike," said Carol the receptionist as he walked through the foyer, "The boss wants a word."

"Morning Carol," Mike replied as he knocked on the Admiral's door, letting himself in without waiting to be invited. "You wanted to see me sir?"

"Ah, good morning Mike," said the Admiral, "Good weekend?"

"Excellent sir, thanks," Mike replied "Still getting over the shock."

"Well all good things come to an end Mike," the Admiral continued, "I've achieved everything that I can here."

"No regrets sir?" asked Mike.

"Only one really." The Admiral confided, "I've always dreamed of seeing the America's Cup in this office. I don't suppose that will happen now."

To be continued.....