



## COMMODORE'S LETTER

Well it's a bit warm isn't it!

The days of the fresh breezes have given over to the delightful Llandegfedd wandering breeze which appears to constantly wander away from my sails anyway.

This edition has been something of a struggle as my domestic chores have started to catch up with me and I am afraid is eating into what little leisure time I have. I would therefore like to hand over the newsletter over to someone quickly otherwise the next one will be late Autumn. The new format is I think well received and is fairly easy to put together assuming you frustrated journalists out there have a copy of Microsoft Publisher.

I had the pleasure of going through PB2 this month which I have to say was a good day out and I enjoyed it. Thanks to Sean who has put a great deal of effort into this and spare time assisted sometimes by Phil between building bits onto his house for his growing family.

The new container I think has made a big difference to the day to day running of the OD duties along with the radios now stored at the gate, we have streamlined the whole affair. There is still some work to do and it does desperately require a lick of

paint before the winter to stop it falling apart. I would like to thank Martyn Osborne for pulling strings to get the container at a very reasonable price and pushing the supplier.

We seem to be gathering a large number of Vares with a few more to come. This is a welcome addition to the club and the boat does seem to offer the singlehander sailors a relatively simple package for asymmetric sailing for those who don't want the more extreme options ..ahem.. well not to start with anyway. I would guess that we may have one of the biggest Vares fleets in the country now. Interested parties who wish to convert might like to speak to Mark Williams or Nigel Tinkler.

Doris is proving to be one of our best purchases over the last couple of years and I certainly feel as do many others that she has had a major impact on being able to have proper starts and lay courses which keeps everyone happy. Her little underwater swimming was a slight setback but thanks to those who quickly managed to get her all she suffered from was electrical failure which Keith Sykes has now refurbished. Judging by the amount of guano (that's bird dung) which gathers on her

upper deck the odd capsizing may be a convenient way of keeping her clean.

It's good to see many of our new members taking an active part in racing and some are starting to do rather well. We have also had some good results from Llandegfedd sailors seeking silverware from opens and regattas. Notable of these is David Aston with a 4th at Coppett Week which has a fair smattering of ex-European and National champions, and Mark Williams and Nigel Tinkler with a 1st and 2nd respectively at the RS Vares Open at Weymouth.

The Juniors are all doing very well and Bill continues to drive them forward with his usual enthusiasm and racking up a fair few miles as he drags various small boats around Wales. Reports to follow next time when the results are all put together.

It's good to see enthusiasm in the club for these new ideas from old and new members and its pleasing that the goals we have set for ourselves are being achieved.

I thank you all for your support.

*Steve*

### STOP PRESS

Jack Taylor a long standing member and founder of the club sadly passed away on Sunday 24th July.

The club will be represented at the funeral and we have passed on our condolences to his relatives.

His funeral is on Thursday 21st July at 3.00pm at the Gwent Crematorium.

# PROGRESS AGAINST THE ACTION PLAN

## OD Training

The strategy of putting 5 on duty seems to be finally paying off and provides some time for on the job training. This should allow us to re-work the roster next year to have dedicated rescue crews and those who specialise in race management with more people promoted to A and B levels. The intention is to reduce the numbers on duty each racing day next year and ensure that members do only 2-3 duties per year.

A new roster has been produced and distributed to fill gaps left by retiring members.

OD training from the W.Y.A for a race management certificate will take place in the Autumn.

## Safety boat training

Sean has put a great deal of effort into this and assisted by Phil Weston has got over 15 members through the PB2 assessment course. This puts us in great stead for next year as there is pressure to make this qualification mandatory for members using the rescue boats. If you haven't received training contact Sean.

## Doris

After her little capsizing episode she at least came up nicely washed and guano free. Our self bailing experiment was not deemed to be successful and the concrete blocks placed in the stern have been removed.

Keith Sykes re-wired the horns and she is now back to full operational status. A cover is desperately needed to keep the bird dung off the insides.

We now have the launching trailer which will next be needed to extract Doris and re-paint her. Phil Leeb is coordinating this and will be requesting a working party soon. She hasn't been taken out of the water yet as she is in constant demand for Sunday race starts.

## Safety boat storage

The container is now in place and we are gradually adding fittings. The ramp has been 'slabbed', thanks to Bill and Gareth for that. Additional concrete is needed to fill the gaps in between for anyone who fancies the job. The Rangers have a mixer.

The container is being fitted out with cupboards thanks to Paul Hogan of Cymru Kitchens, for storage of racing equipment. Martin Phillips has been busy making a signing on table and attaching hooks and a white board for briefings.

The container needs painting and some repairs. A working party is needed for this whilst the weather is still warm to paint, tidy up the doors make good any holes in the roof.

A new lock is now in place and the key is with the Rangers. Additional keys will be available to committee members once we find out how they are copied.

Now the tide is going out (rapidly) we hope to make some headway on add-

*In this section we provide details on progress made towards the plan throughout the year, giving feedback on what has been achieved.*

ing a new slip in front of the container to make launching easier, possibly with a winch.

## Race Management Equipment

Radios are now with the Rangers and these should be drawn from the gate with the keys when the OD turns up for duty. All the racing equipment for Doris is in the container in a plastic tool box.

Please note that the safety equipment in the water resistant containers in the rescue boats has been getting wet. Please check that the lids are secure and

check and empty out any water inside. The equipment inside will now be inside two sealed freezer type plastic bags. Autohoot is removed from Doris now at the end of each racing day. The battery remains on Doris and the wind generator will be mounted on her as well soon to keep the battery charged..

## Multiple courses

The sailing committee have voted to continue with this format for the remainder of the season.

The Junior starts have been run when there is sufficient interest.

## Clubhouse

The strategy is coming together and we are seeking support from all reservoir users for an approach to Welsh Water.

## Yearbook

Now largely complete it needs to have latest OD Instructions added now that the arrangements for the equipment is stable and is now being prepared principally for next year. A pre-view version may be submitted later for general use to get feedback on its format. We may be able to raise some revenue from advertising in this—is anyone interested.

## Club Manual

A new initiative to document all club operating procedures into a simple and self contained manual has been launched by the General Committee and Officers. This is to ensure that new officers to the club have all relevant information at hand for the day to day running and organisational matters.

## Fund raising

With the spending on the container, reserves have dropped this year and we still need to invest, Phil Leeb will be leading with fund raising activities. Ideas welcome.

*Steve*

# SAILING SECRETARY'S LOCKER

Firstly my thanks to all the people who were involved with the salvage of "Doris", the operation was managed with only minor damage to her. The main loss was the electrical components and connections, which have now been restored so she is back in full operation.

Doris has now become an essential for Sunday racing, (I realised this when she capsized, by the number of enquiries that were made about her condition). This has been made possible because all our OOD teams, even those sceptical about using a committee boat, have made the extra effort to ensure things have run smoothly. This along with some of the best winds, I think I can remember at Llandegfedd, including Wednesdays, has made sailing very enjoyable. We now need to get our reluctant sailors out on the water; one

of our next targets should be to increase the number of boats racing.

The Sailing Committee are now established, our role is to look after all aspects of sailing at the club, leaving the General Committee more time to deal with finance and the day to day running of the club. You should be aware that new Sailing Instructions, produced by the Sailing Committee came into force early in June to coincide with the start of the new racing series. If you have not yet seen these there is copy in the clubhouse, please take time to read it, do not remove it, if you would like a personal copy I will arrange one for you.

At present all the members of the Sailing Committee are sailors of Asymmetric boats, although all of us have experience of conventional boats, I still own

one, we feel that there should be a representative from this fleet. If you feel that you would like to volunteer for this role please let me know.

Mark Williams has advised that he intends to stand down as Results Secretary, after dedicated service for a number of years, I believe he started in 1998 when I was a young [not that young Keith -Ed] Commodore. It is important that we have a volunteer to take over this job for next season.

On a final note, I have had a few queries regarding the multi-start format; later in this newsletter I have included [below] a copy of the starting sequence and some instructions.

*Keith Sykes RS400 848*

## OOD TIPS —STARTING PROCEDURE

The chart shows the basic sequence of flags and sound signals for a three race start sequence. Using Auto Hoot this is very simple.

1. When you wish to start the sequence use the rotary knob on Auto Hoot and turn it to the right towards the symbol without the cross. The horn will sound immediately. An assistant should pull up the 'A' flag.
2. All hoots are automatic and the unit will beep and flash the LED's indicating time left until the next hoot and will beep every second for 5 seconds before each hoot. Simply raise or drop the flag(s) shown on the chart.
3. At the Asymmetric start you should start the stop watch which will count up and this is your elapsed time for the race to be used at the finish for all boats adjusted as described below.
4. The Asymmetric start marks the beginning of the Conventional fleet 5 minute countdown sequence.
5. At the Conventional start, the stopwatch will have counted up to 5 minutes. Remember that when the conventional boats finish you will need to deduct 5 minutes from their elapsed time.
6. The Conventional start marks the start of the 5 minute sequence for the Junior race.
7. At the Junior start, the stopwatch will show 10 minutes and this must be deducted from the Junior finish elapsed times.

If any boat is over the line, press the hoot button once and hail the offending boats(s).

Other flags should be used for recalls and more advanced signals and these are defined in the Race Officers Manual. These will be the subject of a future article.

**LLANDEGFEDD SAILING CLUB  
OOD GUIDE**

Start a 3 Fleet Race using Flags only

Countdown Time Minutes	Sound	Signal	Flag Raised or Lowered 1 <sup>st</sup> Start	Flag Raised or Lowered 2 <sup>nd</sup> Start	Flag Raised or Lowered 3 <sup>rd</sup> Start
-5		Asymmetric Warning			
-4		Asymmetric Preparatory			
-3		Asymmetric One Minute			
0		Asymmetric Start / General Warning			
+1		General Preparatory			
+4		General One Minute			
+5		General Start / Junior Warning			
+8		Junior Preparatory			
+9		Junior One Minute			
+10		Junior Start			

A full manual for Autohoot can be found at;

[http://www.r-p-r.co.uk/pdf/AutoHoot\\_instructions2v2.pdf](http://www.r-p-r.co.uk/pdf/AutoHoot_instructions2v2.pdf)

## INDUSTRY SAILING CHALLENGE 2005

7:00 am on the morning of 18<sup>th</sup> May saw three of our members, Alex Howard, Phil Weston and Sean Tedstone sailing out into the Solent for the start of Round 2 of the Industry Sailing Challenge. The guys were part of a six man team representing their company 'Penny and Giles'. The format for the race – contested in 25 Identical Sunfast 37s – was to be 2 laps of the Isle of Wight rounded in an anti-clockwise direction, with the top four teams qualifying for the final in July. For Phil and Sean, this was to be their second attempt; they had previously failed to qualify for the final, only managing a 7<sup>th</sup> place finish last year.



The wet and windy start off Mother Bank in the Eastern Solent was the most exciting for many years - 25 yachts came screaming in towards the line all reaching on port tack. Giovanni Sardi aboard CP Ships 2 was early. He missed the committee boat by a few feet and was therefore given OCS by the Race Officer. Penny and Giles carrying a single reef made an excellent start, leading the race at the first mark. Penny and Giles held this lead all the way up the Solent until they misjudged the tidal flow out of the Solent and over stood The Needles mark allowing Deloitte 1 skippered by Ben Dillistone into the lead.



The southerly wind was now gusting 25 knots and the tide turned on the ebb, making quite rough sea conditions. At this point in the race Alex Howard must have found the experience a little tame compared to sailing his RS400 as he decided to give up racing and started to feed the fishes instead.

A tight reach from the Needles to St Catherine's Point was followed by a spinnaker reach back around to the Solent. Deloitte 1 blitzed the first lap in an ISC record, of 6 hours 45 minutes with Penny and Giles 1 minute behind. By the start of lap two, seven yachts had retired for various reasons and seventeen yachts hung on battling through the still wet and windy conditions but now in the dark.

The winds eased a little going back up the Solent. Penny and Giles ducked inshore close to the island in an attempt to miss the worst of the adverse tide while the chasing pack stayed further offshore in search of more wind. The wind won out with Penny and Giles

Xyratex entries finished well in second. CP Ships, a contender in 11 previous ISC challenges, crossed the finish line in third and our guys aboard Penny and Giles claimed fourth place with only 1 minute and 10 seconds separating them after 16 hours of tough racing.

On reflection over some, well-earned, hot coffees and teas back at the Quayside it was being hailed as one of the hardest fought and exciting rounds in the 19-year history of the race.



The team are now looking forward to competing in the final in July. A full report will be given in the next edition of the newsletter.

*Sean Tedstone, Phil Weston and Alex Howard brave the perils of the Solent to bring you tales from the old sea dogs..but did they come back with their tails between their legs?*

*Sean Tedstone*

dropping back to fourth place by Cowes. Penny and Giles fought back in an aggressive tacking duel with CP Ships, to get back up to third place by the Needles. A position they held until a poorly executed spinnaker drop at Bembridge Ledges allowed CP ships back through into third place.

Deloitte 1 finished in record time whilst David Gamble skippering one of 5

# COPPET WEEK—SAUNDERSFOOT THE ASTON DIARIES

Saundersfoot Sailing Club nestles in a picturesque seaside town in West Wales and is home to Coppet Week. A week long sailing event aimed at the family rather than the out and out racer – or so it would have you believe:-

91 Boats, numerous current and past champions along with new sails, boats and all of a sudden the event is a lot more serious than is advertised!

6 Llandegfedd boats decided to enter this year (next year I hope it will be more). 3 x RS700's (Aston, Osborne & Clarke), 1 x Scorpion (Sykes - should have brought the RS400), 1 x RS400 (Weston's) and a Dart 16 (Tedstone & Jones).

Saturday was bright and sunny and the town looked very pretty on arrival, however the sea did not, 35-40 knots of wind and masses of white horses, we all crossed our fingers for the wind to drop before the first day.

The evening was spent at the club digesting the rules, signing on and meeting up with old and new friends.

Sunday dawned bright with a gentle force 2, Race 1 started at 10.30am, however prior to launching our Commodore had his new boat RS700 – (938) christened by his wife. A small gathering cheered especially regarding the boat name, which Christine has promised to explain once she has had a sufficient amount of champagne.

The boat was duly launched and off we went. Llandegfedd's resident outport member Robin Wood (International

Canoe) (we must work on him joining the club) announced his intentions and shot of the line, closely followed by another International Canoe (James) and Llandegfedd's David Aston in his RS700. These three pulled out quite a lead and finished in that order both on the water

*Races are held either just before, or just after high tide. Reaching, running and beating starts are all what make Coppet Week so much fun.....*

and on handicap. Other Llandegfedd boats fared well with Steve Clarke showing that the new boat had made a difference and finished 6<sup>th</sup> on the water and 11<sup>th</sup> on handicap and Phil & Lisa Weston (RS400) in their first big open meeting finishing 20<sup>th</sup> out of 91 boats.

The rest of Sunday was spent on the beach; Clarke tried his hand at football with Aston junior only to flair up an old sporting injury resulting in him limping for the rest of the week. We all then retired to a beach garden for 'Pimms',

pletely resulting in Enterprises filling 3 of the top 4 places. Best Llandegfedd boat was the Weston's in an excellent 13<sup>th</sup>; Lisa was beginning to enjoy herself. Tedstone & Jones had had enough and retired (who can blame him), Sykes scored another mid fleet result whilst the RS700's were way down the pan (technical term) languishing in the 50's and below.

The afternoon was again spent on the beach messing about with boats, talking and playing games until somebody (my wife) had a bright idea of lighting a fire, numerous children were despatched to find wood, whilst the men were sent for Fish & Chips. Much drinking and laughter was had until the light started to dim and the wood ran out despite the efforts of your truly who managed to find a tree stump,



which would have burnt for the next 3 nights should I have put it on the fire, we all left the beach by 10pm for coffee.

Tuesday, The weather was still behaving itself with glorious blue sky and a stiffening force 2-3, Aston after his poor showing from the previous day made no mistake rounding the first mark first closely followed by an International 14 and Wood in his Canoe, these three pulled out quite some distance until the last lap when they were joined by James in another Canoe. On handicap, Wood won, James was second and Aston third. Clarke also enjoyed the conditions and posted a 14<sup>th</sup>. Osborne at last had found some speed and posted a 19<sup>th</sup> whilst other members slipped back a bit. Tedstone & Jones in the Dart 16 went out on a high (they were off to Devon for a holiday) with their best result of the week at 45<sup>th</sup>.

Tuesday evening was a Bar B Que on



many stories were told and much laughter was enjoyed by all, until late.

Monday, 2<sup>nd</sup> race. Again the conditions were superb although the wind was a bit light. The race started but nobody really got away, it was only when the first 10 boats had started to pass the back markers that the race officer shortened course. This left the fast boats of Aston, Clarke, Osborne, and Tedstone, the Canoes and Fireballs all doing another lap. The wind then died com-



the beach and we were joined by members from Corus SC, this was followed by quiz night, so we all made sure that we didn't drink!!!!!! The team comprising of Christine Clarke, David & Claire Aston, and two other friends Heather and Anne managed to win with a little help from the late arrival of Steve Clarke and drinking buddy Paul, who by all accounts had decided to stop off on the way to the club for a drink – its all of



200yds from his flat to the club, but he did supply the winning answer.

Wednesday, Raining and a windy force 3 – 4. The morning was spent at an indoor Scalectrix's track and Osborne may have found his destination in life. Even with a toy car he was by far the most aggressive, watch out Schumacher!!! Anyway, back to the racing. The course was awful with the 700's and Canoes unable to fly their kites on any leg, although Clarke did try off the start line and was last heard by most of the fleet being abused by a Phantom sailor who was almost 'kebabed' by Clarke's bowsprit. By the time Clarke had sorted himself out from the resulting capsizes the fleet had disappeared and he gracefully retired when new main sheet block came apart. As the race progressed the wind rose, Wood went swimming (3 times). Aston again found the top 10 with a ninth, The Westons had pulled themselves up from the day before with a 36<sup>th</sup>, Sykes' were still mid table, although a crew member pointed out later in the week that had the kite been flown on some of the reaches (Scorpions can go a lot closer than asymmetrics) a higher finishing position may have been achievable. Osborne was still thinking of his car racing skills.

Wednesday evening, had to be the treat of the week as Jane Wood (Robin's wife) entertained us with her excellent repertoire of songs, what a fantastic voice she's got.

Thursday, and things are now getting serious with 2 races to go. The rain had stopped but the wind had in-

creased to a force 4 with some big waves. Again the course was not to the liking of the asymmetric boats, this showed in the results with a Fireball and Merlin Rocket taking the top spaces. Wood was third; Aston improved and posted a 5<sup>th</sup> to take him to second overall. Clarke was back on form with a 21<sup>st</sup> despite the limp with the Weston's just behind in 25<sup>th</sup>. Osborne had a nasty moment when bounced off the wing in big waves, became winded. Good to see that he had recovered in time for the evening and was well on form.

Thursday evening and a meal was booked for what seemed liked hundreds at Wiseman's Bridge Inn, we all walked there and back (just before you ask). The pub did us proud with plenty to eat; perhaps they knew what we were in for the next day.

And so to Friday, dry, but the wind had now gone up a notch, Force 5 gusting 6/7, nobody was keen to go, especially Aston who was lying 2<sup>nd</sup>, but the Fireball of Bale who was currently counting an OCS persuaded an old friend (the OOD) to sail. Reluctantly, we all set off, again the course suited the

*"...we might have to join Llandefedd for the competition – they really are sailing fast these days...."*

symmetrical boats with the Fireball and Merlin 1 & 2, Aston managed to post a 7<sup>th</sup> which was enough to give him 4<sup>th</sup> overall and first RS700, Clarke had a couple of capsizes but managed 44<sup>th</sup>, just in front of the Weston's in 48<sup>th</sup>. Only 55 boats finished.

In summary, the week afforded great racing, fantastic food, drink and company, it felt like a championship but with more of a family flavour to proceedings – just as advertised. Short in-shore courses, sometimes very shifty winds which are always going to test



anybody's sailing ability, but personally I think that Llandefedd members acquitted themselves well against other clubs like Corus, Tenby and Saundersfoot and even farther a field like Midland and Grafham.

Finally, I would urge all members to consider booking up and joining in next year and really put Llandefedd on the map. It was overheard on several occasions from members from other local clubs that "we might have to join Llandefedd for the competition – they really are sailing fast these days". I am very proud to be part of a club which is moving in the right direction.

*David Aston*

*RS700 843*

#### Results Overall:

1<sup>st</sup> Robin Wood – Int Canoe (Saundersfoot SC)

2<sup>nd</sup> Alex & John Bale – Fireball (Chew Valley Lake SC)

3<sup>rd</sup> Chris Martin & Chris Gould – Merlin Rocket (Midland SC)

**4<sup>th</sup> David Aston – RS700 (Llandefedd SC) Enormous loud cheer at the prize giving from the LSC crew... they won't forget us (Ed)**

5<sup>th</sup> Richard & Nicky Dee – Merlin Rocket (Midland SC)

Other Llandefedd Members:

**24<sup>th</sup> Steve Clarke – RS700**

**26<sup>th</sup> Phil & Lisa Weston – RS400**

**46<sup>th</sup> Keith & Mandy Sykes – Scorpion**

**52<sup>nd</sup> Martin Osborne – RS700**

**77<sup>th</sup> Sean Tedstone & Margaret Jones – Dart 16 (only sailed 3 races)**

## TOP TIPS— BOAT TRIM

Extract from Eric Twina's "Start to Win" – 1973.

"My own experience is that if you do nothing more than rearrange in a tail-ender's mind the importance he should attribute to individual items (like jib sheet trim, mainsail luff lifting, heeling, prediction of windshifts and so on) he immediately stops being a tail-ender.

If that seems a rash statement, test it next time you are ashore when a race is being sailed in anything over force 3. Wait till the boats are on the second beat and ask someone who knows nothing about sailing what differences he can see in the way the boats at the front are sailing compared with those at the back. After a few facetious replies like 'faster', he will point out that the boats at the front are sailing more upright than those at the back.

Nothing unusual or remarkable about that—the phenomenon is universal: dinghies at the front of fleets tend to sail upright in heavy weather, those at the back heel. So now we can ask ourselves why do the helmsmen at the back persist in heeling when the advantages of sailing upright are obvious,

even to a non-sailor on the shore?

I have from time to time asked some of the tail-enders and the usual answer is: 'We're not heavy enough to hold her up, although we *were* trying to. A fair enough answer until you find that a lighter crew who finished up front were holding their boat upright. Further questioning of the tail-ender will reveal that he was trying to get as much speed upwind as possible by keeping the sails full all the time.

*Words or wisdom from our coaches and sailors for those who feel the need for speed.....*

And this is where he has his priorities wrong. Common sense or a book has told him that to get the most speed out of the boat the sails should be kept full and driving. Quite right for most conditions, but keep the sails driving in heavy

weather and the boat lays over on her ear."

This extract is from one of the best dinghy sailing books ever written. To my mind it makes sense of all the bits and pieces that you have ever heard by bringing them together with some good explanatory pictures. You might find it in a library, but its out of print at the moment (at least, Amazon does not stock it!)

This month's motto "flat is fast" Don't tip it!

Buy a really cheap spirit level and tape it to a thwart – you might have seen one in my RS400 a few years back. Play the mainsheet and let some out as soon as the boat tips. When it starts to come back, pull the mainsheet back in to get the power back.

Steve has asked me to put a few things together so over the few months I will pick bits out to give a coherent picture of upwind and downwind sailing.

*Andy*

## MAY BEGINNERS - TRAINING REPORT

Training '05 was a complete reversal of last years weather. We had far too much wind, rather than none. Luckily we had a small, select group to watch over.

The adults were trained in the Thomas's Laser 2000, and the club Enterprise to a lesser extent. We reefed sails nearly every day, and still had boats planning. Lady overboard drill was put into play a bit earlier than anticipated, but worked out well, a relief to all concerned! On the first day the weather was very wet, but we filled a gap with the excellent RYA training Video with Shirley Robertson. (the advanced version is worth watching for general sailing expertise as well).

We only had 2 topper sailors this year, so Keith had time to explain, control and supervise very well. We caused amuse-

ment when we put the adults in Toppers to gain single handed experience, and ran the capsized drill at the same time. Strange that?

When the wind grew even stronger, and any venture out of the bay was hair raising, we decided that the only thing to do was harness up the Instructors and go for a blast. It may not be a part of the standard RYA Method, but an RS400 with spinny up in Force 5 to 6 is not unknown in beginners training courses. Great fun for the three of us.

The Optimists proved to be overpowered, even with the sprit removed to reef the sail by 1/3<sup>rd</sup>. It all happens too fast, and it's cold and wet. Gareth, Mandy and Mervyn worked hard with the four of them, and we have watched them sailing since then. Bill will take

over with coaching in the better weather now

The final session we ran some racing. Zac's eyes now lit up, and he swept the board in the Toppers, winning each of the three races. We followed on into the regatta where a lot of people enjoyed a bit of mild coaching and novice racing. Thanks again to all of the helpers, Rescue crew and Instructors.

Congratulations then to Sally Thomas, Ron and Stephanie Holland, Zac Bainbridge for gaining RYA Level 2

James Thomas, Dan Osborne, Sam Boswell and Merrick Stanley for gaining RYA Stage 1.

*Andy*

## CLASSIFIEDS

Anything to sell or anything wanted. Within reason and the rules of common decency, can be advertised here. Call a committee member if you wish to add anything.

### For sale Solo:

Contact Ken Adams if you would like to buy his Solo for £775.00, he has built a new one.

Tel: 01873 821495

### Wanted Laser Radial

Michael Doogan is looking for one contact mike\_doogle@hotmail.co.uk

**Wanted Laser II or similar**, any condition considered. Please contact David White on 01291 673269 or e-mail on le.white@ntlworld.com

## WEBSITE

Visit our website for all current and archive club information with results and latest sailing programme.

[www.llandegfedd.org.uk](http://www.llandegfedd.org.uk)

*Please remember to register your email address with the membership secretary to allow us to keep in touch. Also make sure you are registered with our yahoo chat group as all results are now distributed by email across this group.*

*To register send an email to;*

*Llandegfeddsailingclub-subscribe@yahoogroups.com*

## DIARY

### Sunday 24 July Club Regatta.

This will be packed with Serious racing, if your OD is well enough organised, and its Andy. We will try to get 5 short races with 4 to count. Format/arrangements organised in view of wind strength, numbers of boats present in the holiday season etc. Start time 11:00. Bring some food for a barbecue afterwards whilst we hand out prizes.

## MEMBERSHIP MANDY'S RANT

Welcome to the following new members who have joined in May and June

Katie Ponsford

Bainbridge Family

Crook Family

Lord family – Laser 2000

David and Debbie White - Enterprise

Ben Farren-Price – International Moth

We now have a total of 58 memberships. Anyone who has not paid their membership for this year, and who is appearing on club results will be receiving another application form. If you have not joined by now your membership will have lapsed, you will no longer be eligible for results, and will not be covered by club insurance.

*Mandy*

## A WORD FROM THE BOSUNS

For projects requiring help from members or and for jobs to be brought to the attention of the bosuns, postcards will be placed on a notice board near the clubhouse equipment room door.

Jobs will then be allocated and coordinated by the bosuns .

*Martin Philips*

## VICE COMODORE'S SOCIAL BIT

### 24<sup>th</sup> July Club Fun Regatta

This is one for everybody's diary. There will be a Barbecue after the afternoon sailing. A great social time, not to be missed. Bring your own food and drinks. Experience, first hand, the bonding and mystery that takes place around the fire, cooking your trophy steaks and sausages in the light of the dying day, with the aches and bruises of battle worn gladiators, after a days sailing.

### 20<sup>th</sup> August Barbeque and Regatta

Barbecue to hone those skills learned a month earlier. Expect some good sailing too.

### 14 September Go-Karting

This is being co-ordinated by Phil Western. Be sure to put your name down for this great annual event. The list is in the club house. The cost per person is to be announced. Could this be your year to snatch the trophy from the existing reigning champion Steve Clarke. (dream on suckers...—Ed)

### 26<sup>th</sup> November Prize-Giving and Hog Roast

Same venue as last year, Conservative Club, Usk. Please take note of this date. We will be selling tickets for this event after the Summer. Price of the tickets will be announced in later news letters.

We are considering running a Boat Jubble in the near future, if you have any experience of running such an event, or have any ideas to raise significant amounts of money for the club, please speak to Phil Leeb-du Toit,

phil@l dut.freeseve.co.uk, 01873 858736.

*Phil*