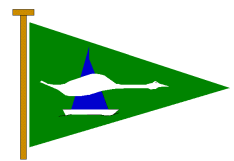


## COMMODORE'S LETTER



Well it's been a funny 'ole year so far with winds at both extremes and very little in the middle where we want it. The first two months where particularly unpleasant with more races cancelled due to snow or gale force winds then were sailed. Weather since then seems to have been generally light and all this seems to have been reflected in low turnouts in club racing. Apparently all sailing clubs have suffered from the bad start due to weather so we are not alone. Global warming or just the highly variable British weather – who knows?

The main topic of conversation has often swung around to a clubhouse facilities and I am glad to say that we are moving forward well with this and we can now reveal more details which are provided later in this newsletter. The main progress made this month is that we have now received written confirmation that Welsh Water will support our Water Sports Centre project and provide us with a lease for the land adjacent to the starters hut.

Fund raising has been par-

ticularly successful this year through social events, sale of the old committee boat, open meetings and through generous donations from companies operated by or associated with club members. We thank all those who have offered financial support and through their efforts generated cash for the club and can report that reserves have now been restored to approximately 2004 years levels. Further fund raising will be a major priority in the coming year when the water sports centre gets moving although grant aid is being sought from a number of sources.

Even though facilities have been limited this year, it is encouraging to note that the enthusiasm of the members is strong and will carry us through this interim stage.

We have a number of new instructors in the club and training and the junior race team remains strong. Congratulations to all involved in this area as this is a real bonus for the club and hold us in very good stead for development of facilities and equipment in the near future. Our annual training kicks off in July and I would like to thank all involved in this in advance as it is a huge commitment but makes a real difference in attracting new members to the club.

You may have noticed that the water level at the reservoir has dropped quickly this year. This is due to the horrific accident at the Usk pumping station where a fitter was killed earlier this month when a pipe fitting exploded under pressure. We understand that the health and safety executive have finished their investigation and the station may start pumping shortly which hopefully will maintain water levels through the summer. Our sympathies of course go out to the family of the worker who died in this incident.

With good weather and warm waters (should you fall in) readily available there really is no excuse for you not to join in with the racing ...and watch out for our next batch of social events to get to know your fellow sailors.

Happy sailing

*Steve*

RS700 GBR 938

### INSIDE THIS ISSUE

- Progress against Action Plan
- Tuning Guides
- Local & National Results
- Clubhouse Update

### STOP PRESS

- Coppet Week Results.
- First Pictures of new Clubhouse
- Llandegfedd clear up at Corus Open Meeting

## PROGRESS AGAINST THE ACTION PLAN

### OD Training

The W.Y.A have a race training officer by the name of Dave Sheppard who can offer courses to aspiring race officers starting at the basic club race officer level (CRO) through to regional, national and international levels.

We should aim to have at least 5 CRO's this year.

### Safety boat training

Members have this year been given the option to choose OD or rescue duties within the membership application forms.

All members will need to attain PB2 by the end of this year to drive the power boats.

**PLEASE NOTE THIS IS MANDATORY TO MEET OUR SAFETY POLICY FOR WELSH WATER AND INSURANCE.**

We also need to encourage those interested in concentrating on rescue rather than OD to have Safety Boat certificate. Contact Sean Tedstone for details on training.

### Doris

Doris will need painting in the warmer weather.

### Safety boat storage

Now more or less complete but the roof will need some attention or an additional layer added.

The new slipway has been started but will be left until the summer assuming we have sufficient funds to purchase the concrete (approx £1,000)

### Race Management Equipment

All racing marks are being refurbished and old chains replaced.

The Sailwave software has been adopted for race results which has had an instant impact by allowing all participants to get a result in a series even if the qualifying number is not achieved. Thanks to Jeremy for his perseverance on this. We can probably do a lot more with this package now that at least it is basically functioning and make the job easier for all concerned and get the best out of its functions.

### Clubhouse

See later in newsletter.

### Yearbook

Now complete and available for download on the Yahoo site. We can not place this on the website as it is open to anyone to see and has our membership list within. If you haven't accessed it yet, please register on the yahoo group and download from the files section. Printed copies are being prepared and the format is now ready for next year.

### Club Manual

Well underway. Job descriptions and duties are being prepared with a complete manual including all document templates for meetings etc. This will allow the jobs to be taken on by anyone with a clear indication of what is needed from each officer throughout the year.

### Youth Representative

Charlotte Clarke is heading this up and once she has email addresses and contact numbers from the junior and youth members and is organising events and drum up enthusiasm. A sailing day with evening camp is being run in July/August. Call Charlotte for details.

### Fund raising

A big thank you to the companies who have donated funds to the club this year. With the sale of the old committee boat and old engines and takings from the Asymmetric Open and CYRC, funds have now been restored to roughly 2004 levels. Please note that the financial year now ends at the end of September so make sure all expenses and monies are sorted out with the Treasurer well before this.

### Instructor Training

We now have three extra instructors (as known at the time of going to press): Simon Stanley, Guy Boswell and Paul Thomas. Congratulations to all of them.

*Steve*

Steve Clarke  
RS700 GBR 938

## VICE COMMODORE'S

A big thank you to all those who turned up for the Pre-Rigging party and 'Promise Auction' on Friday 3rd @ The Chepstow Hotel, Over £700 was raised on the night and all those who attended had a great time.

Those who paid for the ride out with Sean, Steve and Paul will be pleased to know that this will take place at the end of July and will be joined by a few hangers on like myself on my Bandit.

The Go-Karting event will be the next event to be in in the middle of September, provisionally the 20th. Please contact me for more information.

The prize giving will be at the same venue as last year and will be the same format as last year without the pig. This year it will therefore hereby be known as the 'Big de-rig and Jig'

*Phil*

Phil Leeb du Toit

RS Vario 286

## EDITORS COLUMN

Well we are 5 months into our sailing season and despite some awful weather either too much wind or too little, Llandegfedd Sailing Club is being very well represented nationally in a number of classes.

Our non-existent clubhouse has not hampered our efforts with a number of open meetings being successfully held, again it was the weather that let us down.

My time at the club is very limited at the moment due to work pressures and I am finding it increasingly difficult to allocate time into the Newsletter and more importantly into actually sailing. I will see out this year but if anybody would like to take over the newsletter editors job please come forward its quite easy really.

I will hopefully be back to sail in the Autumn as I believe that this is the best time of year with good weather and steady breezes. However, due to the wonder of mobile phones I keep a breast of many of the clubs activities.

Articles are always in short supply, However in this issue by kind permission of the relevant class

Associations, I have included a tuning guide for RS200's and Solo's, I will try to get other classes over coming issues. If anybody would like to see specific articles please feel free to either e-mail or phone me.

I shall be next at the club all being well sometime in July, until then I shall be hunting through the Yachts and Yachting pages for how club members are performing on local and national level.

Please feel free to e-mail or phone me with any idea's and lets see if we can improve this newsletter into being something really worthwhile.

**David**

David Aston

RS700 GBR 843



## RS200 TUNING GUIDE

Nationals 2002					
Helm	Crew Weight (stones)	Mast Foot Position	Mast Rake	Shroud tension (ISP guage)	Spreaders Length/Deflection (mm)
Tom Hewitson	21	1 hole forward	21° 7½" 21° 6½"	28	395/138
Dave Giles	21 ½	Standard	21° 8" 21° 6"	27	
Dave Derby	20 ½	2 holes forward	21° 7½" 21° 5½"	28	375/130
Mike Saul	20	Standard	21° 7"	30	
Jon Lewis	20 ½	1 hole forward	21° 7½" 21° 5½"	28	375/138
Pete Vincent	22 ½	Standard	21° 9" 21° 9" 21° 8"	20 light 28 medium 30 fat power	395/135
Greg O'Brian	23	1 hole forward	21° 7"	30	385/145
Ian Pickard	22 ½	1 hole forward	21° 8½" 21° 7½" 21° 6½"	25 light 27 medium 27 lard power	390/125
Colin Staite	19 ½	1 hole forward	21° 7" 21° 6"	28	370/130
Steve Dunn	20 ½	1 hole forward	21° 7" 21° 5"	26 light/ 27 breezy	395/120

## SAILING SECRETARY'S CORNER

### Corrections to programme

There were 2 errors in the sailing programme

Wednesday 31<sup>st</sup> May was omitted, so there will be 11 races in the Early Wednesday Handicap series, the Late Wednesday Series still starts on 28<sup>th</sup> June.

Wednesday 19<sup>th</sup> July is down as 20<sup>th</sup> July

These errors were rectified for OOD rosters.

There are still plenty of sailing programmes printed on card; these can be collected from the OD hut.

### Back to back racing

The 3 races on Sunday are scheduled to be back to back. This has come about because originally the plan was to have back to back races at the start and the end of the season; however

the consensus at the AGM was that they should be back to back for the whole season. The intention is to give the OOD the option of sailing all races back to back or if conditions dictate postponing the 3<sup>rd</sup> race to allow for a break. Last season at times the 3<sup>rd</sup> race was run back to back with the 2<sup>nd</sup> race when there were light winds and it took too long to get ashore and back for the start at the committee boat. This change to the programme is necessary because races should not be run ahead of the time stated on the programme without prior notification. So far this season sailors have opted to have the races back to back on most occasions.

### Number of races in a series

At a recent Sailing Committee meeting we discussed the number and length of the racing series, at present there are 6 Sunday series,

Sunday series, Pursuit and Handicap run

concurrently and 2 Wednesday series. We are agreed that there should be more but shorter series however are interested in feedback on this issue from club members, let us know what you would like.

### OOD race points

The Sailing Committee agreed a change to the results.

"The race officer and safety boat teams who complete their Duty will be awarded, OD, 2nd for up to a maximum of 3 races on Sundays" This is to take into consideration that there are now 3 scheduled races, only two of which were previously compensated for.

## SAILING SECRETARY'S CORNER

### Forthcoming Events

#### Llandegfedd

16<sup>th</sup> & 17<sup>th</sup> September Presidents Weekend

29<sup>th</sup> October Final Fling

#### Junior

2<sup>nd</sup> & 3<sup>rd</sup> September PGL Regatta Llangorse

23<sup>rd</sup> September Llangorse Challenge (at Llangorse)

#### Other

7<sup>th</sup> & 8<sup>th</sup> October Corus S C Club Regatta

### Rules

We have had some discussions recently on rules. The 2005 – 2008 Racing Rules of sailing can be downloaded as a PDF from the ISAF website @

<http://www.sailing.org/default.asp?MenuID=d/qwGX28zoMo67DRtK/D>

If you already know the rules and would like to test your knowledge try this

<http://www.finckh.org/rspiel/indexe.htm>

*Keith*

RS400 848

## BOSUNS REPORT NEWSLETTER DATES FOR 2006

### RESCUE BOAT FUEL

Remember to check fuel level in tanks, before racing and training. If its low, our stock is stored on the racks at the back of the rescue boat container.

The 'Jeannau' runs on 4 stroke (Petrol Only)

The 'Rib' runs on 2 stroke (a mixture of Oil and Petrol at a ratio of 1:50 and is mixed at the time the petrol is purchased)

All containers are marked 2 Stroke and 4 Stroke.

A measuring jug and funnels are in the racks also.

#### Important:

Before re-filling the Rib, shake the container from the rack to mix any oil in the bottom

*Martin*

Bosun & General  
Laser 178305

So that we become a little more structure in our approach to keeping members informed, I propose that this year the newsletter will be published on the following dates:

21st April

23rd June

1st September

20th November

I will require articles/photos etc exactly 1 week prior to publication, although early copy is always appreciated.

Please e-mail in 'Word' format to:  
david@theastonfamily.fsnet.co.uk

Many thanks

*David*

David Aston  
RS700 GBR 843

## CLASSIFIEDS

### For sale: Topper 30245

Good first boat, all the gear, new cover and ropes, complete with Topper trolley, not use for the last 12 months, Good condition.

£700 ono

Contact: David 01633 413306

### For sale: Topper 44352

Championship boat, two sails with Topper trolley, cover, not used much for the last 12 months, Good condition.

£1500 ono Contact: Steve 01291 620081

### For sale: Laser XD 178305

2002 Model, Sail new in 2005, Radial Rig included and spare full sail. VGC

£2,750 ono Contact: Martin on 01633 665253



# CORUS ASYMMETRIC OPEN

## 13/14TH MAY 2006

The proceeded three days were positively Mediterranean with soaring temperatures and lots of sun, typical then that Saturday 13<sup>th</sup> May (cup Final day – Liverpool V West Ham) was cold by comparison and very damp and as competitors arrived at Cores sailing club, Port Talbot they were greeted with a very gusty Force 3-4.

Llandegfedd was well represented by messers Tinkler, Williams, Aston and the Howard's as well as many Canoe sailors who were sharing the open meeting.

The race officer with limited water due to the wind direction set a very challenging windward/leeward course and with over 40 boats in such a small area it was more a case of dogdems rather than sailing, everybody on at least one occasion decided to test the temperature of the water.

Race 1: The RS700's of Aston, Marshall (Corus) and Sanders (Corus) made their way to the front by the first mark, down the first run and Marshall capsized trying to avoid numerous up turned Canoes, Sanders was looking good and maintain his lead over Aston which he held to the finish, however Tinkler was way too close on handicap and took the race with ease. Despite numerous swims due to lack of space Howard's held on well and finished in a respectable position.

Race 2: Again it was the RS700's of Aston and Sanders, Marshall deciding boat maintenance was required (His boat is only 5 weeks old). Aston was the casualty of the upturned canoes and this race and capsized twice allowing Sanders a clear run to the finish. Close to the front this time was Williams who was now back in the groove, Aston recovered to a top five position.

Race 3: Marshall was back out, Rs700's rounded the top mark 1,2,3, places changed down the run with sanders getting the upper hand, however up the next beat, Aston played the shifts and came out on top, he then extended his lead over the fleet to finish first on handicap. Again the RS Vareo's of Tinkler and Williams were in the hunt and finished in the top five.

Having fitted all races in promptly, the majority of the fleet were able to get home in time to watch the penalty shoot out.

Sunday and oh what a difference. Ibiza like sun, scanty clad girls and no wind, OK so the girls and wind were missing. A 30 minute postponement allowed the wind to build!!!! So the fleet was sent a float in a zephyr. The canoes had asked for the starts to be separated.

Race 4 and the RS800 of the Howard's was like a greyhound out of the trap hotly pursued by the RS700 of Aston, sanders and Marshall, however on the first run Williams decided to joining the action which only proof that the light weather capabilities of the RS Vareo. As the wind gently built Aston was able to get past the RS800, Laser 4000 and cross the line first although on handicap Tinkler was far too close, like less than 3 minutes and so he secured the race win. The other RS700's and 800 didn't fair well on handicap and finished towards the middle of the fleet.

The wind the disappeared for 20 minutes.

Race 5 started and little more than a zephyr.

Howard was again first out of the trap and sailed a brilliant race, only to be caught by Aston 100 yards from

the line. This time it was the Vareo of Williams who was mixing it with the big boys and managed the race win.

With the wind dying the race officer expertly decided to cancel the final race and as the fleet sculled their way back to shore all agreed the correct decision was made.

At the prize giving 3<sup>rd</sup> went to the RS700 of Corus's Sanders, 2<sup>nd</sup> by 1 point was the RS Vareo of Llandegfedd's Mark Williams, with overall victory going to the RS700 of Aston to show the dominance of Llandegfedd's Asymmetric fleet.

An excellent weekend, great race officer and courses and we actually had a fully stock café and HOT showers. All agreed will be back next year.

### Current Open Meeting Results

RS Vareo's—Burghfield

2nd M. Williams

5th N Tinkler

Wanderer Nationals—Weymouth

12th John & Courtney James

## COPPET WEEK 2006 (RACING)

The forecast leading up to the week was not looking good, with high winds, rain and low temperatures. The entry for this year's regatta was down on 2005 but even so 75 boats started to arrive on Saturday with racing schedule to start at 10am on Sunday morning.

Llandegfedd sailors Steve Clarke, Martyn Osborne, Maurice Clarke, David Aston (RS700), Sean & Maggie (Dart), Keith & Mandy Sykes (RS400) and Sarah & David (Magno) were all fully prepared for battle.

Sunday dawned dry which was a good start and we all set off on the water, with the wind blowing offshore there were some very very big holes in the course. A triangle course laid within the bay provided good spectator sport.

The International Canoes and RS700's made early progress but were hampered by semi trapezing winds on the upwind legs. Robin Wood in a canoe won overall on handicap followed by Martin & Gould (Merlin Rocket) and MacDonald & Brittain (Fireball) with Aston finishing 19<sup>th</sup>, all the other players were in the 30/40's, but at least the sun had began to shine. A few beers and reflection on the days sailing and we were all set for race number 2.

Monday dawned bright and breezy, prior to the allotted start of 10am the breeze had built even further, a steady force 5 offshore gave the race committee the wobbles and the cancelled racing for the day.

Tuesday, the sun god was still shining on Saundersfoot but unfortunately nobody had told the wind that it was time to calm down, the racing was immediately postponed and when a report from the local coast guard reported gusts of 40knots the racing was abandoned for the day. However, by lunch time the wind was down to a manageable Force 6 and getting restless the RS700 boys went out to play and realized just how fast they could go. An hour later and thankful no damage we were all in on the beach discussing why the race officer hadn't postponed until the afternoon.

Wednesday and we were in for 2 races, Race one started in a zephyr, one lap and 75 boats crossed the line within about 3 minutes as the wind filled in from the back The canoes and

RS700's although crossing the line were relegated to the mid forties and below. Winner on handicap was Fisk-Moore in a Solo, 2<sup>nd</sup> Young & Gudgeon in an Enterprise with 3<sup>rd</sup> being taken by Campbell & Smeed in another Enterprise, Lewis and Green in their Magno was now holding honours with an excellent 23<sup>rd</sup> with the RS400 of the Sykes close behind.

A brief interlude to allow the wind to go through 720 degrees again and we were off in race 2, after just one lap the sea breeze settled and in came a force 4 only for the race committee to shorten. Dee & Smith (Merlin Rocket) won, followed by Fisk-Moore in his Solo and Martin & Gould (Merlin Rocket) Aston managed a lowly 26<sup>th</sup> closely followed by the Magno of Lewis and Green and the RS400 of the Sykes, the other RS700 boys were needing a bit more wind.

Thursday, ouch, the sun was now really shining, temperatures a barmy 21 degrees but sadly the wind had disappeared. The race committees decision to start on time at 10.30am from the harbour wall was not well received, 1 lap in one hour of drifting and the race was shorten. Local Berridge (Phantom) was first closely followed by Tissiman & Tissiman (Fireball) with Beasley and Dicker in another Fireball in third, the Sykes managed to drift quicker than most and posted a 34<sup>th</sup>, the rest of us, well lets just say we all stay together – at the back.

After sailing and lunch a pleasant force 3-4 kicked in and everybody had an enjoyable sail, back on the beach rumours were running high that competitors were not happy with the race committee and words had been said.

Friday and race 5, were we in the Mediterranean as the temperature just kept going up, pity the wind didn't appear!!! The final race of the week again zephyr like winds, but this time onshore. This was to be the best race for the Llandegfedd contingent although Aston was made to do an extra lap along with 3 Canoes and a Merlin Rocket. Both Clarkes and Osborne came from nowhere to post their best results of the week. Sykes and Lewis/Green all finished in the top half, the only exception being Tedstone who was now suffer a se-

vere cold. Corus's Gordon and Ruth Evans won in their brand new Fireball, 2<sup>nd</sup> and back in the hunt was Wood (Canoe) and third was James in another canoe.

In general an excellent week – weather wise, results didn't go as expected but with such shifty winds and the race committees in flexibility to postpone racing until the land/sea breeze had settled it's not surprising. It was also interesting to note that this year the RS700/Canoe/Merlin Rocket and Phantom handicaps had all been cut and yet the overall results showed 2 Merlins, a Laser, 2 Phantoms and 3 enterprises in the top ten. Anyway, all agreed that they would be back to this beautiful part of Wales in 2007.

### Llandegfedd and Notable Results

- |  |                 |
|--|-----------------|
| 1 <sup>st</sup> Chris Martin & Chris Gould – Merlin Rocket | Midland SC      |
| 2 <sup>nd</sup> Paul Young & Nancy Gudgeon – Enterprise    | Midland SC      |
| 3 <sup>rd</sup> Govan Berridge – Laser                     | Saundersfoot SC |
| 4 <sup>th</sup> Robert Fisk-Moore – Solo                   | Chelmarsh SC    |
| 21 <sup>st</sup> Gordon & Ruth Evans – Fireball            | Corus SC        |
| 27 <sup>th</sup> Robin Wood – Canoe                        | Saundersfoot SC |
| 32 <sup>nd</sup> David Aston – RS700                       |                 |
| 34 <sup>th</sup> Sarah Lewis & Dave Green – Magno          |                 |
| 36 <sup>th</sup> Keith & Mandy Sykes – RS400               |                 |
| 46 <sup>th</sup> Martyn Osborne – RS700                    |                 |
| 47 <sup>th</sup> Maurice Clarke – RS700                    |                 |
| 50 <sup>th</sup> Mr Commodore (Steve Clarke) – RS700       |                 |
| 60 <sup>th</sup> Sean Tedstone and Maggie Jones – Dart 16  |                 |

## COPPET WEEK—THE SOCIAL

Having arrived and rigged boats the first port of call for most was 'The Mermaid', Both Clarke families along with Osborne, Aston and a few old acquaintances took over the restaurant to the point the Sykes had to be put on the second sitting, Simple foot and much getting to know old friends was in order and then all off down to the club for the briefing and a few beers.

Despite the chilly feel to the Weather after the first days racing, it was dry and decided that a few beers and wine for the ladies was in order on the beach. When stocks had run out it was all back to Maurice and Eirwen Clarkes accommodation for further drinks and nibbles.

Monday, and everybody descended on the club for the famous Jane Woods night (Robins wife) who sang a variety of tunes to which we all sang and danced, with some members making complete fools of themselves on the air guitar!!!! (Aston)

Tuesday, with the weather improving, drinks were taken on the beach followed by the hunter gathers (men) going off to buy fish & Chips. With all the kids well feed a fire was needed and Claire Aston using her girl Guide skills duly provided until the weather got just a bit too nippy and we all retired.

Wednesday, The sun was shining now, Pimms was taken at the Clarkes along with nibbles, very sociable this sailing, anything Henley can do the members of Llandegfedd can do better. Later it was quiz night with Llandegfedd sporting 5 out of the 9 teams. The dynamic quad of Sykes & Sykes and Tedstone & Jones took the overall prize (Wine & Chocolates) with last years winners (Aston/Clarke & Cooper) finishing in 4<sup>th</sup>, A special mention to the Children who joined in and certainly didn't embarrass themselves.

Thursday, after sailing the traditional

walk to Wiseman's Bridge where again Christine Clarke

had organized a superb banquet for 60 friends and fellow sailors – A big



thank you to her from us all. Much drink, the odd joke – thanks Paul and the walk back provided yet again a super night to remember.



We all thought Martyn had inside knowledge regarding the weather forecast and it was going to blow the next day, but looking at his plate of Curry we decided it would be very localised i.e. HIS BOAT!!!!

Friday arrived and yet more hot sunny weather, the ladies were in their element soaking up the rays. Sailing was completed and boats packed away, now the serious stuff.

More Pimms, Wine and plenty of the 'Amber Nectar' along with a beach Bar B Que. Sausages, Steak, Burgers and a most wonderful colourful salad produced by all was an excellent way to muse over what was an interesting week, however all agreed they would be back next year.

Everybody finally cleared up and made their way to the club to laugh at the overall results.



Mandy supervising the cooking activities

Coppet Week Social team

Christine Clarke

Heather Cooper

Ann Smee

Eirwen Clarke

Claire Aston

Paul (sleeping partner) Cooper

## MANDYS RANT

Attendance for Officer of the Day duty has much improved this season with very few sailors failing to turn up, it is important however that if you cannot be present to do your duty, you change with another member, or if you have been rostered on for duty and you have a genuine reason to be excused you need to advise me at your earliest opportunity. It is a condition of club membership that you participate in race officer / safety boat duty, and all members rostered for duty are required to turn up. If you need to swap a duty it is best to directly contact members who are covering dates when it is convenient for you to do.

Welcome to the following new members and families who have joined this year.



## MANDYS RANT (CONT)

Andy Watson and Alex - RS400  
 Vaughn Jones and Caroline - 420  
 Rebecca and Elizabeth Regan -  
 Dart 16 & Laser  
 Pete and Claire Lacy - 420  
 Jeremy Stanger

If you change your boat or move house please let me know your new details, I can then keep the database up to date.

*Mandy* RS400 848

## SOLO TUNING GUIDE - PINNEL & BAX

The Solo is a relatively simple one-design class. With speed differences minimal and a boat that has little adjustment on the water it is essential that the right rig settings be chosen before launching.

### Mast foot Position:

The distance from the front of the mast, at the heel to the outside of the transom should be 3050mm

### Forestay:

The measurement is best achieved without the sail raised, Push the mast to the back of the gate and adjust the forestay so that it is just under tension. This position is your datum point at which the following will apply

The following applies to a forestay set on a 'Ronstan 2331 Vernier Adjuster'

- In drifting conditions ease 2 holes from Datum.
- Light airs, sitting to almost hiking, ease 1 hole
- Hiking, leave at Datum
- Constantly over powered ease 1 hole, if still overpowered, ease 2 holes.

### Shrouds:

Set the shrouds without the sail up, there is a 5mm gap at the front of the

gate. The shroud should be just under tension at this stage. The shrouds should be kept in this position.

### Chocks:

Use 1 mast chock, which will just fit, in the gap between the front of the mast and the front of the gate. In drifting conditions the chock should be placed behind the mast increasing the bend in the mast and flattening the front of the mainsail. As the wind increases move the chock to the front. In very windy conditions this chock can be removed to flatten the sail again.

### Centreboard:

Turn the boat on its side and lower the board to the vertical position. This is your Datum point to work from so mark it clearly on the handle on the board. In very light conditions the board should be positioned forward of the vertical point and slowly raised as the wind increases and you begin to hike. With increasing wind raise the board beyond the vertical point to reduce the weather helm and de-power the boat.

### Traveller:

Only in very light airs should the traveller be positioned in the centreline of the boat. With increasing wind ease from this position up to a maximum of 380mm using mainsheet tension to control the leech.

- Light airs cleat on centreline to 50mm off once sat on side tank.
- Medium 50-100mm off centre line.
- Heavy 100-380mm from centre line.

### Kicker:

This should be set so the slack is just taken out of the system when the main is sheeted in. As the wind increases it can be used to de-power the sail bending the mast and flattening the sail.

**Outhaul:** This should be pulled to the black band when you are fully hiking, in winds where it is necessary to power up ease. Very light winds 1/2"/3/4". Light winds 1/4"/1/2". To increase power downwind ease this up to 3".

### Cunningham:

This is an effective way to de-power the sail, flattening the sail and opening the leech. Use only to remove excess creases in the medium conditions, but can be pulled hard to de-power in the heavy.

Please visit the club website on:

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

## CLUBHOUSE UPDATE

### Llandegfedd Water Sports Centre

The development of decent facilities at Llandegfedd has never been far from members thoughts especially when visiting other clubs and in particular when greeting visitors to a Llandegfedd with a level of embarrassment when explaining that our facilities are temporary. Well temporary accommodation despite a great deal of effort from club officers and members over 40 years became permanent and this year the end of an era dawned when the 'temporary facility' was finally condemned.

Welsh Water and United Utilities all explain that the facilities have always been an embarrassment but despite some ambitious plans to develop the site on at least 3 separate occasions all failed, primarily due to lack of funds.

Last year it seemed that there was an opportunity to reverse this history of good intentions but lack of real solutions and the Water Sports Centre Project was born. Our emphasis has been a community based project for all users but fundamentally removing the burden of financial support from Welsh Water and instead seeking funds through the clubs involved and grant aid. The sailing club has had to take a lead on this as we represent the most coherent club structure at the reservoir but we have sought support from all users and interested authorities throughout the process. The Llandegfedd team have operated as the Llandegfedd Water Sports Centre Project Team chaired by Steve Clarke with Gareth Edwards as legal representative and Martyn Osborne as the construction professional. The bid to build an all water sports user centre has been driven forward and promoted through our Development Plan Presentation which has been well received.

Through a prolonged and subtle but aggressive policy of lobbying, we have reached agreements with Welsh Wa-



PERSPECTIVE

LLANDEGFEDD WATER SPORTS FACILITY

ter to support the project which was seen as the main obstacle. The whole key to the project is that it is a totally inclusive policy for all involved with the running, operating and use of the centre and includes United Utilities, Gwent Adventures, all clubs and organisations, W.Y.A and local authorities. This will hopefully prove to be a successful formula.

The plans have been kept to committee members up until now as many of the negotiations have been sensitive in a number of areas. We are however now in a position to reveal the plans at a special Extraordinary General Meeting which will be held at the end of July or August. We will require total support from the membership in the construction phase and for fund raising, some of the details of this are still provisional but will develop over the next 6 months or so through the Project Team.

The basic scheme will be to provide a new facility on the point adjacent to the starters hut. This will provide a pleasant aspect and ideal viewing platform for the reservoir with the facilities you would expect from a centre. Emphasis will be on training and water sports development as well as the existing membership which we anticipate will grow considerably. The development will include a large club room with introductory area to encourage people into water sports at Llandegfedd. We hope to supplement this with new boats and equipment for providing the facilities we need to encourage participation in the

sports offered and for the development of sailing excellence in conjunction with the W.Y.A. who support our plans to make Llandegfedd the main site for the development of sailing and windsurfing in SE Wales.

There will be changes to the organisation of the club to allow us to attract funding and to take on a lease. We will become the dinghy section of the Llandegfedd Water Sports Centre which will hold charity status.

Current progress revolves around attracting funding through a number of bodies, planning with Monmouthshire and the finalisation of the lease for land and charity status. The main stages of detailed planning will start in the Autumn months with a planned start for construction in 2007. A number of issues surrounding the provision of services make negotiations slightly more complex but a basic plan is in place to handle these issues.

We hope to announce a date soon for an Extraordinary General Meeting to go through the plans with the membership once we have firm details on planning and lease arrangements. The same process will be repeated with all the other clubs and organisations at Llandegfedd to ensure support from all concerned.

*Steve*