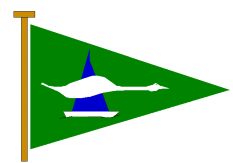


# LLANDEGFEDD SAILING

Page 1

February 2006

## COMMODORE'S LETTER



A very big welcome to old and new members for the start of the 2006 season.

The flavour for this year is to develop our racing programme with more events to drive up enthusiasm and participation.

The development of facilities is our priority and although progress is slow, we are getting warm responses from all parties about our plans for a new watersports centre. More of this as the plan develops.

In the meantime we must continue to do what we can to improve what we have and provide the very best sailing through enthusiasm, professionalism and teamwork at all levels from social activities, training and most importantly of course, racing. The management team have been working away in the close season to further improve the sailing equipment and have a programme of sailing and social activities with some interesting ideas.

Many of the plans we have put in place inevitably cost money and we have spent

quite a lot over the last year. Our overall spending is more than membership subscriptions so the need for money raising through other events, sailing and social is as important as ever. I therefore ask everyone to get involved and support fund raising events as much as you can.

The most important is of course to get out there on the water. March may seem to be a bit early for some who will want to wait for warmer weather but I assure you, March through to May is probably the best time of the year to sail with breezes often from the North and usually fairly steady. So dust off those drysuits and invest in a good set of thermals and a woolly hat and come on down.

*Steve*

Steve Clarke  
RS700 GBR 938

## CLUBHOUSE

At the time of going to press the Welsh Water Authority Health & Safety Officer paid a visit to inspect the changing facilities. However because the clubhouse which has serious water ingressions houses all the electrics, they have on Health & Safety grounds condemned the building and asked us to remove all of our equipment immediately. This will obviously cause great difficulties in the short term especially in running events during 2006.

In the long term this may play into our hands re: our new clubhouse, but even if agreed we are still looking at 12-18 months before building starts.

We are engaged in discussion with United Utilities about arranging temporary accommodation in the interim and hopefully this will be placed near to the water.

## INSIDE THIS ISSUE

- Progress against Action Plan
- Top Tips from an Race Ace
- AGM Minutes
- A salty tale!!

## STOP PRESS

- PIN results.
- Over £700 made @ the Promise Auction & Pre-Rigging Party
- Membership Fees Due
- Clubhouse unfit for use

# 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.

The first half year of the duty roster will be printed in the Yearbook assuming members have returned forms quickly as requested. As new members arrive they will be slotted into the calendar latter in the year.

A further improvement we wish to introduce is fleet starts at opens.

## 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. 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. In the meantime she is being fitted with a bilge pump to prevent her upside down excursion last year

## Safety boat storage

The doors were rather rotten in places and these have now been strengthened and repaired. The boats can now be stored in the new container permanently and the old containers for general equipment not used on a daily basis. Cupboards have been promised for the insides and the racks for the training boats needs to be moved from the old

blue container.

The new slipway has been started but will left until the summer assuming we have sufficient funds to purchase the concrete (approx £1000).

## Race Management Equipment

All racing marks are being refurbished and old chains replaced.

The Sailwave software has been adopted for race results which will have an instant impact by allowing all participants to get a result in a series even if the qualifying number is not achieved.

## Clubhouse

Discussions have started with Welsh Water and a process has started. Progress is slow but we hope to have some movement over the next few months.

## Yearbook

First draft will be available at the season start and will include;

Fixtures and calendar with space to enter OD and rescue details

Details of social events

Events at local clubs to be included in the Travellers Trophy.

Membership list to allow members to communicate and check OD and rescue attendance.

OD duties overview.

## Club Manual

Pressure of work has delayed this but work will proceed on this as time permits.

## Youth Representative

Charlotte Clarke is heading this up and once she has email addresses and

contact numbers from the Junior and Youth members will be making contact to organise events and drum up enthusiasm..

## Fund raising

The Social Committee have some interesting ideas for raising cash for our equipment investments. More details latter in this newsletter.

Any further ideas please to Phil Leeb-du-Toit.

## Instructor Training

Part of our plans for the future require us to have a number of instructors for basic training and race training. If you would like to get involved contact any of the current instructors or Iwan Basten at the W.Y.A. and Bill Jackson who is now the Regional Chairman.

The W.Y.A have an active programme called VTeam to promote training within clubs. Details will be supplied later through the yahoo group, website and this newsletter.

*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.

For grabs. Please contact me urgently for more information

Other fund raising events will occur during the year, watch this newsletter and the web pages for details.

Regards

**Phil**

Phil Leeb du Toit

RS Vareo 286

## EDITORS COLUMN

Firstly, I would like to wish all members a Happy and Prosperous New year, I genuinely believe that 2006 will be the turning point for Llandegfedd Sailing Club.

Being the off season, this newsletter will obviously be a bit light, however your committee are all working furiously behind your backs in preparation for the new season.

Of special interest in this issue will be our commodores poem as read out at the Dinner Dance in appreciation of the pleasure the International 14 boys have given so many in 2005. There is also the PIN results which for those involved were kept a secret right up to the actual prize giving.

Andy Howard has provided an excellent article on 'Survival Sailing' which we all may be in need of during the early part of the season.

I would also like to thank all those who entered the 'Caption Competition'. My wife and children chose the winning caption and the winner was none other

Than our Commodore Steve Clarke, although might I suggest either his wife or daughters may have had a hand in. Unfortunately the actual caption is of a 'X' rated nature so can not be printed but if anybody would like to find me at the club I will be only too pleased to tell them.

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

**David**

David Aston

RS700 GBR 843



## RICHARD & STEFFAN

Richard and Stef took to the res,  
in a beautiful 14 foot boat,  
They gave up the curry, and saved all their money,  
To buy her and get her a float,

Steff looked up at the rig above,  
And spat out a lump of Cattarah,  
"O lovely 14! O 14, my love,  
What beautiful 14 you are, you are,  
What a beautiful 14 you are."

Rich said to Steff "You Bloody Fool,  
That narrowly missed my face,  
O let us go sailing, I can't stand you wailing;  
Its about time we started a race"

They sailed away, at the start of the day,  
To a place where Doris floats,  
And therein the Boat the OOD stood,  
Trying to sort out the boats, the boats,  
Trying to sort out the boats.

"Steff and Rich, are you willing, to sail and be thrilling, in that boat?"  
Said the boys, "We will",  
So they shot off at speed, straight out in the lead,  
Out of control t'wards the hut on the hill.

Well they sailed on the brink, and they fell in the drink,  
And they kept on breaking their gear,  
But all is not lost despite the high cost,  
As they've won the bellows this year, this year,  
As they have won the bellows this year.

By Steve (Wordsworth) Clarke

### CAPSIZE TROPHY WINNERS FOR 2005

**Steffan Hilder & Richard Sykes**

## SAILING SECRETARY'S CORNER

Thanks to the volunteers who turned up last Saturday (18th Feb), although we were light in manpower, 7 people, we have made a good start on the pre-season jobs and improved our eye splicing ability 10 fold. The following was completed.

- Launch Doris
  - Remove Club Boats from Containers
  - Anything else you can think of.
- The OD Hut was cleaned
  - The clubhouse was cleaned and gutters cleared (Ed. Not much use now)
  - North end buoys refurbished
  - Water drained from Doris's hull

We need a few volunteers prepared to go on the water please! If these jobs can be completed it will save extra work at a later date and avoid disruption to sailing.

**Keith**

Keith Sykes

RS400 848

On March 4th we need to:

- Assemble new racing marks
- Lay racing marks
- Fit Bilge Pump in Doris

## PIN RESULTS

For those who read the last newsletter or even took part in Presidents Weekend in 2005, you will have been aware that the final race for the coveted PIN was started and then abandoned and then re-started again. A shorten race finished and despite a number of protest regarding the displaying of the course, the initial abandonment, our president kept the final results close to his chest until things had settled down.

The Dinner & Dance was the venue for these results to be final be made public.

I have managed to guess at some of the boats as Gareth didn't pass them on.

1st	D Aston	RS700
2nd	K Stanley	Optimist
3rd	H Tilley	Optimist
4th	S Clarke	RS700
5th	D Edwards	Laser Radial
6th	T Mallandine	Laser Radial
7th	A & R Howard	RS400
8th	N Hammersley	Laser Radial
9th	S Lewis & D Green	Mango
10th	R Ash	
11th	J Edwards	Laser Radial
12th	J Davey	
13th	M Stanley	Optimist
14th	J Daniel	Solo
15th	J Symons & ?	RS200
16th	J Regan	Laser
17th	G & J Boswell	Laser 2000
18th	S & C Stanley	
19th	K & M Sykes	RS400
20th	M Phillips	

Please visit the club website on:

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

# MEMBERSHIP MANDY'S RANT

## MEMBERSHIP FEES ARE NOW DUE

Please assist in making early payment as it makes my life a lot easier.

Mandy

Mandy Sykes

RS400 848

## NEWSLETTER DATES FOR 2006

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

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 Single Seat Canoe:

Complete with Crash Helmet, Offset paddle and spray deck. Not been used for the last 6 years, Good condition.

£100 ono

Contact: David 01633 413306

## TOP TIPS—SURVIVAL SAILING

Now that we are heading towards the equinoctial gales, do you need to find new skills? Boats sail well when balanced and going in straight lines in steady winds. They can even do this without us on board. Llandegfedd in a blow has few straight lines, and no steady wind. It's up to your skill and fitness to provide the balance and stability. Let's see what can be done.

### The 5 Essentials

If you have been taught to sail in the last 20 years you may remember these essentials. Effectively get the boat correct in all of these and it will go faster, be easier to sail and will not fall over. This article revises and advises on how to use them in survival sailing when you are going too fast and are on the edge of control. (Bear in mind that different boats start surviving at different wind strengths. Ent's at Force 4, Mirrors at F6, and RS700s look like this in F3?)

### Centreboard

You may wish to adapt the normal rule of "down when going upwind", "Nearly up for runs" and "1/2 for 1/2 way" between the extremes. If you are struggling upwind – try lifting the centreboard 10 cm or more. Lasers will then not act like weathercocks, and will not go into irons on gusts. You can keep the boat flat more easily. Downwind lift the board as far as you sensibly can without losing control and starting to roll. If it's down too far, and you change course, the water flow along the board stalls, and the boat feels to "trip up". On Lasers this flips the helm into the air on a fast leeward capsize. Great spectator sport. This is the typical gybe capsize.

### Trim

This means you have to be correctly positioned fore and aft. Enterprises famously nose dive and capsize downwind. As the wind gets up and you head south, the crew ends up sitting on the transom on the helm knees. As the boat slows down after the gust, re-trim by moving back to the appropriate position. Even the RS 400 can show this tendency, but only when not using the spinnaker (which provides a strong lifting force at the

front).

Don't drive the boat hard into the front of the next wave if you are surfing – the bow might stick and you will "go down the mine" and pitch pole. Head up a bit to give the bow time to lift up on the wave.

### Balance

The boat must be kept flat at all times. Mast sticks straight up into the sky. This applies going up, down, when cornering etc. As soon as you go more than 10 degrees of true, the hull shape will force the boat to start turning. The boat is taking control at this point – are you going to let it? Lean out more, or less as appropriate. When you run out of the brute force and fitness for this, you need to replace it with the skills that follow.

### Sails

Enterprises have cruising size sails which are excellent in a proper blow. Lasers now come in Standard, Radial and 4.7 sizes. If you have an option, it can be better to sailing control faster than if you have big sails and swimming practice. The appropriately sized sail might take you along just as fast as a flogging bigger sail.

Set the sails for minimal power. This means get them flat with little shape. Pull the outhaul on hard, Cunningham on hard, Kicker on hard upwind. This also bends the mast to a curve, which pulls the side of the sail out and makes it flatter as well.

The main thing that you will have to do nearly every second of the race is adjust the sails. As soon as you are leaning over, you have too much power, so need to release the sheet a bit. As the boat comes back up right, sheet in again to use as much power as you can.

This is **Rule 1**. You want as much sail in as you can balance, and no as its destructive, uncontrollable power. Proper use of rule 1 keeps you sailing until Force 7. Your arms might be a little tired with too much of this.

The jib stays in tight upwind, until you are at the tipping point.

### Course made good

Finally, where are we trying to go? Instead of wondering about tides, currents and shore effects, how do we keep the whole set of things together?

*Upwind* - point high – use the tell tales to keep you right on the edge of the wind. If you sag off and turn the boat across the wind you are showing more sail area to the wind to blow you over; you then get blow flat. (**See Rule 1**) If you point up too far, or a wind shift heads you, then the boat will lurch towards you; yank on the tiller, sheet in (**See Rule 1**) and get the wind balance right again.

*Across the wind* – the boat has to be kept upright and it's easier to follow the wind shifts and change course when they arrive. You can see them coming, the water looks dark, so be ready to go up or down. Turn cautiously or you will trip the boat up but don't be surprised if you change course through 30 degrees or more. Use **Rule 1** again as you go through the turns and recover.

*Downwind* – This can feel like riding a bicycle down hill over an uneven road. There is a similar rule – steer to put the boat under the top of the mast. If you think of how you balance – it's the same. If the boat is heeling, you need to balance it, use **Rule 1** and steer all at once. The last thing you need is for your crew to let off the jib (or spinny) by accident as you will be in serious trouble!

*Death roll* - If you start acting like a pendulum, pull the mainsheet in more to get some control. This also flattens the sail. Then you might not have enough kicker on. Or the board might be too far up. Adjust one as soon as you are nearly in control! Can your crew find a hand for the kicker?

*Gusts* – When you are hit by a gust head downwind unless this will make you miss the mark. You will then speed up and can ride the gust as it goes downwind. As you speed up, the wind will apparently move forwards again, so you can change course a bit more. At the end of the gust, you will be slowing down, and the wind shift from this effect can be damaging. It's normally worth heading up to keep the apparent wind similar, and it keeps the power on

for longer getting you across the wind fast. The modern asymmetric boats are designed for this sailing using apparent winds and its how we survive in the big blows.

*Mark Rounding* – you cannot do this in a straight line, so think how you can do it safely. The key is to get all the essentials in balance at every point on the rounding. An enthusiastic crew banding in a big jib ready for a beat when you are across the wind will take you swimming. Curb the enthusiasm; you need both to sheet in slowly, in line with the actual point of sailing and rate of turn. Tacking might need to be done more cautiously and slowly to keep the control there.

Summary

Think of the five essential whenever you sail. If you get all of these dimensions right, working in balance and harmony you will not need to fight your way around the course. The ultimate test is to sail a boat with no rudder and see if you have the skills to get the balances right. (2 sailed, non-extreme boats)

Andy

RS800



## AGM MINUTES

### Llandegfedd Sailing Club Annual General Meeting

Minutes of meeting held on Friday 11<sup>th</sup> November 2005 at Llangybi Village Hall

Present: 24 members signed the attendance register.

#### Apologies for absence

Martyn Osborne, David Aston, Dave Iliffe, Mervyn Reece, Barry ?, Phil Weston, Mark Williams, Jeremy Simmons

#### Minutes of AGM held on 28<sup>th</sup> January 2005

The Minutes were agreed as a true and accurate record. Proposed: Sean Tedstone, Seconded: Steve Clarke.

#### Matters arising

None not covered by later agenda items

#### Commodore's Report for 2005

- Busy year with some changes introduced, time taken to implement is often problem due to spare time availability
- Weather conditions very favourable
- Water levels good except for late October

Standard of facilities still falling, all accept that this needs to be a priority for next year. Plan is in place with outline scheme of what is proposed. Arranging discussions with Dwr Cymru progress is slow but a great deal of background work has been done.

- Sailing
  - New format – some critics and problems but all settled down
  - Growth of Vario fleet with some good results in national fleets
  - Some new members in L2000, Magno and Stratos boats which we should encourage as they are an ideal introduction to sailing
  - High powered machines RS800, 700 and few canoes joined in
  - Conventional fleet fallen off – need someone to champion these fleets and offer a lower cost entry point for beginners.
  - Standard of course setting and race management taken a major stride forward
  - Summer July – August very quiet with small fleets which we can consider for next year.

November sailing available for those who want it

- Improvements
  - OD methods with more on roster helped
  - Quality of racing improved with Doris becoming focus of most starts
  - New racing format
  - Doris improvements
  - ✦ Weather proofing

## AGM MINUTES

- ✦ Generator
- ✦ Auto-hoot
- ✦ Setback underwater activities
- ✦ New container
- ✦ Took some time to get in place
- ✦ Break-in, learned about security
- ✦ Repairs revealed doors were in need of extra strengthening
- ✦ Complete ready for next season
- ✦ Slipway to be completed
- ✦ Painting and new roof
- ✦ Paved the way for co-operation with the Rangers.
- ✦ Pleasing to see good turnouts at working parties as people being prepared to get involved from old and new members
- ✦ Thanks to the Wednesday 60+ Club for all the works they have done with Doris and the new container.
- ✦ Newsletter
- New up to date format introduced pictures
- David Aston taken up the challenge
- Good marketing tool
- Advertising revenue earner
- Events
- Busy April – a void next year
- 2 day events for Asymmetric and Presidents Day good earning potential with £400 made at Asymmetric
- Training
- Generally needs a new focus and direction tied in with potential site developments in conjunction with Gwent Adventures.
- Quite obvious that as a revenue stream it is essential unless monies are raised elsewhere

○ Recruitment into the club at Youth level

Need to work at retaining adults in particular after training

Membership numbers

	2004	2005
Total Members	89	73
<b>Full Members</b>	58	53
<b>Seniors</b>	5	4
<b>Cadets</b>	18	7
<b>Honorary</b>	3	3
<b>Affiliates</b>	5	2
<b>Volunteers</b>		2

Drop in Cadet numbers, probably in part due to lower training numbers, only 1 not already part of family with full membership. Many who did training in 04 have not rejoined.

Many of the full members who have not renewed, not regular racing participants who are lost between training and wanting to sail with someone to get experience.

Good news - 19 new memberships this year, many of which are families.

Some old faces returning and taking part. "The difference is down to non retention of trainees and the drop in training members in May. However, the new members joining have more than displaced those that have left and the new members are largely taking a much more active part in sailing".

- Personnel

○ PB2

✦ Sean Tedstones time spent training, passed 12 number of passes

✦ Phil Weston assisted

✦ Safety boat is next stage and

we need to encourage as many as possible to pass this course.

✦ Officers

✦ Big thanks to all

✦ Keith Sykes has made massive difference in the effort he has put in

✦ Gareth in supporting role

✦ Phil for Prize giving event

✦ Martin Phillips who just gets on with things and spend a great deal of time with petrol purchasing and those little jobs

✦ Julie Boswell secretary

✦ All trainers for works and especially the May training – huge commitment

✦ Keith Jones for all his hard work without even stepping into a boat

✦ Mark Williams for thankless task of results

✦ Sean, bosun wishes to step down but will remain on the committee and power boat training

✦ Bill, retires from committee, letter in this newsletter

✦ All committee members

New people,

Simon Stanley and Thomas—Bosun

Alan Bolt on hopes to attain SI status

Jeremy Simmons—Results

David Aston—Newsletter

Charlotte Clarke—Youth Rep



# AGM MINUTES

## Social Committee (Phil Leeb du Toit)

Pre-rigging curry a success

Open events catered for – thanks to all

Club and family days – used “bring your own food” format.

Some money raised from Open meetings

Refreshments in the clubhouse not always paid for. Suggest with current situation, discontinue this service.

## Training Committee (Gareth Edwards)

Not as many on training course as previous years

Had optimist sailors there all day, instead of am or pm, this cut numbers in half.

Toppers not stayed in club after training

Fewer adults

This was due to lack of equipment.

We could opt not to do any training but we would lose membership and money

Coaching this year has been busy. Bill ran a few optimist days

Bill, Alan and Andy were busy with the National squad

Derek and Mervyn want to retire as Senior Instructors.

Alan Bolton should be qualified by the start of next season. Urgently need to identify someone else.

The club is getting short of Instructors. Grants are available to fund the course. (V-team will fund if voluntary time put in afterwards) All encouraged to consider putting themselves forward.

Club days are an opportunity for adult training, but those attending not very keen.

Gareth has noticed an improvement in the standard of sailing over the season.

Now have 10 members with PB2 and 2 with safety boat qualification

OD training programme was a success. Need to decide how to continue the momentum and get people to move up to the next level.

Optimists and Toppers need money spent on them for next year.

## Changes to constitution

An oversight from the previous years changes. Intended to fit in with the new financial year. Club insurance is not valid if subscriptions have not been paid. Will also help with identifying who to put on the OD list. Changes are underlined:

Clause 11. All Annual Subscriptions are due on the first day of January. A member who has not paid their dues by the first day of March may have their name removed from the list of members.

Amendment carried unanimously

# AGM MINUTES

## Election of officers and committee

The following were proposed by Bill Jackson and Seconded by Guy Boswell

President	Gareth Edwards
Commodore	Steven Clarke
Vice Commodore	Phil Leeb-du-Toit
Sailing Secretary	Keith Sykes
Membership Secretary	Mandy Sykes
Secretary	Julie Boswell
Treasurer	Keith Jones
Bosuns	Nigel Tinkler (rescue boats) Martin Phillips (general, fuel) Paul Thomas (Optimists) Simon Stanley (Enterprise)
Webmaster	Andy Howard
Trainer Principle	Alan Bolton
OD Roster	Mandy Sykes
Youth Representative	Charlotte Clarke
Single handed rep	Nigel Tinkler
Asymmetric Rep	Martyn Osborne
Conventional Rep	Simon Stanley
Sailing Development Officer	David Iliffe

## NON COMMITTEE

Results Secretary	Jeremy Simmons
Child Protection Officer	Kathy Milosevic
Social Committee	TBC

All were in favour of proposals.

## To determine subscriptions for 2006

**A** Proposal: Committee view is that we should scrap the first year introduction fee on the basis that it does little to attract new members. They will generally pay the full fee and suggesting a lower fee may devalue the club.

The original reason for this fee was to encourage the casual user of the reservoir to join the club and to build up numbers.

Revised proposal: For the first year of membership, half the fee should be considered a joining fee. The other half the membership fee. The membership fee would be adjusted pro rata depending on the time of year the new member joins.

For revised proposal: 23

Against revised proposal: 1

**Proposal passed**

# AGM MINUTES

**B** Proposal: Full Membership should be increased to £70 for 2006 season, with a £ 10 discount for payment received by 1<sup>st</sup> February.

Proposed: Guy Boswell, Second: Gareth Edwards

For proposal: 23

Against proposal: 0

Abstained: 1

## Proposal passed

It was suggested that there should be a way of suggesting a donation or charging for equipment use.

Action plan and targets for 2006

Steve summarised the main issues and there was general discussion on a number of topics:

Club days. Better supported early in the season. It would be useful to set aside a day for adult training.

A Development programme will be required when we ask for funding from WAY

Club house. The old one has been patched up many times. There is little that can be done to it to improve it. There is support for a new user centre and we don't want to put money in to the present building. The main issue is getting to talk to Welsh Water. If the clubhouse deteriorates more it may force them to do something. United Utilities have no commitment to keep up the club house. If it falls down, we could still operate as a racing club, but not as a training centre.

Ken, Mike, Martyn and Mac agreed to look at the club house to see if there is anything worth doing for next season.

Proposal for sailing programme and racing formats

There has been a request for a Laser open

Solo Open: John Daniels to ascertain whether this is required. It may need to be combined with club sailing

Langorse Challenge may be resurrected next year

Conventional/Asymmetric separate starts: ODs need to be aware of different boat speeds and necessity for different courses. It was felt that the conventional courses were much better in 2005.

May change the Sunday racing to 3 back to back, with an option to have a break at ODs discretion. This option was felt important as it aids social interaction, especially in the Summer.

Scoring Sis: Half the races plus 1 will count for each series in 2006. This should be explained in the newsletter.

Proposal for 2006 social programme

All ideas to Phil Leeb-du Toit, especially for raising money

## AGM MINUTES

Safety Boats and qualifications

Proposal: PB2 to be mandatory for 2006 for all members driving club power boats. Members will be encouraged to have a safety boat rescue endorsement by 2007

### ALL AGREED

Any Other Business

Gareth is organising a first Aid course. Let him know if interested.

Rangers have been very helpful this season. Club to thank them

Adult single hander boats : Can the club buy some? This will be considered in the training review

Can we encourage Welsh Water to sell "dead" boats and we get 1<sup>st</sup> refusal? Committee to consider.

Julie Boswell

22<sup>nd</sup> February 2006

## MESSAGE FROM BILL JACKSON

### Myles at RYA/Honda RIB final at Southampton Boat Show

Myles Jackson recently represented Llandegfedd SC and Wales at the final of the Honda sponsored RYA RIB Challenge final. 30 regional finalists in 8-12 years and 13-16 categories demonstrated their power boat handling skills in front of packed crowds at the recent Southampton Boat Show. Myles achieved a best time of 1 minute 37 seconds to complete the slalom, man-overboard and reversing skills test in a 40hp 4.5m RIB under the watchful eye of an RYA Powerboat senior coach. He finished a creditable tenth overall despite being the youngest, and certainly smallest, competitor. Myles hopes to be back next year with the ultimate goal of winning top prize – a brand new Avon 4.5m RIB and 40 hp 4 stroke Honda – for the club.



### Moving on .....

After being on a committee for 14 of the 16 years I have been a member I have finally decided to resign. My reason for resigning is very positive in that I am now chairing the newly formed WYA Regional Committee and simply can't give the club the time I have in the past. I intend to continue in my coaching role and will support club activities, especially junior racing, wherever I can. My new challenge however is to help the WYA work with all clubs in South Wales to collectively build a stronger competitive framework in which talent can be developed and nurtured. There are some exciting opportunities and I hope I can use my new influence to ensure Llandegfedd is central to these plans.

## MESSAGE FROM BILL JACKSON

I would however like to take this opportunity to sound a note of caution about the current volunteer resources within the club. Our pool of Coaches and Instructors is very limited and our future training plans are potentially under threat as a result. I personally have gained a lot from coaching and would like to encourage others to develop these skills. Not only do you have the opportunity to put back into a sport that has give so much pleasure but it will improve your technical skills and can be very rewarding. The WYA will be running fully funded Dinghy Instructor courses in the coming months and it would be great to see a few new faces helping to underpin the future of the sport by getting involved. Please let me know if you are interested.

Finally I would like to thank Steve and Gareth for the effort they have put into the club over the last couple of years. Their achievements are significant and the resulting improvements in the standards of competitive sailing are obvious. Please continue to give them your full support as I know that they now have at least one more vacancy on the committee!

*Bill Jackson*