



May 2009

COMMODORE'S LETTER

Congratulations must go out again to Hannah Tilley on her recent Youth National Championship title in the Laser Radial at Largs, Scotland. The icing on the cake is also her double selection to represent Team GBR in both the ISAF Youth World Championships and the Laser 4.7 World Championships later this year at Buzios in Brasil. I'm sure I can speak for all our members and wish her good luck in these forthcoming events and I'm sure we will all be keeping an eye on Hannah's future development and achievements.

Good luck Hannah...from all at Llandegfedd Sailing Club and send us a post card from Brasil.

Thanks to our sailing committee for all their hard work, the 2009 season is now well and truly underway and our first major Open meeting successfully completed.

Our 2009 Asymmetric Open incorporated the International Canoe Inland Championships and with over 30 boats on the water and sailors representing 10 clubs from the Isle of Wight to Port Dinorwic it was a time to meet old and new friends and to view some new concept development boats. Although conditions were not ideal on Saturday with apparently survival conditions at times a good weekends racing was had by all.

Thanks to all involved, especially our OD's Dave Downs & Phil Tilley.

Although I have been unable to participate racing this season as much as I would like, when I have it has been nice to meet our new members on the water and around the compound. It has been especially promising to see the youngsters out there mixing with the main fleet and getting into the results. With the help of our Tuesday evening coaching and Thursday's introductory evenings hopefully these numbers will add towards our future club fleet racing.

Finally, in 2008 I set out a number of actions I would like to achieve this year, one was to promote Llandegfedd as the Premier Asymmetric racing club in Wales and with this the International Canoe event was reported in Yachts and Yachting and on the internet to highlight our special piece of water. We need to get out there and promote the clubs name.

Another action was to introduce an external resource for our Wednesday evening safety boat cover and as we go to print this has recently been introduced. Hopefully this will be the first step towards the introduction of services provided to the club by the future Watersports Centre team.

In this issue:

Changes to racing rules for 2009 to 2012

Our very own Llandegfedd monster?

Vareos play away

Youth Report and much more

Dave Timson—Commodore

Looking forward to 2009

OD Training

As in previous years new members and level D OD's will be allocated times when they will shadow other more experienced OD's on an actual race day. Additional courses will be allocated when premises become available and sufficient demand is demonstrated.

Safety boat training

PB2 certification is a mandatory qualification for all users of the club powerboats. Any member who does not have this qualification will be required to obtain it in order to perform rescue duties. We can now add Alan Bolton to the team of qualified PB2 instructors which should help us get some more people qualified. The club's policy is to encourage members to also go through Safety Boat training as a next step. If you fancy it please speak to the training guys.

Race Management Equipment

As always, Keith has kept on top of our race equipment. If anyone has an interest in taking over this onerous duty or just helping out then please make yourself known.

Multiple starts & courses

The asymmetric and conventional courses will continue. It is hoped that Junior races will be run as well over the conventional course or a shortened version of it.

Training

All RYA 1 and 2 level courses will again be co-ordinated by Sarah Green this year for the June/July club courses. There is a plan this year to split the adult courses from the children such that the children's courses run on a Thursday evening. The logistics of this are currently under evaluation by the training team.

Andy Howard will be running more advanced courses for club sailors who wish to develop their skills and become more competitive.

Many of our club instructors have expired first aid certificates. It is an RYA pre-requisite that you all have one of these, so if you plan to take part in the training please check on the validity of your first aid certificate and if it's out of date speak to our training co-ordinator to see if there are courses available.

Llandegfedd Water Sport Centre

Paul Thomas and Simon Stanley represent the sailing club on the Liaison committee which is meant to keep the club informed of activities and acts as a means of incorporating the needs of the club into the design of the centre and it's daily operation.

Newsletter

Feedback on the last newsletter was very positive, however the interactive nature I was hoping to promote does not seem to have worked. I am still chasing people for content. Please send in anything. It may only be a one liner, a joke or a for sale item. Remember it's your newsletter so please support it. If you have any ideas for inclusion please speak up.

What's happening?

Yearbook

This year the yearbook will be issued a little later than previously, but should have been published prior to this newsletter. The yearbook contains personal contact details of members and as such will only be available in the members area of the website and in hardcopy. Only paid up members as of the publication date will be included. It will contain the sailing program in full, social and other events with a membership list and details of how to perform OD duties. As always we will be looking for advertisers, so if you know anyone who may be interested please put them in touch with the Commodore.

Website

The website continues to grow from strength to strength and I think we'll all agree is a fine representation for our club. Well done to the Web team.

Results

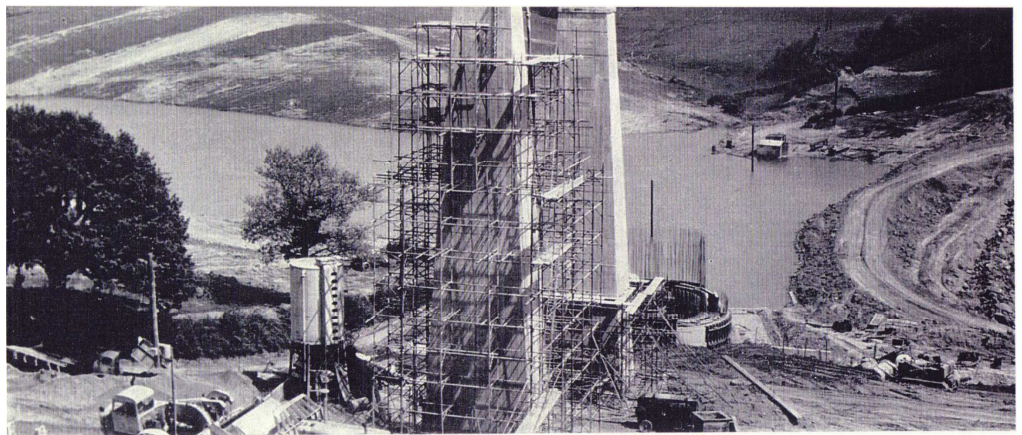
As always, Tony's results postings on the website continue to impress, as does the diversity of craft seen sailing on our waters. We see many members sailing improving week on week giving some surprise placings in the results table. And proving that "the old masters" cannot afford to take their eye off the ball for a moment.

Our playground as it once was...

Andy is preparing something for the website about the reasons for Llandegfedd's construction and it contains several photos. I found I suddenly had three pages to fill so here's a sneak preview to help.



The Llandegfedd Site, 1961



A stage in construction at Llandegfedd

Sailing secretary's locker:

Your Sailing Committee for 2009 comprises:

Martyn Osborne – Asymmetric Fleet Representative

Nigel Tinkler – Single Handed Representative

Neil Sharrat – Conventional Fleet Representative

Tony Tucker – Results Secretary

Simon Stanley – Youth Fleet Representative

Mark Williams - Sailing Secretary

The Sailing Committee deals with all issues relating to racing. The objective of the committee is to facilitate, promote, manage and administer inclusive, fair, enjoyable and well run dinghy racing. If you have an observation, suggestion or comment on any aspect of the club's racing please speak to, or email, a member of the Sailing Committee.

Earlier on this season there was some confusion about the use of Buoys A & B when running races from Doris. Our Sailing committee have produced the following guidelines:

Start gate when OD hut utilised

The start line is defined by the two transit poles on the OD hut. One of these can be swung to angle the start line up or down the lake to achieve an unbiased line. Often a gate, between buoys A and B, is also used. This is done to ensure boats are fairly close to the OD Hut on each lap to aid recording times.

If the start line is angled downwind of Buoys A&B then boats must pass through the gate after they cross the line.

If the start line is angled upwind of Buoys A&B then the start becomes full width and A/B are irrelevant at the start, although do form the gate on subsequent laps.

Whilst displaying A/B at the start of the course sequence has been normal practice in both cases it would help avoid confusion if in the latter case ODs displayed A/B at the end of the sequence.

Port rounding for windward/leeward races

When racing around windward and leeward boys it is best practice to round both to port. Open meetings use this protocol. At Llandegfedd conventional and asymmetrical fleets usually use the same windward and leeward marks but OODs are nevertheless urged to provide port roundings whenever possible. This doesn't apply to mixed fleet races (Wednesday's and Sunday Pursuit).

The Racing Rules of Sailing for 2009 - 2012

The proper use of the rules can actually enhance racing and using the rules to your advantage is expected and totally reasonable. Also protests are healthy as they lead to a better understanding of the rules. Using the rules and lodging a protest is quite normal but there will normally be a loser as well as a winner at a protest so it is important not to take things personally!

The racing rules have been amended for 2009 - 2012 and the new version will apply to the coming season. The rules are fundamentally the same as the outgoing set but there are a few significant changes.

There are numerous rules but few actually relate to the racing itself - the majority deal with things that most racers don't need to worry too much about. I attempt below to briefly summarise my understanding of the main rules of dinghy racing which will apply to the coming season:

Port and Starboard

A boat on Starboard has right of way over a boat on Port everywhere on the race course except within the 'Zone' around the leeward mark where the 'Water' rule takes precedent.

If you are on port tack and tack onto starboard to avoid a starboard boat you must complete the tack without interfering with the proper course of the other boat. However, once the tack is complete (sails full) the other (then overtaking) boat has to keep clear even if this means going head to wind. The exception is within the 'Zone' at the windward mark where if you tack onto starboard you must not force the other (overtaking) boat above close hauled.

Rounding Marks

The default 'Zone' around each mark has been increased to 3 hull lengths (excludes protrusions such as bow sprits) of the first boat to reach the Zone.

If two boats are overlapped (the front of a boat, now including bow sprit, is ahead of a line extended from the transom of another boat) when the first boat reaches the zone the outer boat must give the inner boat room (water) to round the mark even if the inner boat is on port and the outer boat is on starboard.

The only exception to the above is at the start buoy & boat at the start of a race when the 'water' rule doesn't apply. Note on subsequent laps the 'water' rule does apply here to.

At the windward mark the water rule isn't really relevant if both boats are on the same tack because the inner boat is also the leeward boat and will anyway have right of way. If the boats are on opposite tacks then the situation is exactly as if the buoy wasn't there - ie port gives way to starboard. The zone is though relevant when a boat on a beat tacks within it as noted in the Port and Starboard section above.

Boats on same tack

Generally the windward boat must keep clear of the leeward overlapped boat. If the leeward boat is being overtaken he can luff to head to wind and the windward boat must keep clear. However, except before the start gun if the leeward boat is the overtaking boat he can only sail his proper course. The proper course is the normal course a boat would sail to finish a race in the shortest time. An application of this rule would be when a asymmetrical boat going downwind meets a same tack slower conventional boat on a run - the latter must allow the former to sail it's proper course.

Before the start gun the way an overlap is established is irrelevant and the leeward boat can always luff the windward boat head to wind. However, as soon as the start guns sounds the foregoing differentiation applies.

Opportunity to keep clear

In all cases a right of way boat must give the other boat opportunity to keep clear. This will probably include giving verbal warning/alert and not being overly aggressive.

Means of propulsion

The rules require that only the wind and water can be used to propel the boat and whilst the crew can adjust the trim of the hull and sails they must not otherwise move their bodies to cause propulsion.

Room to tack at an obstruction

A boat can request room to tack to avoid an obstruction but must tack promptly when giving the room (or told to tack)

Rule infringements and penalties

The penalty for touching a mark is a 360, for all other normal infringements it is a 720 - two gybes & two tacks. In both cases these must be completed asap - ie when traffic allows not when it suits. The rule requires the turns to be carried out clear of other boats so if you get in the way of another boat whilst doing turns you will probably be in the wrong.

Some infringements require retirement eg missing a buoy, starting early (assuming you didn't return and start properly) and causing significant damage to another boat.

If you round a buoy the wrong way note you cant simply sail back around it the right way - you must first unwind yourself. The test is an imaginary string tied to the transom must end up going around all buoys the right way.

If an infringement of the rules is thought to have occurred and the offending boat does not take a penalty anyone witnessing the infringement can protest but the new rules require that the protestee makes the offending boat aware of the intention to protest at earliest opportunity (by hailing 'protest' normally). There is no requirement to fly a protest flag on boats <6m long.

Even if an offending boat completes penalty turns a boat disadvantaged by the offence can seek redress via protest.

Disclaimer

Of course the above is my reading of the key racing rules and every racer should read the actual rules. Whilst hopefully the summary isn't too far wide of the mark I would welcome any corrections or clarifications and would be happy to issue a revised version in due course.

Mark Williams

Sailing Secretary for 2009



LLANDEGFEDD WATER SPORTS CENTRE (LWSC) UPDATE

With a start date of November getting ever closer, there is still plenty to do during the summer months in preparation. Shortly test holes will be made to check ground conditions for foundations and investigation will continue into bank stability.

The lease with Welsh Water has now been finalised and is due for signature in the next few days. This process will release funding to allow some site works to progress in preparation to the main build.

Finance has been tricky in this current climate but we have a commercial advisor who is working with a number of banks to complete the package of loans required depending on the outcome of the grants we can secure in the time remaining.

The summer months will be a period of further consultation during which we will need to finalise the new fee structure for 2010. Members will need to expect a modest increase in fees along the lines of the structure already worked through in principle with the User Group. The intention is to keep fees as low as possible to ensure that they are comparable with similar sites nationally whilst ensuring the viability of the centre. The hope is that the centre will attract much greater numbers and help reduce overall costs which will be reflected in keeping fees as low as possible.

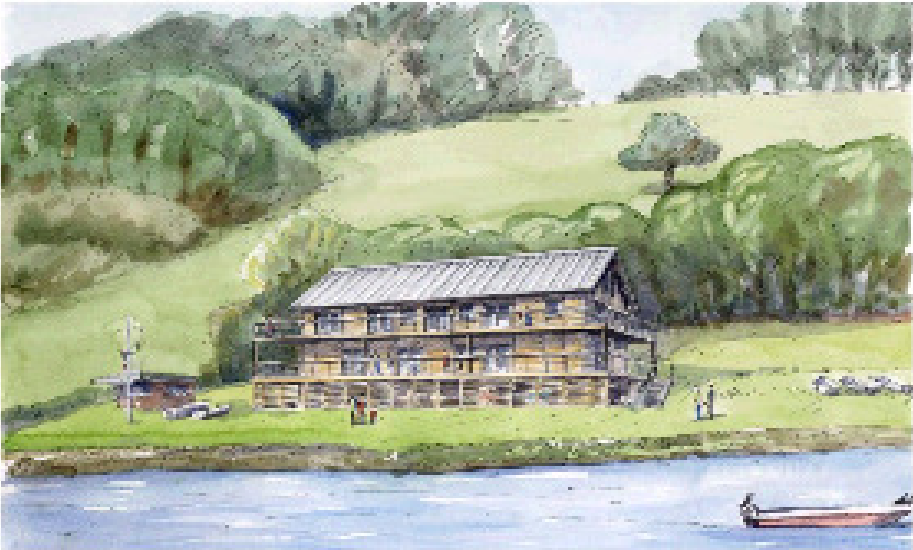
The annual fee will be a single payment to the centre and there will be different classes of membership depending on which clubs a member wishes to join together with the usual discounts for juniors and seniors. Multiple boat permits will also be an option and there will be racing and cruising membership classes.

The centre constitution will be published in the summer to define how the centre is managed and set down key rules and regulations on how the requirements defined by DCWW to run the water sports functions at the reservoir will be met. A critical aspect of this will be to define how safety will be handled and in particular this may have some additional safeguards built in to define times when the centre will be opened and providing cover.

The co-ordination of clubs through the centre will allow streamlining of administration and hence costs allowing individual club members to concentrate on core activities within each section. This should allow individuals within the sailing club to concentrate on the racing (and cruising) schedules, race training and growing the club very specifically and in whatever areas are appropriate to promote sailing at the reservoir. This equally applies to the other clubs represented.

These changes need to be planned for in advance to ensure that the clubs, the centre and the centre operator all have a fully defined plan of how we can all work together and this needs to be in place by the end of this year.

In summary, the pieces of the jig-saw are starting to fall into place and the pace should now start to pickup significantly now that the long term policy decisions have been made and agreed. The days of changing in the car park may well and truly be over.....



Prize Giving Party Autopsy

OK so we did the Kayleigh band for the past few years and many thought it was time for a change. To that end Jeremy our social committee leader went out on a limb and got us a sound alike band who, it has to be said were very good at what they did. Clearly though it was not to everyone's taste as many left early or went into the reception area so that they could hold a conversation. With the average age of our membership rising year on year the committee feel that we need to do something to encourage younger blood, but at the same time we do not want to alienate the lets say "more senior" members. If anyone has any ideas on how we can strike a balance then please step up to the mark. I think overall the night was a success. Many enjoyed it especially Jeremy who ended up with his very own rock band at the end of the night. Good effort Jeremy!

Membership Secretaries bit

Llandegfedd Sailing Club welcomes all new members who have joined us so far in 2009 and hopefully for many years to follow:

For those of you who rejoined by 01.03.09 I thank you as it made my job a lot easier.

Some committee members require information from the data base such as Dave Green who needs a list of members to roster on.

- Tony Tucker needs a list of members and their boats to do the results.
- The club also need to know how much income they have.

So far we have 57 memberships made up of:

- 2 Seniors
- 2 Honorary
- 1 Affiliate
- 5 Cadets
- 47 Full memberships.

Our Website has members only section where you can find contact details of other members amongst other things. Any members who wish to log on the Members section but have forgotten how to or have never been told, please contact our webmaster at:

webmaster@llandegfedd.org.uk

And full instruction will be provided

Mandy Sykes



New Members 2009				
First Name	Surname	M Type	Boat Details	Joined
Tim	Blacklock	Full	Wayfarer	2009
Charles	Chandler	Full	Asym Canoe	2009
Jamie	Crook	Cadet	Topper	2009
Daniel	Crook	Cadet	Topper	2009
Michaela	de Cunha	Full	Topper	2009
Hugh	Guinan	Cadet	Topper	2009
Tony	Orr	Full	Laser's	2009
Jeff	Titmus	Full	None	2009
Michael	Walker	Full	Laser 2000	2009
Nigel	Williams	Full	RS Vareo	2009



Joke de Jour?

Following my request for newsletter material including jokes etc there has been zero response in the jokes area. There is clearly no room for humour in our readership. Not a single joke from anyone...

Come on folks. Help break the doom and gloom!



Thinking of selling your boat? Why not use our for sale section. We can print it in the newsletter and put it on the website free of charge!.

NEWSLETTER APPEAL... AGAIN

I had hoped that my pleas for newsletter content would have inspired members to pen something they may like to share with us, but Alas it's like getting blood from a stone. Even the prospect of free beer or chocolate has not encouraged anyone to write in. So again I ask, If you have anything you would like in print, then please send it to news@llandegfedd.org.uk and you may just be the recipient of a star letter prize!

Think you know your boats do you?



Here's the answer to last issue's boat quiz. It is of course a Cadet. Unfortunately nobody wrote in with the answer. Shame!



Here's this issue's teaser. What's under the cover? Answers on the back of a postcard, Oh sorry - wrong generation via e-mail to news@llandegfedd.org.uk

The lesser spotted 1106 in an upright pose!



Editors privilege here. The chance to immortalise our existence in the club, and we're the right way up!

Myles' educational tour!

Myles Jackson sailed in the International Optimist Regatta in Braassemermeer, Holland this Easter as part of an invited GBR Team. He finished a creditable 11th in the Silver Fleet in a high quality field consisting young sailors from all corners of the globe. Whilst the light and shifty conditions proved difficult to master he gained a lot from the experience and an educational visit to Amsterdam! What actually happened is remaining a tightly guarded secret with Myles enforcing tour rules.



Hannah Tilley Wins UK Youth Championships and Selected for Team GBR ISAF Youth Worlds

Shocked Llandenny sailor Hannah Tilley is riding a crest of a wave after landing a RYA Volvo Youth National Championships title on what was her debut at the prestigious event.

And the 15-year-old Llandgefedd and Cardiff Bay sailing talent had double cause for celebration after discovering her victory in Largs last week had led to her being selected to represent Great Britain at the Volvo Youth Sailing ISAF World Championships in Buzios, Brazil in July.

Tilley has only recently stepped into the Laser Radial class – the one-person dinghy sailed by women at the Olympic Games – and arrived on the West Coast of Scotland for the five-day regatta just looking to make a good account of herself in an experienced Radial fleet.

But sitting in pole position at the top of the girls' field at the end of day three and with unpredictable and often gale force winds making sailing impossible on the final two days, Tilley was crowned RYA Volvo Youth National champion for the first time and booked her seat on the plane to the ISAF Youth Worlds.

Tilley's victory and selection now means she joins an elite band of sailors who have won RYA Youth National titles and represented Britain at the ISAF Youth Worlds, including three-time Olympic champion Ben Ainslie and all three of the famed Yngling 'Blondes in a Boat'.

An astonished Tilley, who will be the youngest member of RYA Volvo Team GBR in Brazil said: "It is such a surprise! This was my first event in the Radial and if someone had said to me a week before that I would win the event and be going to the Youth Worlds there is no way I would have believed them. Even though I knew I won the event I

didn't want to believe I could be selected. It was pretty close between me and the other girls and they are a bit more experienced than me so when I was told I was going to Brazil I was just absolutely speechless and it's still sinking in!"

Tilley will actually be flying the flag for Britain twice in Buzios this summer having already been selected for the Laser 4.7 World Championships at the same venue the week after the ISAF Youth Worlds.

Iwan Basten, Welsh High Performance Manager said "Hannah's double success is a first for Wales as she is the first ever single handed girl representative to the ISAF Youth Worlds from Wales! Once again on behalf of her Topper Coaches and Laser Coaches over the past few years, we know it's down to Hannah's hard work and dedication both on the water and her approach to fitness, preparation, diet off the water at events and during the year which is helping her climb the UK ladder.

We wish her every success on her overseas travels and look forward to helping Hannah achieve whatever aspiration she sets her mind onto!"



Your 2009 committee members are:

President	Paul Thomas	Senior Officer
Commodore	Dave Timson	Chief Executive of club
Vice Commodore,	Jeremy Symons	Social activities, commodore in waiting
Sailing Secretary	Mark Williams	All sailing matters, calendar and events
Membership Secretary	Mandy Sykes	Membership applications and payments
Treasurer	David White	Looks after the money
Secretary	Julie Boswell	Administration, minutes of all meetings
Webmaster	Andy Howard; Tony Tucker; Chris Stanley	Looks after the website
Newsletter	Dave Brannigan	Compiles Newsletters and Yearbook
Bosun (main)	Martin Phillips	Maintenance of all equipment
Bosun (Topper)	Neil Williams	Maintenance of Topper dinghies
Bosun (Oppie)	Pat McLeod	Maintenance of Optimists
Bosun (420)	Bill Jackson	Maintenance of 420
Bosun (Enterprise)	Vacancy	Vacancy
Bosun (Rescue)	Nigel Tinkler	Maintenance of rescue boats
Conventional Fleet Rep	Neil Sharrat	Captain of Conventional fleet
Senior Instructor	Alan Bolton	Main instructor for RYA training courses
Asymmetric Rep	Martyn Osborne	Captain of asymmetric fleet
Youth Reps	Rebekka Thomas; Kate Stanley	Promote junior sailing and social events
Child Protection Officer	Gill Williams	Child protection policy manager and adviser
OD Roster	David Green	Decides who does duty and rescue
Training co-ordinator	Sarah Green	Organises training events
Results Secretary	Tony Tucker	Publishes and collects events
Social Committee	Sally Thomas	Members of socialising committee
Race Development Officer	Andy Howard	Development of club racing skills
W.Y.A Race Coach	Bill Jackson	W.Y.A area representative and junior race coach

Vareos first away day

Nigel, Mark, Jeremy and Martin (Peters) made the trip to Burgfield on the 4th April for the first Vareo open of the year. The weather forecast had threatened rain but in reality it was lovely sunny and mild day with a F2 wind building to a F4 by the afternoon.

Burgfield is adjacent the M4 at Reading and is an interesting place to sail as it features several islands, each only 50-100 yds wide, only a metre or two above lake level (interesting mix of imperial and metric units there Mark! - Ed) and with shallows to each side (as Jeremy can testify). Which side of the islands you sail is a key decision both upwind and downwind and it can be fun splitting off from the main fleet to take a flyer to the less popular side of an island (if it works!).

The Llandegfedd contingent were in the front pack of the 22 strong fleet in both morning races. The shifty F2 breeze was familiar and Nigel, Mark and Jeremy all led at some point and the team was smugly content at lunch. The wind built and the two afternoon races took place in a F3 to F4 and the relatively lightweight Llandegfedd team found the going tougher. An extra stone really does make a difference upwind in a F4.

It really is good to line up against 21 identical boats. The mug on the tiller really is the only real variable with no talk of fast or slow boats only fast or slow helms. The racing was well managed and the OOD even finished each session at the windward mark which was adjacent to the launch area - not having a long sail in was a nice bonus. All in all a perfect racing day with final results:

Mark 4th, Nigel 7th, Jeremy 8th and Martin 13th. If the wind hadn't built in the afternoon the results may have been better but probably not good enough to beat the winner, Richard Willows, who was consistently quick.

Mark Williams



In response, no doubt to the recent yahoo group postings I have the following job spec to post...

Advertisement

Do you have a bit of free time on your hands?

Are you fed up with the rat race?

Are you looking for a job working in the open air in beautiful surroundings?

Do you like your own company?

Are you happy with minimal earnings?

If you can answer yes to all of the above, then we may just have the job for you!

Llandegfedd sailing club are looking for a team of individuals to patrol some of our property to ensure that it comes to no harm from unwanted visitors. You will not have any reports to write, excessive distances to travel, in fact you don't really have to anything except be there 24/7 rain or shine.

The ability to stand around doing nothing for long periods, but be able to frantically wave your arms and shout loudly at infrequent intervals would be a distinct advantage, however if you do not possess these skills there are a number of members who could provide suitable training.

The remuneration package for this role reflects the level of responsibility and effort required and as such your only benefit will be a change of clothing every now and again.

If this is a challenge you think you could rise to, in the first instance please contact a club official for an informal interview.

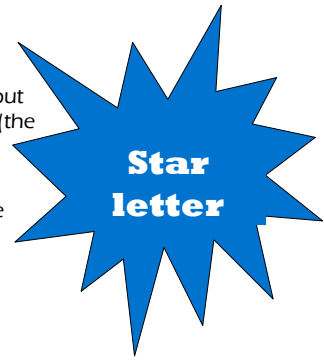
(I did say anonymity was assured didn't I? -Ed)



Youth Report by Clare Williams

Clare is a youth member who started sailing with us in a Topper 2 years ago but quickly moved onto a Laser 4.7. She also sometimes teams up with Mum, Gill (the clubs child protection officer) and Dad, Neil (our resident boat refurbishment wizard) in the family Stratos. Clare has been representing Llandegfedd on the local youth circuit in her Laser and has kindly submitted these reports to share her experiences.

Clare takes this issue's Star Letter Prize which is a £10 WH Smiths Voucher!



End of Winter Training regatta

Venue: Corus Sailing Club Saturday 11th April

As we travelled down to Port Talbot, on Saturday morning there was not a single breath of wind and it didn't look good for the end of winter regatta. Under a sunny cloudless sky we turned into the sailing club and the days racing looked as if it wasn't going to happen, however, as others started to arrive just after nine it seemed as if the wind followed them in. A steady force 3-4 filled in across the lake as registration began and the first race was scheduled for an 11am start. At 10.45am the fleet of around 10 Optimists, 14 Toppers and 5 general handicap boats (four Laser radials and a Laser 4.7) launched into a westerly breeze. After two close races the fleets came back in for lunch. A variety of warm food, produced by club members at Corus, could be purchased at a very reasonable price. When we headed back out after lunch, it was clear that the wind had increased significantly during the break, and as the Toppers launched one or two boats capsized. We stayed out on the water for the final two races, which were again very close across all of the fleets, before heading in. After de-rigging and changing we all went along to the prize ceremony to hear the results. No one was 100% sure who had won due to the close nature of the finishes. The general handicap fleet was won by Jonathon Morris from Neyland Yacht Club; the Optimist fleet was won by Harri Pain and the Topper fleet was won by Jack Preece both of Cardiff Bay Yacht Club. As an unexpected surprise Hannah Mills (a member of Skandia Team GBR) had donated some new women's wetsuits and hikers to be given out as prizes. The girls were definitely in the minority and I was both very surprised and grateful when I was given a wetsuit for coming fourth! Overall it was a great day with some great sailing to be had in all fleets and now all sailors are looking forward to the forthcoming CYRC series.

1st South Wales CYRC of 2009.

Venue: Penarth Yacht Club, Saturday 18th April

The 2009 CYRC series began the weekend following the End of Winter Training Regatta at Penarth yacht club. As we arrived we were greeted by force 4-5 North Easterly wind and a fair amount of swell on the sea. After the briefing we set out to do four races back to back but as soon as the optimists attempted to launch it became clear that it was going to be a challenge due to the waves. When trying to launch an Optimist conventionally, it would fill to the gunwhales with water before the sailor had even managed to get their rudder on. Fortunately several of the parents had put on wetsuits & drysuits to help their child launch and in teams of 4 they were able carry the boats from their trolleys out past the breaking swell keeping the boats dry. Finally after a long hard struggle all of the boats were launched and we made our way out to the race area. The four race starts were made harder by the tide pushing us over the line, but once everyone had started the racing got under way. The Optimist fleets were the largest, followed by the Toppers which were seriously depleted due to the nationals attracting the more experienced sailors to Rutland. The general handicap fleet was the smallest with only me in my Laser and an RS Feva. The waves certainly made the racing harder for sailors like me who are not used to sailing on the sea. As the racing progressed the sea state calmed making the recovery of the boats far easier at the end but even so several adults had to get very wet to recover all of the boats. Many thanks due to Ben Smith, and all of the parents who really tested their waterproofs to help the children recover their boats and the safety boats. Overall, the Optimist fleet was won by Harri Pain, the Topper fleet was won by Patrick Morgan of Mumbles yacht club and the general handicap fleet was won by the Rs Feva. We all are now looking forward to the next CYRC event at Corus Sailing Club.

2nd South Wales CYRC of 2009,

Venue: Corus Sailing Club, Saturday 23th April

As we looked at weather forecasts on the Friday night, it was impossible to know what to expect for the CYRC the following day. Forecasts ranged from a force 2 with sunshine to a force 7 with heavy rain. When we left the house on Saturday morning, it was immediately clear that the wind was fairly strong, but not the force 7 predicted by one of the 'reliable' weather sites. As we got to Corus, we saw that there was around 18 knots of wind, from no particular direction, and it took a while for things to settle enough to lay a course. When we finally launched at around 11:00 it was apparent that it was going to be hard work in my Laser as I watched the Optimists fly across the lake. The Optimist fleet, made up of 19 boats made their way to the start, closely followed by 6 Toppers and 5 Lasers. In the Laser fleet we had two newcomers to the class (Jamie Crook and Jack Preece) but they certainly didn't pick the best day to sail a bigger boat than usual, as the wind was still building to around 20 knots. The first race started badly with a general recall on the Optimist fleet, but once underway the remainder of the boats started without issue.

The first windward leg went well for me, as I managed to keep up with the others despite a bad start, but at the leeward mark I capsized for the first time. After righting the boat I continued my course back upwind but within five minutes I capsized again as the wind was gusting over 25 knots. This time I had more problems trying to right the boat. I capsized it on top of myself immediately after righting it, hurt my arm and had to be helped by the safety boat to get back in my boat. My arm was hurting so much that I couldn't hold my mainsheet so I decided to head back in without finishing a race. As I got to the shore I saw I had made the right decision as the other Lasers with more experienced sailors on board were all capsizing. After my dad helped me to de-rig the boat I headed into the warm, but was then unable to get out of my dry suit as I couldn't bend my arm. As the other boats started heading in for lunch, I realised that I wasn't going to be up to sailing that afternoon so I packed up and headed back to Llandegfedd to drop off my boat. The Asymmetric Open was underway at Llandegfedd that afternoon and I could see they too were having trouble with the wind. (In fact afternoon racing was later abandoned – Ed). Overall I had a disappointing day, but hope to do a lot better at the next CYRC which is at Llandegfedd on June 6th.



Here's a distant shot of Clare in her home waters. Dad promises a better photo next time!

Anyone who has had dealings with Clare on the water will know that she nothing if not determined. In this report we read of the lengths she and the other youths will go to getting passed the crashing waves out into the gale force winds to have some "Fun". I think a lot of the club elders myself included can be inspired by that "have a go" attitude. Well done to Clare and the rest of the youth squad for representing the club, and well done to Clare for winning the first ever "Star Letter" award - Editor

Llandegfedd hosts Asymmetric open and International Canoe Premier event.

Llandegfedd Sailing Club played host to the Asymmetric Open and International Canoe premier event over the weekend of Saturday 25th and Sunday 26th April 2009. The plan was to run 4 races each day with separate starts for the Canoes and the "other boats" with a prize-giving on Sunday afternoon. As has been the case for the past few years for this event we experienced a varied selection of weather varying from blowing dogs off chains in all directions on Saturday to a mix of strong to light winds all in the same race on the Sunday!

Despite the unfavourable forecast on the Saturday quite a few home club members supported the event, but what was more pleasing was to see so many visitors supporting it too. Visiting craft included a variety of Canoes, both asymmetric and conventional, a couple of Laser 2K's, a few RS200's an RS400 and a Laser 4000. It was hard to recognise the Laser 4000 at first as it seemed to be upside down in the water compared to our club's president's boat. Paul Thomas's has a 20 foot long centreboard and a 4 foot sail, but this one had the big bit above the water which made launching it a bit easier than Pauls. (Sorry Paul couldn't help that!)

So, we had a good crowd and the launch numbers looked promising for Race 1 on Saturday, however after sampling conditions on the water, some sailors, myself included decided it was too much for us and we headed for terra firma. Race 1 started and spectators were shown a display of carnage. Many boats did not finish, a few got washed onto a lee shore and required rescue and a tow back to the launch area. There were a few though who managed to stay in control and it was great to see them handle the rough stuff. Race 2 continued the trend with many more DNF's.

At last came lunch and a chance to exchange horror stories and warm up in the clubhouse – (or maybe not, but you can dream can't you). Two more races were planned for the afternoon, and after a few postponements in the hope that the wind would eventually abate, a few competitors launched and headed for the start line. As they headed out of the bay they all started falling over and so racing was quickly abandoned for the day. The forecast was more favourable for the Sunday and so a plan to run 5 races instead of 4 on Sunday was quickly put in place to compensate.

Story has it that some sailors imbibed in a curry frenzy that Saturday evening which is unfortunate as it meant that one in particular could not stomach sailing on Sunday. Nothing to do with the copious quantities of wine of course, just a dodgy curry. Shame on you Steve!

Sunday was a very different day. Dave Downs had brought some more favourable wind with him (despite his not being at the curry event) and a few more people had turned up to take part. It was still quite shifty and gusty but at least the shifty gusts were somewhat less than the 90 degrees 35 MPH stuff on the Saturday. We did 3 shorter races back to back before lunch and two longer ones after with far fewer casualties. There was talk of some protests on shore but they were apparently resolved amicably.

Overall, John Warburton and his crew in the Laser 4000 took 1st place for Cardiff Bay. John gave a short speech at the presentation promoting sailing at our club which was a nice gesture. Tim Hall and Jess Roberts claimed 2nd in their RS400 for Port Dinorwic and our very own Nigel Tinkler held onto 3rd with his Vareo for Llandegfedd.

In the conventional canoes, Phil Robins took 1st for Hayling Island S.C followed by Andrew (P) from Gurnard SC in 2nd and 3rd went to Chris Hamp from Mount batten SC.

Finally in the Asymmetric canoes, Charles Chandler took 1st and Ian Fryett 2nd both for Llandegfedd, and Maurice Clarke took 3rd for Corus.

On the plus side there were no serious equipment failures either day other than Steve Bowen's internal organs.

Tim Hall, the performance sailing Manager of the Welsh Yachting Association unofficially represented the organisation at the event. Tim apparently had an invite to go to Windermere to join the 43 RS400's that gathered there that Saturday, but chose instead to join us. I think he was happy enough with his decision and had enjoyed himself. Just you wait until we get a clubhouse Tim!

Thanks go out as always to the OOD's which on this occasion were Phil Tilly on Saturday and Dave Downes on Sunday. A big thanks also to the rescue teams (including the guys at United Utilities) who were kept busy throughout. It was quite a challenge but was ultimately enjoyed by all.

Dave Brannigan.

May Bank Holiday Race

A few stalwarts not put off by the inclement weather of the day dropped in at the reservoir on May 4th Bank Holiday to take part in a specially scheduled 90minute pursuit race. Heavy cloud threatened rain and the wind was fairly strong and gusty from the South. As we were to be sailing from the OD hut the dam wall brought it's own bit of turbulence to the party too. Oh Joy! With the weather being what it was, it was no surprise that the numbers were down. The start line saw a mix of Oppies, & Vareos, and one of each RS 200, 400, & 500.

Guy and Julie Boswell had volunteered for OOD duties and Phil Weston provided rescue cover. Prior to launch our sailing secretary, made a last minute change to the race plan and opted for two shorter handicap races instead of the single long pursuit originally planned. The premise was that if someone capsized in a single race they would have little or no chance whereas two shorter races would give such a person a chance in race 2.

When we launched my daughter Abigail, (crewing the 400 for me) wondered what she had let herself in for. We were beam reaching back and fore along the start line and attaining a rather unstable 13 MPH in the process. Eventually all bar the RS500 were on the line and as it looked like Simon and Chris might be a while the OOD started the count down. Unfortunately the 500 missed that start but went for a play instead whilst the rest of us got on with Race 1.

The Oppies handled the breeze in their stride but some of the bigger boats found it a challenge. After gybing down to C on broad reaches and rounding across to 4 we suddenly found the wind coming out of the fishery farm bay and us beating toward 4 with the kite up! Those that read the wind better got the kite in quickly, survived and headed for 4 without swimming. Alas a few Vareos and our 400 decided it was time for the occupants to go swim. In fairness, Abigail tried her hardest to get the kite in to save us, and I could see the downhaul slipping through her gloves as she gave it her all. I was too far out of the boat trying to counter the heave to help and the resultant swim was inevitable. The two Vareos helmed by Martin and Chris went over perfectly synchronised just behind us and they could have won an award on "Strictly come Sailing" for their timing!

After recovering we all did a second lap, some choosing to leave their kite in the chute this time. That used to be my approach too when it was windy, but I am slowly overcoming my fear of gybing in a blow and so dared to fly it again with success. Unfortunately for Nigel, at some point during that race his boom broke at the gooseneck end, possibly due to a mixture of saltwater corrosion around some rivets and excessive kicker tension to help control the breeze. Despite that he still managed a 1st place with Mark taking 2nd and Martin Peters 3rd

As Nigel went ashore to effect some running repairs the rest of us waited for the Oppies to finish and prepared for race 2. The OD did not feel it fair to hold everyone else in the strong winds for Nigel's benefit so he started the countdown. Simon and Chris in the RS 500 joined us in this race, and there were signs that the wind was dropping just a little. I'm not sure whether there were any swimmers in Race 2, I just know we didn't in the 400. The wind around 4 remained quite tricky and it was around there on lap 2 that Mark really pulled ahead to claim 1st followed by Martin in 2nd and Merrick took 3rd in his Oppie. This order reflects the overall results for both races too.

All in all it was good fun, worthwhile, and great to see some young blood sailing on home turf outside of the training envelope. Thanks to the parents for bringing them along.

All said and done Mark's race plan paid off as Nigel and The Stanley elders got a result whereas if it had been one long race they would not have. Nigel had the added bonus of finding his rig's weakness during a less important fun race rather than during the Vareo open scheduled for 16th & 17th May.

Thanks to Guy, Julie and Phil for the race cover!

The Llandegfedd monster?

Back last year I was drifting along in a F0 – F1 and when I looked astern I noticed something attached to my rudder blade. I thought at first it was a piece of plastic, but on closer inspection it appeared more like an eel. It was about 30cm long and had attached itself to the rudder with its mouth which was on the underside of its head. Not being a fisherman myself, I asked the Rangers for an identification and was told that it sounded like a Lamprey. A quick internet search proved them correct. It was a river Lamprey (there are also Sea and Brook varieties). This very rare and protected “eel like” species have seven primitive gills each side of their head and a mouth full of nasty teeth on the underside of its head. The rangers had never heard of a sighting before but it may be worth keeping a look out for future sightings. This one likely got pumped up from the Usk. They are parasitic animals who attach themselves to their prey and get dragged around whilst having their lunch. Think about this next time you capsizes!

Now then, where’s my long sleeve and legs wetsuit?

Dave B



The Bosun's Locker

Rescue Boats

This year, for the first time, the rescue boat engines were serviced at the reservoir, saving us time and cost. Thanks to Bill for arranging this, and to the Rangers who were helpful with tools and towing. The marine engineer reminded us to check the oil level on the Jeannau engine on a monthly basis. The cover has to be removed to be able to access the dipstick. Oil is ready on the racks in the container. The engineer also pointed out that the height of the transom on the RIB does not match the length of shaft on our engine which is a longshaft. There are a whole string of problems associated with this, but hopefully we can replace it with a newer, cleaner 4 stroke in the not too distant future

Doris

The painters have greatly improved the appearance of our committee boat. If we can come up with a way of cleaning the bird droppings, or fitting some kind of cover, then the OOD and AOD duty will become more pleasant. There was some banter on the yahoo groups about trying a scarecrow to keep the birds off her. That is a work in progress and the basis of the content of page 15.

Club Keys

On a few occasions last season, the OOD has forgotten to hand in the keys to the Rangers. If that happens again, we have a complete set of spare keys at the Rangers office.

Accident Book and Maintenance folder

These are hanging near the container doors, so please make entries when necessary.

Martin



ADVANCED SAILING COURSES

Andy Howard is running his ever popular advanced sailing courses again this year. Dates are April 18th, May 9th (both unfortunately passed before this publication went to print), and July 25th. If you are yet to attend one of Andy's sessions you ought to consider it. There is a bit of shore based theory followed by on the water practical work supported by video and still imagery that can help show you where you're going wrong and can improve. If you'd like to participate contact the training team here:

training@llandegfedd.org.uk

Everyone I know who has attended so far came away with something positive to say about it.



You may have noticed that I have used a fair few photos in this issue to bulk it up (and have a little fun at others expense!) All credit goes to Debbie White for taking the pictures, only some of which appear in this newsletter. We'll try and get some more posted on the website.

Thank you Deb!

RACING COACH LEVEL 2 COURSES

Have you ever thought about helping others improve their racing? Why not get some coaching yourself on how to do this?

You do not need to be an Instructor, or anything like that, but you need to have a good standard of racing/sailing. Details can be found on the links below. To give you a clue,

The elements that you will be assessed on during the course will include:
Your personal sailing skills.

- Your ability to deliver an informative and effective brief.
- Running a safe and practical race training exercise.
- Your ability to debrief a student sailor.
- Your depth and range of knowledge of racing.
- Your safety awareness.

Next course for South & West is 28th Feb / 1st Mar at Cardiff Bay Yacht Club. Details of the course and full list of coaching courses can be found on the RYA Coaching Website.

<http://www.sailracer.co.uk/ryacoaching/default.asp?eventid=8078>



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.

WEBSITE

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

www.llandegfedd.org.

DIARY

April 25 & 26 Asymmetric Open and AC premier event

May 4 Mayday bank holiday race

May 16 & 17 Welsh Vareo Championships

June 6 CYRC

June 7 Club Regatta

June 13th & 14th Topper traveller (Normal club racing on the Sunday)

Sept 19 & 20 Presidents

For sale

A selection of children's wetsuits, boots, gloves, and buoyancy aids for sale, all in excellent condition and only for sale due to out-growing them. Anyone looking for anything in these categories, please speak to Sandra or Dave Brannigan and we'll see what we have.

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

