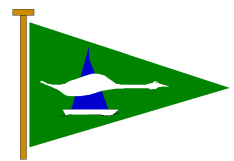


LLANDEGFEDD SAILING

Page 1

October 2006



COMMODORE'S LETTER

Well this is my last letter as Commodore and I have to say it has been a blast. I hope that my efforts have helped to develop the club in a way which allows us to grow and improve..

My targets for my two year stint was to make the tasks of running club more streamlined, improve facilities, equipment for OD's and the quality of race management and improve the standard of racing using boat starts. I think many of these goals have been reached or we are at least moving in the right direction and take pleasure in having the helm during this phase of fairly rapid change. I can not take full responsibility for all this as it was largely implemented by the team who have all pulled together to make these plans happen and of course you the membership for trusting and working with us. Compared to other local clubs we have actually strong

turnouts and the success of asymmetric sailing has resulted in the most active fleet in South Wales.

By far the biggest goal of course is improvement of facilities as this is the largest brake on developing sailing and indeed applies for all the other clubs at the reservoir. It is pretty impressive that the club is as active as it is considering our rudimentary facilities. The LWSC project is now gathering steam as explained later in this newsletter and I will be concentrating on this with Gareth and Martyn from now on.

The season is now drawing to a close and I think considering the bad start and removal of facilities, on the whole has gone reasonably well. Most events have been well supported although conditions in the early part of the year were very variable. The standard of sailing is getting better and our junior scene is still vibrant. Youth sailing needs

more work particularly at club level and participating in club racing.

On the whole I have enjoyed the 2 years as Commodore and have taken a great deal of satisfaction from it. It is a certainly a very useful experience and character building which I urge others to try – please volunteer it is fun.

I therefore wish Phil Leeb du Toit the very best for his leadership year and am pleased that he is building and receiving great support from his new team.

Steve

INSIDE THIS ISSUE

- AGM Agenda
- Llandegfedd Water Sports Centre Update
- BCYC Top Club
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STOP PRESS

- Water Level iack onto t the slips says Sailing sec
- Llandegfedd Juniors top club at Bristol
- Llandegfedd Water Sports Centre project gathers pace.
- Results from your intrepid travellers
- Nigel Tinkler finishes 4th in RS Vareo Nationals

NOTICE OF ANNUAL GENERAL MEETING FOR LLANDEGFEDD SAILING CLUB 2006

To be held at Cwmbran Stadium, Cwmbran
Friday, 17th November 2006 at 7.30pm

AGENDA

1. Apologies for absence
2. Minutes of last AGM (On the web site, under ADMIN, AGM details)
3. Matters arising
4. Commodore's report
5. Treasurer's report
6. To receive reports from subcommittees
7. Election of officers and committee
8. To determine the subscriptions for 2007
9. Action plan and targets for 2007
10. Proposal for Sailing programme and racing formats for 2007
11. Proposal for 2007 social and coaching programmes
12. Any other business

Please visit the club website on:

www.Llandegfedd.org.uk

VICE COMMODORE'S SOCIAL BITS

Llandegfedd Sailing Club
As you are aware, the end of year Dinner and Prize Giving is fast approaching.

The Date: Saturday 25th November

The Time: 19h00 for 19h30 Start.

The Place: Same as 2005 - Conservative Club Usk.

Cost is the same as last year, £12,00 per adult and £5,00 per Cadet/Student/Scholar.

We will be having some nosh, followed by the prize giving and ceilidh.

You will need to pay me at the event on the evening, but I do

need to know your commitment in advance.

R.S.V.P. Phil at:
phil@ldut.freeseve.co.uk

The T shirt, polo shirt, rugby top club clothes is about to fall flat and fail, as I have had very few orders.

As you know, I don't wish to tie up club funds in stock, I would like to take orders or commitment to buy from

you all at this stage.

Please could you email me with your order.

I need size, type (t, polo, rugby) and preferred colour.

T shirts cost £9,00 and come in all sizes and come in Blue, pale blue, yellow, green, red, grey.

Polo shirts cost £15,00 all sizes and come in yellow, red, navy, grey.

Rugby shirts cost £28.00 and come in all sizes and are red, navy, yellow, green, black.

These are all good quality items.

So, you have any last minute orders for T shirts, Polo Shirts and Rugby

Shirts, Let me know by email.

phil@ldut.freeseve.co.uk

Phil

EDITORS COLUMN

Well as the seasons draws to a close, its been a funny old year, with strange winds and a distinct lack of water, but the club has made great progress towards its new clubhouse (see related article in this issue).

The summer has seen the full range of wind, July saw sailing conditions akin to the mediterranean and September started with a traditional Autumn gale, but hey that's the UK for you.

I notice from the number of boats in the dinghy park and racing that the RS Vario is becoming the preferred choice within the club, Martin and Nigel are also proving that Llandegfedd members can perform away from home with a number of top ten results in national competitions, this can only be good for the club in its pursuit of attracting new members.

As explained in my last newsletter,

I am standing down as editor, Steve Clarke has kindly offered to take back (but only until someone else takes it on—Dep Ed) the duties now that his commodoreship has come to an end. I have decided to take some time out from sailing and concentrate on giving my children the best possible chance of playing Golf at county level. I aim to get down to the club as often as possible just to see what's happening. My boat is on the market for sale if anyone is interested, if not it'll stay tucked up in the garage.

I have thoroughly enjoyed my time as editor and at the club, but time moves on.

I hope you enjoy my last newsletter.

David

David Aston

RS700 GBR 843



Hey Dave! You're going the wrong way—the golf course is behind you! (Dep Ed)

EXPLORERS VISIT TO TSYT PRINCE WILLIAM



From Left To Right:

Alison Gordon, Jonathan Price, Oliver Hando, Leo Milton, **NICK HAMMERSLEY**, James White and Andrew Jeffs on the tall ship Prince William.

Going down to the sea again, to the lonely sea and the sky is a distinct option for a group of Gwent scouts.

And, if like the mariner the Masfield poem, they want a tall ship to do it in the TSYT Prince William is just the thing.

The Prince William was moored in Barry, where she

Will take on a fresh crew before sailing for Liverpool.

As members of the Newport 10th Tan Gwylit (Wildfire) Explorer Scouts trooped up the 180ft Brigantine-rigged vessel's gang-plank, scouting veteran Mac Pearce, who is also a committee member of the Tall Ships Youth Trust, said "Things don't get more adventurous than sailing in this".

"Handling something like the Prince William with a rough sea running is enough to challenge the most adventurous scout".

"When I was a scout, 60 odd years ago, we didn't have anything like this. The Sea Scouts had a whaling boat, but otherwise it was a weekend on Henllys Hill".

"Explorer Scout leader Nigel White, 54, from Cwmbarn, said that since the former Venture Scouts were reorganised into Explorer Scouts in 2000 the accent was on adventure".

"Whether it's the traditional woodcraft activities that everyone associates with scouts, or outdoor activities on a larger scale, the emphasis is on self reliance and teamwork.

Kindly re-printed from the South Wales Argus.

SAILING SECRETARY'S LOCKER

OOD

Does anyone have a friend, relative or colleague who would like to become a regular OOD (Officer of the day) for Llandegfedd Sailing Club? Ideally they would need to have done some dinghy racing if they are keen, we could provide training. Also we would like to hear from anyone who would like to be assist with safety boat duties.

OD Duty for November

5 NOV Keith Sykes, Sandra Brannigan, Mandy Sykes, Dave Brannigan

12 NOV Guy & Julie Boswell, Caroline Meech, Vaughn Jones

19 NOV John Regan, Debbie White, David White, Tom Watts

26 NOV Jeremy Symons, Christine Stanley, Elfyn Morgan, Simon Stanley

Forthcoming Events

Llandegfedd

November Series will be taking place over the next 4 Sundays, the first race will start at 11:00am prompt, there will be 2 races back to back single fleet starts. As our season permits expire on 31st October there will be a charge of £5 per boat each Sunday, payable to the rangers on the day. The water level should reach all the ramps very soon, please come along and support these races.

Finally please make a note of our new email addresses mine is sailing.keith@sky.com and Mandy's for membership enquiries is membership@sky.com

Keith RS400 848

TALENT SPOTTER DIARY

Sean Tedstone "Karaoke King" sings "House of the rising sun"

Spotted at a recent Greek night-spot, that natural performer Sean Tedstone has been captured on film strutting his stuff to the refrain of the House of the Rising Sun. Sean's association with the Animals is legendary as he once was involved with the original line up—well he used queue up to buy the records anyway.

You will note Sean's attention to the original detail of the band sporting side bums typical

of the era. Sadly he appears to have lost his trousers to one of his many adoring fans torn off, no doubt, in the frenzy of his performance and has to endure the complete number in his boxers.

Sadly all the front seats were quickly vacated once they realised it wasn't Sean's round.

Apparently the Greek fans loved it and no one else could hold a candle to our Sean.



BOSUNS REPORT

The life skills guru, Paul McKenna claimed in one of his books, and supported by research, that people who achieve their goals gain motivation by identifying with a cause. The demands of family life and career are often time-consuming, so it is difficult to give time to causes which seem less important. Paul McKenna identified two benefits of applying time and talent to a cause: firstly, a feel good factor, and secondly the acquisition of personal qualities gained by working towards the goals.

In an article in the Times last year, the former England rugby player Jason Leonard led a group of volunteers to improve his local rugby clubhouse. The improvement and maintenance of equipment and facilities at our club makes it sailing efficient and pleasant.

Therefore, I ask you to add or action the current list of jobs which are in the container and OD hut.

Martin

Bosun (& philosopher)

The guy at the back has clearly had enough and is screaming for it to stop. A music lover obviously.

Anon



CLASSIFIEDS

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

For sale: RS700 GBR 843

Complete with everything and in mint condition

£44950 ovno

13ft Single seat Canoe

Complete with Paddle, Crash Hat and Spray Deck

£100

Contact: David 01633 413306

Topper 44526

Hardly used in 2 years. Good condition, trolley, cover and two sails, one hardly used.

Contact: Steve 01291 620081

BCYC TOP CLUB



Early July saw our juniors travel to Bristol Corinthian Yacht club at the foot of the Cheddar Gorge and take part in a Junior Top Club event. Juniors from numerous local clubs took part and Llandegfedd members did rather well.



Llandegfedd 'Starboard' team
Rebekka Thomas, James Thomas and Merrick Stanley were first U12 team

Llandegfedd 'Port' (pictured above)
Kate Stanley, Maddie Stanley and Myles Jackson who were first U16 team but also finished 2nd overall.

LLANGORSE CHALLENGE

The youngsters kept up the familiar tradition by giving our local rivals at Langorse a damn good thrashing as has been the case for some considerable number of years.

At time of press no specific details of how the victory was secured were available but the results below indicate a dominant showing by the Llandegfedd Oppies.

More Open Meeting Results

S Vario's—Burghfield
2nd M. Williams
5th N Tinkler

RS Vario Nationals
4th Nigel Tinkler

Wanderer Nationals—Weymouth, 12th John & Courtney James

Rank	Fleet	Class	SailNo	Helm	Crew	Club	PY	R1	R2	R3	R4	R5	Total	Nett
1st	Optimist	Optimist	5453	Sara Jackson		Llandegfedd	1646	1.0	(2.0)	1.0	2.0			4.0
2nd	Optimist	Optimist	5149	Kate Stanley		Llandegfedd	1646	2.0	1.0	(3.0)	1.0			4.0
3rd	Optimist	Optimist	4312	Myles Jackson		Llandegfedd	1646	(3.0)	3.0	2.0	3.0			8.0
4th	Handicap	Laser Radial	176677	Siobhan Orr		Llangorse	1101	(6.0)	5.0	4.0	4.0			13.0
5th	Optimist	Optimist	4742	Henry Clarke		Llandegfedd	1646	4.0	4.0	(8.0)	5.0			13.0
6th	Optimist	Optimist	5043	Merrick Stanley		Llandegfedd	1646	(7.0)	6.0	5.0	6.0			17.0
7th	Optimist	Optimist	3962	James Thomas		Llandegfedd	1646	5.0	8.0	7.0	(11.0)			20.0
8th	Topper	Topper	5625	Harriet Orr		Llangorse	1290	(12.0)	7.0	6.0	8.0			21.0
9th	Topper	Topper	44451	Edward Aston		Llangorse	1290	8.0	(10.0)	9.0	7.0			24.0
10th	Handicap	Mirror	69169	Katherine Taylor	Richard Taylor	Llangorse	1386	9.0	9.0	(10.0)	10.0			28.0
11th	Optimist	Optimist	23204	Hugo Clarke		Llandegfedd	1646	10.0	(11.0)	11.0	9.0			30.0
12th	Optimist	Optimist	2200	Huw Nunn		Llangorse	1646	11.0	(12.0)	12.0	12.0			35.0
13th	Handicap	Mirror	68806	Jack Nunn	Arthur Haines	Llangorse	1386	13.0	14.0	(15.0 DNS)	15.0 DNS			42.0
14th	Optimist	Optimist	4	Finlay Train		Llangorse	1646	(15.0 DNF)	13.0	15.0 DNS	15.0 DNS			43.0

TIPS FROM THE TOP - ASYMMETRIC DOWNWIND

There are four different ways of sailing, directly tracked from the wind strength. This controls your short term tactics and what to do with the boat itself. In general, your strategy should be to aim for the bits of water with the strongest wind as your boat comes with means to control how you cope with it.

NO WIND

You might as well give up with the spinnaker – it will not fill and all it does is prevent any sensible airflow over the other sails. Go into Oppy mode, go direct to the next buoy and adjust sails for clean airflow. You are, for once, allowed to heel the boat so that the boom holds the mainsail in the right shape.

LIGHT WIND

The object of the exercise is to sail the boat as low as possible, but with the spinnaker filling. The key here is to head up until the sail fills. Once it does, the helm bears away but keeps the spinnaker flying. The crew – if you have the luxury of one – ought to be informing the helm if the sheet tension is going light, as this indicates imminent collapse. If pressure builds and the sheet load increases – tell the helm – who ought to bear away again.

Keep the boat very nearly flat. You probably have one crew member each side of the boat. Practice will give a better understanding of this mode and surprisingly rapid progress is feasible. However, keep your head out of the boat – are you actually going downwind, or are you reverting to the No Wind case?

Gybe to keep in wind, if you have this option. Gybe if you get a lift (headers are what you want downwind, it's the opposite of upwind)

MODERATE GOOD WIND

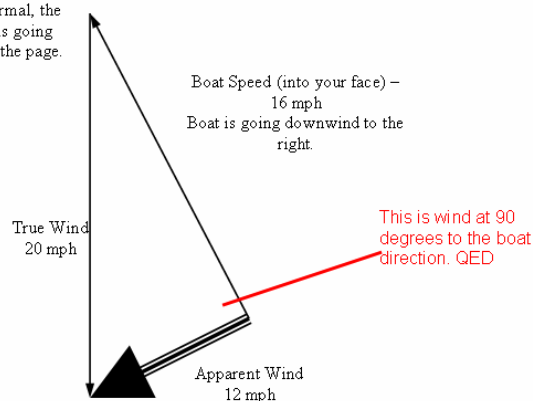
This is when the boat is properly powered up. Let's assume the boat is planning properly. Both crew are sitting out to some degree. The target here is to get the boat moving as fast as possible. Because of the speed you go through the air, the apparent wind moves forwards, so the course you steer ought to be an automatic compromise between down-wind and

across the wind. To check the angle, just look at the burgee/hawk. (You do have one, don't you?). It ought to be straight across the boat, implying a reach at 90 degrees to the wind. If it is not, you are not going at max speed. Sit out more, probably pull the mainsail in so it is over the back of the boat – remember, you are on a 90 degree reach *for the sails*, not going downwind.

If it's Force 4, the wind speed might be 20 mph. RS 400s might go at 16mph in this wind, we have clocked the RS800 at 18 mph on a day such as this. If you go direct downwind for a moment or two the result is only 4mph across the front of the boat – so gybing is easy. If you go 45 deg off real downwind, the result is near enough 12mph apparent wind at right angles to the boat. (Simple 3,4,5 right angled triangle!).

The boat should be absolutely flat – rudder not acting as a brake – the tiller has very little pressure on it either way. If not, get the boat flat! As the wind

As normal, the wind is going down the page.



varies, there are things you need to do to keep speed, boat flat and course under control;

Gust hits, more wind. Both sails might need letting out to spill a bit of wind. As you go faster, trimming the sails, bear away and get the overall balance again. The boat will accelerate due to the bigger wind – so this will then mean you can pull in again as the wind moves forwards. Boat flat so you can control it. Aim deeper once you have stability. Max speed!

Gust eases, less wind. You will find that as the wind eases the wind moves

back, so you must head up a bit to keep the pressure on and sails trimmed right. If the wind changes a lot you will need to pull sails in to keep balance right. Is it worth gybing to get back into the wind?

Wind moves up or down. Here you just follow it unless lifted and you think a gybe is called for. Control the sails and balance with the course – aiming to maximise speed at all times.

Interestingly enough, once you do this right you will find that jib tell tales will be absolutely constant, despite altering course through 30 degrees or more as the wind speed and direction varies. This is an indication that what you are actually trying to do is keep a constant angle to the wind despite tribulations. Max speed at all times.

The angle you ought to gybe through is about 90 degrees, so you can probably see the leeward buoy behind the mainsail when sitting in a normal helming position

TOO MUCH WIND

Here the key is to set the boat up to minimise power from the sails. Maybe even rake the mast back if you can. The actual way of sailing is as above – but more so. You can go very much deeper – and when it's above Force 6 you might actually be going straight downwind. However, due to your speed the sails are still in normal reaching/upwind mode. Head up to where you can control the boat in the lulls, bear away vigorously in the gusts. The key is to work the mainsheet to keep the boat flat – and alter course to assist this as above. Gybing is actually no worse than in lighter winds, but is more an act-of-faith of course. Once the boom comes across tiller straight – boat MUST be absolutely flat at all times. Gybing angle might be very small.

THEORETICAL KNOWLEDGE

If you really want to know more, then there is a bible written by Frank Bethwaite on "High Performance Sailing". This brings all of this into focus as well as far more. However, this hard but very rewarding work is at about engineering degree level. The video "Higher and Faster" is much more accessible – but has far less data.

Andy

RS700 INLANDS RUTLAND—RAMBLINGS FROM A VICTIM

All week that blasted bloke at the Met office was scattering large arrows all over the screen. Clarke and Osborne watch their computer screens with trepidation every morning hoping for a reprieve for the weekend. It looked like the wind was dropping and dipping below 25mph so the decision was taken to attend the annual pilgrimage to the RS700 Inlands to accept the usual slices of humble pie in the wake of the masters. Consolation would be at least finishing the courses and a result in the top 20 would be an improvement on previous years. With digs booked somewhere in the Cambridgeshire countryside the team set off on Friday night to get to Grafham and turn up early for the Saturday morning to soak up atmosphere or decide if the local shopping scene was more appealing.

Arriving at Grafham on Saturday morning and all of a sudden copious Cappuccino's in the local Starbucks started looking more appealing. White horses galloped freely across the vast expanse that is Grafham Water and the waves were pretty big as well!

"It's dropping off you know" says Clarke the eternal optimist, "It's barely a F5 now, gusts are a bit nasty but we can survive it." "Yeah right" says Osborne screwing new bits onto his boat "Trouble is, we are behind the trees here, look out there". Sure enough 'out to sea' the raging torrents buffeted small boats like corks and windsurfers ripped across the waves at some enormous speed. "Come on, we need the practice in the big stuff" says Clarke. Osborne accepts the inevitable as they join the ever increasing queue for the lavvy and the vending machine for the plastic trousers.

It always sounds worse when the sails go up, have you noticed! A raft of boats hoist large amounts of mylar film into the raging atmosphere with a deafening sound of expensive fibres trying to break free. Boats fly in different directions with 800's heading West



and 600's and 700's to the east. "If we can get to the start line, we're laughing" shouts Clarke above the din looking slightly pale.

Heading out, suddenly the full force of the 'breeze' hit as the shielding effect of the trees was lost. Picking your way through the detritus of capsized 600's as they suddenly realized that had a tad

"Sure enough 'out to sea' the raging torrents buffeted small boats like corks and windsurfers ripped across the waves at some enormous speed"

too much kicker on when the full force struck, got the adrenaline pumping as we hurtle towards the start line. "Don't put the kite up yet" little sensible voice says in head, "Go on get it up, you big girls blouse" said Mr Testosterone. Survival dictates, listening to Little Sensible voice and Clarke makes it to the line. Osborne had disappeared at this stage making a quick return to base camp having discovered that screwing bits onto your boat untested just before launching into the teeth of a gale is a singularly bad idea. In addition covering all you lines with Grafham clay is also unadvised unless you like sailing with no kicker and you boom parallel to the mast offering the opportunity for thrilling the crowds with a demonstration of Chinese gybes.

Start and first beat was a frantic fight

against the beast and rather large waves with adrenaline pumping. First bear away—what the ***** as light speed is quickly reached. Lets get the kite up—huge gust—wop, straight in the drink. Look around carnage everywhere. Well in good company suppose. Pretty much same drill every lap then it ends. Two hour wait for next start. Off we go again this time mixing it with the mid fleet boys, blimey finished the race with no capsize—result but all the boys we usually race against have gone in, the swines. Camio appearance by Osborne on the horizon until gear fails again.

Last race, getting knackered now capsize on downwind mark. Time to go in and have a curry and a good whinge.

Sunday, dropped to a nice F3-4 and pretty civilized. Osborne actually starts and finishes two races. Getting into the swing of it a bit but these boys take no prisoners, one little mistake and three go past. Last race looking good mid fleet until do the honorable thing and take a 720, big mistake. Yes, chuck it in trying to gybe quickly.

Did we win, not quite but who cares we finished at least a few races and actually had a few moments of brilliance. The fleet is actually only spread out over 100m or so but quick boat handling and frantic activity are the order of the day. Obviously more big fleet practice required and less pies.

Why is it that the only photo that Foto Website blokey takes of me is recovering from a capsize whilst everyone else has action packed pictures flat out on the wire, kite pulling like a train. It did go in that many times, did I? Sod this buying a toy boat or Vaneo next year or one of those radio controlled things which I can sail from the safety of the new bar.

Well succeeded in getting into the top 20, trouble is everyone else went home! At least our local hero Marshall only finished 18th. In the races we actually competed in together it was Clarke 1 Osborne 1.

Steve

VAREO INLANDS

Inlands were good. 26 Vareos, 32 RS300s and 51 RS400s. Rutland water is huge but with 110 boats zig zagging to the race area in a Force 5 it was quite crowded. My bad luck started when an RS400 gybed out of control onto port in front of me then just missed me at high closing speed with my boom hitting his hull. Then during a race I called starboard on a Vareo but he couldn't bear away (too much kicker) and hit me - hard! Luckily the gunwale took the impact so £140 of damage but boat was raceable. I ended the weekend with a bent mast (another one),

torn mainsail and kite, bent dagger board and of course the dent. Only the ripped kite was my fault after a really big capsize. (Nigel had a similarly big capsize in the same race and drifted over the finish line upside down!) I didn't see any other damage during the weekend so I really was unlucky.

Both Nigel and I struggled to hold the heavy (15 or 16 stone) helms upwind. Although I was 3rd and Nigel 4th overnight Nigel actually had the better results. The heavyweights were similarly fast in the wind on Sun-

day. I ended up 5th overall with Nigel 4th. Nigel definitely sailed better than I did and deserved the result.

Sailing was really good especially off wind where at times we were just hanging on. The RS300s shared our race area but had a wing mark which seemed to give them two broad reaches so their sailing looked really tame whilst we sped past with our kites up.

Mark Williams

PRESIDENTS WEEKEND

President's weekend was held on 16th and 17th September. Three races were held on Saturday, and three on Sunday. There was one discard, so the winners had to sail both days. Club President Gareth Edwards and his First Lady Sherene acted as principal race officers.

They decided to vary the course, and the length of races, so some races lasted less than half an hour, while others were about 50 minutes long. There was one fleet, so that the RS 800 race d against Optimists on the same course. (Fortunately, it beat the Oppies on the water, too.) Average laps were used in an attempt to ensure that there was not too much hanging around between races, and that all boats enjoyed roughly the same conditions.

On Saturday, the wind came from the north and Doris was moved south so that there was a good distance to the windward mark. By Sunday, the wind had swung to the south east and Doris was put back on her usual mooring. The expected shift to the south or south west didn't happen, so the first beat was usually a little biased.

There was keen racing with close results on corrected time and on handicap. The Optimists and Vareos dominated, and eventually Nigel Tinkler won the

event, with Mark Williams second and Jeremy Symons third. Nick Hammersley won the junior event, followed by Merrick Stanley and Rachel Thomas.

The turn out was high, with 36 entrants over the two days. It was good to see so many boats on the water, and to welcome some new competitors.

The last race on Sunday didn't form part of the series, and was raced for the Llandegfedd Pin. This is now the club's oldest trophy. It was first raced in 1967, and past winners include an Olympic silver medallist. A new record was set this year when Myles Jackson became the youngest ever winner. A long course was set, and the race lasted for over an hour. The first adult was Mark Williams, followed by Nigel Tinkler.

We can't run events like this without plenty of help from OD assistants and rescue boat drivers. Thank you to all those who gave their time so freely.

Gareth

Presidents Weekend Results

1st	N Tinkler—Vareo
2nd	M Williams - Vareo
3rd	J Simmonds—RS200
4th	N Hammersley - Laser radial
5th	S Lewis/D Green - Magno

Juniors

1st	N Hammersley - Laser radial
2nd	Maddie Stanley—Optimist
3rd	R Thomas—Optimist
4th	J Thomas—Optimist
5th	K Stanley—Optimist
6th	M Jackson—Optimist
7th	K Stanley/S Jackson—420

PIN

1st	Myles Jackson - Optimist
2nd	M Williams—Vareo
3rd	N Tinkler—Vareo
4th	B & H Jackson—RS400
5th	D Hammersley—Laser
6th	A & J Bolton—RS200

LLANDEGFEDD WATER SPORTS CENTRE (LWSC) UPDATE



PERSPECTIVE

LLANDEGFEDD WATER SPORTS FACILITY

Those who attended the EGM at Cwmbran stadium last month will have heard the full presentation of what we intend to provide for the new centre.

A company has been formed as the vehicle for negotiating the lease with Welsh Water and for planning applications and legal work to progress. The general idea is the new company will own and build the centre with all the clubs at the reservoir as associate members. The clubs will eventually run the centre through a liaison committee and executive directors will take overall responsibility plucked from members of each club. During the building and negotiation stage the current team (Steve Clarke, Martyn Osborne and Gareth Edwards) will be the executive group and a liaison committee is being formed to include all other clubs.

Currently the sailing club is leading the bid and has donated as a loan the funds for planning application. We hope that other clubs will donate as well to this fund and reduce the sailing club's exposure. Planning will take 3-4 months assuming no major problems arise during which time the following activities will take place in parallel;

- Liaison with all users
- Negotiations for lease with W/W and site management plan
- Funding through Sports Council for Wales, Welsh Tourism and others. Private funding options may also be considered.
- Arrange with United Utilities for provision of site services and access
- Design of services and negotiation with providers

- Final design decisions for internal design of building
- Preparation of building costs and bill of quantities
- Negotiation with suppliers

Depending on timescales and budgets we will be looking at some kind of temporary facility on the new site. There will be optimum times for working on site during the closed season which is now very close. Pressure will be applied where we can to get services and other works completed soonest once legal works are done.

Steve