

# LLANDEGFEDD SAILING

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Autumn 2005

## COMMODORE'S LETTER



Firstly I would like to thank David for taking over the newsletter. It is great to have an experienced sailor on the team and I look forward to reading his uttering's over the next few months/years and I welcome his enthusiasm, energy and the new ideas that he will bring to the club.

Looking back on this season, I feel that we have made significant progress particularly in the quality of racing. I really feel that through the team spirit we have at Llandegfedd we can now offer racing at the level we can all be proud of and of a standard which is comparable to any other club in the region and indeed the country. There is still work to be done but the strides forward we have made together I think are fantastic and it demonstrates what is possible through organisation and planning. The introduction of the new container and the use of Doris are a start in the right direction and by making simple but steady improvements has made the whole process of race management easier and more professional.

We have taken the OD issues forward a long way this year and I thank you all for your patience as it has taken a lot of effort by all members,

many giving up to 6 weekends of effort, to put in place the training we needed for good race management using best practices. We all hope that the experience gained this year by all can be harnessed next year and reduce the overall number of duties to 3 maximum per member.

This year the club year end has been changed. This is intended to give much more time in the close season to organise ourselves for the following year. We hope to learn from the experiences gained this year to make improvements and refinements to the calendar and racing formats. In order that we gain a common consensus, we do need to hear from the membership at large and attempt to respond to feedback gained. The plan put forward at the last AGM is being aggressively followed and will continue to be updated and reviewed on an annual basis.

The next few months and the AGM is the chance to make your feelings known through committee members and the yahoo group facility – please use these channels.

The new committees and officers will be voted in at the AGM in November and now is the time to put forward your name or that of your friends (best ask them first!) for these positions. Nominations close on 1<sup>st</sup> November so don't delay

and avoid disappointment.

There is still much to do particularly in the provision of basic services but plans have been laid and we are following a careful strategy to achieve the improvements we need to grow the sailing club and indeed other water sport activities at Llandegfedd

In summary, in the past year I think we have made great progress in getting all members to gel as a unit and I would like to thank you all for your support. I would especially like to thank the other officers and committee members who have given up a lot of their free time to make our plans come to life. The club can only be a sum of its individual members and based on what we have achieved in 2005, I see a great future for 2006 and beyond.

**Steve**

Steve Clarke  
RS700 GBR 938

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### STOP PRESS

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- Mark Williams snatches victory at the 'Presidents weekend'.
- Up and coming events:.

# Progress AGAINST the Action Plan

## OD Training

On the job training has been largely successful and will allow us to spread the load next year. This will result in smaller numbers of OD duties by reducing the number of bodies on each day. The roster will next year show OD, Assistant and rescue with those with PB2 and not wishing to be an OD allocated accordingly.

OD training from the W.Y.A for a race management certificate has been offered but due to the lack sufficient interest has not moved forward.

## Safety boat training

The committee will be discussing whether or not PB2 qualification will need to be compulsory to operate the boats due to insurance and club liability concerns over the next few months.

## Doris

Doris is now working very well. At the end of October she will be extracted from the water onto her new trailer and stored near the clubhouse.

She will require painting over the winter and an automatic bilge pump needs fitting. A cover may also be considered if anyone has any contacts in this area please contact Keith Sykes.

Martyn Philips has now sorted out the mooring for Doris which now has a proper buoy and painter.

## Safety boat storage

Now all largely completed and with a new locking arrangement beefed up to keep the thugs out. Keys have been cut for the new lock which should be fitted back on the new container on 9th October and distributed to most of the officers and committee members. The outside has been painted but we do need to complete this and also consider some kind of roof to provide better protection from the rain.

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 and

needs completing over the winter with additional hardcore and a nice concrete surface and shuttering down the sides.

## Race Management Equipment

Largely complete although we need a replacement stop watch which was stolen earlier this year.

All the marks will need to be removed from the reservoir at the end of October (5,6,7,8,E,F) for cleaning and painting. The remainder at the end of November. Some of these will need replacing and the moveable

buoys will be available again for next season for those OD's who wish to have the flexibility to set true beats when the fixed marks are inadequate

## Multiple courses

The results from the current season will be examined and proposal for change discusses at the AGM.

## Clubhouse

A proposal is in place for consideration by Welsh Water for allowing us to move forward.

## Yearbook

This will be produced in the close season.

## Club Manual

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

This will be completed in the close season by the Commodore, Vice Commodore and Sailing Secretary for use next year.

## Fund raising

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

## Administration

The new officers and committee members nominations need to be in by end of October (see later in this newsletter). The current committee and officers will largely stand again and of course anyone can offer their services as well.

The new financial year means that membership forms will now go out earlier and we would ask that they are returned well before the start of the season. Memberships not returned by the cut off date (to be determined) will effectively invalidate our insurance and we will officially not allow those member to use equipment so please return promptly to avoid embarrassment.

Please note that all assistant OD's who are not members and are using club equipment, must sign a temporary membership form.

**Steve**

Steve Clarke  
RS700 GBR 938

# AGM

## Notice of Annual General Meeting

To be held at Village Hall, Llangiby - Friday, 11<sup>th</sup> November 2005 at 7.30pm

### AGENDA

Apologies for absence  
 Minutes of last AGM (On the web site, under ADMIN, AGM details)  
 Matters arising  
 Commodore's report  
 Treasurer's report  
 To receive reports from subcommittees  
 Changes to Constitution  
 Election of officers and committee  
 To determine the subscriptions for 2006  
 Action plan and targets for 2006  
 Proposal for Sailing programme and racing formats for 2006  
 Proposal for 2006 social and coaching programmes  
 Safety Boats and qualifications  
 Any other business

### Proposed change to the Constitution

This is an oversight from the previous years changes and is intended to fit in with the new financial year. Changes are underlined.

Clause 11. All Annual Subscriptions are due on the first day of January. A member who has not paid his dues by the first day of March 31<sup>st</sup>, may have his name removed from the list of members and racing results will not be counted.

## Provisional Nominations

|                          |                   |                                 |                 |
|--------------------------|-------------------|---------------------------------|-----------------|
| <b>President</b>         | Gareth Edwards    | <b>Toppers</b>                  | Dave Illiffe    |
| <b>Commodore</b>         | Steve Clarke      |                                 |                 |
| <b>Vice Commodore</b>    | Phil Leeb-du-Toit | <b>Webmaster</b>                | Andy Howard     |
| <b>Sailing Secretary</b> | Keith Sykes       | <b>Senior Trainer</b>           | To be confirmed |
| <b>Membership Sec</b>    | Mandy Sykes       | <b>OD Roster</b>                | Vacant          |
| <b>Secretary</b>         | Julie Boswell     | <b>Youth Representative</b>     | Vacant          |
| <b>Treasurer</b>         | Keith Jones       | <b>S/handed Rep</b>             | Nigel Tinkler   |
| <b>Newsletter Editor</b> | David Aston       | <b>Asymmetric Rep</b>           | Martyn Osborne  |
| <b>Bosuns</b>            |                   | <b>Conventional Rep</b>         | Vacant          |
| <b>General, fuel</b>     | Martin Philips    | <b>Results Sec</b>              | Jeremy Simmons  |
| <b>Rescue Boats</b>      | Nigel Tinkler     | <b>Child Protection Officer</b> | Kathy Milosevic |
| <b>Optimists</b>         | Paul Thomas       |                                 |                 |
| <b>Enterprise, 420</b>   | Simon Stanley     |                                 |                 |

## Vice ComModore's Social bit

### 26th November Prize-Giving and Hog Roast

Same venue as last year, Conservative Club, Usk. Please take note of this date. We will be selling tickets for this event in the near future.

### Fund Raising 2006

As you know, we as a club have spent a fair amount over the past 18 months

And the club reserves are being well used. The down side of this is that we need to fill the piggy bank again. It has been suggested that we host a 'National Scale' boat jumble or something similar sometime in late 2006/07. Research into this is still in the infant stage but anyone who has experience of doing something similar needs to speak to me and share any knowledge you may have on this. The club has successfully done fund raising in the

Past and such events should be repeated, speak to me or send a comprehensive e-mail on the subject.

Regards

**Phil**

Phil Leeb du Toit

RS Vareo 286

## Another 'DARK SIDE' member joins the committee

Darth Vader told Luke Skywalker not to resist the 'Dark Side' and join him in his battle against the establishment. OK perhaps a bit over the top, but having sailed conventional boats throughout my sailing career everybody said that I had turned to the 'Dark Side' when I decided on the RS700 and asymmetric sailing. I can honestly say that over the last few years I have never had so much fun or been so scared in my life. Following large amounts of alcohol and arm twisting primarily at Coppet Week 2005, Steve Clarke (the Master), persuaded me to opt for the newsletter editors job, which although a daunting task, he thought I would have the relevant skills for. Personally I am disappointed that my article in the last newsletter regarding Coppet Week was obviously too good and hence the position I am in at the moment.

Anyway, I'll do my best and hopefully the 'Force' will guide me?

I am David Aston who joined the club in 2005 from Chew Valley Lake where I had been a member for 20 years, it

seemed logical especially as I live in Langstone some 12 minutes away from the club and it doesn't cost £4.80 on the bridge every-time I want to go sailing. I sail an RS700 (GBR843) and am willing to impart my knowledge to who ever, in the interests of making people sail better and faster and to improve the overall standard of the club. All the usual articles will still be in the newsletter along with photos (if I am sent them). I will continue with the 'Hot Shots Guide' and will be twisting peoples arms to contribute. There may also be a few special features and competitions.

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

**David**

David Aston  
RS700 GBR 843



## Go—KARTING

24 mad members of Llandegfedd descended on Newport Supakart Speedway on Wednesday 14<sup>th</sup> September for the annual Go-Karting challenge.

Commodore Steve Clarke had been boasting during the previous Presidents Weekend that he was the man to beat and was going to retain his title, but a number of youngsters still too young to officially drive were ready to take his scalp.

Everybody had 4 drives in a 'heat' system and at the end the Semis and then the Grand Final took place. After the initial heats the faces of Clarke, Osbourne and Thomas who had dominated their heats were all in the top 6. However, it is worth at this point mentioning other members who were not so fortunate.

Charlotte Clarke was driving very well, God help Steve once she is able to drive the BMW. Mr President Gareth was looking very worried at the speed Dan was driving especially as he will start to learn to drive within

the next few months. This situation was not helped when Gareth was Black Flag. Bill Jackson and Andy Howard didn't have any luck with the machinery provided and Anna Clarke just wanted to do her home work.

Anyway, onto the final, Paul Thomas went off at a furious pace to gain the lap record only to then put his kart into the wall, he did eventually recover. Clarke started well but poor machinery let him down and he had no pace. Osbourne started close to the back but worked his way up well. Dan Milosevic was hampered by starting at the back and finding

*"...the situation was not helped when he was Black Flag"*

it very difficult to pass a weaving Clarke. Adrian Lord was always in contention in second, but it was Richard Sykes who stole the lead in a breathtaking manoeuvre on the third lap and was never headed, obviously helped by the fact that he is off to Swansea University to study Motorsport Engineering (Ed. That's him handicapped next year).

On the winners podium the champagne was duly sprayed over Adrian and Paul. Next year its hope to adopt a Buddy system whereby the faster guys help the slower ones, Richard who won will obviously help his Dad who finished towards the rear of the field (diplomacy insures his final position will not be disclosed).

A great night was had by all.

Final Positions:

- 1<sup>st</sup> Richard Sykes
- 2<sup>nd</sup> Adrian Lord
- 3<sup>rd</sup> Paul Thomas
- 4<sup>th</sup> Martin Osbourne
- 5<sup>th</sup> Steve Clarke
- 6<sup>th</sup> Daniel Milosevic

## Sailing secretarys locker

Presidents Weekend has again been the highlight of the sailing season, back this year in its usual 2 day format. Thanks to Gareth, Sharene, John James, Steve Williams, Stuart Ash and others who run the races and provided Rescue cover.

A decision was taken on 5<sup>th</sup> October by the Sailing Committee: The Pin should not be re-run, so the results from the race completed on Presidents weekend will stand. The main reason for this is that we believe, although the race duration was shorter than intended, there was a valid reason to declare the race unfair. A request for redress was considered, but this was not granted as the race procedure was within the Sailing Instructions.

As you will be aware the "Battle of

Trafalgar" took place in October 1805 to commemorate this there are many events around the country. At Llandegfedd S C we are joining in, on October 23<sup>rd</sup> there will be the Trafalgar Day races. The format will be 3 handicaps, single fleet races, starting at 11:00. Period costumes, sailing one-armed and use of canons, is optional, although using your bad eye will not be accepted as adequate reason for redress, because you did not see the marks of the course! No catering is available bring some lunch.

November Sailing has been arranged, the cost will be £3 per day, 2 handicap races. Racing is only allowed in part of the water, approximately the area south of Sor Brook. This of course will dependant on us being able to get to the water, there is at present only the "long" slipway, at the Dam end covered. No water is being pumped in at

the moment, as the pumps are undergoing repairs.

A working party will be arranged, to get "Doris" on to land, or move her to a sheltered mooring and to remove the buoys at the top end of the Reservoir, for inspection and refurbishment over the closed season.

### Keith

Keith Sykes  
RS400 848

## MEMBERSHIP Mandy's Rant

Welcome to the following new members and families who have joined during the summer months

Clarke family (Barry)

Caroline Bird

Neil Henson

Loram family

Ring family

Jeremy Symonds and Marie

Willis family

Tommy Watts

Blacklock family

We have had 21 new memberships during this season, many of which have been families giving us a total of 80.

Mandy

Mandy Sykes

RS400 848

## BOSUNS REPORT

The mooring buoy and ropes for Doris will be in place by w/e 30th September, this will make on-site maintenance easier, a workbench and vice would be useful if anybody has a spare one floating around which they wouldn't mind donating to the club. We could fit these into the new container. Recommendations for maintenance and improvements can be written on jobcards and displayed on a notice board within the container. Also in the new container—

but not in use yet is a signing on table for sailors to sign on for races run from Doris

### ***Martin & Sean***

Martin Phillips

Sean Tedstone

## Potential Social events in 2006

Ten Pin Bowling

Llandegfedd Tri-athalon

Video Horse Racing

Treasure Hunt

## BREAKING NEWS

Congratulations to Stefan Hilder,

Stefan has recently attended a 7 Day Course at the Welsh National Watersports Centre at Plas Menai where he successfully completed a Dinghy Instructors Course. Stefan also managed to gain the tidal endorsement as well.

Stefan would like to thank all those club members who kindly gave their time to start him on his sailing career. He is currently taking a year off before going to Southampton University to study marine biology.

His Gap year plans include working as a Dinghy Instructor in Spain, Greece or anywhere warm which will have him.

"I think the main reason for going to Southampton is the sailing and not the University" said his Dad

## Pr esidents Weekend

2005 saw a change from previous years with 'Presidents Day' becoming 'Presidents Weekend' although the gods did not look as though they were going to play ball early on Saturday morning with low cloud and drizzle, making it feel very un-inviting.

Mr President (Gareth Edwards) arrived and proceeded out onto the water to get things ready, immediately postponing the first race until after lunch with the hope that the wind may fill in and the drizzle stop so that he didn't get wet. All the competitors thought this was extremely civilised and applauded his decision.

13.00hrs arrived and 24 boats ventured out on the water in a Force 1, northerly for Race 1, the drizzle had stopped so things were looking up. The course was set to provide all points of sailing thus not favouring any one particular class. The start line was certainly interesting but we all behaved ourselves and got away first time. D Aston (RS700) shot off the start line and was never headed although everybody knew that the RS700's need to be a long way in front to even stand a chance of winning on handicap. Andy Howard, re-united with his bronzed daughter Ruth who had just returned from working in Jersey used their local knowledge to excellent effect and stuck to the transom of Aston and therefore won on handicap. Aston was 2<sup>nd</sup> with Mark Williams (RS Vareo) although a long way behind the leaders taking third. A quick mention here to Ken Adams who in his home built Solo finished a superb 4<sup>th</sup>. Other good performances included Keith & Mandy Sykes (RS400) finishing 7<sup>th</sup>.

Race 2 started in slightly less wind from the north and drizzle had returned. Again Aston led all the way but Howard was again too close and took the race on handicap, Williams improved scoring a 2<sup>nd</sup> with Trent Ward in his Laser Stratos finishing 3<sup>rd</sup>. Ken Adams obviously enjoying the conditions finishing again in the top 5.

In the junior section, the Optimists had a field day, with Kate Stanley sailing

The final race of the day and the wind had built to a nice Force 2, the drizzle had cleared. Aston was again around the windward mark first and did an 'horizon job' winning by a considerably margin, Williams and Howard fought hard to stay in contention, but it was young Dan Edwards (Laser Radial) who finished second on handicap, Williams 3<sup>rd</sup> and Howard 4<sup>th</sup>.

With 3 races completed Howard was looking invincible. With 3 races set

***"...Llangorse must have been on a spying mission hence the reason for cancelling the local challenge...."***

for Sunday, could Aston convert winning races into winning on handicap? Would Williams's consistency pay off? Would a new comer spoil the party?

Sunday dawned bright and a little more wind, the fleet had now swelled to over 30 boats which included a number of juniors sailing Optimists. The race started in a good force 3; Aston uncharacteristically capsized just after the start but would regain the lead by the second mark. Obviously thankful for the overnight rest and a glass or two of red wine Williams was in sparkling form and stayed with the front runners throughout the whole race, winning by a country mile on handicap. New-comer Bill Jackson and his wife piloted their RS200 to 2<sup>nd</sup> with Aston making up for his capsize finishing 3<sup>rd</sup>, Howard finished 4<sup>th</sup>. With John Reagan (Laser) finishing an excellent 6<sup>th</sup>.

Race 5 and the wind had increased a little further up the scale. Aston again (Ed - boring) hit the front and with no capsize made few mistakes to finish first on the water and on handicap. All he could do was sit and watch what the others did. Howard

3<sup>rd</sup> in the race on handicap. It is also worth noting that Kate Stanley/Sarah Jackson and Hannah Tilley – all Optimist sailors, all finished in the top 10 of this race. (Ed – Well done the juniors).

Lunch and just enough time to see Hoggart and Flintoff destroy the Australians.

And so to the last race and the one before the PIN. It was set to be a long afternoon, little did we all know.

Race 6, the weekend was destined to be won by either Aston, Howard or Williams. The wind had drop slightly from the morning and although Aston again led from start to finish he could only manage 2<sup>nd</sup>, Williams was just too close and scored a first. Howard desperately tried to stay in contention with a 3<sup>rd</sup>. Other notables were Bill Jackson scoring a 5<sup>th</sup> – if only he had sailed on the Saturday he could have been in contention. Commodore Steve Clarke finally got his act together and produced a 6<sup>th</sup> which followed a number of swims in previous races. Richard Ash (Laser radial) was the only person to be over line during the whole weekend and so was disqualified.

Mr & Mrs President ably assisted by Sue Howard were now stuck, Aston, Howard and Williams had all scored 7 points from 4 races, with the same number of 1<sup>st</sup>, 2<sup>nds</sup> and 3<sup>rds</sup>. Rule books were quickly despatched for and after a short interlude Appendix A, Rule A8 states that 'If all boats are equal on points and the number of 1<sup>st</sup>, 2<sup>nds</sup> etc then the last race in which they all complete will be the decider'.

Therefore the first ever Presidents Weekend saw Mark Williams (RS Vareo) snatch victory from David Aston (RS700) with Andy & Ruth Howard (RS400) in 3<sup>rd</sup> in very close but excellently run 6 races.

In the junior section, the Optimists had a field day, with Kate Stanley sailing particularly well to win but more importantly taking 5<sup>th</sup> overall in the

particularly well to win but more importantly taking 5<sup>th</sup> overall in the main fleet with a score line of 8, 7, 5 & 4. After his brilliance in race 5, Myles Jackson managed 2<sup>nd</sup> overall (19<sup>th</sup> in the main fleet) just in front of his sister Sara who finished 3<sup>rd</sup> overall (21<sup>st</sup> in the main fleet). (Ed – Llangorse must have been on a spying mission hence the reason why the Junior Llangorse challenge was called off the weekend after).

Gareth and his team must be congratulated on setting a very high standard in race management and rescue facilities and with the same high standard of racing on the water the overall

standard of the club can only be going in one direction.

- 1st Mark Williams—RS Vareo 7pts
- 2nd David Aston—RS700 7 Pts
- 3rd Andy & Ruth Howard—RS400 7Pts
- 4th Sarah & Dave Lewis—Mango 21 Pts
- 5th Kate Stanley—Optimist 23 Pts

In the junior section it was to be an Optimist benefit day. The top 3 positions were as follows:

- 1st Kate Stanley

- 2nd Myles Jackson
- 3rd Sara Jackson

PS

The Llandegfedd Pin did start and was then abandoned over a confusion with Mark 'A' and 'B'. Following this a number of boats retired for the day. The PIN was then started again and a shorten race was sailed. Following a protest a decision will be made whether to award the Pin to the winner of the shorten race or to re-run the Pin at a later date.

## Top Tips- Boat Trim

When I first started racing I wondered how the top open meeting sailors always ended up at the front of the fleet race after race – was it a better boat, better tactics, better boat speed or just good luck? In fact I now realise the top sailors get to the front because they manage to do a whole combination of things well. Their boat is well set up, it is well maintained and reliable, they always know the course, they start well, they play the shifts well, they avoid confrontation, they have good boat speed, their boat handling is good, they know the rules and so it goes on. They also hedge their bets tactically so they loose out to shifts less often than most - they in effect make their own luck.

Us mere mortals will perhaps never get everything right but below are some of tips which may be useful to some of you, particularly if you are relatively new to sail boat racing.

### On Shore

- Get the right boat for the venue – some boats just aren't suit to the res. Agile boat are best suited to our sailing conditions, boats that don't tack quickly are less well suited. There are plenty of people who will be happy

to advise which boats will best suit you.

- The sails are very important. Old sails loose shape and will not be as fast. New spinnakers are easier to fill in light winds than older less crisp ones.
- Ensure the rudder blade can be held down securely in all winds – a blade that rises just a few degrees will slow you down
- On centreboard boats ensure the slot gasket is effective – if not turbulence in the housing will slow you down
- Set the boat up as recommended by the Class Association – in particular the mast rake and jib furlong position must be correct. If the boat has a mast ram that needs to be set for the likely conditions. If there are other boats of the same class racing ask for advice.
- Make sure everything works and nothing is about to break – obvious but how many have us have had avoidable gear failures in races?

### The Course

Understand the course - you may be leading. Ask other sailors or the OD.

### The Start

- Many races are won by seconds so a good start is essential
- Try dummy starts are both ends of the line. Start on starboard at one end and port at the other. Establish which is the favoured end – there is almost always a bias. Decide which end you are going to start.
- The intention is to hit the line at the right position on the gun. Try to estimate how long the final approach will take. Don't get to the line too early or you will end up sacrificing position or worse be pushed over. But don't be late either.

If you elect to start on starboard at the pin (buoy) end of the line best approach on a close reach to reduce the risk of being forced to the wrong side of the buoy (no line which favours a port



tack you may be clobbered by starboard boats if you arrive on port. Best arrive on starboard and tack on the gun assuming you can.

### The Beat and the Windward Mark

- Look for clean air - try not to sit in another boats dirty wind.
- The wind often shifts through 10 degrees or more at Llandegfedd. If it shifts against you - the boat is headed - tack if you can. If the shift allows you to sail higher it is a lift – don't tack. The difference in distant sailed between the boat that optimised shifts and the boat that doesn't could be 20% or more so playing the shifts is very important!
- Try to arrive at the windward mark on starboard if you can for obvious reasons.
- As you approach the mark let some kicker off otherwise you may struggle to bear away – essential if windy.
- Ideally the boat should be level or leaning into the wind as you round and bear away. If it is healing it will be slow to bear away
- Avoid confrontation if you can – it is distracting and usually slows you down
- If you want to stop a boat from overtaking you on the last beat cover tack – ie don't let him/her find a wind shift or gust that you might not get
- If you want to catch a boat on the last beat don't follow him/her – look for a shift or gust that the other boat might not get

### Downwind

- Take the wind of boats in front of you if you can.
- Try not to allow others to take your wind.
- Don't let boats overtake you close to windward –

luff them they will get the message.

- If your boat has an asymmetrical spinnaker look for the windy side of the lake or sail into any gusts that are around.

### Boat and Sail Trim

- Flat is fast! Try to keep the boat level or even leaning slightly to windward. If the boat is healing to leeward the mainsail, hull, centreboard and rudder are all less efficient so it makes a big difference. It is really difficult to keep a boat flat at all times but playing the mainsheet in gusts helps. Ease off when the gust hits and then haul back in.
- Most boats sail more efficiently if the crew weight is forward unless the boat is about to come onto the plane. Some modern boats really drag their transoms – look at the turbulence at the back of the boat and move forward to smooth water flow. When beating in a two man boat the crew should be against the shroud and the helm adjacent the crew.
- When tacking let the mainsheet out say 300mm and make sure the boat is level before the tack begins. Roll the boat, complete the tack, pull the boat level and pull the main back in.

The shape of the mainsail needs to be varied to suit different wind strengths. Lots of kicker, outhaul, Cunningham, mainsheet tension and a bent mast (mast ram off where fitted) means a flat mainsail and not much power. Ideal if it is really blowing but the boat will be seriously underpowered in any lulls so it is essential the Cunningham, mainsheet and kicker are eased between gusts.

A full sail is good in medium winds where lots of power is required but remember that a full sail can stall in light winds so you may need

to flatten it with the outhaul, Cunningham and mast ram where fitted. Avoid using too much kicker in light winds though as it tightens the leach and this also can cause stalling.

### Mark

Mark Williams  
RS Vareo GBR 391

Please visit the club website on:

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

***Please remember to register your email address with the membership secretary to allow us to keep in touch. Also make sure you are registered with our yahoo chat group as all results are now distributed by email across this group. To register send an email to: [Llandegfeddsailingclub-subscribe@yahoogroups.com](mailto:Llandegfeddsailingclub-subscribe@yahoogroups.com)***

### Championship/Open Meeting - ing Round Up

#### Coppett Week (unofficial South Wales Championship)

D Aston RS700—4th out of 92

#### Burghfeild RS Open Meeting

M.Williams—4th out of 22

N.Tinkler—6th out of 22

#### Weymouth RS Open Meeting

M.Williams— 1st out of 12

N.Tinkler –2nd out of 12

#### Queen Mary RS Open Meeting

N Tinkler—5th out 16

#### RS Vareo Nationals

N.Tinkler—9th out of 25

#### Laser Radial Nationals

N.Hammersley— 17 out 98 (Silver Fleet)

Steve Bowen (International Canoe) finished 4th at the Canoe Nationals but sailed under the burgee of Abereron Sailing Club

## Competition Time



Caption Competition for the photo opposite:

Prize: I'll think of something to be presented at the Dinner Dance

No rude replies and judges (my wife) decision is final

## Rules Clinic

There have been a number of incidents at the club recently where Rule 18 has been misinterpreted. In the first of a new series a specific rule will be explained fully

### **Rule 18 – Water or no water this is the question?**

Rule 18 is probably the most complex in the rule book and takes up the most space. It applies when within 2 boat lengths of a mark or obstruction and is one which many people misunderstand largely due to the complex situations which can arise.

The basics are quite simple and under most circumstances it is clear if you have right of way, other times it does take some creative thinking in a short time frame to work it through. Hopefully through this article we can eliminate some misunderstandings, which take place on a regular basis by looking at the basic rule.

Rule 18 has several sections and it needs to be understood that this rule only applies in the vicinity of a mark within the two boat lengths, the 'zone', which in practice is actually pretty close to the mark and applies as soon as the lead boat enters, or is about to enter the zone.

**18.1 states that the rule overrides other rules when rounding marks or obstructions (excluding the start marks) unless you going to a windward mark on opposite tacks.** Downwind the rule always applies and this is often where things can

get nasty especially if you are travelling at high speed with a spinnaker pulling hard. In general the rules are intended to be common sense and avoid nasty accidents, so if in doubt it is generally best to keep out of trouble.

18.2 As the lead boat enters the zone, the inside boat must have an overlap prior to this (bows in line with a line drawn square across the transom of the lead boat) and communication is a must here if there is in any doubt as the onus is on the inside boat to reasonably claim room in time [18.2a].

Assuming an overlap is established just before the zone

At the point where an overlap is established the outside boat must have sufficient space to give room so don't go screaming up the inside of a slow raft of boats at the leeward mark and expect everyone to get out the way [18.2e].

Bear in mind if the inside boat moves ahead the outside boat can't dive through the inside [18.2b] if a sudden burst of speed allows this.

If the overlap is broken after reaching the zone the inside boat must still be given room [18.2b]

The inside boat must be allowed to have room to tack at the mark or gybe so watch out for

those booms swinging around and heeling masts [18.2d]

If not overlapped at the zone, 18.2c tells us that the inside boat clear ahead has the right of way to round unhindered even if the boat behind catches up. A slight sting in the tail is that if the lead boat tacks it must do so without affecting the boat behind. In other words if a fast boat is coming up behind you at the windward mark do not tack in front of them unless you were on the inside and had an overlap at the start of the zone.

An interesting note here – if there is room to squeeze inside at a mark, if you do not have the right to do so it is acceptable at your own risk as long as you get away with it and do not affect other boats

18.3 At the windward mark this rule protects against late tackers getting onto a layline inside the zone.

Tacking inside the zone where the course after the mark involves bearing away is a bit risky and if you do so you do not have any rights to claim room from boats who are laying the mark on the same tack.

A subtlety here is that if there is

space to tack inside the zone and get through on the inside, a boat steaming in on the layline can not change course and bear away to stop you getting through as long as you do not force it above a close hauled course or force an abrupt change of course – sometime difficult to prove this one so be careful.

A boat tacking inside the zone with boats coming through on the inside must allow inside boats to pass the mark i.e bear away onto the next course unhindered.

18.4 When gybing this rule states that the inside boat must gybe onto a proper course as soon as possible. The determination of a proper course is directly to the next mark but this has may vary from one boat another. A laser for example can not force an asymmetric boat to bear away directly downwind to the next mark as the asymmetric boat can claim that its proper course may at an angle which suits the use of the spinnaker – within reason and as long as the course adjustment is not abrupt.

Yes, OK it can sound complicated but I hope this helps. If not refer to the various rule books and interpretations which often appear in Y&Y and Dinghy Sailing and books such as the Paul Elvstrom racing rules.

**Steve**

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### For sale RS400 No 474:

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Top cover 1 year old, 2 x suits of

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E-mail: llandegfedd.news@ntlworld.com

## Newsletter Dates for 2006

So that we become a little more structure in our approach to keeping members informed, I propose that next 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

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