



Sep 2009

COMMODORE'S LETTER

Hopefully as you read this newsletter, the tenders to commence construction of the new Llandegfedd Water Sports Centre will be finalised and we should be soon seeing the first signs of groundwork for our new facilities.

The recent signing of the Welsh Water Lease to secure this project was a milestone in the clubs history and a big thank you goes out from all our members to Steve, Martyn and Gareth for all their efforts to make things happen.

As a club we should now be making plans to make the most of the massive opportunities the Centre will bring. Collectively every member should be prepared to take an active part in a drive to attract new members to our club. Membership has recently increased and with the additional publicity upon completion of the Centre we can expect further increases with varying interests within our sailing club. With the improved facilities we can expect an increase of non-racing members whose needs will have to be recognised and catered for.

The Centre will become a focal point for the Sailing Club, improving social interaction within its membership and between the various end user groups who all have one thing in common.....the use of this wonderful stretch of hidden water.

Dave Timson - Commodore



In this issue:

- Water sports centre update
- Know your flags
- Event reports
- "Humour"
- And some Really small writing

Looking back at 2009

OD Training

Our Mr & Mrs Sykes kindly put on an OOD training session on Sunday 16th August, but the take up from Members was a bit disappointing. That said it was all done at quite short notice. I'm sure there'll be another chance if not this year then next. Thanks to the Sykes' and to those who turned up.

Safety boat training

Alan has squeezed a few more through PB2 training / assessment this year so we're slowly getting everyone qualified. The safety boats need at least one PB2 qualified person on board when in operation whether it be rescue duty of just transporting the OOD to Doris for a day's racing. The more that have it the easier it is to schedule duties also so come on, If you're someone one who needs it please speak to the training guys and log your request.

Race Management Equipment

So far nobody has volunteered to help out with race equipment maintenance and Keith Sykes is again left holding the baby. Next time you see a mark off position or missing a bucket ask yourself if perhaps you could do something to put it right rather than leave it to "someone else".

Training

A very successful training effort this year with, I believe a good retention of candidates. It's been encouraging to see some of the trainees on the water either by themselves or as crew for other members. More on this inside.

There is often a need for some members (particularly instructors) to get or renew their first aid certificates. The RYA sometimes runs courses at various venues but it has often been said that it would be good to have a first aid trainer on site. If you fancy this role

please speak to the commodore. You do not need any medical background, but if you have it may help! I suspect that the club would fund this in return for some cascaded training.

Llandegfedd Water Sport Centre

Mark Williams, Jeremy Symons and Dave Timson have joined Paul Thomas and Simon Stanley on the liaison committee which is meant to keep the club informed of activities and act as a means of incorporating the needs of the club into the design of the centre and its daily operation. With the exciting news that the lease is now signed the impetus on this project will likely increase now.

Newsletter

Again feedback on the last newsletter was very positive. It inspired several

members to promise input for this and future issues. One or two of you came good and have articles in this issue but others failed to deliver on time. If you fancy adding content don't feel you have to wait to be asked. I'll file articles and keep them for future publications. Remember it's your newsletter so please support it.

Website

The website team continue to update the content regularly and are doing a sterling job. It is undoubtedly a very difficult and time consuming task and I think we can match the best of clubs with this. If you find errors or have a suggestion for content or links please submit your idea to webmaster@llandegfedd.org.uk

Results

Tony's results pages are evolving into a veritable feast of data. Every time I look at it there's a new feature. Just as impressive is the increasing numbers of people racing and added to the results tables. God help anyone who takes the task of results secretary over from Tony as he's set the bar quite high.



Looking back at 2009

2009 Club Regatta (you can enlarge pictures on the web version)

This year's rescheduled regatta took place on July 5th. As the first participants arrived the weather looked like it could go either way, but thankfully as more people arrived so did the sunshine. There were a host of new faces, both children and parents from the youths' training sessions rigging up toppers ready for the day's fun. That was very encouraging to see.

The day started off with a bit of a treasure hunt. After a short mathematical quiz to work out which buoys we each had to sail to, we had to sail past and write down the letter which had been Leaxed (aka cable tied) to it. Once you had all the letters you could come ashore and un-jumble the letters to make a word associated with sailing. Jeremy did his best to distract us by arranging a low level fly past by the red arrows right overhead during the sailing bit, but amazingly some sailors later claimed not to have noticed them. They were clearly too caught up in the task in hand. As the results came ashore the sailors overall times were adjusted by their personal handicap (calculated from results so far this year thanks to Tony



Tucker) and as a consequence the winners table was somewhat surprising. Michael Edwards and his cake-making wife Brigitte cycled away with first place for the adults, and Kieran Morely took the children's first. Well done to both of them!



Next up was Topper "team-racing". The task was to get all your team members round a triangular course four times in whatever combination you wanted, preferably using a Topper! This was very exciting, especially it seems for the Stanley girls Kate and Maddy who, I thought, were going to explode at one point. Sandra and I had a hoot as we almost pitch-poled our boat. We discovered you can actually sail a Topper along downwind about a foot below the surface! Complete opposite to the foiling Moth, with great covert properties. Through no fluke or chance, just pure skill and determination the red team won that event, and, contrary to some reports I insist we did not interfere with other boats on the course at all. Honest.



Unfortunately, during the lunch break that followed the big man upstairs decided it was time to turn the wind up a notch or two and the afternoons racing became too much for many of the children. A big shame on what was primarily a fun family event. None-the-less two races based upon personal handicaps took place. There were quite a few capsizes during the afternoon, a significant number of which were in our boat! Once ashore we all got de-rigged, dried off, and ready for the BBO and results. First prize went to the purple team consisting of Dave & Debbie White, Dave and Sarah Green, Nick Hammersly, Tony Tucker and Shaun Jones.

Courtesy of the club coffers, some beverages had been provided free of charge and placed in the club refrigerator (aka Bucket of water). Mike and Brigitte set up camp like true picnicking professionals with a table et al whilst the rest of sat on anything we could find and ate burnt offerings masquerading as food from the BBO.



A very successful day, and thanks to Jeremy for organising it.

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

Keith Sykes - Committee member (and top flag expert!)

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.

So far 2009 has been the best sailing year I can remember in terms of wind strength on race days. Light winds and gales have been rare and we should all now be better at sailing in F2-F4 conditions. Turn outs have been generally good with some really close racing in the RS200s, RS400s and Vareo fleets in particular.

We trialled occasional running starts on Wednesdays and feedback indicates these are worth considering when the wind is from the SE, but only if the OOD feels he/she can cope with the additional complication of a running finish!

The race format in 2009 was as 2008 and seems to suit most people and several visitors have been impressed with how much racing we get through each Sunday - apparently Tenby SC organise only one race each Sunday so get the start wrong and need to wait a week to try again! However, if anyone has suggestions for improvement please let the Sailing Committee know so that we can consider before we develop next years program.

Can OODs continue to make every effort to start racing on time, ie first gun 1.25pm on a Sunday. To do this the race team need to be on the water at least 45 minutes before racing starts. If racing starts on time each week sailors can properly time their launch - it isn't easy to kill time in a high performance boat. Having said this generally our club races and open events are very well managed and this is great for the clubs reputation. When I travel the most common complaint I hear is hanging about waiting for races to start especially when people have travelled a long way - I recall waiting for over an hour and half in perfect wind at Rutland whilst the OOD tweaked the windward mark and this always springs to mind when Rutland is mentioned.

So far this year there have been dozens of on the water incidents where both parties felt they were in the right. This clearly can't be the case and perhaps we should hear more protests so that understanding of the rules increases and boats that have infringed are penalised. This is part and parcel of dinghy racing and need not be a traumatic experience. We could consider adopting a less formal adjudication process but both parties would need to agree to accept the outcome. What do others think?

With the holiday season behind us the Autumn series is usually hotly contested so there should be some great racing to come.

Mark Williams

Sailing Secretary for 2009



Training achievements for the year

JUNIOR TRAINING FOR BEGINNERS

"We want Juniors to sail more and race with us." Has been the cry from some senior members.

So following Bill Jackson's successful Junior Race Coaching Group last year, the beginners were offered regular Thursday evening sailing. Nine juniors attended regularly on a Thursday evening. At first it was a bit of a struggle to get everyone on the water quickly. However the parents and Juniors soon found a routine and launching and packing away always proceeded smoothly. There was a great enthusiasm and really good sessions with Stage 1 or Stage 2 standards being reached by all.

Four of the group subsequently joined in the club regatta (Jeremy's treasure hunt was much enjoyed by them and their parents) and Keiron has crewed for me and raced a Topper. Hopefully the group will be able to attend some extra sessions planned by Bill.

Many thanks to Alan, Guy and Kate for instructing and to Dave G for Safety Boat cover. Next year let's make it bigger and better with more juniors and more club members involved.

Sarah Green



RYA ADULT TRAINING FOR BEGINNERS

The adult training course was completed successfully over 3 weekends in June/July by a team formed by myself, Dave Brannigan, Guy, Andy and Sarah using Bosuns borrowed from the sea scouts and Guy's Laser 2000.

We were blessed with almost ideal training winds gradually increasing week on week to about a F3, and not too much rain to dampen spirits.

All 6 trainees proved to be very motivated, and gained their level 2 qualification.

Most have continued their interest with the club, with one trainee having already bought a boat, and others actively participating in club racing as crew members or sailing the club Enterprise. So congratulations to all.

PB training has finally got underway, having to fit in with a myriad other commitments, with Michael and Brigitte, Tony, Jeremy, Julie and Chris Smith now on the PB2 list! The plan is to run another Saturday in September to mop up the other PB2 candidates.

Alan Bolton

Llandegfedd Sailing Club

Presidents Weekend and Llandegfedd Pin

19th & 20th September 2009

Registration: Saturday 19th September 9:00 to 11:00

Presidents Series 19th/ 20th

Asymmetric Classes

Conventional Classes

Optimist Class

Topper Class

Llandegfedd Pin 20th (following the last race of the Presidents Series)

All Classes

Fees (per boat including sailing permit for the week end)

Adults £15

All Cadets (youth under 19) and Senior Citizens £10

Prizes

1st, 2nd and 3rd for Asymmetric, Conventional, Optimist and Topper fleets.

1st for classes with 6 boats or more.

1st, 2nd and 3rd for Pin and Junior Pin.

Refreshments Available

Further Information

Paul Thomas, President Llandegfedd Sailing Club

Email: paul.thomas2@which.net

Watersports Centre Update

In July Dwr Cymru/Welsh Water signed the lease which gives the Centre the right to build on and hold the land on which the Centre will be built for 25 years at a nominal rent. We are now working on three issues – raising the money, building the Centre and making arrangements about how the Centre will operate when it is built.

Raising the money: Everything has taken longer than we had hoped, but we've been able to secure an extension of time from Sportlot and the Environment Agency. We are waiting for news about other grants, and we are trying to raise money from banks. We are confident that we will have enough money to build the main structure, and we may have to rely on volunteers to fit out parts of the building.

Building the Centre: We've sent out the specifications, and we expect to receive tenders by the end of September. We hope to be able to let the contract at the end of October, so that building will take place during the close season. We hope to finish the shell by the beginning of March.

Operating the Centre: As you know, a new Community Interest Company will run

commercial operations such as tuition, equipment hire and catering. We reached an outline agreement with the company some time ago, and now we will finalise the Service Level Agreement with them.

We are preparing a constitution which will reflect the needs of United Utilities and Welsh Water. We hope to discuss this with the companies later in September. We are also finalising our proposals for the arrangements between the Centre and the various clubs which will use the Centre as a base.

We have a User Group which represents the interests of all potential users, including clubs and organisations and local authorities and schools. We are calling a User Group Meeting for later in September. The sailing club has nominated representatives on the User Group.

Additional Note: As request for tenders go out the first set of contractors have already visited site to prepare their quotes. There is a possibility that November sailing may not be allowed this year in order to allow them to get on with the job, and if that's the case it will be a worthwhile sacrifice to get the job done in time for March 1st.



Membership Secretaries Update

Welcome to all new members who have joined us in 2009—please see the list below, some of which trained with the club this year and others who joined for the racing.

New Members 2009				
First Name	Surname	M Type	Boat Details	Joined
Jago	Strong-Wright	Cadet	None	2009
Hugh	Guinan	Cadet	Topper	2009
Daniel	Crook	Cadet	Topper	2009
Jamie	Crook	Cadet	Topper	2009
Kieran	Morley	Cadet	None	2009
Izzy	Millar	Cadet	None	2009
Tom	Storey	Cadet	None	2009
Edward	Ashton-Smith	Cadet	None	2009
Dylan	Ward	Cadet	None	2009
Adrian	Hawkins	Full	None	2009
Charles	Chandler	Full	Asym Canoe	2009
Michaela	de Cunha	Full	Topper	2009
Michael	Walker	Full	Laser 2000	2009
Jeff	Titmus	Full	None	2009
Delvyn	Firth	Full	Enterprise	2009
Nigel	Williams	Full	RS Vareo	2009
Nigel	Dancer	Full	Laser	2009
Chrisotpher	Heaps	Full	None	2009
Christina	Harbottle	Full	Miracle	2009
Tim	Blacklock	Full	Wayfarer	2009
John	Gorzkiwicz	Full	Mirror	2009
Rachel	Cahill	Full	420	2009
David	Harlow	Full	None	2009
Andrew	Schild	Full	None	2009
Tony	Orr	Full	Laser's	2009

The membership number for 2009 is about the same as in 2008. Hopefully we can build on this next year. If anyone has any changes to their details for example changes boats, e mail address, or anything else please email membership@sky.com so the data base can be updated. We use the data you provide to enable Tony Tucker to have a list of members and their boats so the results are as accurate as possible.

Mandy Sykes

Membership Secretary

Llandegfedd Sailing Club



Welsh Vareo Championships

The third time the event came to the Llandegfedd Sailing Club, more visitors this year with 6 away boats adding to the 9 home boats.

Saturday weather was as predicted, strong gusty winds but sunny at times. Race 1 started with a dash to the windward mark following a full width of the reservoir start. Home advantage to Williams at the first mark followed by a cluster of boats taking high speed spinnaker runs down the lake. Willows and Shaw in close pursuit as the big guns enjoyed the conditions. Williams held the lead onto lap three until Willows and Shaw overhauled him to come 1st and 2nd respectively.

Race 2 started well enough but on rounding of the windward mark when the Welsh version of the "Perfect Storm" made the lake resemble the North Sea. Force 7 gusts, most boats capsized and the OD was forced to abandon for safety reasons. With no sight of the wind abating sailing was cancelled and competitors opted for a beer and curry in Usk organised by Mark Williams.

Sunday was predicted to be the same again but the morning session proved to be lighter winds and saw a change in the placings.

Race 3 saw a number of overly enthusiastic sailors seemingly jump to start but the race continued with a gaggle of boats rounding the marking in close formation. Willows and home sailor Symons opted to gybe to the middle of the lake and took full advantage over those hugging the bank as the wind blew them into first and second place, a position to remain unchanged through three laps to the final gun. Two wins to Willows.

Race 4 started with 90° wind shift during the start sequence with Symons once again showing good boat speed to round the mark with Willows and then Barratt. A mix up at the leeward mark with Willows rounding the wrong buoy, left Symons with a good lead chased by Barratt and Williams. Symons pulled to a sizeable lead but the shifty conditions allowed Barratt to join him and to lead. Local knowledge proved the answer on the downward leg to give Symons the win.

Lunch and then out for Race Five and Six.

Race 5 started well with Shaw and Symons turning the mark in first and second with the fleet not too far behind. The downward leg, saw "son of perfect storm" returned to blow 80% of the fleet flat and leave a survival sail for three laps with a good win for Shaw even with a compulsory capsized.

Race 6 and the wind was in no mood to abate, blowing a good 5 gusting 6/7. Williams and Symons rounded together but Williams held onto the spinnaker to be clear ahead as he reached the leeward mark, however, with capsizes everywhere and Williams joining the swimmers, the home sailor Tinkler did well to hold it together, to see off Shaw and Willows for a deserved victory.

The two day event was well won by Willows, with Shaw a good second followed, in third by first local sailor Symons.

A splendid weekend sail, a bit windy at times, but a good competition at an excellent venue.

I had this (possibly modified) excerpt from a quiz on the internet sent to me and was asked to keep the senders identity anonymous:

THE MOST IMPORTANT RULE WHILE ON OR AROUND THE WATER IS:

- TO ALWAYS WEAR A LIFE JACKET
- TO BE POLITE TO OTHER BOATERS
- TO DRINK PLENTY OF WATER
- TO KNOW AS MUCH ABOUT BOATING AS POSSIBLE
- GIVE WAY TO VAREO SAILORS AT ALL COURSE MARKS

A bit provocative methinks, but something must have invoked it. Perhaps a catalyst for some lively debate?

Think you know your boats do you?

Last issue I put this picture in and asked for suggestions as to what it is. Only one person wrote in, but unfortunately, Steve Clark, you were wrong, though you were on the right track. You suggested a mirror. It is in fact a Miracle. I can't prove it as I could not contact the owner and ask them to rig it. You'll just have to take my word for it!



Here's this issue's teaser. What is it? To make it a little harder I've distorted the image a bit. It's actually at our pond so if you walk around the park and distort your eyeball a bit you may even match it up!

When you've found it, Answers via e-mail to:

news@llandegfedd.org.uk

Wanted posters?

Leaving aside the painful body piercing demonstrated by the guy on the right... These pictures were taken between 1971 and 1982 when they were all the same age. Sweet 16! They have all been members of the sailing club at some point, but also have something else in common. So who are they and what is the common factor? Obviously, if you're one of them (and you recognise yourself) you cannot enter! Answers to news@llandegfedd.org.uk



Titanic replayed at Llandegfedd!

We recently witnessed our first boat sinking in a long time. Someone turned up in what appeared to be a home made boat which was well past it's best. After a launch into fair winds conditions rapidly deteriorated and the guy ended up "sailing" along with his transom below water. It took over 30 minutes for United utilities to respond before which time our club boat had attended, rescued the sailor, taken him to Doris and rightly left the boat to drift away. Remember our first duty as rescue is the welfare of sailors, not their craft, and being windy they had to return to club rescue duties.

This boat was not in a seaworthy condition, had insufficient buoyancy and no bailing facilities. He's just lucky our boat was out to help him. I'm sure he was a trifle concerned about how he was going to get out of the pickle he was in.

Volunteers Wanted

We have vacant positions coming up in the general committee. Anyone interested in Vice-Commodore, Committee Secretary or OD roster duties please make yourself known to the current committee. A Job spec is available from the commodore. Representatives will be voted in at the AGM so please make yourself known soon!

AGM Date Set

This year's AGM is at Ponthir Village hall on November 27th at 19:30

Robin has written a short piece to try and explain - Why the Foiling Moth?

To me, the International Canoe has always been one of the most challenging and rewarding boats to sail, but after over 20 years of flitting in and out of the class, I decided to try a foiling moth. I had sailed moths from 1982-84 and was hoping this would help me as I'd be familiar with the instabilities of moth sailing and could concentrate on foil bourn flight. I soon found out it ain't easy. It's a completely new skill and it's a very steep learning curve. I've done more swimming in 10 weeks than in 10 years previous sailing.

I've worked hard to try and understand how the foils work, studying the moth website to enable me to refine the control mechanisms to try and make life easier. I have also sailed 2-4 times a week, wind permitting, as I'm a great believer that practice makes perfect.

Llandegfedd reservoir probably isn't the easiest stretch of water to sail on anyway, due to the gusty changeable winds, but I recognised that if I could sail there, other venues would be much less demanding.

So, can anyone do it, and what's it like?

It soon became obvious that I'd have to lower my racing hopes and expectations. It's a new skill and it's only now I'm feeling able to navigate a race course, depending upon the conditions. I think anyone with a strong grasp of the sailing basics ought to be able to give it a try. Coordination, a good level of sailing experience, a high fitness level and an ability to laugh at yourself are inevitably going to help. As regards out on the water, practice makes perfect but cornering isn't easy, however good moth sailors are tacking and gybing in the air now. The strangest thing to get used to is the silence. No more hull on water sounds, but as you go faster, you hear a whistling sound as the wind drags on the shrouds. There's incredible acceleration as you take off and your speed can double from 8 to 16 knots and every other boat seems to be standing still. In a force 3-4 the moth is ballistic, but the moment the wind drops below a force 2 and it low rides, it's no faster than a topper or a mirror. Above a force 4 and I swim a lot!

The nationals are in Saundersfoot in early July. I am hoping to compete and will endeavour to finish in the top half of the fleet. Whether I'll ever be competitive nationally, I don't know but I'll try my best and have a hell of a lot of fun trying.

So if you see me ya hoeing back and forth up the pond sometimes out of control, I'm loving it and having the time of my life. See you at the gybe mark!

Robin.

[Edit] Obviously this goes to print after the Nationals and Robin won't reveal how he did except to say C**p



Seeing things on Starboard!



An accessory, designed initially for the international canoe and ably demonstrated by this month's fall guy Steve Bowen has since been adopted by several sailors. It is the Port Starboard confusion kit.

Pulling a cord on the seat causes a helm lookalike to automatically inflate on the opposite side of the boat using the latest airbag technology, allowing you to call Starboard on an opponent at a moments notice. It gives them too little time to actually capture which side of the boat the sails were set on and disappears as quickly as it comes out leaving you tormented as to whether you actually had rights or not. Keep a sharp eye for it!

Regatta ideas...

This years Regatta had a more "Fun" twist to it than the past few, but what can we do to build on that. If you have any Ideas drop Jeremy an e-mail.

Does anyone have access to a sound pressure meter? My idea for next year' is to have a "Starboard" calling competition to see who is loudest. I already know who my money is on but if you fancy your chances why not give it a go?

If you have a meter we could borrow, please let a committee member know.

Club in a state of flux

This year should mark a turning point in the fortunes of Llandegfedd sailing club. For years the site's facilities have been in decline and once the old clubhouse was finally condemned four years ago it really had an impact on members and visitors alike. If any of you have been in the embarrassing situation of having to inform a visitor where the "changing rooms and toilets" are, then you'll know why I usually tell people to use their own toilet facilities before they leave home and don't expect much in the way of changing rooms when they get there. The team of three who have finally gained Welsh Water's approval for building the new centre are all sailing club members and gratitude is owed by all current and future members for their efforts to get this project off the ground and get the lease signed. It is hopefully the start of a new exciting era for us but we're not out of the trees yet. (Literally given the location of the current facilities!). There's lots more work to do.

As well as those going on / under and around the water, land lubbers will hopefully also benefit as they will be able to view activities from the new elevated balcony and step inside for a warm up if they feel the need.

As well as the deteriorating facilities, the past three or four years have brought changes to club membership too. I don't know if this is historically "normal" as I've only been a member for about that long, but one of the biggest surprises for me has been the turnover of members for such a small club. Numbers overall have not changed much. We still have around 70 full memberships, but there has been a steady ebb and flow of people. When we joined there were some fairly active members who seemed like they were always on site, yet this year they're rarely seen. In their place comes a fresh wave of sailors taking up the sport. I hope that the reason for those who have not rejoined or are simply not sailing much is related only to our poor facilities and that the new clubhouse will improve that situation. That said, we have attracted some members from other clubs, some travelling from far a field to sail with us. Clearly we do have something to offer!

From an administration perspective there has also been a slow turnover within the General committee and Sailing committee. This is probably a healthy situation as it stops the club becoming stagnant and institutionalised. It is always good to have new faces and fresh ideas involved in running the club and to that end members should not be shy about volunteering to stand for the various positions next year. It's very important that we have a strong representation in the new watersports centre to make sure that our voice is heard and that we are dealt with fairly and to that end a few more members joined the liaison committee this month.

From a hardware perspective there has again been change. Our asymmetric fleets continue to grow and we've seen a fairly strong conventional fleet sailing recently too. The Canoes have not been about much this past last year (not sure why?) but in their place we've seen other craft on the start line. On all bar one or two horrible Sunday afternoons and Wednesday evenings we've seen healthy numbers on the water. We continue to see a variety of craft, some from yesteryear and others fresh from their respective manufacturers. It's always interesting when someone turns up with something different or new and of late we've seen a Devon Lugger, a sexy Trimaran, various Catamarans and a pair of foiling craft, one of which you can read an appraisal of elsewhere in this publication. We saw our first RS Vision recently and in contrast some old timers from each decade since the 50's show up from time to time. Couple that with excellent water levels and a total lack of sand and salt, what better place could you wish to sail, and it can only get better.

Dave

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

Quiz Page

This quiz has been submitted by Paul Thomas. He'd like you to identify the locations in the pictures below. No prizes for guessing, just a bit of fun. Answers on the back page.



1



2



3



4



5

Holiday snaps

Paul also sent me some amazing pictures from their trip to Garda. As you can see they left the kids to get on with it and went off on a photo expedition into the hills!



“There’s James and Rebekka down there Sally - 40 up from the bottom and 5th and 8th in from the right”

This picture is best viewed on the web copy of the newsletter where you can magnify it a bit. The boats are tiny!

This is what 850 Oppies in one place looks like, but get this, numbers were down 148 on last year! When they had 998! I want to know how he got the pictures!



I think you’d need more than one on OD on this day!

International Canoe UK Nationals - Stone SC, Essex June 20-23rd 2009

The IC class and Stone SC go back a long way, with the club having one of the strongest fleets in the 1970s and 1980s. At that time boats were beautifully cold moulded varnished wood, complete with double wishbone tiller extensions, many of them made by local boat builder, Tony Miles, who was on hand and took great interest in recent changes to the class. Wood no longer features with all boats now constructed in carbon fibre, but no less stunning painted in every colour of the rainbow.

The 23 entries, split into IC and AC divisions enjoyed a variety of winds for the 9 race championship held from 20-23 June, generally light, but towards the end of the event sea breezes ensured some exciting sailing with choppy conditions caused by the ebbing tide. The hospitality and excellent race management by Stone SC ensured a memorable championship.



For the IC fleet, this was the first championship since the adoption of a development box rule (which allows boats to be a minimum waterline width of 750mm with an all-up weight of 50kg). The boats built to the new rules demonstrated that the rule allows considerable scope for experimentation. For everyone it was the first real opportunity to see if the boats would not only be faster, but also be capable of staying up-right!

In the AC fleet, the competition was wide open with many experienced canoe sailors all fancying a shot at the championship title. The fleet was joined this year by new boy but highly experienced sailmaker and flying fifteen champion Steve Goacher and a welcome return by Nick Morgan.

Light and variable winds from the north-west caused some challenging racing on the first day, with plenty of place changes in the 2 races held. In the IC fleet, boats built to the new development rules showed bursts of speed with Alastair Warren sailing a boat to his own design, winning the first race, but Simon Allen taking the second race in a lightening wind demonstrating that the one-design is no walkover. The AC similarly found boats changing positions as the shifts and tide made life interesting. Race 1 winner Colin Brown swapped places with race 2 winner Steve Bowen towards the back of the fleet, such were the fortunes of the day. In his new AC Crunchy Frog, Tony Robertshaw a stalwart of the fleet and captain of the beer tasting and social club was Mr Consistent showing that good average results would be the winning formula. Steve Goacher was showing promising form with a 2nd in only his second race in the boat.

The second day started with no wind but with the promise of a sea breeze. As the wind

developed, the race start was announced and the fleet sailed the half mile or so to the course. It wasn't looking promising as the tide became difficult to combat with a dying breeze. When the race started, the first beat looked less appealing and a strange vortex at the windward mark caused amusement when Steve Goacher performed an unscheduled 360 degree pirouette under full spinnaker. As the downwind leg turned into something of a lottery, the initial leaders in the AC's found themselves becalmed as Rob Bell and then Colin Brown and Peter McClaren found a zephyr seemingly from nowhere which carried them straight to the finish going from a spinnaker run to a beat within 100m. In the IC's all boats managed to finish with Phil Robin in his Phil Morrison designed boat taking the gun from the ever consistent Simon Allen. The race team wisely decided to can the remaining races as the light north-easterly faded leading to drifting conditions, with an additional challenge caused by the turning tide.

Flat calm greeted sailors on Monday, but by 3.30pm the wind had built to a force 3 easterly allowing 3 races to be held. In the ICs, John Ellis took a commanding lead in race 4 and managed to hold off Phil Robin to the finish, who again showed great downwind speed. Race 5 saw Phil leading at the windward mark and never looking back with Alistair Warren overtaking Simon Allen to finish second. Race 6 was very much a re-run, with Phil taking his second bullet of the day, but this time Simon kept ahead of Alastair.

For the AC fleet, winning the first beat was vital to getting a good position. With the oscillating winds over the course and strong tide a strong nerve was needed to reduce mistakes, hold position and stay with the group. Steve Bowen won races 4 & 5 and Colin Brown in Race 6. Dave Timson was finding speed with two good second places.

A light easterly on the last day gradually built to a force 4 as the day progressed. Phil Robin continued his winning ways in Race 7, followed home by Mark Goodchild, who, enjoying the stronger breeze, won race 8, followed by Alastair Warren, with Phil Robin's 3rd place enough to secure the championship overall.

The AC fleet situation was quite different. With 7 sailors all on similar points, the maths was complicated. In the quick running tide, the start became a battle to maintain speed to hold position on the line before the gun and many lost out in the queue behind the starting boat. Dave Timson sailed a good race to win race 7 with John Robson finally finding his way to the front in race 8.

The final race was the 15 mile long distance race, which involved a long beat to the Bradwell nuclear power station in the estuary mouth, followed by a run and reach to Osea island, to be left to starboard before beating to the finish. Both the ICs and ACs started together, with the IC of Mark Goodchild getting to the windward mark ahead of the new development rule boats sailed by Phil Robin and Alastair Warren and then a swarm of ACs led by Steve Goacher. Hoisting their 23m² spinnakers, saw the ACs leaving the ICs trailing in their wake, with a close tussle at the front between Steve Bowen, Colin Brown, Nick Morgan and Dave Timson. Bowen breaking his tiller extension after an unscheduled capsized was forced to retire effectively losing his chance to improve his position to 4th overall even though he actually won more races than anyone else. Nick Morgan eventually fought his way to the front to win the race and the prize of a new jib, kindly donated by Goacher sails, followed by Goacher and Brown in third. In the ICs, Phil Robin overtook Mark Goodchild downwind, and kept his lead to the finish. Mark had a close nip and tuck race with Alastair Warren, but overtook him round the back of Osea Island.

The long distance race sorted out final AC positions but with 4 on equal points the top 7 places were largely based on countback. The final results showed that consistency in the championships is vital with second and third places won by sailors never outside the top 6. Colin Brown became 2009 AC National champion having won several times in the IC but never before in the AC.



Results:

IC

Phil Robin, Hayling Island SC, 9pts
Alistair Warren, BCU, 17pts
Simon Allen, Hayling Island SC, 19pts
Mark Goodchild, Wilsonian SC, 20pts
John Ellis, Scaling Dam SC, 25pts
Colin Newman, Draycote Water SC, 42pts

AC

Colin Brown, Ullswater YC 19pts
Tony Robertshaw, Weston SC, 25pts
Steve Goacher, Royal Windemere YC, 26pts
Dave Timson, Llandegfedd SC, 27pts
John Robson, Ullswater YC, 27 pts
Rob Bell, Emberton Park SC, 27pts

Report by Steve Clark

RS800 Nationals – Wind and Wuthering at Tenby

I have not been to a National Championships since the Larks in Torbay in 1975 – it was just too much like hard work and not enough sailing to enjoy it. With 10 races scheduled over 4 days at Tenby we had high hopes for the August bank holiday weekend. Saturday was breezy, but OK as we went off the North Beach. As we came out of the shelter of Castle Hill we realised it was pretty windy, and the sea had strange lumps wandering about on top of it. We went up and down a bit, very fast, and decided we were in reasonable shape. There is a picture on fotoboat of our start, going fast in the middle of all the rest of them. Upwind we struggled head on into the 4 foot short waves, in possibly a Force 5. Downwind we flew, bouncing around on the boat with just an element of control. Finished 31 from 41. The second race was windier, and ended for us upside down after sticking the nose into the next wave downwind at high speed. (very good fotoboat pic of this!) Our peak speed was 20 mph that day. Whilst we recovered the spinnaker and got the boat organised we were lapped, so decided we might as well retire.



Next day had excessive wind, see picture of anemometer, 59 knots at Castle Hill. 30 sailors went go-carting, no boating.

Monday it also rained and rescue boats could not see length of the race course in the morning, so we had a four hour delay. Alex and I ventured forth, practiced upwind and downwind, hit 22 mph, decided it was far too lumpy, and not the place to learn in Force 6, and went back in, alongside a boat being towed in with broken mast. After 2 of the three races, all the leading boats headed in, and the third race was diplomatically abandoned.

Tuesday was scheduled for the final 2 races (only 4 having been held so far), but the wind was due to pick up "later". Alex and I got to the start area when the sea turned white, and just as we gave up the racing was all abandoned. We had a good swim on the way back, and the boat

would not stay upright due to strength of winds and down-drafts. Second picture is a good indication of what it was like. Conclusion – the boat goes OK, we don't know what to do in waves. A more moderate day would be good to practice. Even the leaders were pitch-poling.

Report by Andy Howard



This year's achievements

Congratulations to all those listed below for participating in various activities and training and also for notching up some results in the name of Llandegfedd Sailing club. In summary:

Dinghy instructor: Sarah Jackson (Just needs her first aid to be able to instruct now)

PB2: Sara Jackson; Tony Tucker; Julie Boswell; Chris Smith; Jeremy Symons; Mike and Brigitte Edwards

PB2 Instructor: Alan Bolton

Level 1 Sailing:

Level 2 Sailing: Adults - Andrew Schild; Tom Wyatt; David Harlow; Chris Heaps; Adrian Hawkins; and John Gorzkiewicz

Children - Data not supplied

ISAF Youth Worlds (Brazil) - Laser Radial Girls class

Hannah Tilley 21st/37 countries

Laser Radial Nationals (Paignton)

Ben Dancer 30th Silver fleet (63/97)

Topper Nationals (Pwllheli)

Sara Jackson 53rd Gold fleet (53/302)

Rachel Tilley 78th Gold fleet (78/302)

Rabekka Thomas 88th Silver fleet (189/302)

Hugh Guinan 83rd Bronze fleet (286/302)

Regatta fleet

Nina Tilley 40th/43



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!

Optimist Nationals (Largs)

Senior fleet

Myles Jackson 29th/109 (19th British)

Rebeka Thomas 82nd/109

Jack Nunn 96th/109

Keiran McLeod 105th/109

Junior Fleet

Merrick Stanley 66th Gold Fleet (66/146)

James Thomas 72nd Gold Fleet (72/146)

Huw Nunn 42nd Silver Fleet (115/146)

Laser 4.7 Worlds (Brazil)

Hannah Tilley 38th/38

Laser 4.7 Europeans (Helsinki)

Hannah Tilley 29th/82 (8th Under 16)

Next Prize giving

Does anyone have a suggestion as to what form of entertainment we should have at this year's prize giving party? It's scheduled for January timeframe. Many were not that impressed with last year's effort finding it "a bit loud". Here's your chance to suggest something else. Before you say it, there is a feeling that we ought to steer away from the Ceilidh for at least another year...

More hands on deck please.

Each year our club equipment gets older, more worn out and in need of some TLC, and each year we get requests for assistance from the bosuns, trainers, OOD coordinator and race equipment manager to help man it all. We are a small club with limited finances and manpower, but it is amazing what can be achieved if we all chip in to help out. Unfortunately it often falls upon the same people year upon year to undertake these tasks, but if more people were to step up to the mark it would make much lighter work of it all.

Just to give you an idea of what goes on in the background, here's a snapshot of this past year.

Regular maintenance tasks

- Refuelling of jerry cans and pre-mixing oil for two stroke
- Tidying of storage containers
- Cleaning of bird foul from Doris
- Replenishment of race result sheets and membership forms
- Maintaining mark positions (... they do drift from time to time)
- Maintaining mark flags and identifiers (Buckets with numbers on)
- Four stroke outboard oil check.
- Winter storage of equipment then returning to service in the spring
- Rescue boat servicing.

Running repairs of club boats :

- Propeller cage fractured – needed welding - RIB
- Throttle cables broken - Rib
- Throttle linkage broken - Jenneau
- Self draining mechanism broken – RIB
- Winch broken – RIB
- BOW Snubber broken – RIB
- Blocks and control lines missing off toppers and Oppies
- Hull damage to 420 and enterprise
- Propeller hub failure– Jenneau
- In-Gear start interlock - Jenneau

Major projects

- Painting of Doris
- Watersports centre development
- Training and coaching.
- Rescue boat storage container roof.

On top of all this there are teams of people in various committees taking care of the race program, organising events, club finance, insurances, grant applications, communications with outside bodies etc. There is quite a long and ever evolving list.

Next time there is a call for assistance please consider this and step up to the mark.

Many hands make light work!

Stop Press. There is a working Party scheduled for Saturday October 24th to pack away for

Winter. 09:30 Start. Please help out!

The Llandegfedd monster—Update

In the last issue I mentioned my encounter with the Lamprey which was apparently “rare” at that juncture. Since then there have been several sightings and it is now believed that they are breeding in the waters of Llandegfedd. A few surfboards have been carried off the water with one attached and one or two more sailors have seen them too. Andy Howard had one attached to his rudder just a few weeks back. It really could be time to get an all over rash vest and wetsuit! Apparently if you eat lots of garlic it puts them off biting you. At least that’s the excuse I am using to eat more curries!

Llandegfedd speed records

A new article for this issue which could be carried over to the website too. Some of us have GPS devices which can display breadcrumb tracks of where you sailed and what speeds and angles you sailed at. They can also record Maximum velocities achieved. It might be interesting to set up a table of who’s achieved what, so I’ll start with:

RS400 1106 Dave Brannigan & Sandra Brannigan 16.7 MPH July 12th 2009 (Regatta day)

We could do personal bests and class bests. If you have any data forward it to:

news@llandegfedd.org.uk

The black hole

Rumor has it that as an incentive for us to all sail better, stay in control, and to add a bit of extra risk to our sailing, Welsh water are considering installing a new overflow feature like this one between buoys A & B. Should make Wednesday evening starts interesting.

I’m sure I’ve been down there once before in my life!



The Bosun's Locker

Club Equipment and Facilities - Maintenance and Improvements

As some of our membership travel to venues around the country, the standard of equipment and facilities is often compared to our own and we generally fall short.. This is likely to be due to higher fees, but also to teamwork and contributions of free time by their members. Thanks to the efforts of the LWSC Trio, Steve, Gareth and Martyn, we now have a new headquarters to look forward to. Improvements to the Rescue Boat Container roof is in the pipeline. I will be carrying out an Autumn clean of the container racks, and attempting to make more light for the rear end. I will be asking for help! We can all help by keeping the rescue boats and the container floor free of litter, un – rolling the flags after each race, and recording breakages and any similar work, in the Maintenance folder in the container.

Lets take more pride in the appearance of our club property and raise our standards to match or go one step ahead of the others.

Martin Phillips

Bosun



We were hoping to have had a bit of fun dressing a manikin in the image of club members / celebrities etc to act as a scarecrow on Doris but so far the Manikin has proven difficult to procure. We've not forgotten and hopefully we'll get one soon. If you know of one please speak up.

Dave beats Mohamed - Just a bit of trivia

When was the last time you saw Mohamed sailing at the lake? I thought so. It's fairly well known that the most common name in the world is Mohamed, but I think you'll find he loses out to David and it's derivative Dave big time in our club. Dave occupies no less than 4 of the current 9 places on the general committee, Dave White, Dave Timson, Dave Green and Dave Brannigan. There are a few more Dave's sailing at the lake too, one already a member and at least one more threatening to join next year.

If this continues we could maybe have a separate start for anyone called Dave!

There have been no letters submitted for this issue so the club get to keep the prize money. Come on kids. - Or mum's and dads for that matter - It's easy money!



“Advanced sailing” Courses

Andy Howard had a no show at the last planned training session despite it having probably the most appropriate weather we've had for advanced training in years. Hope this doesn't mean that we all feel we're already advanced as the results table might tell us otherwise! Seriously though these are worthwhile sessions and if Andy puts on some more dates next year you ought to consider going along.

If you've any suggestions or comments for Andy he's at: training@llandegfedd.org.uk

Developemnt class my arse..



This is the latest and ultimate accessory for the IC. There's a rope on the seat which you can pull when fully hiked out and this useful device drops out and saves you missing race three due to needing the toilet after 2 back to back stints, or after a close encounter with another boat. Welsh water are still doing the risk assessment on it's use but have advised one IC sailor he's definitely not allowed to have one as they believe it is liable to leak when inverted and thus very likely to contaminate the water supply if used by him.

You know who you are!

Know your flags

Resident flag expert Keith Sykes has put together a guide illustrating commonly used flags and their use. Worth studying and remembering 'cause you may just get tested on the start line one day!

Flag	Description	Use
A		Asymmetric Class Flag - Used for starting or finishing the Asymmetric fleet.
AP	 Answering Pennant	Races not started (i.e. before the starting signal) are postponed - 2 hoots, 1 hoots down. Warning 1 minute after removal.
First Sub		General recall - 2 hoots up, 1 hoot down. Warning signal 1 minute after removal
G		General Handicap Class - Used for starting or finishing the conventional fleet. Also used for combined fleets (Asym & Conv.) when starting together e.g. Wednesdays and pursuit races
N		Races started abandoned - 3 hoots up, 1 hoot down. Return to starting area. Warning 1 minute after removal.
O		Optimist or Junior Class
Orange		Start / Finish Line - flown on committee boat and PIN
P		Preparatory Flag
S		Shortened course - 2 hoots up.
X		Individual recall - 1 hoot up - Display until the offenders have returned to the "pre-start" side of the line. Then remove flag without a sound signal.

CLASSIFIEDS

Anything for sale or wanted can, within reason and the rules of common decency, be advertised here. Send it through to news@llandegfedd.org.uk

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.

WEBSITE

Visit our website for all current and archive club information including newsletters. It has news, weather, diary, results, photos, video, and lots, lots more. www.llandegfedd.org

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@yahoo.com

Answers to quiz on P16

1. Margam (CYRC event)
2. Largs (Yacht Haven)
3. Rutland (Eric Twinane Champs)
4. Weymouth
5. Loctudy (French Nationals)

DIARY

South Wales Grand Prix. Three events:

Llandegfedd 19th & 20th September (Also Presidents weekend)

Penarth Regatta 26th & 27th September

Corus Regatta October 3rd & 4th

See the website for more details

The Ponthir Village hall is to be the venue for the AGM on November 27th at 19:30 and the Annual

Prize Giving Party on January 30th.

