

LLANDEGFEDD SAILING

Number 56: Issue 1

April 2005



COMMODORE'S LETTER

We are now well into the season and more members are starting to venture onto the water. Turnouts are getting stronger each weekend and if you haven't tried it yet, don't worry the water is getting warmer, so I am told by those people who test it on a regular basis!

An area of concern is still OD duties which are still being missed by some. This is often a safety issue and should be taken very seriously by all concerned. It is also unfair expecting regulars to step in for absent members.

The process of running races and OD procedure is being constantly reviewed and improved on a weekly basis. The important point to emphasise is that we want to make it as easy as possible to run races but also we must do it properly. The new container and recent additions to Doris should satisfy both of these aims. I would particularly like to thank Keith Sykes for all the effort he has put into many of these improvements over the past few months.

The need for power boat training is now a priority and in fact for many clubs it is a condition of membership. If you haven't put yourself forward for PB2 please do so (yes I am one of them) and contact Sean and Phil Weston.

The Action Plan is being rigorously followed and a summary of achievements against the plan is provided. Thanks to all the officers and committee members who have put a lot of effort into this behind the scenes taking up hours of valuable leisure time. We will be calling for volunteers for initiatives in May, please help, as it is only fair that everyone should assist and reduce individual workload.

We have had a very active April with the W.Y.A training weekend on 2/3rd, Topper Open on the 9th, CYRC on the 10th and then the Asymmetric Open on the 16/17th. Reports are enclosed but to summarise it is fair to say that exposure of this type re-enforces the view to everyone in our area that Llandegfedd Sailing Club is a force to be reckoned with.

There are a few local events coming up I would encourage our members to travel to these, compete and hopefully win a few prizes. We do have some very good sailors at the club but experience gained from sailing at other Open events is invaluable in raising your game and also is an advertisement for the club. A panel has been included in this newsletter providing a sample of local events.

You may have noticed a new format for the newsletter and we've added a few new features this month for your delectation; Notes from the Archive – a trip down memory lane; Tips from the Top – a few morsels of advice from the table of our more experienced and successful sailors which you may find useful. Other features include reports from the Open meetings.

Happy sailing and may the wind be with you (as long as it's not in your wetsuit).

Steve

STOP PRESS

Youth Race Coaching

There will once again this year be a number of Race Coaching sessions for club junior and youth sailors. The dates planned are as follows:

Sunday 8th May

Sunday 12th June

Sunday 10th July

Monday 29th August

Sunday 25th September

Depending on the level of interest, it may be possible to hold dedicated training for Optimists, Toppers and Laser 4.7/Radials. Please let Bill Jackson know if you are interested as soon as possible.

The first session (8th June) will be mostly land based (the club boats are involved in the training course) and will focus on boat preparation and race management issues. Please try to be there by 10:00. In the afternoon it is hoped that we will run a third junior start especially for Optimists and Toppers after the club main fleet starts. Let's try to make this weekend the formal start of regular club junior racing on Sundays! Be there or be square.

Bill

Progress AGAINST the Action Plan

OD Training

The strategy for on the 'job training' has had limited success and only really works when sufficient numbers turn up for duty. A lesson learnt for this so far is that people will need to be named for specific duties OD, AOD and rescue. Also those who have PB2 and no aspirations to become AOD will be rostered onto rescue and vice versa. Older members will only be asked to be AOD. New members will be fitted into the spare OD slots vacated by retiring members.

We have an opportunity for OD training in the summer with the W.Y.A if demand is sufficient.

Safety boat training

Phil Weston and Sean Tedstone have announcing dates for PB2 training. We need to get a significant number of people through basic training and our own endorsement to ensure the safety of all concerned at the reservoir.

Doris

A great big thank you for Ken Adams for the marvellous job he made of fitting new seating and a table into Doris back in February. He has also made some side panels which will be fitted to her in May once we can get her out of the water for a re-paint. The panels will make her more cosy in the wet and windy conditions and we hope to fit an awning as well.

A launching trailer has been made for us and has been. This will be used from time to time and during the win-

ter especially to prevent deterioration of the hull and allow maintenance to take place. She will be removed from the water in May for painting.

Doris now has a permanent mooring near E and also has an anchor for moving if necessary. More moveable marks are being purchased to set better start lines and a leeward mark.

Safety boat storage

The site has been excavated ready to accept a new 40 foot container. This has taken longer than hoped due to the need for approved contractors to work at the reservoir and the problem of physically getting a large vehicle on site. This has been solved (by cutting the container in half and re-joining it onsite) and should be delivered during the first week of May. The new container will contain both rescue boats and OD and training equipment. The

In this section we provide details on progress made towards the plan throughout the year, giving feedback on what has been achieved.

old containers will eventually be scrapped (anyone have a large saw?) but used in the meantime for general storage.

Race Management Equipment

Radios and the equipment for Doris are currently located in the office at the back of the clubhouse. Once the container is in place everything will be placed in it and radios with the rang-

ers. On arrival at the reservoir keys and radios will be collected fully charged. All other equipment will be in the container.

Timing Control Unit

The new Auto Hoot is now operational on Doris and works well. We now have a full set of flags and a new timer stopwatch to make things easier. Horns are now permanently connected and the battery will remain on Doris once the wind generator arrives. The timing unit will now be fixed permanently to Doris.

Multiple courses

This has run now for 6 weeks and has critics and converts. The sailing committee will be reviewing the format at the end of the Spring series and learning from the experiences gained.

The Junior starts have not happened yet due to a lack of Juniors— hopefully this will start up in June.

Training

Training starts April 19th and runs now on Saturdays through May. Note the new training regatta format in May.

Clubhouse

There is a great deal of work going on behind the scenes the outcome of which will be revealed as appropriate.

Yearbook

Delayed to allow for new race formats, OD instructions to be finalised with an updated OD list. This year this will be issued late but is forming a template and standard for next year and beyond.

Sailing Secretary's bits and bobs

Firstly thanks again to all the volunteers who have helped in any way during the recent Opens, whether you were on the water, in the Galley or somewhere in between. We had about 100 boats on the water on the weekend of 9th and 10th April, there were 36 Toppers on Saturday, 43 boats at the CYRC on Sunday plus club racing. The next weekend another 21 boats competed in the 2 day Asymmetric Open.

The new format for club racing is slowly getting established, the Asymmetric Fleet, has had good turnouts, the Convention Fleet numbers have been disappointing, but hopefully will

pickup as the water gets warmer. Those of you who have not yet sailed, have missed out on some very good sailing winds, initially fairly light but the last 4 weekends had seen some stronger blows (3's and 4's), apart from the Sunday of the Asymmetric Open when it was "on the wild side".

Forthcoming Events

Basic Training in progress (Saturdays until 21st May)

22nd May – May Regatta – 11:00 am start. Meet club sailors for Beginners and new members, demo boats to try, race coaching, sailing in 2 handers (with club racer) for beginners. Barbeque then 2 or 3 races after. All wel-

come.

11th June - Sail and Barbeque (Saturday) Start 13:00 2 races evening Barbeque.

3rd July – Solo and Laser Open

Why not consider **Coppet Week 28th May – 4th June**, its limited to 80 visiting boats, so you better hurry, at the last count there are at least 8 going from Llandegfedd. Speak to Steve or Martyn for more details.

Keith

Vice Commodore's SOCIAL

A big thank you to, Dave and Jan Iliffe, Kathy Miloservic, Helen Jackson, Christine Clarke and family, Kathy Osborne and family, Martyns' Mom and Jenny Leeb-du Toit for keeping the Topper and Asymmetric open sailors blood sugar levels up.

Afternoon race with barbeque.

Saturday June 11th One or two races sailed back to back with late afternoon barbeque.

Petonque with Gareth

Friday July 1st 1900hrs. Petonque with Gareth at Sebastopol Park in Pontypool. Those large metal balls again.

Llandegfedd SC fun regatta.

Sunday 24th July. A whole day of sailing silliness with plenty of entertaining events and games as yet to be dreamed up by the social and sailing committees.

Go-Karting adrenalin rush

September 14th The Go-Karting adrenalin rush evening back by popular demand. Great night for the over 14's, price £25 per person.

26th November Prize Giving.

To be held at the excellent Usk Conservative Club as last year with dance and buffet.

Volunteers, especially for research

As always we are seeking willing helpers and new blood for the social committee to help organise these events. If you are willing to assist in any way please call me.

Phil Leeb

phil@ldut.freeserve.co.uk

Next socials for your diaries

22nd May— Regatta barbeque

11th June— Barbeque and races

1st July—Petonque at Sebasapol Park

Membership Secretary—Mandy's rant

Welcome to the following members, who have joined us in 2005.

David Aston - RS700

Stephen Bowen - Asym. Canoe

Clayton Family – Topper

Hogan Family – Hobie 16

Ward Family – Laser Stratos

Can I kindly remind those members who have not yet paid in 2005, your membership will lapse as of 1st May. Please forward your fee and forms to me ASAP.

Mandy

So pay up our she'll send the boys around for a wordEd

Topper Open 9th April 2005



36 sailors competed in the first South West Topper Traveller to be held in Wales, at Llandegfedd in Gwent. Some sailors from the South West found that it wasn't as far as they thought, and arrived more than 2 hours before the briefing! They were joined by 14 competitors from South and West Wales. The sailors enjoyed 4 races in winds that gusted up to about Force 4.

The first race saw a general recall, but after that the competitors showed discipline on the start line and all the starts were clean. In Race 1, there was close competition between Simon Bower and John Teague, but Simon managed to prevent John overtaking him, and held on to win. Max Robinson took 3rd and local sailor Richard

Ash came 4th. In the 2nd race, John took a comfortable lead. Andy Joseph got in front of Simon, pushing him back to 3rd place.

36 sailors competed in the first South West Topper Traveller to be held in Wales, at Llandegfedd

For the 3rd race, Adrian Davies read the shifts better on the beats, and won with a commanding lead. The gusts meant that the other places changed quite frequently. Simon got ahead of Andy, to take 2nd place and Max Robinson came fourth. John Teague and Simon Bower were favourites to win the regatta as the last race started. Simon won the race easily, to take the regatta while discarding a third place. Sam Craig was second in the last race, with John Teague third.

Results

- 1st Simon Bower Dittisham
- 2nd John Teague Bristol Corinthian
- 3rd Adrian Davies Penarth
- 4th Andy Joseph Mumbles
- 5th Sam Craig Plymouth
- 6th Max Robinson Saltash SC

Report By:

Gareth Edwards

EI Presidente



Asymmetric Open 16th/17th April 2005

Visitors from Swansea, Cardiff and beyond joined the now strong asymmetric contingent at Llandegfedd for the 3rd Annual Windward, Leeward event at the club.

OD's for the weekend (Dave and John) took up the challenge on Saturday with an unusual wind direction setting a course across the top end of the lake. Shifty winds and even shifter sailors made for an interesting opening two races before lunch. In the strengthening gusts a number of boats were the wrong side up before the start of the first race with the rescue crew quickly realising they were in for a long day!

Race One saw Steve Bowen (Asym.Canoe) lay down the gauntlet to the rest of the fleet with a bullet followed by the 400's of Howard and Tilley taking second and third. Where was Robin Wood the watching crowds were heard to chant? The local hero was spotted ashore fixing his new mast following a problem with running gear. In the second race he was back, boat sorted with a first, Bowen taking second and RS700 Superstar Dave Aston taking third. Others were not fairing quite so well at this stage, Paul Patrick (visiting asymmetric canoe) had not completed a race and other club members had similar problems.

Lunch was a welcome break. Rejuvenated on rolls, cakes, buns, biscuits, coffee and tea the fleet hit the water to face a challenging afternoon. Wood again did the business with an electrifying performance followed in by the Tilley's and Howard's.

Race four heralded a new winner, R. Morseley a visiting 400 took line honours in a tight race with Paul Patrick finding form with a well deserved 2nd, Wood in a close 3rd.

This was the final race of the day with

night, tired, bruised and battered and with more extreme conditions forecast for Sunday the boat park emptied.

Bright and early Sunday morning the OD's now faced with a rising breeze from the South East set the best course possible. The lack of wind around the sheltered boat park lulled most of the fleet into a comfort zone that they soon snapped out of once in the bay.

Gusts of force 5 to 6 greeted the fleet on the start line. The rescue crew already worn out after Saturday took a few more pills and got to work.

Robin Wood took races five and six comfortably, seconds and thirds were shared between Aston, Bowen and Patrick.

The crews again fuelled up at lunch with a tangy hot pasta number and took to the water once again. The wind had eased a little by this time to the relief of many. Wood had already bagged the series but went out for the last two races. He may have wished he had not in race seven with a disappointing eleventh. In the final race he was back on form with a first to round off his weekend.

Overall second placed sailor Steve Bowen scored a first and with third in the series. Aston gaining a second and a third.

Other notable results of the after-

noon event to Mark Williams in this new Vareo (3rd and 4th). Steve Clarke RS700 with a 4th in race 7.

As ever the event could not have gone ahead without the efforts of the following people for which the club are extremely grateful.

OOD's

David Downs and John Daniels

Rescue Crew

Martin Phillips and Phil Leeb

Catering

The Clarke Family

The Osborne Family (including

Martyn's mum)

Jessica Hills

Overall Results:

1st Robin Wood
(Asymm Canoe)

2nd Steve Bowen
(Asymm Canoe)

3rd Dave Aston
(RS700)

Bravery Award
Howard Tilley

1st Vareo
Mark Williams

1st 700
David Aston

1st 400
The Howards

See you all next year!!!!

Report By:-



Martyn Osborne

(Asymmetric Fleet Captain)

Top Tips—The Black art of Apparent Wind Sailing

The hardest part of sailing downwind in any asymmetric boat is finding the best angle to sail taking into account speed, distance and apparent wind. Which ever boat you sail you will have 3 modes of sailing – Displacement, Semi Apparent and Full Apparent, the skill is knowing which one to use to best suit the conditions at any given time.

As you approach the windward mark you should already be considering you're next move. If you are lifting into the mark you need, if circumstances allow, to immediately bear away and gybe before setting your kite. If you are getting headed into the windward mark, stay on the same tack and set you kite. Remember if you are fully hiked/trapezing upwind, you should be doing the same downwind unless its survival conditions which can be best explained under a separate heading.

Displacement:

In light conditions to sail using the apparent wind will mean you have to travel great distances to enable you to keep the speed on, it is therefore more beneficial to sacrifice speed for depth and to sail as low as possible. To do this you will be sat on the side of the

Every newsletter we shall be asking our top sailors for tips on what makes them go. This month David Aston recently defected from Chew offers explores the theory of asymmetric sailing downwind.

boat with the crew somewhere in the middle (Remember I sail single handers).

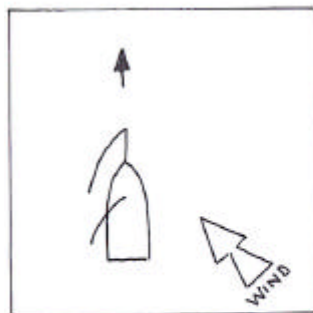


FIG 1

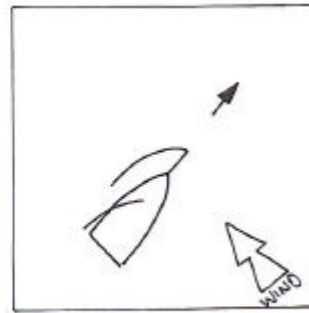


FIG 2

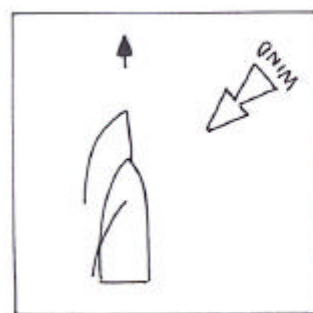


FIG 3

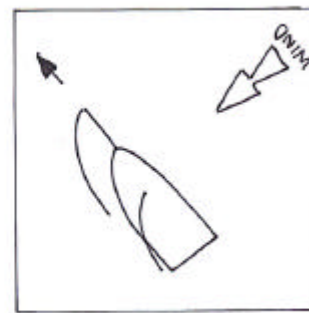


FIG 4

Semi Apparent:

As the wind increases you can harden up which will increase your sheet loads, you will start travel quicker, but again you need to be sailing as low as possible as distance is still quicker than speed. The helm will now be leaning out with the crew occasionally joining him.

Full Apparent:

The breeze is now up; the speed you will travel will be far greater than the distance covered. In this mode you should be fully hiked/trapezing, the quicker the boat is travelling the deeper the angle you will sail.

Example:

You are travelling at 5 knots on a broad reach (fig 1), as you head up and increase boat speed to 10 knots (Fig 2), the wind, due to the forward motion of the boat moves forward, you are now overpowered and have to bear away maintaining your existing course but you are still doing 10 knots (Fig 3). As the gust hits, you bear away even further and your boat speed increases (Fig 4).

Remember the greater the boat speed the deeper the angle to the true wind.

You may have to change between all 3 modes (especially at Llandegfedd) during the course of a leg and still be looking for shifts on which to gybe.

Happy sailing

David Aston

RS700 GBR 843

TALES FROM THE ARCHIVE

The Monmouthshire Sailing Club

A friend has recently given me a file relating to the founding of the Club. We've always thought that the club was founded in 1967, but it seems that our history goes back earlier than that.

West Mon School is now a Comprehensive School in Pontypool, but in the 1960s it was a boys' grammar school, and boasted an active Old Boys Club. It seems that some of the former pupils decided in 1963 that they would like to sail on the reservoir which was then in the course of construction by Cardiff Corporation.

On 19th February 1963 they wrote to Cardiff asking for permission to sail on the reservoir. At the same time, they wrote to the RYA and to Yachts and Yachting asking for advice in forming a new club. The RYA sent a draft constitution, and on 2nd May 1963 they called a General Meeting under the chairmanship of Mr. C Brown. The first Commodore was Dr K.D.Stewart. Representatives of various organisations were appointed to the Committee, including British Nylon Spinners, Pilkingtons, Girlings, NALGO and HMS Kittyhawk (sea cadets). Local worthies were appointed as President and there were 3 vice-Presidents. A subscription of 2/6 (12½p) per year was decided.

Some members were already members of Llangorse, Newport, Penarth or Penarth MBSC., while others merely expressed an interest in the sport. By the time of the first General Meeting there were at least 25 members. By 1964 there was debate about which boats to adopt. There was a move to restrict the club to Enterprises and OKs, but other members had Fireballs or 505s and disagreed strongly. Mr. DL Powell wrote 'I would commend to your notice the new 420 class, a French design which is being introduced over here next year. It is fast,

planes easily, handles we quite well in weather if the crew is experienced and one can use a trapeze on it (though that is not for a 44 year old ancient like me).'

On 7th June 1963 the Secretary wrote to Mr. JW Seddon, Cardiff's water engineer, and asked him to bring the Club's application before the Council, and discuss the question of sailing on Llandegfedd. He added 'an early decision by your Council would be appreciated because of the advantage of building a slipway before the reservoir contains water. There is also the possibility of obtaining for the club those buildings which have been erected by the building contractors on the site which will shortly be pulled down'. (blimey they condemned it in 1963?!! - Ed)

In February 1966, the Council said

The first official sailing season started on 29th May 1966. I understand that a few boats were allowed on before this as a trial.

'There has been a delay in the final arrangements for sailing due to the financial squeeze'. On 11th May 1966, Mr Seddon replied that the Council had resolved to restrict sailing to private individuals only, saying that 'Unfortunately it has not been possible due to financial restrictions to develop the sailing arrangements as the Corporation wanted. For the first season at least, no clubhouse facilities can be provided. Temporary lavatory accommodation has been arranged'.

The first official sailing season started

on 29th May 1966. I understand that a few boats were allowed on before this as a trial. I have also heard that Sir Peter Scott of the Wildfowl Trust at Slimbridge was instrumental in getting sailing allowed at the reservoir. (He was an Olympic sailor). Cardiff Corporation invited him to look at the birds. He came, and asked why there were no boats on the water. He was told that boats would frighten the birds. He said 'Birds aren't scared of boats, they're scared of people'.

I have been given a laminated course chart for Monmouthshire Sailing Club, which is undated. It shows the starting hut plus 8 buoys, and illustrates 4 long and 6 short courses. They had racing on Wednesday at 7pm, and on Sunday at 3.30pm. There were 3 handicap fleets – up to 90; 91 to 102 and 103 to 150. (PY numbers have since been altered).

I have also been shown a Welsh National Water Development Authority permit for the 1974 season at a cost of £5.50.

I am grateful to Ernest Dawe, secretary of the Monmouthshire Sailing Club, for this information.

Gareth Edwards

CLASSIFIEDS

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

For sale Solo:

Contact Ken Adams if you would like to buy his Solo for £775.00, he has built a new one.

Tel: 01873 821495

Wanted Laser Radial:

Michael Doogan is looking for one contact
mike_doogie@hotmail.co.uk

Website

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

www.llandegfedd.org.uk

DIARY

May 14/15th IAC and Asymmetric Open at Corus SC, Margam

May 28th – June 4th Cop-pet Week at Saunders-foot SC

June 26th Laser Open at Corus SC, Margam

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 and email to;

Llandegfedsailingclub-subscribe@yahoo.com

Welsh youth Championships

Letters from our two roving reporters...

The Welsh Youth Championship was held in Pwllheli on 23rd and 24th April. Several families made the trip to North Wales, and the club's sailors were very successful.

There was quite a lot of wind on Saturday and on early Sunday, although the wind then faded. Four Llandegfedd sailors competed in the inter-regional championship in their optimists, and helped the South beat the other regions. Sara Jacksons was just piped by one point and finished second overall. Maddie Stanley sailed very consistently to finish third, and Myles Jackson was fourth. Rachel Tilley was first in her age group.

There were 57 optimists in the gold fleet, and competition was fierce. Kate Stanley was 23rd and Hannah Tilley was 50th. In the Lasers Dan Edwards was 4th and was

the first sailor not in a squad.

A special mention should also go to Phil Tilley, Bill Jackson and Simon Stanley who were the race officers on the inter-regional course and who ran their races so efficiently that they gave their competitors seven races instead of six.

Gareth Edwards

South Dominate at Pwllheli

The WYA South Wales youth squad enjoyed an emphatic victory at the Inter-Regional competition held over the weekend 22/23 April at Pwllheli YC. For the third year running the Dragon Trophy will be kept safe in the Capital city in no small part thanks to the contribution of young sailors from Llandegfedd SC. Held as part of the Welsh Youth Championships, the Inter-

Regional competition has become a hotly contested event between teams of regionally selected Optimist and Topper sailors. Each team selects 6 non-national squad sailors for each class and the overall positions add up to provide a winning team. This year the South Optimist team included three club sailors who scored excellent overall results. Sara Jackson finished second overall, just one point behind the leader, David Payne from Cardiff Bay YC, and just ahead of team mates Maddie Stanley and brother Myles Jackson who were third and fourth overall respectively. The weekend brought a range of conditions from Force 4 surfing to hopeless drifting. Maybe we will be able to get a few more of our youth sailors in the regional squad team, especially in Toppers.

Bill Jackson