

# 2004

All the news that's fit to print,  
and quite a bit that isn't!

JULY  
Number 54

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

## SOCIAL news

### Llandegfedd Social Calendar 2004

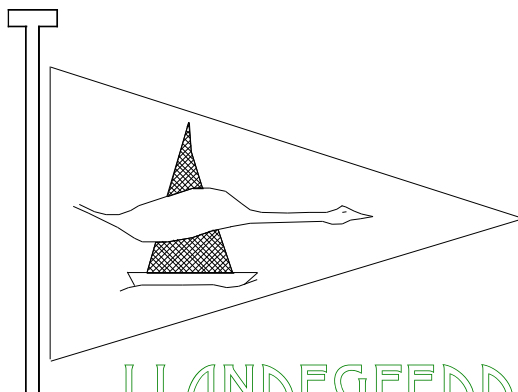
**September 1<sup>st</sup>** The Go-Karting adrenalin rush evening. Get your own back on those fast boats that always fly past and drive like a maniac completely legally, great night for the over 14's. Price to be announced.

**20<sup>th</sup> November** Prize Giving. To be held at the excellent Usk Conservative Club as last year with dance and buffet.

There are also Club Days which are intended to provide training at all levels to sailors of all ages with opportunities for all to improve their game and seek assistance in areas where help is needed with our experienced training team. On each of these days, there will be a barbeque lunch facility made available to meet with friends followed by short races. **Next Club Day 29<sup>th</sup> August.**

Please do your best to support these events as without members participating our attempts to grow and develop the club will be in vain

*Steve Clarke*  
Vice Commodore



# July NEWS

LLANDEGFEDD SAILING CLUB

## So hot off the commode, it's still steaming!

### Commodore's Comments

It's been a funny season weatherwise. I don't remember losing so much sailing to the weather before. At first, we had too much wind, and then too little. But we've also had some good wind, and some good sailing. I've been pleased to see so many people out on the water, and it's been great to see new members joining in our activities.

Our training course was dogged by too little wind. But the trainees did well. They all qualified for certificates. We hope to present them at the prize giving on 20<sup>th</sup> November. I hope that the trainees will sail some more by then. It is important to get time on the water, so that you get used to sailing in all conditions.

The next Club Day is on **29<sup>th</sup> August**. The previous Club Days have been successful and fun. I think that those who turned up learnt quite a lot, and met more club members. Let us know if you have any special requests for coaching.

Our Social Committee has also been busy. Some of the events have not been well supported, but those who attended enjoyed the boules evening. You'll also see a poster in the clubhouse advertising our own **Go-Kart grand prix**. We need members to commit to this because there is a cost. If you've never been go-karting, now is the time to try. It's great fun, and there is a good atmosphere there. We're also planning a curry night, at which sailing DVDs will be shown.

We've also bought and launched **Doris**, our new committee boat. We ran the Laser and Topper opens, and the CYRC from her, and found her ideal for that. Race officers can also use her for club races if they want. Some of us think that by using her we have improved the quality of club racing. We would like ideas for making her easier to use, and making her more comfortable. She's not finished yet, and we will need volunteers to work on her over the winter.

We also tried to make it easier to be Officer of the Day. A cage was made for the Jeanneau engine, so that it could be kept on the boat all the time, provided it is locked. Unfortunately the sight of the engine proved too tempting, and the engine was stolen. We are buying a new engine, (the old one was insured) and will arrange a new system for getting on the water easily.

The juniors (and some seniors) have been going to open meetings and events, with varying degrees of success. Congratulations to Hannah Tilley, who won the Silver Optimist Fleet in the South Wales CYRC series, and so won a sail for the club! She also won the Juniors fleet at the Welsh Schools. Steven Leeb du Toit won the Silver Topper fleet at the Schools, so we have talent coming through! Well done to both of them, and to all the other sailors who took part.

I hope to see you all on the water during the summer.

*Gareth Edwards*

## Bill's Bits

### Optimist News

It is great to see that our Optimist fleet is continuing to grow. Rebecca, Finlay and Daniel now all have their own boats bringing the total number of privately owned boats to 9. Additionally we have the three scholarship boats plus the two wooden WYA training boats giving a potential fleet of 14 Optimists. This is now probably the strongest Optimist fleet in South Wales and maybe the numerically strongest class at Llandegfedd.

Congratulations to Hannah Tilley for winning the Silver fleet of the WYA CYRC series and for being first Junior at the Welsh Schools Regatta. All the Llandegfedd Oppies did well at Mumbles especially Emily Osborne who was attending her first major regatta on the sea. Sailing nearly two miles offshore is a little different to Llandegfedd!

Hopefully we will have an even better turnout at Llangorse this year to the WYA/PGL Regatta (4&5 Sept). Phil and I will be running another coaching session at the Club Day on 29<sup>th</sup> August by way of preparation for this event. Hopefully see you all there.

*Bill* (the Race Coach)

### Memberships

There are still a few members who have not paid their subscriptions – shame! Please let me have them as soon as possible or let me know if you have resigned. Last chance before we cut your privileges off!

*Bill* (the Membership Secretary)

### President's Day Help

I am looking for some volunteers to help run the President's Day regatta on 19<sup>th</sup> September. If you want to learn how to run on the water starts or can help out with rescue please let me know.

*Bill* (The President)

## Editorial Effluent

Since I first joined the club I have held three pretty fundamental beliefs.

- 1 Alan and Judith wouldn't sail anything other than an Enterprise.
- 2 Keith and Mandy wouldn't sail anything other than a Scorpion.
- 3 I would never win the Pin.

As judgement is clearly not my greatest attribute, I would advise you all not to bother to turn up for President's Day as the beer is obviously heading my way!

*Upal Knight - Making room in the fridge*

## Welsh Sailing Games, Cardiff

The Welsh Sailing Games will be held in Cardiff Bay on **11<sup>th</sup> and 12<sup>th</sup> September**. The Games are held annually, and alternate between North and South Wales. They should attract sailors from all over Wales, and will probably have the highest profile of any sailing event in Wales this year.

There are events for children and adults. I went to the Games 2 years ago at Dale, and they were great fun. I would like to think that we could get a lot of our sailors there. If club members do well, we can raise the profile of our club still higher. I gather that some other clubs still think we don't have any serious racers. I'd like to prove them wrong. If we can raise our profile at events like this, we should be able to attract more new members.

For more details, please see the poster in the clubhouse (but watch the deliberate mistake!) or look on [www.welshyachtingassociation.org.uk](http://www.welshyachtingassociation.org.uk)

*Gareth*

## Club Day – Sunday 29 August

- Barbeque
- Sunshine
- Reasonable wind
- Coaching
- Racing

Well, we cannot guarantee all of them but come along and choose a coaching topic, or make a special request.

What aspect of sailing do you need to improve on? We probably have the skills in the club to help make a difference.

## Plas Menai top-level Laser Coaching

### 25-27 September

Laser Racing with GBR Olympic Coach: With the GBR Olympic Laser Coach leading this three-day race clinic at Plas Menai, this is not to be missed. Improve your start, boat speed, rig tuning and race tactics and sail your way to the head of the fleet with Chris Gower's expert coaching. Limited places are now available for the next clinic on 25-27 September 04. Price is £270 including food and accommodation for 3 nights and you can bring your own Laser or use the Centre's. To book ring 01248 670964

I just happened to notice this and it will be worth any good laser sailor attending.

## Start Sailing May Course

Although the weather for training was difficult, I've been pleased to hear that quite a lot of this year's trainees have bought boats. Any of the instructors will be pleased to help you with them if you want to know anything about rigging them, or will be happy to take you out for a trial sail.

All we can do is to teach you the basics. You then need to spend time in the boat in all weathers, to gain experience and confidence. If you want to sail in company, sail at race times, and follow the racers around. Alternatively, contact some of the people who were on the course. If you want us to put you in touch with anyone, ask Keith Sykes to send your details to them.

With a bit of further practice and time on the water with some wind we can re-assess for the higher grades of certificate. Club day of 29 August will provide a chance of some coaching. Or ask

Certificates will be awarded at the Dinner Dance on 20 November. If you are going on a sailing holiday before that and need a certificate then PLEASE contact us!

## Asymmetric Challenge Cup

The highly anticipated Asymmetric Challenge Cup races will be run over races 2 and 3 (i.e. pursuit excluded) on all available standard club Sundays in August and September. This will give 14 races with 8 to count to qualify (only 4 weekends). Races will only count if 3 or more boats start, some weekends may have to be discounted due to other events e.g. PGL weekend.

The races will be run in parallel with standard racing but will be between two marks only, a windward and leeward mark. This option has always existed but this is an opportunity for the races to count towards a trophy in a formalised way.

The general form will be to use the same start line and windward mark as the main fleet. The asymmetric boards will then sail directly downwind an allocated leeward mark. After rounding the leeward mark, all boats must then go through the finish line which if Doris is used will be halfway up the beat back to the windward mark. The direction of rounding of the marks will need to be the same as the main fleet but is normally to Port. Finishing is timed in exactly the same way as the main fleet after a fixed number of laps which is usually 4 or 5 depending on wind strength.

This downwind mark can also be the last mark for the traditional boats who rather than sailing directly downwind may have one or two wing marks to provide a reach and a run.

Notes will be left with the OD to explain this but it is actually very simple.....honest.

*Steve Clarke*

### Topper Racing

The club has a number of Toppers for use by club members. All of the trainees from this year (and previous years of course) can join in the racing.

Juniors can choose whether to enter in with the Junior Racing, when there are no big fast awkward boats around, or if confident enough can joining the adult fleet.

The Club day will be a useful day to get a bit of coaching from Bill/Phil and some others

PLEASE, if you use a boat, put it away after you have used it. Record any faults or tell someone so it can be fixed if you cannot fix it yourself.

Come to the PGL regatta at Llangorse – qualification level is “can sail around a triangle” – so you are good enough already!

### Llandegfedd Social Calendar Autumn 2004

Now the season is in its second half and we have three social events left on the calendar.

**September 1st** The Go-Karting adrenalin rush evening. Get your own back on those fast boats that always fly past and drive like a maniac completely legally, great night for the over 14's. Price to be announced but will be £25-30 per person. Places are limited to 30 so please speak to Phil Weston quickly to book your place.

**23<sup>rd</sup> October**, Curry and Video night at the Indian Empire. Showing amusing and evocative videos of people in extreme boats. Buffet laid on to try all those strange coloured dishes that you always wondered about. Something for the young and old, potterers and cruisers, fun for the whole family – bring granny if you like. Tickets on sale now including all food at £10 adults and £7 for under 14's (under 10's free).

**20<sup>th</sup> November** Prize Giving. To be held at the excellent Usk Conservative Club as last year with dance and buffet.

*Steve and the social committee*

## DON'T FORGET THE CLUB DAY ON 29<sup>TH</sup> AUGUST

**Fun and frivolity and a bit of learning for all sailors**

**Start time 11:00**

**Barbecue lunch**

**Don't forget to bring something to heat up**

**Don't forget an interesting drink!**

### Topper Worlds

Llandegfedd Sailing Club will be represented at the Topper World Championships in Carnac, France at the end of August.

Dan and Dad are going. Joe is “missing out” (?) as he is being musical in New Zealand.

We must ask the Edwards family how they have done with their globetrotting when we see them!

### Better Facilities at Llandegfedd?

We all know that the facilities at Llandegfedd have not kept pace with the times. I don't just mean the clubhouse, loos and changing rooms. The facilities available to reservoir users and to casual visitors alike are poor.

We've been trying – without success - to find out whether there is any prospect of improvement. Apparently Welsh Water/Dwr Cymru outsource the running of the reservoir to an outside contractor, who are currently United Utilities PLC. They run both the recreational and functional facilities, and have a contract for a 5 year period which ends next year. Welsh Water have invited bids from contractors for running the reservoir for the next 15 years. Bids are in and a preferred bidder will be announced in September.

Quite rightly, the bid process is commercially sensitive, but WW/DC have not said whether the successful bidder will be expected to improve the present facilities. If they don't, we can't expect any improvement until 2020. Depressing, isn't it?

*Gareth*

## The Even Greater Adventure. Chapter Three.

### Rolling The Swiss.

The fact that they hadn't noticed the Eskimo didn't really matter as he was part of somebody else's story, not ours. The intrepid foursome climbed into the *essBass* and waited their turn to drive off the ferry. Llib was nominated to drive the next stint, they still had a long way to go. The plan was to drive down to Paris, pick up the A6 to Dijon then cut across to Geneva. Hopefully they would reach their destination by midnight. The traffic had seemed light, even crossing Paris hadn't been too fraught and the nearer that they got to Geneva the more they began to wonder about what lay ahead. There was no specific plan at this stage, they would decide when they saw the Cup whether taking it was feasible. "We certainly won't be taking any stupid risks." Llib had told them.

In an attempt to disguise their nerves they swapped jokes and funny stories, (most of which are unprintable here!) "If a cat always lands on it's feet," said Ynad, "And buttered toast always land butter side down, what happens if you tie a piece of toast to a cat and drop it?"

"No idea." answered Upal "Does anyone know which is the best type of inflatable doll?"

"Can't say I do!" replied Lonic, wondering how much research Upal had done.

"Moslems!" Upal grinned "They blow themselves up!"

Unfortunately it was now too dark to enjoy the passing French countryside, when they had to stop for fuel Lonic took over the wheel for the last stage of the journey.

They arrived at the hotel just before midnight, four very tired men who were all ready for bed.

"Just one drink?" Upal suggested

"Why not." Ynad answered, his tiredness suddenly deserting him.

They walked into the hotel bar to see a small group of people gathered in the corner. One man in particular seemed to be doing most of the talking.

"Who's that?" Llib asked the barman.

"That's Sunny Sonnsunnsenn," (pronounced Sonnsunnsenn) the barman replied, "He's Lapland's premier Reindeer jockey."

The quartet carried their drinks over to the group where Sunny, (pronounced Kenneth) was holding an impromptu question and answer session.

"How do you get the reindeer to start on a freezing Finnish morning?" asked one of the group.

"Is easy," replied Sunny "You take ze two bricks," (holding his hands about 12 inches apart.) "Then," (making a clapping motion,) "You strike ze tosticles. Works every time!"

Upal and Lonic's eyes watered at the prospect.

"Doesn't it hurt?" asked Llib.

"Only if you catch ze thumbs!" answered Sunny.

They rose early the next morning, and went down for breakfast together. Today would be a big day.

"What's the plan?" asked Upal.

"We'll go over to the yacht club where the cup is on display," Ynad answered, "And see what's what."

Breakfast over they left the hotel and walked the short distance to Geneva Yacht Club, an old and imposing building set on the shore of Lake Geneva. The Cup exhibition was being held in the basement, the four men trying to look as much like tourists as they could. The Cup was at the far end of the room, protected only by an ornamental rope and a very young (and bored ) security guard. The other walls were decorated with vast blown up photo's from the regatta in New Zealand.

After ten minutes the men met up outside to discuss any potential plans.

"Not very security conscious are they?" wondered Lonic.

"This is Switzerland," Llib replied, "Their idea of a crime wave is if someone farts in public!"

"All we need is a diversion," Ynad suggested "Then grab the Cup and go!"

"Any ideas?" asked Llib.

"It's a basement," Upal responded, "If we could kill the lights that should cause plenty of confusion."

The men returned to the exhibition, this time in pairs, a group of four might stand out. Pretending to look at the photographs their real mission was to locate the light switch. To the left of the main entrance was a door with the internationally recognised no-entry sign on it. Upal turned the handle, it wasn't locked. He and Ynad slipped into the room unnoticed. It was a storeroom, filled mainly with dusty old boxes but at the far end of the room was something that grabbed Ynad's attention. A large diameter armoured cable coming up through the floor and leading to a massive isolator switch. "That's the incoming supply for the whole building!" Ynad announced. "Turn that off and we're in business!"

They relayed the news to Lonic and Llib back at the hotel.

And so the cunning plan was hatched.

At the appointed time Ynad was to plunge the building into darkness, Upal was to bundle the guard out of the way. (Upal had a black belt in Feng Shui so was well qualified for the task.) Llib was commonly regarded as possessing the biggest sailing bag that the world had ever seen, his task was to grab the cup, hide it in the bag and join the others outside where Lonic would be waiting in the getaway essBass.

Which is exactly how it happened.

“Piece of cake!” said Llib as the essBass sped across Geneva.

The ease of the heist had surprised them a little. “What next?” asked Ynad.

“Pick up the boats and head for home!” Llib replied, “No point in hanging around here!”

They checked out of the hotel, hitched up the double trailer and headed from Geneva as fast as they dared. They didn’t want to arouse any police interest now.

The journey back across France passed without incident, they arrived back in Calais at 9pm.

Passing a newsagents they couldn’t help but notice the headlines on that evening’s papers. You didn’t need to be able to speak French to realise that the America’s Cup was big news. A large picture of it adorned the front page of every copy.

“News travels fast,” was all Llib could think of.

“I bet they’ve got the ports covered.” Upal volunteered.

“No doubt about it.” Lonic replied.

“Any suggestions?” asked Ynad.

“We’ve two choices as I see it,” Llib admitted, “Either dump the Cup and go home as normal, or sail it across the channel in an RS400.”

“Are you mad?” asked Upal.

“No, I believe that we could do it!” replied Llib.

So it was decided that Ynad and Llib being the most experienced sailors would bring the Cup across the channel in Ynad’s boat. Lonic and Upal would return to Britain via the ferry. Llib phoned home to check on the weather forecast for the following day.

“South Westerly, force 3.” He announced.

“Perfect!” said Ynad, “Beam reach all the way!”

So early the next morning, just as it was getting light, our heroes were found on a beach just south of Calais where Ynad, Llib, The Maizor, The World’s Largest Sailing Bag and The America’s Cup put to sea on the penultimate leg of their journey.

Lonic and Upal drove on to the ferry terminal and bought a ticket for the next available crossing. This would take another hour so they killed some time looking in some local shops. They entered a pet shop where Upal used up his entire French vocabulary when he asked the owner, “Parlez – vous Anglais?”

“Oui monsieur, sorry, yes sir” replied the shopkeeper.

“We’d like to buy a wasp.” Upal announced.

“So sorry sir, I am not selling ze wasps.” came the reply.

“But you’ve got one in the window!” Lonic retorted.

As they drove up to the ferry terminal they were stopped by a customs official.

“Very interesting, gentlemen,” he opened, “A double trailer and only one boat. Where’s the other one?”

“On the bottom of Lake Geneva, sank without trace.” Upal answered him.

“And it’s crew?”

“Flew home,” Upal replied, “They were so pi, er, brassed off that they caught the first available flight.”

“Understandable,” the official responded, “Bon voyage!”

“Merci beaucoup!” Upal answered. He was now almost fluent.


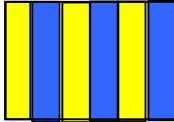
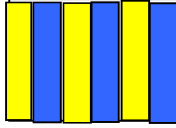

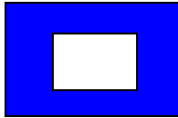
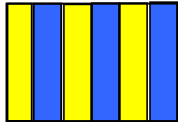
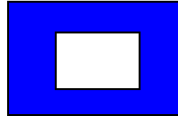
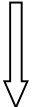
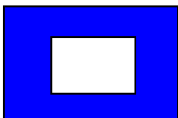
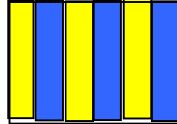
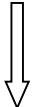

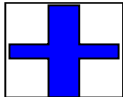

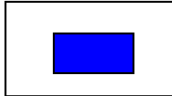
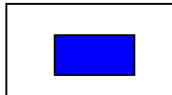
Meanwhile on the Maizor things had been going really well. The force 3 was perfect, they had spinnaker reached most of the way across the Channel. They had less than three miles to go.

However in the distance they could see a small boat with a flashing blue light.

And it was heading straight towards them!!

To be continued.....

## Race Signals for Water Based Starts

Time	Sound	Action	What Should be Flying
5 Minutes	1 sound	Hoist Class Flag (G)  	
4 Minutes	1 sound	Hoist Preparatory Flag (P)  	 
1 Minute	1 sound	Lower Flag P  	
Start	1 sound	Lower Class Flag  	
Individual Recall	1 additional sound	Hoist Flag X (Lower when all individuals have returned) 	
Shorten Course	2 Sounds	Hoist Flag S 	

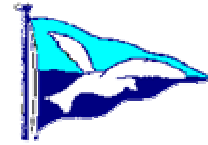
### Revision for you all.

This data is in your club handbook and is also on the Club Website. (under RACING... Sailing Instructions...) Its also in the International Sailing Federation Rules of Sailing.

If you don't have a copy, try a download from [www.ISAF.org](http://www.ISAF.org).

The horn and light sequence we use in the OD hut is based on the same idea. The only difference is that we did not dare have a BLUE flashing light, so its GREEN, and we use the RED light in addition to the other two in the final minute before the start.

**Welsh Yachting Association**  
**The Open Welsh Schools Championship**  
**Mumbles Yacht Club**  
**10<sup>th</sup> & 11<sup>th</sup> July. 2004**



The Welsh Yachting Association held the largest ever Welsh Schools Championship at Mumbles Yacht Club, with over 100 competitors racing youth and junior classes. Organised by the development officers in Wales, over 70 parents and volunteers from clubs around Wales and a huge effort by Mumbles Yacht club produced a hugely competitive event afloat and well fed event ashore.

Industry and commercial partnerships are spreading in Wales with more and more clubs being supported as the growth of sailing in Wales continues. Supporting the largest schools championship ever were Dean & Dyball Construction who's Swansea Team helped fund the event and were present throughout the championship, now also an ongoing partnership with Mumbles Yacht Club.

A brisk north westerly forecast for the weekend creating shifty conditions for sailors and the race management teams to contend with alike. The Saturday morning began with heavy showers and significant shifts mainly on the larger inshore course for the oppies and toppers of 73 in total. Delays as the race management teams best efforts were matched by large shifts at critical moments allowed only 3 races to be fitted in. A more fortunate outer course of Lasers and 420's squeezed 4 races in, and were ashore for a club BBQ for everybody at six O'clock.

Organised for the coverage of the BBC on the Sunday - a more settled north westerly force 3 and sunshine greeted the competitors Sunday morning. Just over a knot of tide running up the course, caught a number of sailors out on the start line, (many on their first championship tidal start line) resulted in several general recalls first thing as the sailors worked out the start line tactics. The more experienced sailors on the outer course managed to start first time throughout the day.

Event film footage and BBQ entertained close to 200 people in the club while the girls in the race office urged the printer to go just a little bit faster, which caused a slight delay for a 1430 prize giving.

Dean & Dyball presented the individual prizes, and the sailors and parents supported their fellow competitors vocally which could be heard from out at sea. Chris Basten introduced Assembly Minister Edwina Hart AM to present the Capstan House best local sailor to the Herbert Evanses for winning the 420 class. The National Express School Trophy and GMG Ewenny County Trophy to Ysgol David Huws and Anglesea helped by wins in the Optimist class by Patrick Metcalf and Dominic Breen Turner winning the Laser Class.

Thanks to the ongoing support of the clubs in Wales, all the volunteers involved, Dean & Dyball and our hosts Mumbles Yacht Club for making it happen! Not forgetting the BBC for helping show other people a little bit of our sport.

	<b>Optimist Senior</b>	<b>Optimist Junior</b>	<b>Topper</b>	<b>Laser Radial</b>	<b>Fast Handicap</b>	<b>Slow Handicap</b>
1 <sup>st</sup>	<b>Patrick Metcalf</b> <i>David Huws Anglesea</i>	<b>Hannah Tilley</b> <i>Harberdashers</i>	<b>James Hopson</b> <i>Darland Clwyd</i>	<b>Dominic B Turner</b> <i>David Huws Anglesea</i>	<b>Herbert Evanses</b> <i>Gyfun Gwyr West Glamorgan</i>	<b>Martin York</b> <i>St Thomas Pembs</i>
2 <sup>nd</sup>	<b>Ben Cobley</b> <i>Eirias Conwy</i>	<b>Roddy Lacey</b> <i>Hillgrove Gwynedd</i>	<b>Adrian Davies</b> <i>Stanwell Comp Glamorgan</i>	<b>Sarah Williams</b> <i>Syr Hugh Owen Gwynedd</i>	<b>Ben Sutcliffe</b> <i>Miford Haven Pembs</i>	<b>N Close/ RMorgan</b> <i>Stanwell South Glamorgan</i>
3 <sup>rd</sup>	<b>Nathan Bailey</b> <i>St Cyres South Glamorgan</i>	<b>Tom Pain</b> <i>St Josephs South Glamorgan</i>	<b>Jon Dallimore</b> <i>Radyr Comp South Glamorgan</i>	<b>Govan Berridge</b> <i>Netherwood Pembs</i>	<b>B Pym/ J Metcalf</b> <i>Llantwit Major South Glamorgan</i>	<b>G Kent/E Palmer</b> <i>Bishopston West Glamorgan</i>

Full results online <http://www.thewya.org/>

Iwan Basten



## Club Championship, 2004

		Spring h/c		Spring p/s		Wed h/c		May h/c		Wed p/s		Summer p/s		Summer h/c		Wed Hol		Autumn h/c		
		Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts	
Mark Williams	Laser	2	15	2	15	3	10	1	20	5	6			4	7					73
Nigel Tinkler	Laser			1	20	4	7	2	15					2	15					57
Andy Howard	RS400					2	15			1	20			1	20					55
Sam Williams	Laser	3	10	4	7	6	5	3	10	6	5									37
Elvyn Morgan	Supernova	4	7	3	10			4	7					7	4					28
Paul Hamer	Laser	5	6			1	20													26
Bill Jackson	RS400					5	6			2	15									21
Phil Tilley	RS400	1	20																	20
Howard Massie	Laser									2	15									15
Richard Sykes	Laser	6	5	5	6	8	3													14
Gareth Edwards	RS200					7	4			4	7									11
Alan Bolton	RS200													3	10					10
Ken Adams	Solo									7	4			5	6					10
Nick Hammersley	Topper			6	5															5
Phil and Lisa	RS400													6	5					5
Keith & Mandy	RS400					9	2							8	3					5
Dennis White	Solo					10	1			8	3									4
Martin Phillips	Laser													9	2					2
Colin Chapman	Solo									9	2									2
Sean Tedstone	RS Vareo									10	1									1

### Instructor's asymmetric sailing day

Keith and Andy took up the WYA invitation to attend a "National Asymmetric sailing event". This was meant to be publicised through the Instructor's newsletter, but very few of us got it. (I had 3 copies with mine!). The idea was that any Welsh Instructor or Club Race Coach could have a go at sailing these new fangled boats. Pembroke Watersports, at Pembroke Dock hosted the event on 18 July. It was absolutely brilliant!

About 30 odd of us attended, and found that Iwan and Dai were lead instructors. We were split into 2 sets, those who could spell Asymmetric with the aid of a spell checker, and those who did not know what they were. A range of boats were available, from Laser 2000, Topper Magno, through to a 49er. The weather was light wind that might have reached Force 3 in the afternoon, and the sailing on the river is similar to the width of the reservoir, and the trees on the hills on each side are very similar to being near #3 buoy. Tide and shallow water were a novel concept for me.

Keith had rides in ISO, Laser Sports boat (46 sq m spinnaker) and then a short rest in a Laser Stratos. Andy went on the basis that you only get limited chances on these things, and chose 49er, B14, International 14 and had a rest at the end on a Laser 4000. Luckily there were about 8 rescue boats to help. Keith's best boat was the SB3, which is truly fast off wind. I enjoyed both crewing and helming the "top gun" boats, which in this wind were less tricky than one might imagine. The B14 was easiest for me, as it's a sitting out boat. I had a very brief spell twin-wiring, helming, on the Int 14 upwind when it was steady, and it could be addictive. We both stayed dry, but everyone on the Musto Skiff had a swim including Iwan, the owner, and there were quite a few capsizes throughout the day.

There were prizes handed out by sponsors, Laser, Gul, WYA, Topper. I was given a free 2 day Advanced Instructor course by Pembroke Watersports; 2 days off work in October when I will have a chance to sail some less adventurous performance boats and learn more. *Andy*

### PGL Regatta

The WAY/PGL Regatta is held at Llangorse on **4<sup>th</sup> and 5<sup>th</sup> September** for junior and youth sailors. Last year we were arguably the most successful club at the regatta, both in terms of numbers and by results.

We encourage the use of club boats there. The competitors and their parents always have a good time. Some are likely to camp there while others will go there each day. (It's not far).

If you're interested, but want to know more, please contact Bill, Phil Tilley or Gareth, who can tell you more about the event. There is likely to be a silver fleet for less experienced sailors, so don't be worried about whether you're good enough. Go out and enjoy yourself.