



Llyn Brenig Sailing Club

MARCH – APRIL 2017



INSIDE THIS ISSUE:

2017 membership renewals 2

2017 duty 3

Diary Dates PB2 courses 4

Race Course Setting Guide 5/6

Junior and Youth News 7

Junior and Youth News 7

2017 sailing programme 8

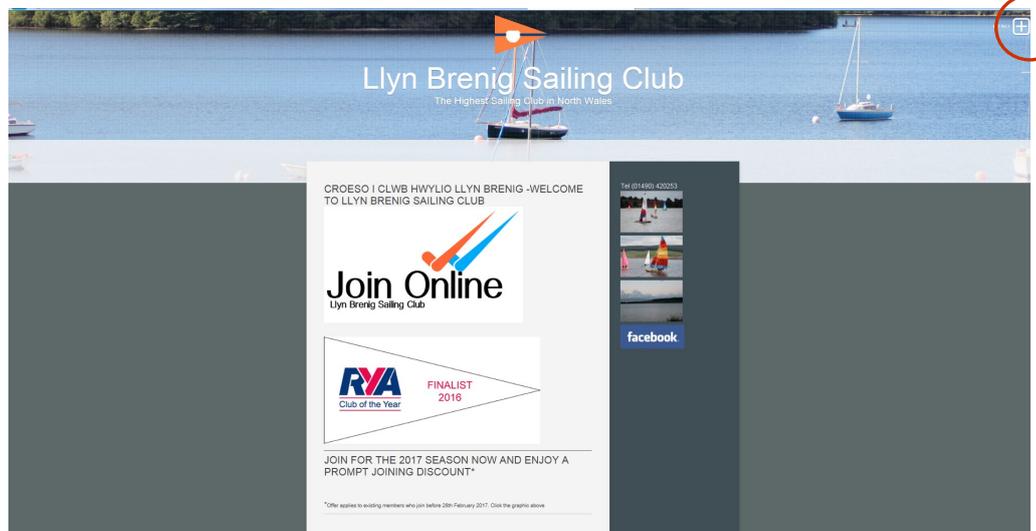
Committee contact details 9

SEND ARTICLES FOR THE NEXT EDITION BY 21ST APRIL

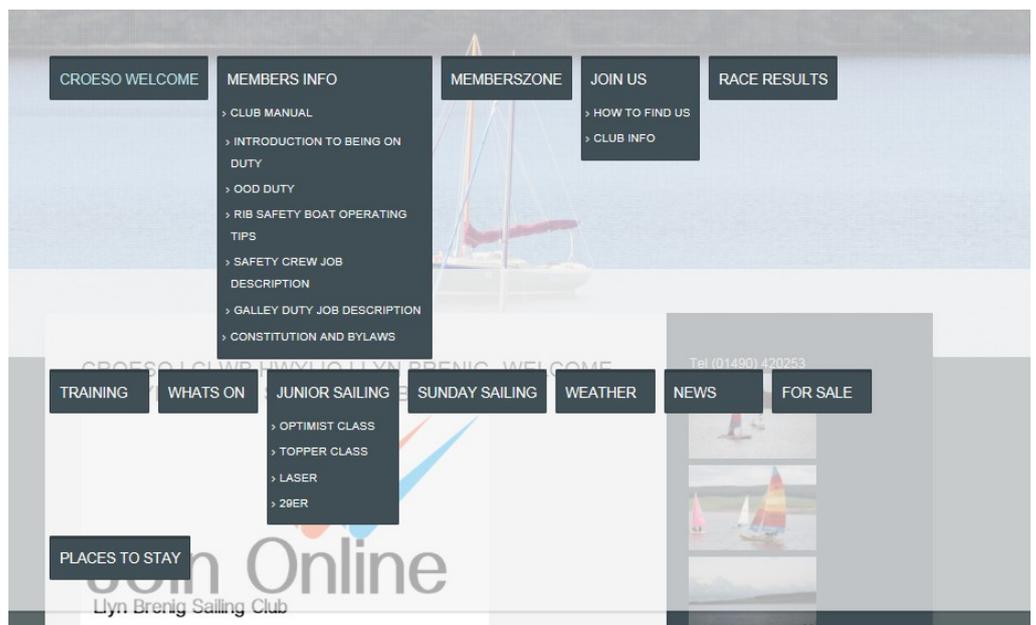
New Look Website

If you haven't already noticed, we've updated the club website. The new-look site includes improvements to the **Members Zone** to help members manage their personal details, renew membership and register for duty. A guide has been circulated by email, and is included here on pages 2 and 3.

Click on the cross in the top right hand corner of the home page (circled red below) to bring up a smorgasbord of menu options!

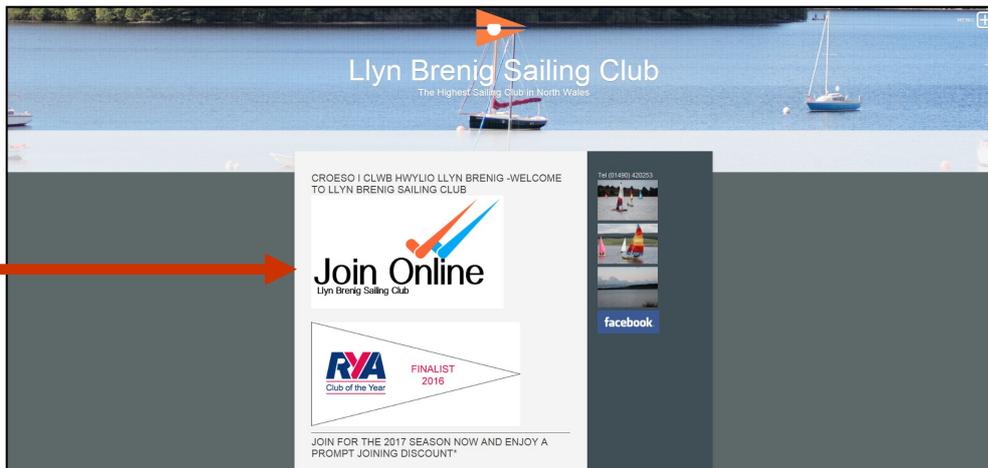


Take a look around. If you have any suggestions on how to improve the site, or if you have information that could be added just email a member of the Committee (see back page for contact details).



2017 Membership Renewals

With thanks to Tim Dolder, we have revised the membership renewal pages on our web site. This link takes you to the website: <http://www.llynbrenigsc.org.uk/> - click on the Join Online icon:



2016 Members rejoining

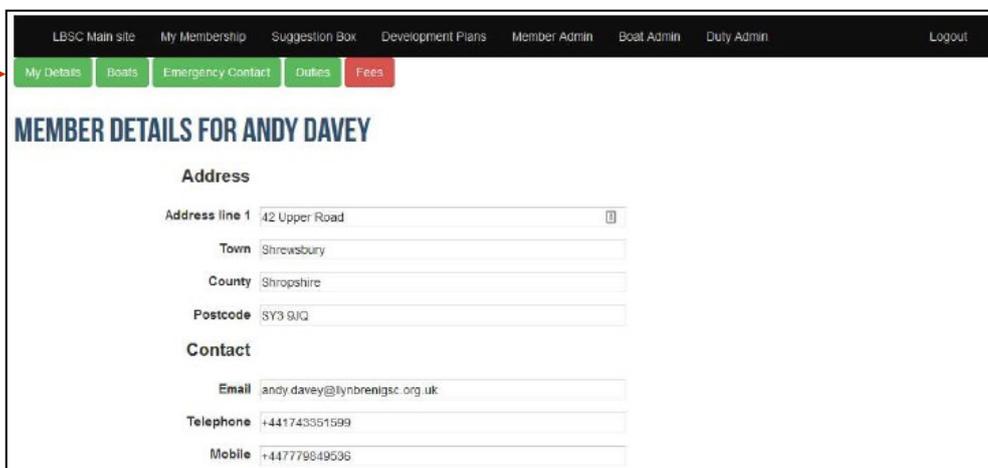
If you were a member in 2016, you should start the process by logging in using your user name and password from last year – click the **Members Login** button on the joining page. This will call up your previous details which you will then be able to amend or update if necessary.

If you can't remember your password associated, just select the 'Click here to reset password' link and an email link with instructions should be sent to the email registered for you on the system. You should then be able to log in.

Joiners from previous years and completely new members will need to create a new login.

Once logged in, you will reach a screen like the one below. You can amend your details, and by clicking the green tabs at the top of the screen update information about your boats and emergency contact.

Please complete the first three tabs in full before proceeding to the Fees tab. You may leave the Duties screen until later if you are not able to complete immediately



Once you have completed all the screens the system will generate an 'invoice' showing your total membership payment.



We would very much prefer payment via PayPal from the web site, but there is an option to send a cheque if you don't have a PayPal account.

2017 Duty

We rely on our volunteers donating their time to help run our club. With our current level of membership we ask all **adult members to do two duty sessions a year**. Guardian, student and junior members over 16 years can also volunteer to help out with duty if they wish.

The self selection window finishes at the end of March. After this, the Membership Secretary will allocate any unfilled duty sessions to complete the duty rota, and you may be asked to help out.

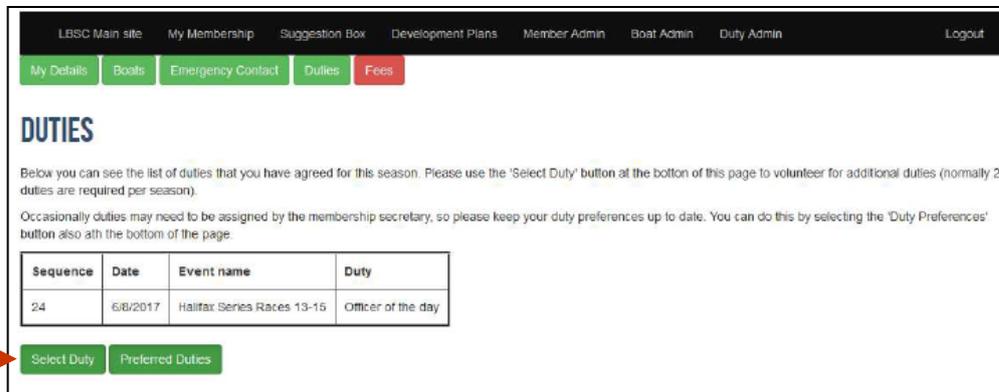
Descriptions of duty roles are found in the Member Zone area of the web site - [click here](#).

You can **choose duties from the Members Login** section of the website, using the relevant tab in your member details screen.

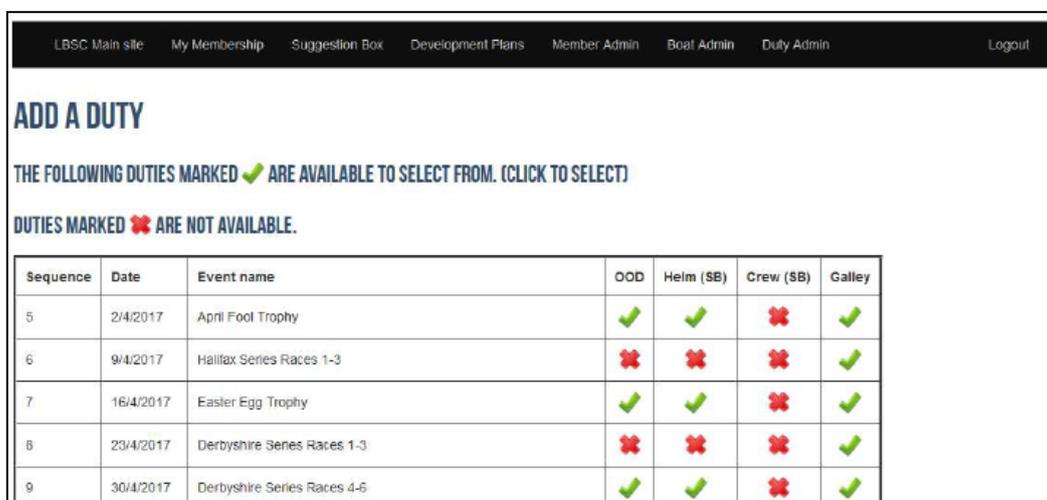
2016 members who have rejoined will immediately see the Duties tab. **New members will not see the Duties tab until their membership is approved.**

Clicking the Duties tab will take you to a screen like the one below. Obviously, dates and details of your duty will only appear when you have self selected your duty (or been allocated a duty by the Membership Secretary if you haven't done so by end March).

Two buttons on this screen allow you to "Select Duty". You can also list your "Preferred Duties" in case the Membership Secretary needs to assign a duty for you.



Clicking Select Duty takes you to a list of club racing events as per the screen below. Green ticks  show that a duty is available, red crosses  show that it is already taken.



When you click an available duty the other duties on that row will immediately show as unavailable. This is part of the database logic –you can only do one duty on any particular day. Be assured other duties on that day will still show as available to other members.

If you want to do duty on the same day as another person, they will need to book their duty separately; the system will not allow you to book duties on behalf of another member.

Dates for your Diary

- 4th & 5th March—RYA Cymru open Windsurfing training
- 5th March 2017—club racing re-commences (see page 7 for programme)
- 1st & 2nd April—RYA Cymru open Optimist training
- 11th & 12th April—RYA Optimist Squad training
- 22nd and 23rd July—Welsh Open Challenger Championships
- 4th November—AGM
- 27th November—Closing down work party

2017 Power Boat 2 courses

The schedule of PB2 courses for this year is as follows:

- 8th & 9th April
- 20th & 21st May
- 17th & 18th June

For further information and to book, please contact Steve Kitchen:
 Email - steve.kitchen001@hotmail.co.uk
 Telephone - 07966 203623



*No answer
machine facility*

Communication at the Club

In February we had to replace the telephone handset at the club. The new handset does not have an answering machine facility. This notice is now posted in the club house.

To Members and Guests

Communication from Llyn Brenig Sailing Club

- **Wi-Fi.** There is reasonably good Wi-Fi connection at the club via satellite and the access code is shown on the notice above the clubhouse door.
- **Mobile Phones.** By now, you may have discovered that most networks are very poor at Llyn Brenig!
- **Landline.** We have a landline situated in the office at the club via a cordless phone. To make outgoing calls, you need to prefix dialled numbers with a "9". **This is an important means of communication in the event of emergency.** The tariff we are on provides calls to other landline numbers free of charge. As such, please feel free to use this phone as required. If you make calls to mobiles, we will be charged accordingly, so we would ask that if you make any such calls, you make a suitable contribution via the galley cash register to reflect this cost.

If you experience any communication difficulties, please let us know. We realise how important communication may be to you.

Force of the wind caused 1 inch bolt to snap

Good effort by everyone concerned

New hardcore surface should level out over the season

Storm Doris does her best ...

These were the scenes that greeted members on 26th February as they arrived to prepare the club for opening this season. Storm Doris had caused both pontoons to move from their moored positions. The small concrete floating pontoon was still hanging on by one chain fastened to a 1 inch ring bolt, the force of the wind had caused the other bolt to snap.



The main pontoon had moved considerably but the holding chains were still in place. After moving the Pentre Llyn Cummer canoes, which had been blown onto and under the pontoon, the pontoon was manoeuvred back into position using 1 inch rope and the Commodore's Discovery. With a considerable heave from the Landrover, the pontoon lurched back into position, breaking a large aluminium cleat on the pontoon had become jammed under the metal walkway. Thank you Andrew , and your new vehicle as well!

It was a good effort by everyone concerned. At first it was thought we might be making an insurance claim and calling in engineers to reinstate everything. Given the scenes of carnage caused by Doris around the UK, and our high geographical location, the club got away pretty lightly.

On a happier note, work has started on the new pontoon fenders .



Boat Park Improvements

When you visit the club to drop your boat off this season, you will be greeted by a new hardcore surface on which to store your vessel.

Members were encouraged to bring shovels and rakes to level off the hardcore out at the opening up working party on 26th February. This combined with use over the coming season should compact it into a level surface.



Race Course Setting—A Basic Guide

The following guidance is intended to help members who might wish to do Officer of the Day duty. It is by no means comprehensive and many finer points of course setting e.g. start line bias, boat starts, etc, are not included.

As you drive onto the site, look at which way the moored fishing boats are pointing. This gives a good indication of wind direction on the main part of the lake. Knowing the direction of the wind is crucial in setting the start line.

The Officer of the Day (OOD) hut is located at the end of the pontoon, with keys kept in the galley.

The Start Line

It is usual to **start the race so that the boats start sailing into the wind**. A beat to windward is always the safest start because boats jockeying for position are more controllable if starting into the wind (the helm can slow or stop them by “luffing up” or releasing the sails). It also makes it easier for helms to cross the line at the start signal.

Once you have decided the direction of the wind, the first buoy or mark should be identified – this is the **windward mark**. It should be somewhere in the distance where the wind is coming from – or as near as you can make it. An experienced safety boat can lay a buoy for you, but usually it’s a case of judging which of the buoys already on the lake is in the best position.

This line needs to be at right angles or as near as can be arranged to the direction of the wind. The first buoy (windward mark) and the route to it is called the **first leg**. The following may help set the start and first leg:

Wind coming over the dam: the first mark is buoy 9. A start line at 90 degrees to the direction of the first leg would be the end of the pontoon to buoy 10. Since you will be standing on the pontoon, this forms the “**committee end**” of the start line, and buoy 10 is the “**pin end**”.

Wind from the opposite end of the lake to the dam: the first mark is buoy C. The start line could also be the end of the pontoon to buoy 10—but the fleet would sail in the opposite direction.

Wind coming from an easterly direction: first mark might be buoy 7, or buoy 8 if south easterly. The start line could be from the end of the pontoon to buoy A.

Setting the Course

When deciding on the course, consideration must be given to not only what the course configuration should be but also the length of the course. It is good to **set a course that can test all points of sailing**: a true beat [the first leg], a reach and, if possible, a run. Simple triangles are fine as are a triangle and a sausage or a long beat and zig-zag back down the lake trying to include a reach and a run. Other configurations are of course possible.

When setting the course, avoid returning to the start line direction directly from the windward mark, this may result in leading boats sailing through other boats beating to the windward mark. Best, and simplest, is to have the fleet sail at right angles (or as near as possible) from the windward mark, a reach or broad reach, followed by a gybe at the next (2nd) mark. The 3rd mark in the triangular course is where the fleet simply rounds the mark and beats back towards the start line (which could also be the finish line—see below). If you make the pin end of the start line a mark of the course, the fleet could sail through the start line to the windward mark beginning the second lap.

The Finish Line

Like the start line, the finish line should be approximately 90 degrees to the direction the wind, but need not be the same as the start line. Tacking/gybing at the finishing line buoy is not good practice and should be avoided (called a hook finish).

Length of the Course

If the slower boats will take say an hour to sail a course, faster boats will take about 48 minutes. If you set a course which is 40 minutes for the slower boats, crews from faster boats will find they are sailing for less than ½ an hour. Aim to set a course that lasts an hour for the slower boats and always set more laps than you think will be needed—you can always shorten the course.

It stands to reason that the stronger the wind, more laps or longer legs are needed in order to make a decent length race. Brenig is a bigish lake so in stronger winds, you might consider setting longer legs and fewer laps.

Conversely, in light winds, shorter legs are best, but set more laps than you need and then shorten the course.

It is good practice to **monitor and record the boat positions** as each boat completes a lap, and to **time laps for each boat**. That way you will know when the lead boat has been racing for an hour, and when to shorten the race.

A number of example courses will be available in the Llyn Brenig Officer of the Day (OOD) Handbook. Each example course assumes wind direction and strength.

Race Course Setting—continued

Displaying the Course

In the OOD hut you will find a chalk board and course display board. You can use either (or both) to display the course, but must indicate:

- both ends of the start line,
- both ends of the finish line,
- each mark of the course
- the number of laps.

*Make sure the buoy markers on the display board show the correct port or starboard colours
– Red for Port and Green for Starboard—including both ends of the start and finish lines.*

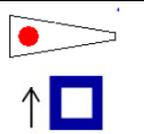
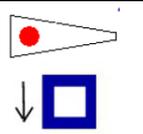
Using the Flag Staff Gantry

This guide will refer to the flagstaff being used on the pontoon although it still applies, in most respects, when used for boat starts on the lake.

Fit the flagstaff mast into the socket at the end of the pontoon. The staff has two horizontal arms which hold the flag halyards, the longest arm should point towards the first mark to be rounded on the race-course. The flagstaff should then be tied to cleats on the pontoon using two ropes at the top of the mast.

The following racing flags will cover most eventualities, and are attached to the loops on the halyards:

Starting sequence flags—to be attached to the halyards on the short arm of the mast pointing towards the starting area of the race course:

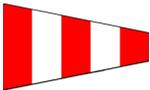
5 Min	4 Min	1Min	Start
			
1 Sound single	1 Sound single	1 Sound single	1 Sound single

Course side flags—to be attached to halyards on the long arm of the mast pointing to the racing area:

- 

S. Shorten course.
- 

N. Abandonment
- 

X. Individual recall.
- 

AP. Postponement signal
- 

First Substitute. General recall.

The starting sequence flags should be clearly seen by boats preparing for the start, with the course side flags to be seen after the start.

When not in use the flags should be wrapped neatly around its halyard and left, ready for use, at the bottom of the flagstaff.

Please remember that no flag is to be raised or lowered without a sound signal.

JUNIOR AND YOUTH NEWS

Winter Competition Round-Up

Our junior and youth sailors have been busy competing at national events during the winter. In November, Tyler and Tasmyn took part in the Optimist Winter Championships at Datchett Water, where Tyler finished 17th out of 130, with a best race of 4th, and Tasmyn came 53rd with a best race of 12th. Benjamin continues to compete in the Topper National Series. Brenig member Harry Pulford competed with his helm, Toby Cope, at the 29er Winter Championships on 4th and 5th February also at Draycote Water. They managed to pick up a couple of UFD's, but their best individual race result was 8th. Meanwhile Kai has been enjoying his first winter in the Laser 4.7. He finished an impressive 2nd out of 43 at the Laser 4.7 national European qualifier on 12th and 13th November, again at Datchett Water, where he was also the youngest competitor in the fleet. Kai went on to finish 9th overall (out of 54) and 6th Junior at the Laser 4.7 national European and World qualifier held at Draycote Water on 21st and 22nd January.

With lots of competitions over the next few months, we wish everyone the very best of luck.



Datchett Water hosted a lot of winter competitions

Squad Sailors 2016-17

- | Tyler Green—Welsh National Optimist Squad, UK Optimist Intermediate Squad
- | Tasmyn Green—Welsh National Optimist Squad, UK Optimist Intermediate Squad
- | Benjamin Jukes-Bennett—Welsh Topper Squad, UK Topper Intermediate Squad
- | Kai Wolgram—Welsh Laser Transition Squad
- | Harry Pulford—Welsh 29er Squad



2017 SAILING PROGRAMME

28th February				WORKING PARTY			
ICE BREAKER SERIES 11:30 start 9 races, 5 to count				<i>Last handicap race of day to start back-to-back with end of pursuit race</i>			
6th March	Ice Breaker 1 Handicap	Ice Breaker 2 Pursuit	Ice Breaker 3 Handicap				
13th March	Ice Breaker 4 Handicap	Ice Breaker 5 Pursuit	Ice Breaker 6 Handicap				
20th March	Ice Breaker 7 Handicap	Ice Breaker 8 Pursuit	Ice Breaker 9 Handicap				
27th March				EASTER EGG TROPHY 11:30 start 3 Handicap races 2 to count			
3rd April				APRIL FOOL TROPHY 11:30 start 3 Handicap races 2 to count			
HALIFAX SERIES 11:30 start 18 races 10 to count.				<i>Last handicap race of day to start back-to-back with end of pursuit race</i>			
10th April	Halifax 1 Handicap	Halifax 2 Pursuit	Halifax 3 Handicap				
DERBYSHIRE SERIES 9 races, 5 to count.				<i>Last handicap race of day to start back-to-back with end of pursuit race</i>			
17th April	Derbyshire 1 Handicap	Derbyshire 2 Pursuit	Derbyshire 3 Handicap				
24th April	Derbyshire 4 Handicap	Derbyshire 5 Pursuit	Derbyshire 6 Handicap				
1st May	Derbyshire 7 Handicap	Derbyshire 8 Pursuit	Derbyshire 9 Handicap				
MON 2nd May				CLUB OPEN DAY			
8th May				SPRING REGATTA 11:30 start 3 Handicap races 2 to count			
15th May	Halifax 4 Handicap	Halifax 5 Pursuit	Halifax 6 Handicap				
SPRING MIXED HANDICAP AND PURSUIT SERIES 11:30 start 9 races, 5 to count				<i>Last handicap race of day to start back-to-back with end of pursuit race</i>			
22nd May	Spring Handicap 1	Spring Pursuit 2	Spring Handicap 3				
29th May	Spring Handicap 4	Spring Pursuit 5	Spring Handicap 6				
5th June	Spring Handicap 7	Spring Pursuit 8	Spring Handicap 9				
12th June	Halifax 7 Handicap	Halifax 8 Pursuit	Halifax 9 Handicap				
BRENIG BOWL 11:30 start 9 races, 5 to count				<i>Last handicap race of day to start back-to-back with end of pursuit race</i>			
19th June	Brenig Bowl 1 Handicap	Brenig Bowl 2 Pursuit	Brenig Bowl 3 Handicap				
26th June	Brenig Bowl 4 Handicap	Brenig Bowl 5 Pursuit	Brenig Bowl 6 Handicap				
3rd July	Brenig Bowl 7 Handicap	Brenig Bowl 8 Pursuit	Brenig Bowl 9 Handicap				
10th July				SUMMER REGATTA 11:30 start 3 Handicap races, 2 to count			
16th/17th July				WOCC			
17th July	Halifax 10 Handicap	Halifax 11 Pursuit	Halifax 12 Handicap				
SUMMER SERIES 11:30 start 15 races 8 to count				<i>Last handicap race of day to start back-to-back with end of pursuit race</i>			
24th July	Summer Handicap 1	Summer Pursuit 2	Summer Handicap 3				
31st July	Summer Handicap 4	Summer Pursuit 5	Summer Handicap 6				
7th Aug	Summer Handicap 7	Summer Pursuit 8	Summer Handicap 9				
14th Aug	Summer Handicap 10	Summer Pursuit 11	Summer Handicap 12				
21st Aug	Summer Handicap 13	Summer Pursuit 14	Summer Handicap 15				
28th Aug	Halifax 13 Handicap	Halifax 14 Pursuit	Halifax 15 Handicap				
AUTUMN SERIES 11:30 start 9 races 5 to count				<i>Last handicap race of day to start back-to-back with end of pursuit race</i>			
4th Sept	Autumn Series 1 Handicap	Autumn Series 2 Pursuit	Autumn Series 3 Handicap				
11th Sept				AUTUMN REGATTA 11:30 start 3 Handicap races 2 to count			
18th Sept				BARTS BASH TBC			
25th Sept	Autumn Series 4 Handicap	Autumn Series 5 Pursuit	Autumn Series 6 Handicap				
2nd Oct	Autumn Series 7 Handicap	Autumn Series 8 Pursuit	Autumn Series 9 Handicap				
JOE GARSIDE SERIES 11:30 start 6 races, 3 to count				<i>Last handicap race of day to start back-to-back with end of pursuit race</i>			
9th Oct	Joe Garside Handicap 1	Joe Garside Pursuit 2	Joe Garside Handicap 3				
16th Oct	Joe Garside Handicap 4	Joe Garside Pursuit 5	Joe Garside Handicap 6				
23rd Oct	Halifax 16 Handicap	Halifax 17 Pursuit	Halifax 18 Handicap				
WILSON ICICLE Handicap SERIES 11:30 start 8 races, 4 to count							
30th Oct	Wilson Icicle 1	Wilson Icicle 2					
6th Nov	Wilson Icicle 3	Wilson Icicle 4					
13th Nov	Wilson Icicle 5	Wilson Icicle 6					
20th Nov	Wilson Icicle 7	Wilson Icicle 8					
27th Nov				Close down working party			

Committee 2017

If you have a query or suggestion for the club, these are the people to contact:

Commodore	Andrew Roberts - commodore@llynbrenigsc.org.uk
Vice Commodore	Paul Marfleet - pmarfleet@gmail.com
Secretary	David Blood - secretary@llynbrenigsc.org
Treasurer	Steve Kitchen steve.kitchen001@Hotmail.co.uk
Membership Secretary & Duty Rota	Andy Davey— andy.davey@llynbrenigsc.org.uk Telephone: 077 7984 9536
Bosun	Peter Davies - peter.davies38@sky.com
Cruiser Representative	Richard Jones— Richard.h.jones@hotmail.co.uk
Sailing Captain	Paul Oliver
Junior Representative	Alex Watson
Inclusion Officer	VACANT
Committee Members:	Christian Blood, Peter Jacobs, Andrew Pulford, Matthew Seddon, Dennise Shepherd, Phil Watson

tHat's odd !

For the last couple of years a Tilley Hat has been sitting on the windowsill at the club. No-one claimed ownership.

Paul Marfleet has now traced the owner and posted his hat to him. He is Dr Phil Slater, a GP in Cornwall

The strange thing is that he has never been to Brenig and lost the hat on the Caledonian canal. He and his wife live in Falmouth and sail a Falmouth Working Boat called "Rebecca".

Dr Slater wrote two definitive handbooks on sailing Optimists and he was Ben Ainslie's first sailing instructor.

But how did his hat get to Brenig?



Please email articles and photographs for the November—December 2016 edition to
by 21st April to:

dennise.shepherd@llynbrenigsc.org.uk