

# MAINSAIL



MAINSAIL MAGAZINE

WINTER ISSUE 2005/6



THE GP FOURTEEN CLASS INTERNATIONAL ASSOCIATION

[www.gp14class.org.uk](http://www.gp14class.org.uk)

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Front cover photograph: Downwind at the Masters. Photograph by J. O'Neill

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Disclaimer: The views expressed in this magazine are those of the contributors and not necessarily those of the Committee.

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# Editor's Letter

*Hello Everyone,*

This is bumper issue full of news and information.

There is a section on the Nationals, including a defence of the controversial format by the winner, Graham Nelson, and a report of the cruising side of the event by Oliver Shaw.

The Championship section contains Reports of Area meetings, along with dates for 2006 and an enticing article laying out the delights of Sligo, venue of next year's Worlds.

Of general interest are items on winter sailing gear, advice on the different roles of helm and crew and details of the alternative floor layout of the GP.

The Area reports will give you news from your locality (including some entertaining off-the-water activities at Bolton).

For the cruisers there is a report on Weir Quay this summer and an alarming tale of how things can go wrong in Man Overboard!

Thanks very much to all contributors. The next Mainsail – the Spring Issue – is always a challenge as most sailors find alternative pleasures in the winter, so there's not so much to write about. So, be creative, and please send me your articles, letters and photos, either to me directly, or via the Office.

**Liz Hall**

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Editor

COPY DEADLINE  
FOR SPRING ISSUE  
**31st January**  
**2006**



# Committee Matters

## President's Piece

*Hi everyone,*

The GP14 sailing 2005 Season is basically over as I write this, apart from the Howard Davies Memorial Training week in Plas Menai, followed by the Youth Championship at Chelmarsh SC. What do I, as your President, make of 2005? Well, attendances have been down this year, but competition is still as high as ever at the front of the fleet. In the eight Association events this year, there have been 7 different winners; the only double winner was Richard Instone, who won the Grand Prix this year - well done Richard. Talking of the Grand Prix Series, this was conceived not only to crown an overall champion but also to stimulate competition within the Silver and Bronze fleet sailors. We want to make the racing as enjoyable for the Silver and Bronze fleet sailor as it is for the Gold fleet one, but obviously that is not the case - come on you Silver and Bronze sailors, tell us what you want! We want to get you involved as well.

One success (?) that the majority of Silver and Bronze fleet sailors enjoyed this year was the Nationals. To hear the positive comments of these sailors coming off the water at Poole on the Thursday and Friday was heartening, but to say we've opened a can of worms is an understatement. You can read what the winner has to say on the matter elsewhere in this magazine. All participants have been asked for feedback and I urge everybody to contribute on this point. Email, mail the office, all of your replies are important and will be considered.

My own opinion I hear you say? Well, overall I enjoyed the event. Yes, some mistakes were made but it was the first time that we've run an event in flights. Some people have complained that the event was marred by racing in unsettled weather, but that wasn't the fault of the flight system, that was the venue that we were at; if the flight system had been held in Abersoch, 2 miles out, then the wind is more settled isn't it? Others have said that they didn't have the chance to race against some of their competitors in the qualifying series and I agree that was an error, but who among you hasn't made one of them sometimes? This will be taken into consideration if we run a flight system again. Too long a qualifying series, hence too short a final series; carrying forward qualifying results or not; these are some of the comments that have been made to me, but, guess what? If you want to have a voice then let us know, that's the only way. To end the discussion about flights on a positive note, when was the last time that we had a situation where any of 5 boats could win the National Championships going into the last race?



I'd like to take this chance to welcome Luke Shaw and Steve Parker onto the General Committee. As one of the older generation (you don't know how much it pains me to say that!), I firmly believe that we need younger, fresher ideas on the Committee, and Luke and Steve are the first tranche of this strategy. I urge many of you younger people sailing GPs, if you think that you can help, in any way, then just let us know; we'll welcome you with open arms. Also I'd like to welcome onto the Committee an old friend, Andy McNamara, as the North Wales Area Rep. Andy has been out of circulation for a while, but he's now realised that he needs to sail sometimes in order to relax and he's keen to get the North Wales Area going again.

Finally I'd like to wish you all a Merry Christmas and a Happy New Year. It always seems far too early to be doing this, but this is the last chance that I get. Winter is approaching and many of you have already stopped sailing for the year. I personally will be sailing up to Dec 10th, then it's the New Year's Race followed by more coaching starting again in February. Yes it's cold in a RIB at that time of the year, but I love it - to see the kids improving every year is a real buzz.

Hence I've come the full circle. I started this piece talking about the kids and ended talking about the kids. Why is that you might say? Well I urge you all too just look at your own clubs and make sure that you help the kids; they're the life-blood of your club in years to come - and another benefit that they bring is parents. Look after the parents well and when the kids leave for college, work, etc, you retain their parents, who again keep the club ticking over until some of the kids come back; they then marry, have kids and, lo and behold, it starts all over again...

All the best,

**Paul Simes**



# Money Matters

## 2006 Subscription Payment

The Direct Debit payments for 2006 remain at £22 for Full membership, £17 for Associate membership and £11 for Youth membership.

The Direct Debit payment will be collected on or immediately after the 1st January 2006.

Thank you for subscribing by this very efficient method.  
Chris Beddow Hon. Treasurer

## Grant Aid for Youths to attend Worlds 2006

The Jack Austin Fund was set up to assist young helmsmen and women to participate in the GP14 World Championship. The fund is directed towards those who would not otherwise be able to enter the event. Youth helms and young crews of youth helms resident outside the host country, Ireland, are eligible to apply. Application Forms and Guidelines are available from the GP14 Association Office and completed applications must be returned there by 20th January 2006.

Hon. Secretary

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Check out our website for pictures of GP14's racing at the Championships of Ireland in Sligo.

Congratulations on another great season and we wish the class and Sligo Yacht Club every success with the Worlds in 2006.



# Who's Who on Your Committees

## General Committee of the Association

Paul Simes	<i>President</i>	Hugh Gill	<i>Ireland President</i>
Chris Beddow	<i>Hon. Treasurer</i>	Lawrence Baalham	<i>Ireland Hon. Sec</i>
Hilary Davies	<i>Hon. Secretary</i>	Dave Rowlands	<i>Past President-T&amp;R</i>
Brian Lester	<i>Chief Measurer</i>	Liz Hall	<i>Elected-Mainsail Ed</i>
Steve Parker	<i>Elected</i>	Luke Shaw	<i>Elected</i>
Ian Sinclair	<i>Elected-Championship</i>	Richard Thompson	<i>Elected</i>
Ivan Washington	<i>Elected-Cruising Rep</i>		
Ian Campbell	<i>London &amp; South East</i>	Maurice Cooper	<i>North East &amp; Training</i>
Steve Ellison	<i>Midlands &amp; E Coast</i>	Duncan Greenhalgh	<i>Scotland</i>
Andy McNamara	<i>North Wales</i>	Julie Waddington	<i>North West</i>

### Finance & General Purposes Sub-Committee:

Paul Simes      Chris Beddow      Hilary Davies      Ian Sinclair

### Technical & Rules Sub-Committee:

Dave Rowlands      Brian Lester      Steve Ellison

### Championship Sub-Committee:

Ian Sinclair      Ivan Washington

### Promotion and Communication Committee:

Luke Shaw      Steve Parker

## A Special Welcome to:

**Two new Area Reps:** Ian Campbell *for the South-East Area*  
Andy McNamara *for North Wales*

**Elected to the General Committee:** Luke Shaw (aged 28, Budworth SC) and Steve Parker (aged 30, Chase SC) have sailed GP13881 in all but one of the Area Events this season and came 7th in the Grand Prix Series. Both have been sailing since they were children. Luke is a solicitor and Steve has been working at Speed Sails for 16 years. They are both very interested in promoting the GP14 and improving communication throughout the Class.



# The Nationals

## The 2005 National Championship at Poole

**F**or months the Class Association and the organisers at Poole debated how best to run the Nationals. A large fleet was expected in a small area, so it was decided eventually to run a flight system, which divided the fleet randomly into Gold, Silver and Bronze for a series of Qualifying races (in the event 7 were sailed) to sort out which fleet each sailor belonged in. For the last two days (4 races), competitors sailed within their allotted fleets in the Final Series. Overall positions were calculated on the best 9 of 11 races, with only one discard allowed from the Final Series.

In the event, the numbers of entries was smaller than expected, and a conventional start line would have been feasible. Winds were often light, which meant a lot of hanging around on the water waiting for the sea breeze to come in, so the promised 3-4 hours on the water was often considerably extended. Sailors coped well with remembering which flight they were in and (mostly!) which course they were going round, but there was some dislike of the random way fleets were allocated in the qualifying series. Others would have preferred a venue more on the open sea.

The winner was Graham Nelson, crewed by Mike Senior, and here is his defence of the Flight System:

I've been a big fan of the multiple fleet, trapezoid course format since I started sailing 470s four years ago. This is now the standard format for many of the Olympic classes. The next time you hear anyone describe a triangle and sausage course as "An Olympic Triangle", then you might want to correct them and tell them that it was in 1976, but these days the modern Olympic format and course is exactly as we had in Poole. It's no surprise the 420 sailors did well in Poole; their



*Gold Fleet winners, Graham Nelson & Mike Senior.*





*Needs caption*

championships are run to this format too! It's the modern way.

The racing that this format provides is slightly different. It favours a more all-round approach rather than mainly being a test of boat speed. The races are shorter, meaning that the top guys have less time to recover from a poor start. Personally, I think this is fairer than allowing them an hour and a half to sail back through the fleet!

With the shorter courses, if a side pays then whoever was there has a better chance of staying in a good position until the end of the race, especially in the final races, where abilities are well matched. This ought to have the effect of luring the top guys away from their comfort zone in the middle of the beat and forcing them to make some big decisions! In the final fleets, the middle of a beat becomes less attractive, which makes the racing more exciting.

People will naturally make more mistakes in this kind of racing than on large open courses. (I made plenty, but then so did everyone else!) It's one kind of sailing. Large course, long

race, open water and steady wind is another kind, but no more valid.

The balance of 8 qualifying / 4 final races was chosen to allow competitors the best chance of making their so-called "correct" fleets. With 8 races, we would get 2 discards so the theory was that a top competitor would be able to discard a couple of bad results and still make the gold fleet. In hindsight, this was unnecessary. We lost a race, Justin got 2 OCS's and still made the gold fleet anyway, so 6 races would have been enough. Wednesday's racing should have been in final fleets, then we would have had a 6-race Final Series. Remember, at one time there only used to be 6 races in a championship anyway!

The things I enjoy about the new format; line starts, shorter races, closer, more exciting racing and sailing against your peers in the second half of the week are all things that I



*Silver Fleet winners Andy and Allison MacGregor, Poole YC.*



believe appeal right through the fleet, not just to the top competitors. By Wednesday, the bronze fleet sailors must be pretty fed up with being buried 30 seconds after the start and spending the rest of the race looking for clear air. In the new format, this doesn't happen in the second half of the week, and the racing is more rewarding for everybody.

I don't think it matters what format the Worlds are run under, it should be a great event regardless. There is certainly enough room in Sligo to return to the old format if that is what people want. Personally, I enjoy the new format more, but both have their own appeal.

Graham Nelson



*Kathleen, Dennis, David and Julie enjoy a quick supper before the firework boat trip.*

---

## Feedback please...

**W**hat is your opinion of the National Championship flight format? Did you prefer the Inland National Championship held over a two-day weekend at the end of the season rather than over a three-day bank holiday at the beginning of the sailing season? Or is it that you just don't care one way or the other about the formats of these events, as long as the racing is good? Are you a regular Championship competitor who competes for the pure enjoyment of the sport and accepts whatever race format is presented, believing that the best man will win regardless of format?

If you have views on any of these subjects, please let your feelings be known either by giving me a ring at home 01257 – 252341 or writing to the Association office at Crewe and, most importantly, by replying to the letter which all past and former competitors have been sent by the Association in an attempt to

canvas YOUR opinion. Whatever your preference, if you keep it to yourself or grumble to others who aren't in a position to change things, then don't be too surprised if you don't get what you think is a perfect championship.

Ian Sinclair



# THE “ALTERNATIVE NATIONALS” - THE CRUISING WEEK

By Oliver L. Shaw

**W**hile the racers were hanging around most mornings, banned from the water until the postponement flag went down, there were envious glances at the GP cruisers who were allowed to get off early down the slipway to enjoy the glorious sunshine that we had all week...

Eleven of us entered for this highly convivial event, which runs alongside the Nationals and is organised by the host club. We enjoyed an absolutely excellent week of day sailing in congenial company, while sharing the club facilities ashore and the evening entertainments with the racing sailors. Not only was the sailing highly enjoyable, but it seems that many of the dozen or so cruising entrants already knew each other, having sailed together previously in such events. We enjoyed mixed winds, generally ghosting conditions in the mornings (when the very weak gradient wind was fighting for supremacy against the developing sea breeze) and very brisk sails in the afternoons (when the sea breeze was strong enough to win handsomely), and scorching sunshine throughout the week.

Highlights of the cruises included a sail over

to Bramble Bush Bay (near the mouth of the harbour) for a picnic lunch, then out of the harbour and along the Sandbanks shore; a sail up to Wareham for a pub lunch, (although this ended with a tow up part of the river - beating up the very narrow river in very light winds and against a strong current we eventually reached the point where we were no longer making any progress); a sail to one of the islands for a barbecue on the beach; and on our final day (and the only day when we had a good brisk wind throughout the day) a sail to Brownsea Island and a walk round the island.

We also had our minor ‘alarums and excursions’, being towed up the last part of the river to Wareham. With the width restricted by almost continuous moored vessels along one bank of the river, we had a string of dinghies behind a big RIB and had to manoeuvre to



*Need Description*

avoid occasional craft coming downriver, which we managed with no problems. We then encountered a commercial pleasure-boat, an ex-naval Motor-Whaler, at the point where he normally turned round. Perhaps he had not noticed we were towing - but turn round he duly did, right across the bows of the approaching tug and tow. Having put his boat athwart the river, thereby completely blocking the fairway, he seemed to stay stationary in the water, waiting to be run down. Fortunately as we slowed down he began to move out of our way, and we just about scraped through the gap.

Highlights of the social activities in the evenings included a guided tour of The Lifeboat College, the brand new training centre for the RNL; a barbecue at the Yacht Club immediately following the AGM; a Quiz Night, a Treasure

Hunt in the old town; the Cruiser Dinner in the restaurant of The Lifeboat College; a Fireworks Boat Trip; and a hog roast at the Yacht Club on the final evening.

Both ashore and afloat we enjoyed the superb facilities of the Poole Yacht Club, who not only provided continuous safety cover, but also extended the full hospitality of their truly palatial premises. They are an active club with races every evening, weekly Junior Training, and substantial fleets of cruising yachts, cruiser racers, Yachting World Dayboats, and several classes of dinghies, ranging from Optimists to RS2000s. It was very pleasant after a day's sail to come ashore to cream teas, then put the boat to bed and relax over a drink, followed by dinner if the evening social activity was to be at the Club. All told, a very impressive set-up.

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# Plans for 2006

## Major Events 2006 – Provisional Dates

<i>DATE</i>	<i>EVENT</i>	<i>VENUE</i>
13/14 May	North West Area	Hollingworth Lake SC
20/21 May	North East Area	
<b>3/4 June</b>	<b>Masters</b>	<b>Bolton</b>
17/18 June	N Wales Area	Llandudno SC
30 June/1&2 July	Nationals 3-Day	Ainsdale YC
29 Jul-4 Aug	Worlds	Sligo YC
26/27 Aug	Champ of Ireland	Lough Erne YC
9/10 Sep	24 Hour Race	West Lancs YC
30 Sep/1 Oct	Inlands 2-Day	Liegh & Lowton
28/29 Oct	Youths	Winsford Flash SC

## GP14 CLASS ASSOCIATION OF IRELAND

President Hugh Gill (Sutton Dinghy Club)

### Provisional Dates and Venues 2006

<i>DATE</i>	<i>EVENT</i>	<i>VENUE</i>
6 & 7 May	O'Tiarnaigh Challenge	Swords Sailing & Boating Club
27 & 28 May	Purcell Trophy	Sutton Dinghy Club
3 & 4 June	Ulster Championship	Moville Boating & Sailing Club
8 & 9 July	Leinster Championship	Blessington Sailing Club
30 July to 4 August	World Championship	Sligo Yacht Club
26 & 27 August	Championship of Ireland	Lough Erne Yacht Club
23 & 24 September	Autumn Open /Youth Championship	Royal North of Ireland Yacht Club
14 & 15 October	Hot Toddy	Mullinger Sailing Club



# GP 14 WORLDS

# SLIGO YACHT CLUB

## 30th July to 4th August 2006

**T**here is an unwritten rule in Sligo Yacht Club. Most people say it's the only one, or at least the only one that matters. It states that if you want to race dinghies, you get a GP 14. The club adopted the boat on its reformation in the 1960s. It was a good choice and the fleet has grown over the years to its present strength of almost 40

Sligo is a town with a population of about 20,000 and is situated on the North West coast of Ireland. The club is actually in the seaside village of Rosses Point, some 6 miles to the west of the town.

In bygone days, the village was entry point to the Port of Sligo and, as with many such places, the inhabitants made their living from pilotage, fishing, seafaring and, of course, smuggling. The atmosphere inspired and was captured by the art of Jack B. Yeats and many of his scenes are still recognisable.

The headland on which the clubhouse is built is called Deadman's Point, so called, it is said because of a burial there of a sailor from a fever-stricken ship. They say as well that no one was sure he was dead, so they buried some food with him, just in case.

Just offshore stands a Metal Man, pointing in perpetuity to the safe channel to the Port. Sailors, pay heed to what he is trying to say.

Directly to the west of the clubhouse is the outer bay of Sligo. It is surrounded by wonderful scenery and is sheltered from the open Atlantic in every wind direction. You can get to the racing area in about 20 minutes. If the tides are

tricky, it just adds to the interest. For the dinghy sailor, it's a location to die for.

From Deadman's Point to the north is the safe beach of Rosses Point. It has long been the holder of an E.U. Blue flag and can easily fill a day for small (or bigger) children.

The Championship links golf course (for anyone so inclined) is about 200 yards up the road. Tennis, hill walking, fishing and more is available nearby. If there's time left, Coney Island, across the neck of water to the south of the club, is a place where it (time) stands still.

Despite its small size, the club has been running big events for many years and the team is currently planning each detail of the arrangements for what is intended to be not the biggest – entries are limited to 130 boats – but the best Championships it can.

For the Cruising fleet a programme is planned to show the place as few get to see it. We hope to start with an exploration of the bay, calling to Lissadell House, the little village of Raughley and finish with a drink in John McGowan's pub on Coney Island, if he will open it. It's not everyone he'll do this for. Another trip may be to Aughris, 8 miles to the south of the Black Rock



lighthouse for lunch in the Beach Bar there and then back. Then we hope to try a visit to Culeenamore in nearby Ballysodare Bay for a barbecue under Knocknarea Mountain. Those trips are across open sea and, like everything in the West of Ireland, are dependent on the weather. We could pack the boats and try the fresh water of Lough Gill, sailing from Sligo Town eastwards to Parkes Castle on the lake shore in county Leitrim for lunch.



Do come. You won't be sorry

Getting to Sligo, particularly from the Dublin direction has been improved beyond recognition, with the improvements to the Irish road network in recent years. Indeed it is expected that a new section of motorway will be open by next summer and the journey should then take less than 3 hours, even with a boat.

Rosses Point is a popular holiday resort and at the time of the event (Sunday 30th July to Friday 4th August) it will be in peak season. Because of this and the entry limit arrangements should be put in place, entries lodged and accommodation booked as early as possible.

Pay a visit to Rosses Point by going to the website of the local heritage association at [www.rossespoint.com](http://www.rossespoint.com).

Sligo Yacht Clubs website is [www.sligyachtclub.org](http://www.sligyachtclub.org)

There is an event website under construction at [freewebs.com/gpworldssligo/](http://freewebs.com/gpworldssligo/)

As it develops, the site will have some travel and accommodation suggestions and entries to the event will be possible online. For the moment, queries can be emailed to [barmstrong@millehouse.com](mailto:barmstrong@millehouse.com).

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# Championship Report

**A**s far as our major Championships are concerned, 2005 has been a season with much to reflect on and many considerations to be made for the future of championship racing within our class.

A brief reflection on the past season left me with many satisfying memories. The National Championship at Poole YC has got to be one of the highlights of the season; the controversial flight system did cause some consternation in certain areas, but I believe (the survey currently under way will throw light on this) that the majority of competitors did find the new format a fair, enjoyable and exiting way of competing for the National title. The way Poole YC, under the leadership of Barry Southam, worked tirelessly to give our members an absolutely fantastic week both on and off the water was hugely commendable; a very big thanks must go to each member of Barry's team, their teamwork should be an example to us all of how to promote and run a major championship.

The Inland Championship was another memorable event and a warm welcome was extended by Burton SC to the 40 competing teams. Incidentally, this was one of only two championships this season that showed an increase in entries compared with last year -this must indicate something. Ross Kenny, although temporarily out of GPs did a fantastic job in co-ordinating an extremely efficient and well-run event. I think the introduction of the bow numbers did even things up on the start line, making it so much easier for the race officer to identify those who chanced their arm in the hope that the mass of white hulls would confuse the race officer; the bow numbers made identification easy and offending boats were singled out and the appropriate penalties applied.

The Grand Masters & Masters Championship was yet again a great success at the Welsh Harp. Numbers were slightly down on last year but, thanks to Liz Hall and her team, a fantastic time was had by all, complemented by a superb dinner on the Saturday evening with entertainment provided by some very accomplished jazz musicians. It never ceases to amaze me just how good our Masters Championships are; the Masters is as competitive as any other championship of the season, with the added bonus of a rather fine dinner and superb entertainment.

The joint Scottish and North East championship was the only other event to have an increase in the number of entries on last year, well done Scotland.

Next year's events are well advanced in the planning – see page ?

A full update of championship racing will appear in the Spring addition of Mainsail and will be posted on the GP14 web site from mid-January 2006.

**Ian Sinclair**  
*Championship Chairman*





# 2005 GP14 Ulster Championship

Sailors from the four corners of Ireland converged on Newtownards Sailing Club for the 2005 Ulster Championship. The GP is a very versatile boat that can be sailed in the most diverse of wind conditions and this was certainly the case at Newtownards, where the wind was different for each of the five races. Race officer Ken Green pulled off one of the best competitions in recent years in testing conditions.

Race one got off to a good start in NW force 2-3 with all 36 boats starting cleanly, tacking and ducking frantically after the gun to get clear air. By the windward mark they had grouped into three bunches. While the lead boats were getting themselves clear ahead, the competitors further down the fleet were doing their utmost to keep the following boats behind them. The race was won by Paddy O'Connor and Tanya MacHale from Sligo.

By race two the wind had dropped to W force 1-2. The best way up the beats was to tack on the shifts, which were becoming very noticeable. In the shifty condition boats were changing places many times during the race. By the final beat, race winners were Hugh Gill and Stephen Bolye from Sutton DC.

Race three had the first and only general recall of the event and the wind by now had dropped to N force 0-1. With a very even line, most boats opted to sail out in the hope of getting wind, if not a little tide, to push them along, even if this meant sitting in dirty wind for a time. The boats that tacked off to get clear air on the inside were also hoping the wind would fill in there, which it didn't, sending them to the back of the fleet. Race winners were John and Donal McGuinness from Moville, 2nd was Alastair Duffin and Steven Nelson from NSC.

From the previous week a deep depression had been forecast to hit Northern Ireland, giving strong to gale force winds, and it did not disappoint. The wind came through starting at W force 4-5 as just over two-thirds of the fleet set off for the fourth race. As the spinnakers were hoisted on the first reach, boats were planing fast, surfing off waves; the gybe mark picked off some casualties, but the bulk of the fleet stayed upright and finished a rather gruelling race. Winners were Paddy O'Connor and Tanya MacHale.

By the last race the wind had now increased to W 5-6 and some boats retired, leaving half the fleet still out. The receding tide and westerly wind made the sea state quite choppy and spinnaker reaches became very difficult to hold. The gybe and leeward marks picked off even more casualties. Only a couple of points separated the leading boats and the pressure was on to perform, resulting in capsizes at the top end of the fleet. Winners of race five were

John and Donal McGuinness, O'Connor and MacHale taking second, and Duffin and Nelson coming third.

Overall winners were Paddy O'Connor and Tanya MacHale from Sligo Yacht Club, second John and Donal McGuinness of Moville Boat Club and third Hugh Gill and Stephen Boyle from Sutton Dinghy Club.

Winners of the Sliver Fleet were Chris Scott and Mark Taylor from Lough Erne YC, whilst second place went to Simon Cully and Richard Street from Blessington SC and third to Ken and Ryan Loudan. Top Bronze fleet boat was Shay McGee and Paul Ruigrok from Skerries SC, Thomas and Paul Sexton from Sligo were second with Brian Andrews and Mark McGreehan from Newtownards in 3rd place.



# GP14 NORTH WEST AREA CHAMPIONSHIP 2005

ROYAL WINDERMERE YACHT CLUB

10 – 11 SEPTEMBER 2005.

The two-day meeting got off to a fine start, with twenty-seven boats taking part in two back-to-back races in North lake on Saturday afternoon, the first to a trapezoidal course, the second to an Olympic triangle and sausage, and both sailed in a steady, brisk north-easterly. In the first race, on the second lap Mike Senior and Chris Tattersall from Bolton SC in *Racey's Rocket*, and Justin Jones and Liz Pugh from South Staffs SC in *Too Fingers*, took over from Matt Mee and Andrew Brook from HLSC in *GP 13842*, and built up a convincing lead to take the first two places. In the second race, *Racey's Rocket* built a substantial lead over the first lap, before being luffed into third place behind the other two boats.

After a long wait for the wind on Sunday morning, only one race could be sailed, again in a good north-easterly, and this time *GP 13842* took the lead by the first mark and beat off all competition from the rest of the fleet to win the race.

*Racey's Rocket* triumphed with a first, second and third place to win the Championship and the middle order enjoyed varied and challenging sailing conditions.





# WEST LANCASHIRE Y.C. 24 HOUR RACE

**Report by Graham Knox (based on report by Ron Harper)**

**T**he helms and crews of the 77 teams assembled at Southport on 17th September may well have wondered about the race as they looked at the glassy Marine Lake at 11am. Boats on the water were stationary. The Race Officer's team was wondering about postponing the start and, indeed, considering how they could do so. It was looking as if, this year, GP 14s were not going to be favoured with an event in ultra light conditions. But someone pressed the right button just before noon and wind arrived in time for a fast downwind start.

In the first flight, Blackpool & Fleetwood set off at a cracking pace and sailed the fastest first two laps. Bolton suffered the indignity of an early penalty for hitting a mark though they were soon into the lead on the water, while West Lancs (B) –with no penalties- were leading the race overall. To those who are not familiar with the event, it is based on average lap times, after deduction of penalties, to decide overall results over the whole 24 hours. The wind was blowing between forces 3 and 4 for much of the time giving plenty of amusement for spectators as boats either planed away or capsized suddenly (quite often Enterprises!). There were one or two GP 14 withdrawals for repairs. The gybe mark 'A' at the northern end of the Lake often caused problems, as doing so with half centreboard and only a little rudder in the water is not good. Another problem that everyone had to contend with was the weed. Capsized boats brought up plenty of it.

There was close competition between the top five teams with place changing resulting from team handovers at critical times. A couple of teams from the second flight were gaining ground into the top ten (420 Class Assn. and Hollingworth Lake), while Dovestone were putting on a much improved performance from last year. As the afternoon wore on, a boat

collided with and capsized at 'D' mark. This should normally be taken to port; if taken to starboard it is acceptance of a penalty. No team would want to admit to this misfortune, it all happened in a flash!

As darkness fell, navigation lights were lit and the Dog Watch Trophy, for the fastest lap after 20.00hrs. was won by the 420 Class Association. They went on to win several other fastest lap trophies. By now the wind had increased to force 4-5 and quite a few had retired. 'D' mark suffered again when one boat sought to demolish totally and an emergency



buoy had to be put in place. The battle for the lead through the night was between Bolton, West Lancs. (A) and the 420 Class. Each took their turn. Keen spectators constantly watched the updated position reports on the computer screens.

When midday finally came on Sunday, the sky was brightening with sunshine and it was to be a

close run for the overall win. In the end it went to Bolton (again!) with a one-second average lap advantage over West Lancs. GPs took the first eight places overall. At the prize giving, the Mayor promised to try and have the weed problem solved before next year's 40th anniversary event. West Lancashire Yacht Club promise something special to celebrate it.

## RESULTS

1st	Bolton (A)	101.75 net laps	avg. lap time	12m. 45s
2nd	West Lancs. (A)	101 net laps	avg. lap time	12m. 46s
3rd	420 Class Association	101 net laps	avg. lap time	12m. 49s
4th	Blackpool & Fleetwood	99 net laps	avg. lap time	13m. 01s
5th	Bassenthwaite	98.50 net laps	avg. lap time	13m. 02s
6th	Hollingworth Lake	98 net laps	avg. lap time	13m. 08s
7th	Dovestone	97 net laps	avg. lap time	13m. 14s
8th	Chasewater (A)	96 net laps	avg. lap time	13m. 23s

## 2006 World Championship

The Notice of Race and Entry Form will be available from the Worlds' website: [www.gpworldssligo.com](http://www.gpworldssligo.com)

## 2006 U.K. National Championship

The Notice of Race and Entry Form will be available from the GP14 website: [www.gp14class.org.uk](http://www.gp14class.org.uk)

If you would like to receive these by post, please phone the Office: 01270 212 290



# The Endeavour Trophy

**T**he Endeavour Trophy, was held over the weekend of 8-9 October at the Royal Corinthian Yacht Club in Burnham, Essex. Commonly known as the Champion of Champions, this race is unique in the UK's sailing calendar, being open only to invited helms and crews who have won their respective class national championship during the season. It was sailed in a fleet of Topper Xenons, a new double-hander launched this summer. We were proud to have Graham Nelson represent the GP Class, with crew Mike Senior, but it was a tough challenge as you can see ...

I'm sorry to report that my performance in the Endeavour Trophy was an embarrassment to myself and to the GP class. We finished 16th overall and any number of GP sailors from this year's Nationals could have put up a better showing than that!

All weekend my starting was terrible, which was the root of the problem. It was critical to start very close to the favoured end to stand any chance in the races and the tide was pushing the fleet up to the line which, combined with the use of the black flag in virtually every start, made the task even more tricky. The line was heavily port-end biased for all of the first day and starting in the middle was a hopeless tactic. The boats which could tack and cross from the pin end pretty much had the race wrapped up about 10 seconds after the start, as the beats were so short that they would never be caught. The only time there was an even line was in the final race.

I attempted to start right at the committee boat end but got it wrong and was black-flagged. This wasn't a great addition to the retirement in race 2, but was all I deserved.

I seem to really struggle at this type of inland sailing, being much more comfortable on open sea courses. My instinct is usually to try to start cleanly, away from the ends of the line and then work on boatspeed, which is quite often a decent tactic on large open courses, but is no good in this type of short course racing, so I was outside my comfort zone all weekend! Obviously we were very disappointed with the result, but it was an honour to have represented the GP class in the Endeavour Trophy and Mike and I had a great time despite my shortcomings over the weekend.

Graham Nelson

## One Day Course for Measurers

Various people have expressed interest in training to become full measurers for the GP14. Brian Lester will be running a one-day course in the Spring, either in the Midlands or the north west. If you are interested in becoming a full measurer, please contact the Office: 01270 212 290



# Technique

**A**nother in our series of advice from top helms – this time from Graham Nelson, winner of the 2005 National Championships.

## Helm and crew roles in deciding tactics.

### *Helm's role.*

- You decide the tactics but discuss them with your crew.
- Always have a plan.
- Try to make decisions for a reason. Even if it's wrong, it's better than having no reason at all. For example, if you decide to go left to stay out of the tide, but the right side pays because there was a shift, then that's fine; the decision was made for a valid reason.
- Take responsibility for the decision-making and make the reason YOUR reason, not someone else's. You should have a good idea of how you'd like to tackle the first beat before the start. Very often, going a particular way because someone else is, isn't YOUR reason, it's theirs. For example, deciding to go left because Richard Estaugh does, isn't a good decision-making process, even if it turns out to be correct. Of course, there will be times when you will want to cover or stay in touch with another competitor, usually later in a race or series, and this will be fine, as in this case it will be a tactical decision made for your own reasons.
- Ask the crew to provide you with any specific information such as where another boat is, or how boats on one side of the beat are doing.
- Know the course.

### *Crew's role.*

- Provide the helm with information about how the race is going.
- Discuss tactics with helm but don't say what your tactics would be unless you have pre-arranged this between yourselves. You are just as likely to be wrong as your helm and will create doubt in their mind if your opinions are different.
- Try to keep the helm thinking of productive things. For example, ask questions such as How are the boats to windward looking? Can you see any pressure anywhere? Is this a header? (Try to avoid leading questions such as Do you think we ought to be tacking sometime soon? as this is just as bad as telling them what to do!) Even if you know the answer to a question yourself, it can sometimes be good to keep a dialogue going. If you're going to get to the mark in good shape, the only thing that will get you there is the helm's brain, so consider it your job to keep it well-oiled and ticking over!
- Do not berate the helm when a decision goes wrong, as long as it was made for a good reason. This would suffocate the freedom and flair of the helm's decision-making. (If the helm makes a really stupid mistake, then it's okay to shout a bit!)
- Know the course, independently of your helm.

Finally, remember you don't have to be good to win, just less bad than everyone else! Don't waste energy concentrating on trying to be a tactical genius; simply having patience and making fewer mistakes than others will usually be good enough to do very well.



## Technical Bits

# The new floor layout in the Duffin GP

I have been asked to put a few words together about the new floor layout in the Series 2A. Anyone who knows me will know I am not great at writing. So here goes.

What most of you don't know is that when the Series 2 was first being planned it was not to have self-bailers. The first prototype that I made had no bailers, but unfortunately the floor shape would not allow the water to drain out of the back and I had to put two bailers in it.

Then, about 7 years ago, I was asked to build a boat that would incorporate three new ideas:

1. Through deck sheeting - which was passed by the Committee the following year and has been a great success
2. That the boat should sit lower in the water when capsized and the rate at which it turtled would be slowed.
3. That it would be self-draining and would not need self-bailers. This would save about £80 in bailers, and do away with the bailer boxes, which were always likely to cause trouble as the boat got older.

However, these last two ideas conflict with each other. To make the boat self-drain, the floor at the mast step must be as high as possible, with the floor dropping to the transom, but this gives more buoyancy in the centre of the boat, which means it floats higher in the water. So to counteract this, I reduced the floor height on the outside of the hull, and moved the forward tank forward by 8 inches and reduced the buoyancy in the side tanks at the transom; by doing this the boat sits about 50 - 65mm in the water when on its side.

The first boat did not have slots in the centerboard case for the water to drain out for the first year. The floor round the area of the slot has been reduced to help the water to go out. There were three boats made in all, and each was slightly different. The third one I have sailed for the past three years, and it is the one that the current Series 2A is taken from. I have been sailing one with the modified floors for the past six years and would not want to go back to the old floor. Everyone who has one of the new boats seems to be very happy with the way the floor and the hole in the centerboard case drains the water.

*The plans for the alternative floor layout are now available from the Office -Ed*

**by Alastair Duffin.**



*Alastair Duffin. Photograph by Bob Torrens*



# Winter Warmers

By Liz Hall

**A**re you sailing throughout the winter? Perhaps doing one of the New Year's Day races or the short Series with cheerful names like Frostbite or Icebreaker? Even if you are 'laid up' until the Spring, it can be colder in March and April, when you start again, than it is in Autumn. Time to look for something warmer than shorts and t-shirt. There is a bewildering array of gear on offer, so I asked Geoff O'Neill, a very experienced sailor and co-owner of my local chandlers, the Welsh Harp Boat Centre, for advice.

## *Where shall we start?*

Well, most of your body heat is lost through the head, so let's start there. There are basically three types of hat on offer – lightweight ones made of Thinsulate (or similar) are the cheapest, then there are the knitted ones, which have the advantage of clinging to your head and not blowing off so easily. For really cold weather the fleece ones are the warmest and they dry out more quickly if they get wet. Don't forget to cover your neck as well – to avoid getting a stiff neck or headache. The neatest solution is a neck tube. Or a balaclava – they also come in various weights of material.

## *Many people wonder whether to invest in a drysuit.*

Drysuits have improved recently and have come down in price. You can buy a basic, non-breathable one for about £100. Those in the mid-price range (£200+) are made of more flexible material, usually fully breathable. They come with front or back zip (if you have a back zip, you need a friend!) and there is also a choice of neoprene or latex collars and wrist cuffs. (Feet are always latex).

## *What's the difference?*

Latex gives you a better seal and is thinner – however many people dislike the feel of it especially round the neck, though if it is fitted properly, you quickly get used to it. The neoprene seals are bulkier and less waterproof, but they feel warmer. And although they may gradually loosen over time, they don't suddenly collapse as the latex seals are prone to do after a few years – seals can be replaced of course, so this is not a major issue.

## *What do you wear under a dry-suit?*

A base layer of underwear made of a material that will wick away your sweat – this is most important. Cotton does not work and will leave you in a pool of cold sweat. You can mix and match light, medium and heavy-weight thermals depending on the conditions – remember too that underwear can provide valuable padding. The cheapest underwear solution is the 'woolly bear' – a one-piece fleece. I discovered by accident that my feet were much warmer not wearing socks (socks tend to bulk up your feet in your boots, stopping circulation), but you should wear neoprene boots, perhaps slightly over-size, and you may need to use a thin sock or pop-sock over the latex foot to make it easier to get the boot on and off.





*I can see drysuits are a simple solution – one article of clothing will keep out the cold and the rain, the spray and protect you in a capsized. But are they the first items of clothing you would recommend sailors to buy?*

If you're starting from scratch – if, for example, you've just learnt to sail – then it might be best to buy a collection of items based around a wet suit. The initial cost will be higher, but you have flexible solutions for sailing all year round. The wetsuit can be a shortie, or one with legs and sleeves that you add on, and it can have a matching jacket for winter use. Under it you shouldn't wear cotton, but you can buy a close-fitting rash vest, made of lycra. Since this has a UV filter, you'll find it very useful in the summer too – they've become quite trendy. Over a wet suit, it is essential to wear hi-fit trousers and a splash-proof or waterproof smock, in order to avoid wind-chill when you get wet – for whatever reason!

*Most people already have a waterproof top they can use.*

True, but spray-tops are more streamlined, usually fully breathable and the thicker material won't get pulled into blocks or easily torn. Your buoyancy aid should go outside your top.

*I've heard there's something called a Speed Skin on the market. What is it?*

It's a one-piece – half neoprene, half fleece, costing about £100. It's flexible and showerproof, so can be used on its own in the summer or under a dry-suit during the winter.

*What about extremities?*

Choosing gloves is fairly straightforward: there are many lightweight ones designed simply to stop you getting blisters, but for winter wear you need gloves with a mixture of neoprene and synthetic leather. You have the choice of short fingers, long fingers or long fingers with the thumb and first finger short for undoing knots.

There are also fully waterproof, all neoprene dry gloves, but they are a bit inflexible for dinghy use. Some people swear by Marigolds.

Boots made of neoprene are going to keep you warmer in winter. Different makes come in slightly different widths – Gull, Crew saver and Gill Trapeze are best for narrow feet, Ronstan, Typhoon and Gill Hikers are better for wider feet. Pay attention to the treads – there are two kinds – razor cut treads which are very efficient, but result in a stiffer boot, and moulded treads, which can wear flat over time – and should be changed as soon as they lose their grip. Different treads work better on different boat surfaces.

*Thank you very much, Geoff. Any final thoughts?*

It's important to have these items fitted properly, so go along to your local chandler who will have years of experience and will be able to offer advice. Alternatively, if you don't mind the crowds, the boat shows are a great place to buy, especially the dinghy show in March at London's Alexandra Palace.

And don't forget, you'll need a bag to put all the gear in!

by Liz hall



# Round The Class

## News from London and the South East

**T**his is my last report from the Southern Area, as Ian Campbell from BTYC was elected Area Rep at the Fleet Captains' meeting in October. I'm delighted to welcome him and I'm sure he'll do a great job. We would also like to welcome David Innes from Frensham onto the Area Committee. They've both got interesting ideas for promoting the Class next year and building on the strengths of our Area – which is numerically one of the largest in the country.

### *Southern Travellers 2005*

We regained one Open meeting this year, Leigh on Sea, but lost two others because of the Masters at the Welsh Harp and the Nationals at Poole. We hope to get these two back next year, but unfortunately we will lose Chichester, which is a blow as it is an excellent venue. There were six qualifiers, down on last year; the overall winners were Mike Abbott and Marie Ryan from BTYC Sailsports, with James Ward and Richard Whitehill from Papercourt second (again!), Roger Walton and Ben Evans from BTYC third, followed by Bob Baldwin and Spencer Meyer from Warsash. The full results are on the website – follow the Area link.

Attendance at the Opens was about the same on average as last year – not as high as it might have been. There were three BTYC boats (not always the same ones) at every meeting, plus Mike and Geoff from North Herts, East Beds SC. Several other erstwhile regulars have not been travelling so frequently or not at all. The main loss has been from Frensham Pond, so long a stronghold of the GP – which shows we cannot get complacent, even about currently strong fleets.

### *National Events Attendance*

Having the Masters and Nationals in the Area attracted many local sailors. Just under half of the Masters were from the Area, though sadly most of them ended in the lower half of the fleet. The Poole sailors are rarely persuaded to venture from their home water, but they turned out in force for the Nationals and were joined by 9 boats from the Welsh Harp and a sprinkling of others from the south. Both events had good weather and were much enjoyed by the participants. There was a Welsh Harp team at the Southport 24-hour race and four Harp boats attended the Inlands in Burton; we also expect some entries in the Youth Nationals at the end of October. I see that most of next year's national events take place in the north-west corner of the country, so we will see how far southerners are prepared to travel – some from BTYC are already preparing to go to the Worlds in Sligo

### *Southern Area Championships*

These were poorly attended, despite being at Brightlingsea, on an interesting part of the Essex coast. There were only 14 boats, half of them from the south. However, it was very good to see boats from Tollesbury, a nearby club, and I hope we may be able to visit the area again, perhaps for an Open meeting.



### ***Club Racing and Cruising***

There is excellent racing at club level, with strong fleets at Poole and the Harp, also at Hampton and Frensham Pond. Other clubs do not seem to be increasing their racing fleets although there are plenty of members who enjoy recreational sailing. There has been an exciting and popular (up to 20 boats) programme of cruises in Chichester harbour and in the Hamble, though it's not clear how many GPs joined them. Brian Bostock will be promoting them again next year.

### ***Training***

There has been no training organised by the Class in the Area this summer, a lack which both Ian and David want to address next year. There are two strands to this – bringing new people into the Class by offering dinghy training in the GP; and improving the racing skills of others – especially those who would like to travel or compete nationally.

### ***Website***

The SE Area website is looking really good and many thanks should go to Mike Gearing for maintaining it and to others who send results and photos etc. Please keep your contributions coming – and remember I need stuff for Mainsail as well.

### ***S.E. Area Committee Contact Details***

**Ian Campbell**, 07801 258 122,  
ian.campbell@davyprotech.com (Area rep)

**Mike Abbott**, 7266 1831,  
abbottmail@dsl.pipex.com (results)

**Brian Bostock**, 01293 882 732,  
bsbostock@tiscali.co.uk (cruising)

**Michael Gearing**, 01462 643 330,  
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**David Innes**, 01483 573 543, 07711 819  
990, davidinnes@campbellreith.com

**Liz Hall**, 020 8731 8083, lizhall@  
care4free.net



*Mike Abbott and Marie Ryan winners of the 2005 Southern Travellers Trophy, Photo David Hawkins*



# North West Area Rep Report

**Y**es – I've gone and done it even though I said I wouldn't – I have bought a white plastic boat from Phil Smith and Mike Cowan from Bassenthwaite, number 13791. I did fancy a new wooden Duffin after seeing Mandy Mitchell's from Winsford Flash. You can't help but admire the craftsmanship and looks of a wooden boat, but finances wouldn't stretch that far and, for practical reasons, I bought plastic. It's going very well, although I've been sliding around it a lot. Chris loves the through-deck sheeting - no more cleats to sit on.

It's October already and the end of the season is fast approaching. At Bolton SC we are praying for rain as the reservoir is well down - and we are not the only ones. Burwain SC had to cancel its Open due to lack of water, and I am sure there are other Clubs struggling to sail on a puddle.

## Nationals

We can't complain though, as we have had a fantastic summer for a change. At the Nationals at Poole for instance, Chris and I sailed nearly everyday in shorts and T Shirts. Some people, however, were more cautious. You would think that two young lads from Up North would be more hardy souls. However, John Telford and Andy Smith from Bassenthwaite SC dressed in full dry suit for the first race, with everyone asking WHY? I think they knew that the weather would be fairly light that week so they were trying to sweat out a few pounds. Congratulations to Graham Nelson and Mike Senior for winning the Nationals. I am sure there will be other write-ups about the racing, but did you know their secret weapon? The chocks they used in the mast were specially made and painted up in the shape of football shirts with names such as Rooney and Renaldo. Who went in the mast gate depended on what tactics they were using, eg defensive or attacking. I also remember a conversation on the Saturday before the start of the Nationals. Graham and Mike were sat in the bar studying the Sailing

Instructions and Graham commented that the Championship might depend on knowing and remembering the rules and courses! How true!

Ian Dobson and Andy Tunnicliffe from Burwain also did extremely well, finishing third overall. What did you think of the flight system? Make your views known to the Association whether you think it was good or bad.

## North West Areas.

A total of 27 boats took part compared to 40 at Bassenthwaite the previous year. These included 5 boats from the Midlands – where were you all? You missed a great weekend. Even though Matt Mee and Andrew Brook from Hollingworth Lake won two of the races, it was Mike Senior and Chris Tatersall who won the event overall, because of their consistent results, with Justine Jones in second and Matt Mee third. As there will be a race report elsewhere in Mainsail I will report on the evening entertainment. A whole group of us went to the 'Hole int Wall' Pub for a pre-dinner drink before returning to RWYC for the evening meal. On arrival at RWYC, I disappeared to the loo, whilst my other half went to purchase a bottle of wine. On going upstairs for the meal, we found that the rest of our group had mixed themselves amongst spaces on the other tables and the only place for us to sit was on a very large table that was just being assembled. Chris and I sat down whilst a dazzling white



tablecloth was laid in front of us. Next the wine glasses appeared and the wine was poured out for us. Next was a candle followed by a flower. By this stage everyone was looking at us and, to top it off, we were then serenaded by Bob Theobald with his guitar. Thanks guys.

The evening went on from there. Silly games were organised one of which was to pick a piece of paper up from the floor using your teeth and without letting your hands touch the floor. Doing near enough the splits seemed to be the best way, with some excellent displays from both men and ladies. Lynn Lawson was one of the winners - I don't know how she could walk next day. Other people threw themselves into it without thinking of the consequences. One sailor from the North West was experiencing a little discomfort after being too enthusiastic straddling the paper. A lady mentioned she had some magic cream that would help his urgent need. The pair retired to the privacy and darkness of the balcony to apply the cream. Imagine the scene in the half-light - the sailor with his trousers around his ankles and the lady applying the cream to his inside leg. Who should venture outside at this point but Graham Knox? (Names not supplied to protect the innocent). The evening was rounded off listening to the delights of Bob Theobald and his band.

### **Northern Bell Series**

On a more serious note, the Series has two events remaining at the time of writing and Martin Brennan and Alistair Knott from Hollingworth Lake SC are leading by half a point from Bill Kenyon and Chris Bowmer from Budworth SC. Gareth Hughes and Dave O'Callaghan look like they have won the Silver Fleet and Bronze Position is between Dave and Phillip Briggs from Bolton SC and Mandy Mitchell and Jon Close from Winsford, although Dave Briggs has the edge. There have

definitely been fewer people travelling this year and the number of qualifiers has diminished over the last few years. A Fleet Captains' meeting will be held in November or December; this is the time to make your views heard. What improvements can be made? Are there too many events? Do you agree with the points system? Also, it looks as if I will be doing the job of North West Area Rep. for another year and I really did not want to do it again next year. Is there no one out there willing to take on the role? It will stop me writing things about you that you may not want to go to print.

### **Other News**

A better entry this year of 77 boats in total from across the Country took part in the Southport 24 Hour Race. There was more of a buzz on the Friday night with people bringing their boats early and joining in the evening entertainment. Despite Mike Senior having one too many, he was bright and breezy the following day for the start of the racing. However the lake looked like a mirror and it was seconds before the gun that the wind suddenly kicked in, as if to order. The lead continually changed during the event, but despite a ? lap penalty, Bolton SC A Team managed to take the winner's podium, with second place going to WLYC B Team. Blackpool & Fleetwood came 4th, Bassenthwaite 5th, Hollingworth Lake 6th, Dovestone 7th and WLYC A Team 9th. Not a bad effort by the North West Area.

Finally congratulations to Ian Platt and Chris Jolly who won the Inland Championships at Burton SC on 1/2 October. Even they were surprised that they won, with a capsized on Saturday and winning the final race on Sunday.

**Julie Waddington**  
jwadding13115@ukonline.co.uk



# South Wales Area Winter 2005 News

I start this piece with an appeal. I feel that as I'm always wearing two hats, those of President and of South Wales Area Rep, I'm falling down on representing the South Wales Area. I haven't been able to regenerate the area as I would have wished. Yes, I've had some success in Neyland, but that's in the main down to some individuals within Neyland and not me. So, could somebody please make themselves available to become the South Wales Area Rep. I'm quite happy to talk to anyone who wants to know what the commitments are, so please give me a call; my number's in the Handbook as well as my email address.

Also a second appeal and I promise it's not related to the first. If you currently sail a GP14 in South Wales, could you please contact me as I'd like to come and see where you sail and, if at all possible, get some of you together to discuss the possibility of getting a South Wales event held next year, at a level below the Area Championships (just in case that's the reason why I don't see you at that particular event).

Numbers attending the South Wales Areas were well down on last year. However, because of generous sponsorship from a local firm, Crofts Davies & Co., an enjoyable series was held at Cardiff Bay and surprised, but deserved winners were Dave Pickering and Linda Estaugh from South Staffs SC. This was Dave's maiden victory and he knew at the start of the last race that the result of the

Championship depended on who won it. When you consider that Dave won that race from Richard Instone, Grand Prix winner, and Graham Flynn, 4th in the Grand Prix, you'll understand why I say it was a deserved win. Dave and Lynda were just faster than everybody else that weekend!

I'd like to take this opportunity to thank the Midlanders for coming down again in numbers; it is much appreciated and you are always welcome. I hear what you say and will do my best to accommodate you on the choice of venue next year.

Finally it seems too early to be doing this, but may I wish you all a Merry Christmas and a Happy New Year.

Paul Simes

## Chipstow Boatyards

Oak Road, Downham, Billericay

Essex, CM11 1QF

[www.Chipstow.co.uk](http://www.Chipstow.co.uk)

[info@chipstow.co.uk](mailto:info@chipstow.co.uk) - Phone 01268710111



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## North Wales News

**I** finally caught up with Andy McNamara, the new North Wales Area Rep, by phone the evening before he set off on holiday, and he asked me to say a few words on his behalf.

Plans for the North Wales Area Championship are well advanced. The venue is Llandudno, Andy's home club, the date 17/18 June 2006. Paul Moreton will be the OOD and expects to use gate starts. Andy has negotiated special rates with various B&Bs and hotels – including his own, the Annan Hotel – so that competitors can stay on Friday and Saturday nights for a reasonable price. Parking is apparently a nightmare in Llandudno, so he is offering the use of the Annan's large car park if you can't find somewhere to stay that has its own parking. There is also cheap camping at Dinas Hall. A good social evening is being organised for the Saturday night.

Andy is looking forward to being Area Rep and hopes to improve links between people and between clubs in the area. He is busily raising the profile of the boat at the Club by winning lots of trophies, and finds that many of the younger sailors are impressed with the modern GP, which they have never come across before – indeed, one of them is about to go off to the youth training week in Plas Menai. Anyone with a GP who can get to Llandudno this winter is welcome to come and join in the racing – they sail until mid-November and start again in March. Please contact him on 01492 877 159, email: [reservations@annanhotel.co.uk](mailto:reservations@annanhotel.co.uk)

Liz, editor

## News from Scotland

### - Around the Cumbraes Handicap Dinghies Race (CSSC)

**C**astle Semple SC members and crews representing CSSC and the GP14 Association took part in the Largs Regatta Week Around the Cumbrae Isles Race. Allen and Chris Seymour in 11505 narrowly beat Paul O'Neil and Steve Anderson in 13243 by a mere 21 seconds after being on the water for 2 ? hrs. The 2 crews managed to finish third and fourth respectively, in front of the home crews.

The club would like to acknowledge the support and assistance from Duncan Greenhaugh of Annandale SC as reported in the Scottish Area Report in the summer issue of Mainsail.

CSSC club is trying to build up its GP14 fleet. Despite being in existence for fifty years the club had been on the point of folding, but hopefully we have turned the corner and we are now attracting family membership. It is very encouraging to see younger members

qualifying as RYA Dinghy Instructors, with others to follow. The club has managed to acquire 10 GP14s at a nominal cost, keeping 2 of the best and disposing of the others to club members.

There is a great opportunity to raise the profile of the GP14 in Scotland at next year's Around the Cumbrae Isles Race; CSSC club members are already indicating an interest in taking part.

Allen Seymour



# GP14 Guernsey newsletter

**A**lthough 2005 saw a few welcome additions to the GP fleet, other commitments have attended to restrict the number of boats on the water. Tuesday evenings continue to be the most popular times with up to six GPs battling it out. Sunday mornings were less well attended with very few boats taking part. Tuesday's Boatworks + Series was hard fought by a mixed handicapped fleet, but the GP14s dominated, ending up 1st, 3rd and 4th.

Championship week started with a glorious first day with sunshine and good breezes, but both faded as the week went on. With strong tides, the lack of wind favoured the RS400's and they scored 1st and 3rd, but GP's made 2nd, 4th and 5th. Other Series tell similar stories, with the Guernsey GPs always somewhere on the podium at the end.

The highlight of the year for Adam and myself was the Nationals. Those of you who did not go missed an excellent week. Planning started way back in the winter, juggling with the logistics of who was going, accommodation etc, etc. In the end only Adam and I headed for Poole and, if you have not already heard, the method of transport was not entirely conventional for a GP!

Yes, it is possible to roof-rack one, especially if you only have to drive a few hundred yards - and it saved a few hundred quid!

The wind may have been fickle, but Laurence did an excellent job of course-setting which, along with the flight system, gave very close racing. Even we had our moments at the front! Consistency was not our strong point, but we were very pleased to end 8th in the silver fleet, just in the top half overall, which was not bad for a first shot at any GP national event. The organisers of the Nationals did a fantastic job and must all be congratulated. Now is the time to let the committee know what you felt about the event and, possibly more importantly, why you did not go if you were one of those who stayed away. Packing up the tent in the sunshine, we were sad the week was over; hopefully, we will be back in Sligo next year.

After a week off looking after my kids (sitting on the beach watching them play, splashing on the suntan lotion etc), I felt inclined to go back in



*Description Text*





the GP. The tide and forecast for Sunday were perfect for a trip around the Island, some 22 miles. At 11.40 I sailed from St Peter Port Harbour with the delightful Sarah Creasey and turned left. A gentle beat on the last of the north-going tide up the Little Russel, past Houmet Paridis and Beacette Marina, to catch the new westerly tide over the top of Guernsey. Bearing off around Chouet headland we surged down the west coast on the spring tide, sometimes a little too fast as we skipped between the boues and rocks of the inside passages.

We encountered a little rough water on the outside of Lihou Island and then set the spinnaker for a run into Portlet Harbour for lunch, about 2 ? hours after setting off. At about 3 in the afternoon the tide had changed to give a spinnaker run in hot sunshine along the south coast of Guernsey and around St Martins point into the approaches for St Peter Port Harbour again. Only then did the wind pick up enough to require both of us sitting out and the chance of getting our shorts wet! By 17.30 we were back ashore, sipping our drinks on the GYC balcony. Allowing for lunch, that makes an average speed of some 6 knots. I have rowed, motored and yachted around the Island before, but have never sailed around in a dinghy. It might have taken 30 years to get round, but it was a perfect day out.

Phil Hossell and I have promised to try and put something together for the cruising section of the GP` s in Guernsey and can only hope it is as good as my sail around Guernsey. If you are in Guernsey for any reason, please get in touch, either to borrow a boat, join in a race or just share a beer or two.

I wish you all good health and great sailing,

**Dave Le Page**

GP 13434 Dorothy

Tel 01481 251397 Or 07781 133601

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# Cruising Corner

**P**oole lived up to its promise of being an excellent Cruising Week, and we had a good turnout with a dozen boats. Many thanks to leader Philip Hoath who sailed with us, and to John and others in the escort boat who, with many Poole members, gave up their time to make it such a good week. We were blessed with warm sunny weather, perhaps at the expense of some wind, but by the afternoon the sea breeze would come to our aid.

Once again it was good to meet old friends and make new ones, and there was a refreshing enthusiasm for increasing the amount of cruising we do. I often think there are members out there who would enjoy cruising, but have not tried it. Please let me know of your interest, and I can keep you informed. Or maybe you know someone with a GP who is not a member; tell them about cruising, it might be a reason for them to join.

Do not forget the cruising week at Sligo next year, commencing 29 July. Other cruising opportunities are to be arranged; if your club can offer a suitable event, please let me know.

*Happy Sailing*

Ivan Washington

Cruising Rep. GP 8015/13744

Tel: 01625 873646, e-mail: [ivan@no9.co.uk](mailto:ivan@no9.co.uk)

## *Weir Quay 2005 Cruising weekend*

**T**he August Bank holiday weekend cruising event has been hosted annually by our friends at Weir Quay Sailing Club for approx 12 years and we were looking forward to the event once again.

After a very early arrival at the campsite - some had travelled all night - the damp rolling mists and later downpour and the unfavourable tides promised a disappointing weekend, but the arrival of familiar faces soon brightened things up. The site of the new Lomas 'des res' was something to behold; taking up the whole south side of the camping site, the 8-berth tent and attached gazebo would make even Col.Gadaffi green.

After the damp and gloomy start, the sun came out with the arrival of the stragglers and, after a quick victualling sortie for essential BBQ

supplies of beer and wine, a short trip up river, to see how far we could get, was agreed. The 'boys' and Cynthia, never one to be stuck on the beach, set out against a foul tide, while the girls relaxed under the shade of Charles's palatial awning. With hindsight, the girls had the better afternoon, as the fleet only managed to circumnavigate past the first bend in the river and Ivan and Edward attained a fleeting glimpse of the second.

However, the Saturday evening meal in Bere Ferres was a wild affair, with the visitors showing the locals how it was done - as Jenny



will concede as she slipped below the gunwhale of the table in the corner.

Sunday morning was a gloomy affair, mainly due to no Tony Le Chef and his Devon Fry, so the campers were left to fend for themselves. Now Charles, having his ear to the mud, had anticipated this scenario and promptly wheeled out his 6-burner mobile Aga, fully equipped with a gas cylinder constructed from the shell of a disarmed Marconi Mk8 torpedo. Teena, determined not to be outdone, whipped out her dainty French single burner and, balancing it on a brick, proceeded to cook her eggs and Ted's bacon in record time, al fresco, sandwiched between the tent and fence overlooking the mudflats of the Tamar. A deal was struck with Charles for char-grade hot water in return for 'real' milk, and breakfast was a winner.

Tides were against us again on Sunday but, with a little more wind, it was agreed by all (excluding the Washingtons) that an early start was required in order to fight our way up river again to Cothele and the attraction of Ye Olde Cornishe Ice Creame parlour on the wild untamed Cornish side of the Tamar.

This time Dorrett was duped into crewing, on the plain understanding that there was to be no tacking and definitely no gybing, but we were to take a straight route, and also that there was a recently opened designer clothing emporium adjoining the Tamar River Ship Museum.

It was prudently decided to withhold the name of Charles to HM Coastguard due to the anticipated panic and mayhem this information would (from previous encounters with this individual) cause, and the potential loss of life in the Inshore Shipping Lanes.

This being a major expedition and with the lack of rescue facilities, Ivan quickly set up a mobile command post (next door to the WQ kitchen

and fridge) and issued the fleet radio officers (also doubling as crews) with state of the art German built Krypton satellite 'walkie talkies' courtesy of Mr Aldi, promising he would co-ordinate relaying of shipping forecasts and land and airborne rescue facilities with HM Coastguard.

However, guidance notes on communications protocol were in German and of no use to man nor sailor, so Ivan's training was 'just press this button and talk but keep it short, as I could only afford cheap batteries'.

After approx. 2-3 hours of inching our way up the Tamar and Charles throwing in a couple of unexpected tacks, the following dialogue was broadcast for the whole of South Western shipping areas of Irish Sea & Biscay;

Dorrett "Hello everybody, can we turn back now as I'm fed up now as Charles keeps doing this tacking thing, and he promised he wouldn't"

Ted (who has been on an RYA course) "Come in Yellow Duck, this is Opus One, it's not far now, just round the next bend and I'm desperate for a double summer fruits ice-cream, Over"

Dorrett (quick on the uptake, but hard of hearing) 'Oh, Oh hello Hopeless John, this is Silky Hippo, not Yellow Duck, OK, but tell Charles to go in a straight line, Jolly Roger'

Visions of HM Coastguard rolling in the aisles, wiping away the tears!

At Cotehele, it was Cynthia who found the mud, slipping in up to her knees while attaching fenders to Opus One. She had brought them all the way from Cheltenham and was determined to use them. After the obligatory Cornish ice cream, it was an uneventful drift down with the tide back to WQ.



Congratulations to Edward and Richard who, being last off the beach (as per customary Washington etiquette, where food - even if it is ice cream - comes first) stormed through to land on WQ slip first, due largely to the crew of 'Hopeless John' refusing to fly the spinnaker as it did not match the sails and, especially, because of the rough patchwork repair job where Chase mice had wintered some years previously and nibbled at the fabric.

The Sunday evening BBQ is always the highlight of the weekend and this time was no exception but Teena, seeing the extent of the second victualling expedition to Tavistock by Chris, decided to call the neighbours for 'hors d'uvres' by sending smoke signals on her 'Veggie' BBQ. The rest of the evening is a mite hazy for the author, but the roasted apples from Sally's orchard tasted fine.

Monday came too early for everybody. Due to the non-existence of the designer clothing emporium at Cotehele, Dorrett insisted Charles take her to a proper shop, and Cynthia had an important TV gardening documentary she was filming with Alan Titchmarsh, and the Washingtons were nowhere to be seen. It was time to say goodbye to WQ for another year.

But what about the sailing you ask? What sailing! We do it for the fun, the company and the beer!

PS, if anybody finds any remnants of GP14 top and bottom covers along the M5 between Exeter and Cheltenham, please inform Cynthia c/o GP14 Association, as when she pulled into Whitefriars SC they were nowhere to be seen.

Ted Kurcaba

## ***CRUISING MEMORANDUM***

It is nearly two months since the Cruising Week took place at the Poole GP14 Nationals and, as Autumn approaches and we see an end to evening racing and cruising, it is good to reflect on what was a most successful event, both on and off the water. It is always a pleasure meeting GP sailors from other clubs and I could not have wished for a merrier bunch; the "Camaraderie" was very evident. Although the winds were mainly light, the weather was generally perfect for cruising. We achieved most of my planned programme - not going to Studland was my only real disappointment. I hope that those of you who came to Poole enjoyed the week and I hope that I will see you again at future events. (You are all forgiven for not doing your homework !!!)

I did see/surprise some of the cruisers/campers when I called in at Weir Quay on a return work trip from Cornwall. One major piece of news following on from the Nationals...David Le Page from Guernsey has talked to his Club GP14 sailors who have agreed to loan their boats, should we be interested in a cruising visit around the Channel Islands. I will shortly be

working in Jersey and have arranged to meet David over a weekend to discuss a possible trip...sounds great. Well, that's all for now; it only remains for me to thank all the cruisers who came to Poole, all the helpers on and off the water and last but not least, all my "Hoath Robinson" crews.

**Philip Hoath GP14 13081**



# MAN OVERBOARD !

*By Oliver L. Shaw*

**A** gentle coastal cruise along part of the Anglesey coast; from Traeth Bychan, round Point Lynas to Porth Eilian, the absolutely delightful little bay that nestles just under the west side of Lynas; picnic lunch there, then sail home – that was the plan. We were a threesome – a man I had recently met on the Internet and encouraged to buy a GP14, an old sailing friend from University days and myself, with 45 years experience of racing and cruising.

As the date approached, during the course of a week of idyllic weather at home it became very clear from the Atlantic synoptic charts that there was a strong likelihood of a serious blow on our chosen date. Don't you just love our British weather ..? A forecast of Force 4-7 suggested that conditions were likely to be marginal for sailing, and that we would have to abort our original passage plan, but it was not clear whether we would have to abort altogether or whether some more limited sailing would be possible.

On our arrival, a rapidly escalating wind confirmed that conditions were marginal for any sailing at all, but I took an informed and experienced decision that with deep reefs in both sails we could safely venture out for some exciting sailing if we stayed within the bay. I remain convinced that that decision was sound.

There was also some natural degree of disincentive to abort; the three of us had travelled long distances, converging from three different directions, for a date arranged some time in advance, and it was not going to be easy to arrange an alternative for some time. That is, of course, one of the classic ways for yachtsmen to get into trouble ...

John (not his real name) and I had perhaps half an hour's splendid sailing, while my old university friend took photographs of us from the shore, and we frequently came close inshore for her benefit, the intention being to pick her up

after the photo-shoot. We set out with the first reef in the main, and the genoa reefed to about standard jib size, and almost immediately we were planing like stink in the gusts; not quite the intention when cruising, and especially in near gale conditions and when the only boat on the water. We therefore immediately wound in more reef into the headsail, down to what in a yacht would be considered storm jib size - full marks to Rob Helyar's roller reefing gear - and then came ashore to pull down the second reef in the main, before going back out.

The capsize, when it came, was unexpected - we got a gust just at the wrong moment, while I was in the wrong part of the boat putting the self-bailers down, and I simply couldn't get my weight out quickly enough - but we were well prepared to cope with it, and ordinarily there would have been no problem.

There was no possibility of a dry capsize; to attempt to get over the side would simply have pulled the boat down on top of us, so helmsman and crew went into the water. We quickly righted her. Notwithstanding the textbook technique of dropping the sails first, my experience is that except in really extreme conditions it is worth at least one attempt with the sails still up; the quicker you can get her up and sailing again, the quicker you can sail her dry. This time however we didn't get away with it, and she was blown straight over again.



Again, not normally a problem; I dropped the main, and we prepared to right her. However she was now starting to invert, and because we were in shallow water at the time there was every risk that the mast would stick into the bottom; indeed I believe it had started to do so. The boat is well found and permanently equipped for cruising, so I lashed together two buoyant fenders as a float and worked these out along the mast to provide lift, while my crew applied his weight to the centreboard. That brought her upright, but I was now some 15 to 20 feet from the hull, and I had never realised until then that a waterlogged boat could be blown downwind faster than I could swim, so I had not thought to tie myself on.

From that moment we were in trouble. Realising that there was nothing that I could do to assist my crew, and that he was unable to assist me, I did the only thing possible and started swimming for the leeward arm of the bay, the nearest part of the shore that I had any chance of reaching.

I was immensely relieved to see the maroons go up at Moelfre. Within only minutes (it seemed) the Inshore Lifeboat appeared, rendezvoused with the GP, and then came on to recover me out of the water. They took me ashore and then returned to the GP to recover my crew. Somewhat to my surprise, they took him into the ILB and then attempted to tow the empty and waterlogged GP, which promptly capsized again, so they cut her adrift.

Having landed my crew they went back for the GP, which by now had blown a long way downwind and I deduce she must have fetched up on the rocks at Moelfre. She was eventually recovered successfully, more or less intact but with a broken mast and some damage to the port side.

### *Several lessons were learned:*

1. In such extreme conditions, assume from the outset that the self-bailers will be needed, and that you will be sailing fast enough for them not to let in water, so put them down as soon as you launch, to avoid being caught out by a gust putting them down later.
2. When righting with sails still up, it is vitally important to check that all sheets are out of the jam cleats, and if you have headsail roller gear then furl the sail; it only takes a moment, and only a moment to reset the sail once you are back aboard, but it massively reduces the windage when she comes up.
3. Always tie on before swimming out along the mast.
4. I carry a waterproof hand-held VHF but it was in the boat, with a crew who was not familiar with it. In future in such conditions I will have it on my person.
5. While working on the boat, a buoyancy aid was probably the right kit, but once I got separated I would have been far safer with a full lifejacket.
6. Before going afloat, fully brief your crew – especially when sailing with someone new – as to exactly what safety gear you have aboard and where everything is stowed. When John was unexpectedly stranded on his own he would have liked a bucket available for baling and did not notice that the spinnaker was stowed one; he would have used a VHF to call for assistance had he known there was one aboard; he would have found a rope step immensely helpful forgetting back aboard out of the water, but had not thought of tying a loop in the mainsheet to provide one.



7. If overboard and being rescued by a lifeboat (or any other vessel), and if still reasonably capable of functioning, ask to be put back on board one's own boat and then towed ashore; I could still have steered and balanced a waterlogged boat, and the recovery would then have been easy, non-hazardous, and the boat would have been recovered undamaged.
8. Recognise your limitations of age and fitness; consider increased personal buoyancy, don't make any assumptions about your ability to swim satisfactorily, fully clothed, in near gale conditions, and perhaps set a lower personal limit for the conditions in which you decide to abort.

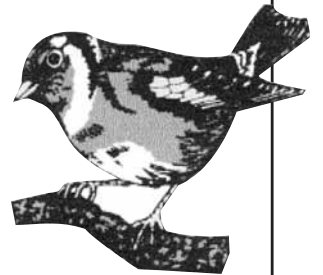
And for wider debate: perhaps there is a case for some sort of personal lifeline when sailing in more strenuous conditions. It needs to be long enough to reach the masthead of a capsized dinghy. Perhaps a length of line permanently worn, with the free end stuffed into a pocket but ready to be clipped onto the boat in the event of capsize. Perhaps even a recoil line system permanently attached to the boat, and clipped onto a personal harness with a carabine hook. Scope here for an entrepreneur to develop a safety line based on a marine version of essentially the mechanism of the extending recoil dog lead; all the technology already exists.

*What do our readers think of this idea? Personally I would be wary of any device that might drag me down with a boat. (Anyway I would have stayed the on the beach...) Please write if you have any reactions to Oliver's story – Ed.*

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