

mainsail

MAGAZINE SPRING ISSUE 2007



www.gp14class.org.uk

THE GP FOURTEEN CLASS INTERNATIONAL ASSOCIATION

Editor's Letter

Hello Everyone,

The Director of The Printing House at Crewe has been printing Mainsail for over 20 years and during that period various styles and conventions have become established. Perhaps the most striking is use of the logo of the Class Association, the little GP14 with an oversized spinnaker, used as the second 'A' in the title – a convention that dates back to at least 1975 possibly earlier.

This use of the logo as a letter A survived the last big change to the magazine which happened in 2001 when it expanded from A5 to the larger B5 format under the 'new broom' of editor Peter Guest. The little boat sailed merrily on – and was also used at the top of every page as a neat way of displaying the page numbers.

Alas, its days are numbered. The Committee has been looking at ways to modernise the Class and the old logo will be replaced with something altogether more twenty-first century. You will have noticed that the magazine has already had a stylistic makeover and the next issue will incorporate a smart new logo.

I don't know who first designed the boat logo, but hat's off to them – it has lasted pretty well over the years.

The Spring Issue of mainsail is notoriously difficult to produce because of the lack of sailing activity during the winter throughout most of the country. However, the area and championship reports show plenty of activity planned for a bumper 2007 season. Please make sure you have your note-books and cameras to hand during the spring, so that you have lots of contributions to send in for the summer issue.

Good sailing,

Liz Hall

020 8731 8083
lizhall@care4free.net



Committee Matters President's Piece

Hello All

Interesting times! Challenges identified. Discussions aplenty. Strategies and plans being hatched. Telephone calls and email messages 'tither and hither'. Oh how the time flies!

This is how the winter passes so quickly. Aside from parking up the boat, watching the Six Nations rugby and thinking about the new season, your committee members have been busy.

You will read later about the development of a strategic plan to which many people are contributing. This involves many aspects of our activities and will in time be a key tool in the future growth of our class.

We will be the lucky recipients of a brand new GP14, Sail No 14000, which is being sponsored by various companies who supply parts of our boat. This is being co-ordinated by Richard Estaugh of Speed Sails to whom we are especially grateful.

There are changes in the UK championship fixture list. These represent our efforts to improve the quality and fun of our racing. We hope that you find these changes positive and that they will add to your enjoyment of the racing scene.

An interesting cruising event schedule has been planned. Encourage your fellow club members to travel a wee bit further and discover the joys of exploration and sociability in a GP14.

The Dinghy Show has come and gone. Both the wooden and FRP GP14s were on display in a more prominent location than last year, and received much positive comment. I wish to thank our class members who devoted so much time and effort to presenting the GP14 so effectively within the Show.

We are delighted to receive all the membership renewals. We know the strength of a class is in its members and I would urge all of you to increase our numbers by encouraging others to join our Association.

For those of us sailing GP14s, each new season is full of promise and excitement. Shake off the winter blues and enjoy your GP14 this season.

See you on the water.

Hugh Gill



Taking a closer look – Dinghy Exhibition 2007



Ellen MacArthur chatting to ? at the Dinghy Show. Ellen learnt to sail in a GP14.

Strategic Plan

The formation of a Strategic Plan arose as a consequence of falling membership rolls and a tightening of budget allocation. The idea was to review the current Association practices, focussing on the future requirements of GP14 sailing activity and the regeneration of Association membership.

The Committee agreed to hold a Strategic Review Day in November 06 at which the Committee and guests could concentrate on topics considered to be "the way forward". Pete Vincent proved to be an excellent facilitator on the day. Much discussion produced agreement of the importance of the following five areas:

- Marketing - promotion and profile of the Class to the outside world
- Communication - promotion and communicating with GP sailors
- The Boat - keeping it up-to-date and popular
- Training - all aspects of training
- Organisation - of the Association and its international links

The meeting split into 5 working groups, each group covering one of the specific areas and responsible for coming up with 5 initiatives in their area. These initiatives were presented to the whole meeting, who then voted on which initiatives were to be given priority. Volunteers offered to commence work on each initiative and report their progress at the general Committee meeting on 3rd February 07.

The Marketing Group was headed by Andy Bury of Bolton SC. The priority initiative is "Marketing and Image". The GP14 image needs updating and a coherent brand portrayed on all promotions and publications, including those in the information pack, on posters, event calendars, in advertising, on the website and at exhibitions. The Association is currently seeking a Committee member to be responsible for marketing. In the meanwhile, Andy will seek professional input. Andy advised the Committee to change the GP14 logo, which is over-complicated and outdated and the Committee has chosen a new one, which will be launched soon. Andy has also produced an updated GP14 Flier for distribution at clubs to potential new members.

The Communication group was co-ordinated by Luke Shaw. The priority initiative is to produce a new GP14 website. The website needs to be user-friendly and kept up to date. Current progress includes approaching and engaging a known designer to create the new GP14 website as soon as possible.

The Boat group co-ordinated by Dave Rowlands was charged with producing guidelines to encourage clubs to adapt the GP14 as a training boat. Work on producing a pamphlet containing photographs was underway. Portions of this pamphlet could be accessed on the website.

The Training group was headed by Paul Simes and two initiatives were given priority. One is to be pro-active in establishing a countrywide schedule of GP14 training days at clubs and the other is to recruit more coaches. It was envisaged that club trainees would be charged a reasonable fee to help meet the coach's fee and travel expenses. The Association would subsidise the training of new coaches on condition they commit some days to coaching GP14 sailors.

The Organisation group was also given two priorities to work on. One is updating the membership database to a more user-friendly system and the other is identifying the roles and responsibilities of Committee members. The membership database is shortly to be transferred to an Access database on our latest computer hardware, allowing reports and address labels to be printed on the laser printer. Work is also underway on updating the roles and responsibilities of the Area representatives.

The Committee felt that the Strategic Review Day had been a very worthwhile and successful exercise, which will help us lead the GP14 Class Association confidently into the future.

Hilary Davis

GP 14000 Grand Raffle

Sometime during 2008, the GP14 Association will reach the enviable position of allocating GP14 boat numbers in excess of 14 thousand. GP 14000 is such a prominent number that we already have exciting plans afoot for its introduction. Speed Sails who produce the FRP series 2 model, have generously donated GP 14000 to the Association for us to raise funds by a grand raffle. The Association is grateful to Richard Estaugh, owner of Speed Sails for providing the hull, the foils and the sails. We thank Steve Ellison owner of Trailermaid for donating a combination trolley-trailer. Many other sponsors are being approached to provide the spars, fittings, rigging and cover, so that the GP 14000 will be complete and ready to sail for the lucky winner of the grand raffle.

The Committee is preparing to launch the raffle at the Southern Championship on 12th/13th May 2007 at Chase Sailing Club. This venue is particularly appropriate as it is the home club of Richard Estaugh. Raffle tickets will be available from the Area Representatives at all GP14 Championship events and Open Meetings throughout the year, as well as from GP Fleet Captains at all sailing clubs and direct from the GP14 office at Crewe. The boat will be presented to the winner at the RYA Dinghy Show 2008.

This is a fantastic opportunity to raise funds towards worthwhile projects such as race training for club sailors and race training for youth members. The prize GP 14000 is worth over £7000. Our target is to raise £14000 and monthly progress reports will be published on the GP14 website (www.gp14class.org.uk). Look out for further information about the raffle on the website and in the summer issue of Mainsail. We intend to provide a photograph of the prize boat GP 14000 to be displayed on club notice-boards and the prize boat itself will be on view at most of the major Championships during the year.

Hilary Davies
Hon. Secretary

Payment by Credit Card

Payment by credit card now requires payees to provide the security code on the reverse of the card. The Association has decided that it will not ask members to write down or email this code as this would breach the fraud prevention recommendations. Members will need to phone the GP14 Office 01270 212 290 to provide their credit card security code verbally. The GP14 Office is manned every weekday morning from 9 am to 1 pm, in addition to Wednesday, Thursday and Friday afternoons.

Hilary Davies

Numbers on Spinnakers

OMEGA SAILS

PROVEN CHAMPIONSHIP AND RACE WINNING SAILS

MISSION STATEMENT

To provide a friendly service, producing a durable quality product, to help improve your GP sailing performance at an affordable price.

Neil Platt (GP 13877)

Omega Sails finished 2nd, 3rd and 7th at the World Championships, 2nd, 3rd, 8th and 10th at the National Championships and 1st and 3rd at the National Masters Championships. At both the Worlds and Nationals the second placed boat used a Duffin hull with a Proctor mast and the third placed boat use a Speed FRP hull with a Superspar mast. These results show that Omega Sails may be able to help you.

SAIL PRICES

Individual sail prices:-

| | |
|----------------|------|
| GP14 Genoa | £180 |
| GP14 Main | £350 |
| GP14 Spinnaker | £190 |
| GP14 Midi | £170 |

Combinations:-

| | |
|---------------------------|------|
| Genoa, main and spinnaker | £685 |
| Genoa and main | £510 |
| Genoa and spinnaker | £350 |

Package and postage approximately £15 on the UK mainland and £35 to both Northern Ireland and Republic of Ireland.

Contact Neil Platt on 0151 428 4625 day or 07738 169857 mobile
Or e-mail neil_platt@btinternet.com

Pre-Season Championship Report

In the words of Victor Meldrew, 'I don't believe it!!' The sailing season has arrived and, by the time you receive this copy of Mainsail we will have already had two or three Open meetings and many clubs will be well into their Spring series of races. Following the very wet winter we have had, all our waters must be full to capacity and several degrees warmer than in previous years, owing mainly to not having much frost or snow this winter - or have I spoken too soon? Don't mention Friday the ninth of February!!

This season we are deleting the Area Championships from the events calendar for a trial period. This decision has been prompted by the disappointing levels of support in certain Areas. Four new Regional Championships are being introduced in their place.

The Southern Championship will be created by amalgamating the Midland, South East and South West Championships; this year's Southern Championship will be held at Chase SC on the May 12/13.

The Northern Championship is the amalgamation of the North West and North East Championships; this year's Northern Championship will be hosted by Derwent Reservoir SC over the weekend of June 9/10.

These changes alone have reduced five Area Championships down to two. I am hoping that the travelling competitors will enjoy better-attended Regional Championships, brought about by a similar number of travellers being divided into fewer events - this has got to mean more competitors at each event.

There will be two other Regional events:

The Welsh Championship will be held at Llandudno SC over the weekend of June 23/24. The Welsh Championship will alternate annually between North and South Wales.

The Scottish Championship is to be held at Annandale SC on May 19/20.

In order to make these new championships work, I

need your support - without it, the committee's work in planning and organising counts for absolutely nothing. The Regional Championships, the Inland Championship and the National Championship are all qualifying events for the Grand Prix, our National Traveller's Trophy. Winning this event has got to be the crowning glory for any serious championship competitor. To qualify, a competitor must compete in a minimum of three events, one of which must be either the National Championship or the Inland Championship. Three events and the title of Grand Prix Champion could be yours.

One final word on the Regional Championships - please don't leave it to others to attend, make the effort to travel yourself and encourage your fellow club members to have a go; make a Regional or Inland Championship weekend a club weekend away from home. Even though it might be easier to stay in your own area or at your home club, the experience gained at a Championship can make positive improvements to your racing; next year's Championship may be at your club or in your region and I am sure you will expect competitors from other regions to travel to you, so please make the effort, help make our Championship events something for us to savour and enjoy, whilst turning other Classes green with envy at the size and quality of our fleet.

We might even tempt competitors in other classes to try a GP14 - remember what happened in the 2003 season with the influx of competitors from other classes competing at our sensational World Championship at Abersoch? I'd like to take this opportunity to remind you we are back at South Caernavon YC for a bit of the same for our 2008 World Championship, to be held from Saturday August 2 to Friday August 8. Together we can make the GP14 Class the only class worth competing in - go on, give it a try, you won't be disappointed.

Drewe Insurance has kindly offered to sponsor our new trophy for the Grand Prix winner; a very big thankyou must go to Ian Drewe for his generosity in offering to sponsor this most prestigious trophy. Hot off the press, I have just had confirmation from

Richard Estaugh of Speed Sails about their sponsorship of our 2007 Grand Prix: Richard has very generously offered unique prizes for the Grand Prix which will include a day's one-to-one coaching session for the helm and crew in overall first place in both the Silver and Bronze fleets. What better prize to prepare the winners of the respective fleets for their promotion into a higher fleet? The coaching will take place on your home water. This is a prize that money just can't buy. If that sort of offer doesn't inspire you to qualify in the Grand Prix series then nothing will. Many thanks to Richard and Speed Sails for these outstanding prizes.

As I write this report I am reliably informed that we have hit double figures for the Nationals entry list, encouraging signs in early February. I have been receiving many very positive comments regarding Mount's Bay as our choice of venue for this year's National Championship (don't forget we've been on the waiting list for four years). Many of these comments have been inspired by happy memories of our two previous visits to Mount's Bay.

If you require any information or help in locating accommodation in Marazion or the surrounding area contact the Tourist information at

Penzance
tel +44(0) 1736 362 207
or email: tourism@penwith.gov.uk

or alternatively give our association office a ring on 01270-212290 and either Sue or Irene will be only too happy to help - if they haven't got the answer, they will probably know a man who has.

Well that's the talking over; get the boat out of the garage, check over all her bits (the boat's bits of course!) And be prepared for an early start to the 2007 season - go on, just go for it!!!

See you out and about,

Ian Sinclair
Championship Chairman

The Symmetric Hikers Challenge

Anybody fancy it? The inaugural Symmetric Hikers Challenge event will be held at Rutland SC on July 14/15. It will be a challenge event between non-trapeze classes with symmetrical spinnakers: GP14s, Merlins, Kestrels, Scorpions, Larks and the like.... Some people will know that an equivalent event (Fastsail Symmetric Grand Prix) for trapeze classes was started a few years ago and has been a great success.

The idea is for a fun event with competitive racing and a big social on the Saturday night. The actual format will depend on how many boats we are able to attract from different classes, but the initial response has been encouraging. In principle, the plan is to have a mix of pursuit and handicap races, to even out any advantages for faster/slower classes, with competition between the classes - as well as having overall and class prizes spread down the fleets.

More details will be available soon,

Tom Jeffy
tomjeffy@hotmail.com

24 Hour Race 07

I've just received confirmation that the West Lancs YC has reviewed the PYs for this year's 24 Hour Race and have decided on the following PY Numbers:

I intend to write to WLYC welcoming their decision to make this adjustment to the handicaps for 2007. A more detailed explanation of the handicaps may be found in the 24 Hour Race website.

Hilary Davies

| PY Numbers | |
|------------|------|
| Lark | 995 |
| Enterprise | 1000 |
| GP14 | 1000 |

A Classic National Championship for 07

After a break of eight years, the 2007 GP14 National Championships returns to Mounts Bay SC, probably one of the finest dinghy Championship venues in the UK. The region is known for its stunning coastline, sandy beaches, aqua blue seas and more than ample amounts of sunshine - the Cornish pasties and cream teas are the icing on the cake.

The Championship racecourse is only a short distance from the Majestic landmark of St Michael's Mount; this makes a spectacular backdrop to the race area, and a superb vantage point for the discerning spectator. You will find an entry form for what is surely going to be a classic championship in the centre pages of this edition of Mainsail or alternatively it can be ordered from the GP14 Association office on 01270-212290 or email: admin@gp14class.org.uk

Although the competitors all race together, there are prizes to be won for those allocated to the Gold, Silver and Bronze fleets, so everyone has something to race for in addition to the "Special Trophy List" which adds eleven individual trophies to the already extensive fleet trophy list, and finally the coveted club Team Trophy with the accompanying "liquid" reward for the winning team members; see the entry form for details. The Buddy system will be re-introduced this year. Boats at the front and back will be paired to give the average club sailor a chance to learn from a more accomplished championship racer, and, just as importantly, enable those new to the class to make friends easily. The cumulative scores of each buddy pairing go towards the overall buddy prize.

Social Programme

Championships are not just about racing, there is a variety of entertainment planned to suit everyone, including socials, barbecues, a quiz, a treasure hunt, folk music and a disco. Mount's Bay has been acclaimed as one of the most beautiful bays in the world - praise richly deserved by this vast stretch of

glittering water and its spectacular coastline that runs in a great arc from Land's End to Lizard Point. A popular highlight will be an evening tour of the medieval castle on St Michael's Mount. The racing starts at a relaxing 12.00hrs each day, making time for a leisurely morning with the family or time to sleep off the excesses of the previous night's entertainment.

The Club

Mount's Bay Sailing Club's bar and galley will be open throughout the week, the galley providing the excellent quality food at reasonable prices that the club is famous for. The Dinghy Park and separate car park are only metres away from the clubhouse. The village of Marazion and the area around the clubhouse protect the wide concrete launching ramp and beach in front of the clubhouse. Marazion offers a choice of local shops and amenities, with a supermarket, chemist, pubs, coffee shops, tearooms, restaurants and an ice cream parlour all within easy walking distance of the sailing club.

Chandlery

Speed Sails (sails@speedsails.co.uk) will be supporting this years National Championship by offering an onsite retail service from their mobile shop, plus their expert spar rigging service and friendly advice for all things GP14.

Where to Stay

Marazion and the surrounding area offer a wide range of holiday accommodation and there is also a plentiful supply of hotels and B&B accommodation in Penzance, only a short drive away; however early booking is strongly recommended. There is a large campsite in Marazion, 100metres from the sailing club. The club has exclusive use of this campsite for the week and will manage all requests from campers.

For more information, consult tourism@penwith.gov.uk
Look forward to seeing you,

Ian Sinclair

The Championship for Ireland

SUTTON DINGHY CLUB. AUGUST 25, 26 AND 27, 2007

Sutton Dinghy Club is delighted to welcome back the Championship of Ireland on the last weekend in August, and what an occasion it's going to be. This will be the premier event of the season at the Club, to celebrate the completion of an extension to the dinghy park. The Club has been struggling with limited boat parking space over recent years and are now looking forward to an increase in the number of GP14s at the club. Already the signs are good.

We are delighted to welcome top Mirror sailor Gerard O'Sullivan into the fleet with his new Duffin boat. Fellow Mirror sailor, Alan Blay, ranked No 1 in the Irish Mirror fleet in 2006, is currently looking for a good boat. Michael Dolan, another young sailor, also purchased a Duffin boat at the end of last season. So the racing promises to be sharp and keen.

The Championship of Ireland will have seven races, all to be sailed in the glorious expanse of Dublin Bay. We are delighted to welcome back Harry Gallagher as Principle Race Officer, who has officiated so well at so many of our championships in the past.

Entry forms are available in this handbook and on our website www.sdc.ie and what great value! The entry fee is only ?60! And this includes a light lunch pack each day.

Dinner, music and craic 'an mhor ar fad' will be the flavour of the evening, and many who took part in the event in 2000 have not forgotten how Sharon Crosbie entertained us. Well, the good news is that she has promised to return and give it another blast, such was the fun she had then.

This event should prove attractive to UK racers for the quality of racing, the craic and also because of its accessibility. The club is only 30 minutes from the ferry terminal. A travel package with Stena Line is being arranged. Again watch our website www.sdc.ie for details.

Finally, as at many UK championships in the past, Hugh Gill has promised Irish coffees for one and all, this time to share in the celebrations of his 50th birthday.

So, put this weekend in your diary and chart a course for Sutton Dinghy Club and the Championship of Ireland.

For further details contact Hugh Gill.

Email: info@sd.ie
Tel: 353 1 839 3135



Paddy O'Connor & Tanya McHale (Sligo YC), highest placed Irish sailors at the World Championship 2007.

News from the South Wales Area Spring 2007

Well, Winter's gone and Spring's here - somebody better tell the weather that! As I write this, it's blowing a gale and pouring with rain with a temperature of only 5 deg C. My yacht club, Cardiff Bay YC is the centre for Regional Training in South Wales, so we've been quite busy throughout the winter and, now that the dinghy sailing has commenced again, boats are coming out of storage onto the water. Neyland YC in the west have been holding Open Training as well as Regional Training so they are quite active; indeed I'm going down there over the weekend of March 17/18, so I'll see first hand. Nothing much more to report: because of the restructuring of the Championships there is no major event in the region this year, so it's just down to travelling to events. Please don't be put off by this as next year the Welsh Championship will be in our area, and we'd like the people to travel to us - so we must travel to them, mustn't we?

Paul Simes

Midland and East Coast Area Report

This is my first report since taking over from Steve Ellison at the Area meeting and my first duty is to thank Steve for his stewardship of the Area over the last few years.

As you can see we have re-introduced the starring system this year and qualification is 5 events, including 2 starred and 2 unstarred.

The Masters are at South Staffs on September 8/9 2007, the Inlands at Burton on September 29/30 2007 and the Youths at Midland on October 27/28 2007.

Also, this year Tamwoth are holding a joint open with the Enterprises on Saturday May 5 and I hope that we will all try to support them.

I have retired "Machismo" and will be sailing a new Speed boat. At the moment I am trying to stop capzising every time I sail it.

Numbers would seem to be declining a little and I urge everyone to try to support the various events, so that we can halt the trend.

John Salomonson
Area Rep

At the Area meeting we finalised the Midland Area open meetings for 2007 and these are as follows:-

| | | |
|------|---------------|------------------------------|
| Mar | 18 | Aldridge |
| | 25 | Nantwich & Border Counties * |
| Apr | 15 | Midland |
| | 22 | Staunton Harold * |
| | 29 | North Staffs |
| May | 12/13 | Chase-Southern Areas * |
| | 20 | Banbury |
| Jun | 02 (Saturday) | South Staffs * |
| | 10 | Shustoke |
| | 17 | Trimpley |
| July | 01 | Nottingham |
| | 15 | Bartley * |
| Sep | 23 | Hollowell * |
| Oct | 07 | Chelmarsh * |

Racing in Ireland

The 2007 schedule has been finalised and promises to be an exciting year for the class in Ireland.

It is very encouraging to see a new GP fleet being developed in Ireland. The club in question, Antrim Boat Club, will host the first event of the season, the Purcell Trophy, during the month of May. The club has recently invested in a number of GPs and now has over 10 boats sailing regularly.

The O'Tiarnagh Challenge returns to Swords and, with the club's long experience in running it, this event promises to be an excellent weekend of tight short courses and match racing.

The Leinsters and Ulsters will be held at Mullingar and Newtownards respectively. Both clubs have very good numbers at club level and a strong turnout for both championships is expected.

Sutton will host the Championships of Ireland in late August. A committed dinghy club with a strong reputation for hospitality, Sutton has run many events to great acclaim over the years, so this promises to be one of the highlights of the season.

There has been some movement in the GP fleet here too, with three recent purchases, all by young sailors coming through from the Mirror fleet.

The last two events of the season are being sailed in the North West, in Sligo and Enniskillen. Sligo will host the Autumn Open and, as in previous years, it will be run in conjunction with the GP Youths. Enniskillen will be the venue for the Hot Toddy, the final event of the season.

At the time of going to press Tim Corcoran, evidently suffering from cabin fever, is organising an early bird event for April. Details of this event will be posted on the Association website, as soon as they become available (www.gpl4ireland.com/).

The 2007 calendar can also be found on the Association website. The entry forms, notice of race and any other information relating to the calendar will be posted by the end of February. So if you are planning to attend an event, please try to enter early as it is great help to the organising club.

Niall Henry



Newly elected Commodore of Swords S&BC,
Declan O'Brian (helming)

North West Area Report

This is my first contribution to Mainsail as the NW Area Rep, taking over from Julie Waddington. Julie has done an outstanding job over the last few years and, on behalf of all the sailors in the region, I would like to formally thank her for all her hard work and for her limitless enthusiasm. I'm not so sure about the gossip (in which somehow my name cropped up several times!) but, then again, I now have a chance to take revenge!

An opportunity to say "thank you" in person was at the Northern Bell 2006 prize-giving held at Budworth just before Christmas. In recognition of the extra time Julie will now have on her hands, she was presented with an alternative "watersports" kit (main component a yellow plastic duck) and a bottle of champagne. The rest is down to the imagination...

It was the first time that the prize-giving had been arranged in this way and GP sailors from the region were invited to sail in the three club races during the afternoon prior to the presentations in the bar afterwards. Martin Brennan and Alister Knott, as keen as ever, were the only travellers to participate, and got a special mention in my speech as the only helm and crew to take part in every event in 2006. Just as well they got that – I promptly went on to omit them altogether when announcing the final places! Luckily Neil Platt, the sponsor for the series, was on hand to sort me out. Neil presented the prizes to each qualifier and, in addition, a spinnaker to the winners of the Gold and Bronze fleets. He has kindly offered to sponsor the 2007 Northern Bell, so Omega Sails will again be awarding prizes to the winner of each fleet. The winners for 2006 were:

Bronze Fleet

1st Ted and Alex Garner, Budworth SC

Gold Fleet

1st Adam McGovern and Andrew Brooks, HLSC
2nd Innes Armstrong and Daniel Wood, Burwain SC
3rd Martin Brennan and Alister Knott, HLSC

You will probably have noticed from the above results that nobody actually qualified in the Silver Fleet, therefore the prize for the winner was not awarded. Neil has agreed to the prize being carried forward to 2007, using it as an incentive to encourage sailors to participate in the series. Each time someone enters an Open they will also be entered into a draw to win a spinnaker. So the more events entered, the greater the chance of winning. It is open to ALL fleets and the draw will take place after the last event in the Northern Bell. Once again, thank you very much Neil.

There are 10 events in the 2007 Series (including the Northern Championship); to qualify you must sail in 4 events, one of which must be a starred* event. Although RWYC is a two-day event, only the Sunday races will qualify for the Northern Bell. West Kirby is holding a one day event to try to increase numbers attending and I hope this will be well supported.

The full programme is as follows:

| Date | Event |
|-------------|-----------------------------------|
| April 15 | Combs SC* |
| April 21/22 | Royal Windermere YC |
| April 29 | Bolton SC |
| May 13 | Hollingworth SC |
| June 3 | Budworth SC |
| June 9/10 | Northern Championship, Derwent SC |
| June 15/16 | Bassenthwaite |
| July 15 | West Kirby SC* |
| October 7 | Dovestones SC |
| October 21 | Winsford Flash SC* |

I am looking forward to meeting up with old friends again and meeting new people at these venues, and will be hot on the trail of gossip, Julie!

Mandy Mitchell

News from South Africa

EDITED FROM THE LOCAL NEWSPAPER

SEDFIELD'S SAILING STARS

With the arrival of top Transvaal sailors Anthony and Di Parker, Sedgfield is becoming recognised as the place to be if you are a sailor. Anthony and Di have joined both Knysna and George Lakes Yacht Clubs and they now sail competitively at both venues.

In the South Cape Championships held between Friday 29th and Sunday 31st of December on Island Lake, the Sedgfield stars demonstrated that they could more than hold their own against top competition from Knysna, Cape Town and the Northvaal. Demonstrating absolute mastery of very difficult and stormy conditions during the regatta, Anthony and Di Parker successfully held off a challenge from top teams in their GPI 4 class. Pitted against top boats from Pretoria Sailing Club and from Wits University they convincingly won the regatta.



Anthony (South Africa GPI 4 President) and Di Parker win the South Cape Sailing Championships at George Lakes YC.

News from the South East

After one of the mildest winters I can remember, it's odd to think that the first event in the Travellers Series at Papercourt is only two weeks away, which is followed less than a week later by the second one at the Welsh Harp. If anyone would like to leave their boat at the Harp in the week between these two events, please contact me and I should be able to arrange it if you follow me back from Papercourt. As ever, racing has continued at the Welsh Harp throughout the winter, with the warm temperatures and week after week of good winds in the autumn giving strong fleet numbers and competitive racing.

Hopefully your fleet captain will have received a letter from me in late January and will have posted the fixture list that is repeated below in your club. We welcome a new venue to the Travellers Series this year with an event at Tollesbury SC on the Blackwater Estuary in Essex. George Rogers, the fleet captain at Tollesbury has been growing a GP fleet there for a number of years, so I hope many of you will make the trip down there at the beginning of September to support them.

In a change from recent years, the Travellers Series will be scored by final positions in each event rather than positions in individual races. Mike Abbott and I couldn't remember why we had chosen to score race positions, so decided to shift the focus back to winning events rather than races – it also simplifies processing the overall results. With ten events on the calendar this year, a helm's best four events will count towards the series scores. For a year with fewer than ten events we'd propose cutting the number of events to qualify to three.

As you will have noted in the winter Mainsail, Area Championships are being merged for 2007 in order to reduce fixture congestion and improve fleet numbers. Our Southern Regional Championships will thus be a combined event for the Midland, London & South East and South West areas, to be held at Chase Water near Birmingham on the weekend of 12/13th May. I hope that you will encourage your fleet to support this event and show the Midlanders that we are prepared to travel and compete with them. A good turnout will allow me to start making plans for a reciprocal event on the South coast in 2008.

We're also fortunate in the South this year to have the National Championships in our half of the country. While Mount's Bay may be a long way West, it is renowned as one of the top sea venues in the country. Plans are already afoot at my own club to send a number of boats and I hope that others southerners will make the journey too.

Ian Campbell 07801 258122
ian.campbell@davyprotech.com

LONDON & SOUTH EAST AREA

| Travellers Series Dates 2007 | | |
|------------------------------|-----------|---|
| Sunday | March 25 | Papercourt SC |
| Saturday | March 31 | Venetian Trophy at Welsh Harp (BTYC) |
| Sat/Sun | May 12/13 | Southern Regional Championships at Chase Water (London & South East + Midland Areas) |
| Sunday | June 17 | Leigh on Sea SC |
| Saturday | July 7 | Victor Trophy at Welsh Harp (Seahorse SC) |
| Sunday | July 22 | Lee on the Solent SC |
| Sat/Sun | Aug 4/5 | Poole YC Regatta (Round Brownsea Team Races on Saturday & Open Meeting on Sunday) |
| Saturday | Sept 1 | Tollesbury SC |
| Sunday | Sept 30 | Hampton SC |
| Sunday | Oct 21 | Frensham Pond SC |



Photo Mark Wolf



Photo Mark Wolf



Photo Mark Wolf

News from Down Under

The copy that I have enclosed was published in the "Augusta Margaret River Mail" (AMR Mail) and was contributed by Graeme & Peta Davis of the Augusta Yacht Club. The article is fairly lengthy but hopefully of interest to the Association. Preparations are now well under way for the GP14 State Titles on Geographe Bay next week-end.

Subject: Augusta Yacht Club - 2007 Blackwood Challenge - 26 / 27 January 2007

The Australia Day holiday saw the Augusta Yacht Club hosting the second annual Blackwood Challenge involving GP14 dinghies. The series of 3 races was programmed for one race to be held on Friday afternoon with the remaining two races scheduled for Saturday. Visitors from Mounts Bay Sailing Club and Dunsborough Bay Yacht Club arrived around midday on Friday to be greeted with sunny conditions but high winds of 25 knots gusting to 35 knots forced an emergency meeting of the Race Committee, who decided that safety of crew and boats was paramount, with the result that Friday's racing was cancelled.

Competitors agreed to an early start on Saturday morning with the 3 races to be held all in the one day. The first race got under way at 9am with 9 GP14s all jostling at the start line in near perfect conditions with 8 - 10 knot winds. Defending Champion, Cocktail Cherry (Louis Proksch / Ian Greenham - MBSC), won a flying start and was never headed during the race, crossing the line 2 minutes ahead of The Ragged Edge (Peter Wagner - DBYC) followed closely by La Rousse (Bruce Quail / Rob Spinks - MBSC) in 3rd position.

The second race commenced at 11.30am on a shortened course with flukey winds coming from almost every direction and gusting up to 10 knots at various times down to no wind at all with most of the fleet feeling the frustration of being becalmed at the first marker buoy. Local entrant Patara (Dennis Meagher / Brent Ettridge) won the start closely followed by another local boat, Sisters

(Ray Wakelin / Peta Davis), but both were blasted away by Cocktail Cherry's power and astute reading of the wind shifts which resulted in Cocktail Cherry taking line honours by 2min 40sec. Spectators were treated to a thrilling tussle for 2nd and 3rd positions between The Ragged Edge which edged out La Rousse by 7 seconds at the finish line.

Skippers, crew and visitors were then all treated to a well earned rest for 2 hours and a sausage sizzle lunch courtesy of AYC members.

By 2.30pm, for the start of the final race in the Blackwood Challenge series, the winds had picked up considerably and were blowing at 18 - 22 knots gusting up to 25 knots which presented real "challenges" for some of the competitors. With five yachts forced to withdraw due to gear failure it was almost down to a case of last man standing. Cocktail Cherry again showed her stern to the rest of the fleet and powered away to win the last race by 2min 42sec ahead of The Ragged Edge in 2nd position 2mins 18sec ahead of Patara which took out 3rd spot.

Following the last race some very tired and sore competitors put their also-very-tired and hard-worked boats to bed then headed off to nice hot showers. Once freshened up, all competitors and friends gathered for a barbecue and presentation of the 2007 Blackwood Challenge trophy to Louis Proksch of Mounts Bay Sailing Club in acknowledgement of his very decisive victory. At the conclusion of the formalities many yarns and sailing tips and much camaraderie was shared between the 3 clubs on a perfect, balmy Augusta night.

Next Sunday, 4th February, will be the eighth Club Race of the season commencing at 1pm.

Best regards to all,

Jim Major

News from Australia

The Australia Day holiday saw the Augusta Yacht Club hosting the second annual Blackwood Challenge involving GP14 dinghies. Visitors from Mounts Bay SC and Dunsborough Bay YC arrived around midday on Friday to be greeted with sunny conditions but such high winds - of 25 knots gusting to 35 knots - that the race scheduled for that afternoon was cancelled following an emergency meeting of the Race Committee

Competitors agreed to an early start on Saturday morning with the three races to be held all in the one day. There were nine GP14s jostling at the start line in near perfect conditions with 8-10 knot winds. Defending Champion, Cocktail Cherry (Louis Proksch/Ian Greenham - MBSC), won a flying start and was never headed during the race, crossing the line 2 minutes ahead of The Ragged Edge (Peter Wagner - DBYC) followed closely by La Rousse (Bruce Quail/Rob Spinks - MBSC).

The course was shortened for the second race, with flukey winds coming from almost every direction and gusting up to 10 knots at various times down to no wind at all; most of the fleet were becalmed at the first buoy. Local boats Patara and Sisters took the lead after the start, but both were blasted away by Cocktail Cherry's power and astute reading of the wind shifts.

Spectators were treated to a thrilling tussle for second and third positions and it was The Ragged Edge which just edged out La Rousse at the finish line.

The winds had picked up considerably by the start of the final race after lunch and were blowing at 18-22 knots gusting up to 25 knots, presenting real challenges for some of the competitors. With five yachts forced to withdraw due to gear failure, it was almost down to a case of last man standing. Cocktail Cherry again showed her stern to the rest of the fleet and powered away to win the last race well ahead of The Ragged Edge, second, and Patara, third.

Some very tired and sore competitors put their also-very-tired and hard-worked boats to bed, then headed off to nice hot showers. Once freshened up, competitors and friends gathered for a barbecue and presentation of the 2007 Blackwood Challenge trophy to Louis Proksch and Ian Greenham of Mounts Bay Sailing Club in acknowledgement of their very decisive victory. At the conclusion of the formalities, much camaraderie, with many yarns and sailing tips, was shared between the 3 clubs on a perfect, balmy Augusta night.

Edited from a report in the Augusta Margaret River Mail by Graeme & Peta Davis of the Augusta Yacht Club.



Red Back chased by La Rousse

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Letters to the Editor

Dear Editor,

I have just read with interest Barry Evans method of raising and lowering the mast of a GP14 dinghy using an A frame. It seems to me that this is still a rather complex business which appears to need several people to make it possible and still leaves one with the need to lower the mast, albeit supported, down onto the mast step. I may say that I used to stand inside the boat and struggle to lift the mast into the boat and then raise it sufficiently to lower it into position. If one did this in anything other than force one it was fraught with difficulty and risk, although I always managed it in the end. I did this for several years, until I decided to use the method which I will describe below which, in extremis, it is possible to do by oneself but an assistant, even a small one, makes it all very much easier.

- 1) Take your boat on its trailer to a position where you have a clear space about 24 ft square.
- 2) Take your GP off your trailer and set it on the ground, preferably grassy.
If you cannot find any grass, you will need a length of old carpet to protect the bilge area.
Now roll the hull on to its side and jam your paddle securely between a bilge keel and the ground to keep the hull safely on its side.
You will find it is nearly stable without a prop on soft ground, but you will for sure give a push doing (3) below, so prop securely!!!
- 3) Pick up your mast and feed on to the mast step and close the mast gate.
- 4) With yourself and assistant behind the hull, take out the prop (the boat is now completely stable) and slowly pull the hull back to the vertical position. Keep your feet away from bilge area. Fasten the shrouds and forestay.
- 5) Slide your trolley under the boat and the job is done.
- 6) To take the mast out, you reverse this process.

I used this method for some 25 years with no difficulty and it can be done in high winds with perfect safety. As a matter of interest, I fitted a winch to the road trailer to ease getting it back on, given that my small assistant was not strong enough to lift the bow. Her task was to push the trailer forward.

Yours sincerely,

H.A.Richardson. ex 6005

Dear Liz

As a 67 year old female GP14 owner, may I comment on two of the articles in the Winter edition of Mainsail.

- 1) Anti-inversion
I sail on the River Dovey, where the strong tide will invert a boat in the least obvious conditions. I "fly" a plastic 2 gallon/10 litre paraffin can from a halyard at the top of my mast – much cheaper than a Crewsaver bag (only £3-£5) and the leverage is also in the best possible place. Not very artistic, though!
- 2) Mast raising
With the boat in its most stable position (mine is on the trailer), place heel of mast under foredeck through the mast slot with the mast lying horizontally along the boat. The crew may need to hold it up slightly at the back to stop the spreaders fouling. Stand on the thwart, bend knees, grasp mast and lift by straightening up; the mast will pivot on the foredeck. If necessary move forwards along the top of the centreboard case and side seats until it is vertical, then drop it down. No problem!

No doubt it ought to "lift" the foredeck, but I have never had any trouble. Reverse the operation to drop it, which is actually slightly more difficult to control.

Meryl Gover

GP 12772 (ex GP 2412)

Very clever!

Though I always worry about people standing in the boat when it is on its trolley, as this puts a lot of pressure on the points where the hull is in contact with the trolley. It depends on the solidness of the boat, the type of trolley and your weight. Meryl tells me she has never had any trouble, but I've certainly seen our club boats damaged by people standing in them on shore.

Ed

Setting up a Championship winning boat

After reading Ian's Championship Diary in the last Issue of Mainsail, several people asked me if he had kept a record of his settings. Here they are, with a lot of other advice and information.

At the 2006 Worlds we used a new Mark 3 Duffin with a Proctor/Seldon rig and Goacher sails. Here is some information about setting up this.

MAST FOOT POSITION

Firstly run a tape measure along the floor of the boat to make sure the bolts which dictate where the mast sits are in the correct place. Measure from the aft side of the transom, along the floor of the boat, to the aft side of the mast at the heel. This measurement should be 2820mm

SPREADER LENGTH

With the mast down, the spreader length can easily be measured from the mast to the point where the shroud runs through the spreader. Spreader length controls the lateral stability of the mast, and how easily the mast is allowed to bend off, de-powering the rig. We found a good length to be 380mm

SPREADER DEFLECTION

This is measured by placing a straight edge connecting the shrouds at the spreader tips. The deflection is the shortest distance from the straight edge to the rear face of the mast.

By getting the deflection as close to the measurement as possible we can quickly achieve the correct pre-bend without taking the mast in and out. The deflection measurement is 160mm.

TENSION

Modern GPs can take a large amount of tension. Tension stiffens the rig and reduces luff sag in the genoa when sailing. Rig tension is a powerful control and must be measured accurately. I heavily recommend splashing out on a rig tension gauge, preferably a Loos, as these are the most reliable and accurate. The important thing with rig tension is consistency, far more than the actual figure on the gauge. For this reason, always use your own tension gauge and don't borrow other people's, as gauges vary. The normal amount of tension is 400lbs. On this

Loos gauge we use 29 1/3. Be anal about this measurement, it makes a difference. Mark the height of the wire on the mast, so that if you decide to change settings on the water you have a reference point.

MAST RAKE

This is controlled and also affected by all the other settings, so, if you have changed your spreaders, don't assume that the correct mast rake is in the same shroud plate hole. Mast rake is measured by attaching a tape to your halyard and measuring down to the black band at the gooseneck. Be careful, as we found at the Worlds that the black bands on the Proctor rigs are not the same as those on the Super Spars. At Measurement, we were instructed to lower the top black band by a couple of centimetres. This meant that potentially we had previously measured mast rake incorrectly. Consult the class rules and check the position of your black bands.

When you are sure that this is correct, walk the tape to your transom and measure to the top of the middle of the transom. After the first race of the Worlds we decided to change our rake; we found the optimum rake to be 21ft 9.5ins with 29 measured on the shrouds on the Loos professional.

PRE-BEND

The amount of bend in the mast is the crucial setting and massively effects sail shape. Spreader deflections and lengths are only a tool to achieve the desired pre-bend

A quick way of checking whether your pre-bend is correct is simply to sight up the mast at deck level. With the mast gate in place you should be able to see a small amount of bend. To measure this accurately, pull the main halyard down to the gooseneck so that it is resting on top of the gooseneck fitting just inside the mast track. The halyard should be tight so that the deflection of the mast away from the halyard can be measured at spreader height. Measure the distance from the aft face of the mast to the inside of the halyard, using, ideally, a metal rule. This pre-bend measurement should be 5-10mm max. In fact some people normally run a dead straight mast but with Goacher sails I prefer a very small amount of bend.

CHOCK

Using a chock to control the amount the mast bends at deck level when sailing is extremely powerful. To which end I recommend using two 5mm thick chocks as opposed to one 10mm chock. This allows you to control the setting more accurately. Placing the chock in front of the mast keeps the mast straight and the main sail deeper. The middle of the mast is pushed aftwards but the tip of the mast is moved forwards which means that the main leach is tightened; this also helps to give more power.

Placing the chock on the aft side of the mast, between the gate and mast pushes the mast forwards, bending it off. This flattens the sails and softens the leach. This is a very, very powerful tool for light wind sailing!

Most people tend to put the chock in and leave it. A quick guide to know when to take it out is simply to ask: Am I over-powered? Am I easing mainsheet? If so- de-power! Take a chock out. Back-chocking (on the aft side of the mast) should only be used in less than around 5 knots, when there is little power in the wind to travel around the sails.

You don't need to back-chock to de-power in windy conditions, as the kicker does the job of bending the mast off.



LEACH TENSION

- is critical and for the main is controlled either by mainsheet or by kicker. Key thing to think about is: we want to harness as much power as possible by turning the breeze through a large angle but not to jeopardise the overall flow over the sail. Use only mainsheet tension to control the leach in less than around 8 knots. This is where centre-main sheet users can benefit as they are able to control the leach with only a click or two of the ratchet block.

With more breeze, kicker is needed to maintain the leach telltales stalling about one third of the time. Remember that the mainsheet and kicker have two different effects on the rig. The angle that the mainsheet pulls means that it is effective at closing the leach, the kicker however is good at bending the mast off, which can create a Catch 22 situation, as bending the mast also opens the leach. Basically, don't use kicker tension until you have to, in order to maintain power in the leach, but don't be afraid to pull the kicker hard to bend the rig off and flatten the main when over-powered; you don't need to open- leach sail in a GP.

JIB CARS

These control the leach tension in the jib. On our Duffin, both of the cars are controlled by one piece of rope led back to the helm near the mainsheet. A key thing to remember however is that although the cars do control leach tension, the sheet tension has a greater effect by far on the leach tension. This is why I would also recommend marking up the jib sheets at deck level so that you know that when you come out of a tack the jib is correct to within about 2mm. Jib cars should be moved backwards in light winds to keep the slot open.

Be careful in windy weather, as the cars should only be moved backwards to keep the slot open when the main is being eased over the edge of the transom. It is far faster to de-power the main to get it back in closer to the centre line than to potentially sacrifice pointing by going cars back. So in short, only go cars back in light winds and when it's very, very booming! Be anal about jib sheet tension.

FOILS

We use Milanes foils with a fixed rudder. Fixed rudders are fantastic at making the helm lighter and more responsive, a must have! Mark on your centreboard the point at which it is vertical as a reference point, as many go beyond the vertical.

CUNNINGHAM

I feel that the Cunningham is an underused tool. Goacher sails tend to pull the luff rope in the main sail fractionally tighter than in other sails. This gives us the adjustability as there is always some elasticity in the luff which can be pulled out using the Cunningham. I find this makes it easier to let off going downwind. The Cunningham should be led back to the thwart, for easier access (most likely for the crew to operate). Cunningham de-powers, so don't be afraid to really grind it on in the wind, although I recommend that it is the first thing that is let off in any lull. Cunningham also bends the mast off and slightly opens the leach, so don't forget to readjust your kicker.

GENOA LUFF TENSION

Goacher Sails do not normally sew in the luff wire. This has the benefit of allowing you to adjust the luff tension and height of the jib. I prefer to use a cleat on the foredeck although a cleat on the sail itself is also useful. More tension de-powers the sail by flattening it and also rounds the luff up to make it easier to sail in waves. Remember that if you adjust your rig tension the tension in the jib is affected.

OUTHHAUL-INHAUL

At the tack on the mainsail, you should use either a piece of rope around the mast or, as supplied on Goacher sails, a mast slider which slots in the track. This is better than using a pin on the boom as the sail can be allowed to ride up when going off-wind. A useful trick for light winds is to let off the outhaul, push the tack up the mast and jam on the outhaul again. This pulls the clew towards the tack which is now higher and takes the pressure of the boom off the leach when there is not enough breeze to keep it open.

QUICK REFERENCE GUIDE

Here is the data for a good base setting from which to start;

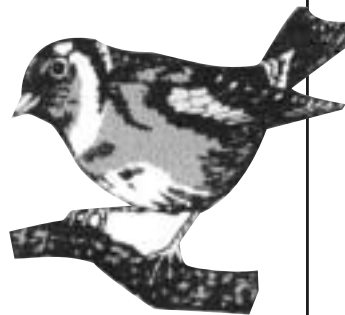
| Setting | Measurement |
|---------------------|---------------|
| Mast foot Position | 2820 mm |
| Spreader Length | 380 mm |
| Spreader deflection | 160mm |
| Tension | 29 |
| Mast Rake | 21 ft 9.5 ins |
| Pre-bend | 5mm |

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New Trophy for Cruising Logs

As part of the continuing development both of the Class Association and of all aspects of sailing the boat, your Committee are keen that as well as continuing fully to support racing we should also actively support and develop cruising. One thing (amongst others) that we are now doing in order both to stimulate and publicly recognise this aspect of sailing is to introduce an annual Cruising Log Trophy.

This new trophy will be awarded annually for what the judges consider to be the best cruising log submitted each year, and it will be awarded at the same prizegiving as the premier Championships held in the UK each year - normally the World Championships when these are held in the UK and the National Championships when the Worlds are held overseas. It will be awarded for the first time on the basis of logs submitted after the 2007 season, and it will therefore be first presented in 2008.

We are keen to stimulate all levels of cruising and as far as possible to recognise the value both of, for example, the really interesting and well-presented and well-illustrated log of a season's family day sailing and equally of the very different log of a week's coast-hopping and camping (whether aboard or on shore). And other types of cruise will all compete on an equal footing, as far as possible.

The most important single factor in writing a log for the competition is that it should be enjoyable to read, and that it should enable the reader to share your enjoyment of your cruise.

You are encouraged to illustrate your log with photographs and/or sketches or other artwork, even watercolours if that is your field. But in order to ensure a level playing field, no audio or video material please.

Both for the interest of other members and in order further to stimulate cruising activities, we intend that all suitable entries will be published, initially on the new Association website. If we get the calibre of entries that we hope for, we would be very happy to publish all of them.

An Information Pack is available from the Office by email on request, giving further guidance as to what the judges will be looking for, and the full competition rules; many members may feel that they don't need this, but it is available if you would like a copy.

Oliver Shaw

Edited 29th January 2007, at 1630



Cruising Corner

Cruising Events at a Glance:

| | |
|--|---|
| 12 May (Sat) | |
| Tideway Cruise to New Brighton | |
| Oliver Shaw / Liverpool SC | oliver_shaw@btinternet.com, 0151 724 1127 |
| 26-28 May (BH) | |
| Traeth Bychan, Anglesey | |
| Oliver Shaw / Red Wharf Bay SC | oliver_shaw@btinternet.com, 0151 724 1127 |
| 16 June (Sat) | |
| Mersey long distance cruise/elapsed time race | |
| Oliver Shaw / Liverpool SC | oliver_shaw@btinternet.com, 0151 724 1127 |
| 6-9 July (Fri-Mon) | |
| Abersoch cruising long weekend | |
| Ivan Washington / Toddbrook SC | ivan@no9.co.uk, 01625 873646 |
| 4-10 Aug (Sat-Fri) | |
| UK NATIONAL CRUISING WEEK | |
| Ivan Washington / GPI4 Office / Neyland Yacht Club | ivan@no9.co.uk, 01625 873646 |
| 13-18 Aug (Mon-Sat) | |
| Traeth Bychan, Anglesey | |
| Oliver Shaw / Red Wharf Bay SC | oliver_shaw@btinternet.com, 0151 724 1127 |
| 25-27 Aug (BH) | |
| Weir Quay | |
| Ivan Washington / WQSC | ivan@no9.co.uk, 01625 873646 |
| Several Weekends | |
| Chichester Harbour, Solent etc. | |
| Robin Bromley / Crawley Mariners | Robin 01737 843983; www.cmyc.co.uk |



The sheltered waters of Milford Haven.

The UK National Cruising Week

4-10 AUGUST 2007

AT NEYLAND YACHT CLUB, MILFORD HAVEN

I am delighted Neyland Yacht Club is hosting the Cruising Week; it is a new location for us, and highly recommended. We have separated from the Racing Fleet because their venue this year is not suitable for us.

Neyland are very keen to have us, and have suggested a quite modest fee (see entry form in the centre pages) which they hope will encourage a good number of entries. They just want to cover the costs of providing the RIB escort to guide and look after us. The more who come, and experience sailing at their club, the happier they will be.

Ashore you will find their comfortable club house provides bar, home cooked meals, and a friendly atmosphere.

The expansive yet relatively sheltered waters of Milford Haven promise some excellent cruising. Upstream, the river and its tributaries provide ample opportunity for us to explore, while the wider waters of the Haven offer other destinations. Major ship movements will be few and predictable and will not cause a problem; we will have our escort to guide us. Powerful tugs move around the Haven, but they seem yacht friendly – I was introduced to the driver of one when I visited the club (so, if we ever need a tow, I wonder whether ...).

CRUISING PROGRAMME FOR THE WEEK

Saturday 4th August

Arrival:
No organised sailing:

A day to travel to the club, arriving when convenient; erect mast and prepare boat for tomorrow's sail; and settle in at lodgings or campsite.

Look out for any notices for GPI4 Cruisers

Lunch and Dinner available at the clubhouse

Sunday to Friday 5th - 10th August

10:00 Meet at club and prepare for sailing

10:30 Briefing by NYC – day's sailing plan and safety advice

11:00 Planned launching time for day's sail

13:00 Picnic lunch at destination

14:00 – 16:00 Return journey to NYC

Dinner available at the clubhouse

The times and durations above are only a guide and will vary to accommodate destination, tide and the weather. As always, cruises may be cancelled if there is too much or too little wind. Hopefully the weather will be kind and allow us to sail every day, but there is no obligation if you want a day off.

There are venues upstream, such as Lawrenny Quay with pub and cafe, and other beaches and slips where we could pause for lunch, all of it in pleasant countryside of fields, gentle hills or woods. For a shorter sail we could explore Pembroke Dock and Pembroke River across from the club, or visit Milford Haven (the town). Longer sails down the Haven take us past the long jetties of the oil terminals and then on to Angle Bay, Sandy Haven and, at the very end, the beach at the small holiday village of Dale.

For those new to cruising, a few tips:

- Bring food and drink with you – do not depend on reaching a planned destination for lunch.
- Keep food, sweaters etc in a waterproof bag.
- Spray top and waterproof trousers can keep wind and spray at bay, with or without a wet suit.
- Do not forget cap, gloves, sunglasses with cord, sun lotion and drink.
- Equipment should include bailer, paddles, anchor and warp, fenders, tow rope, and mooring ropes.
- Sail ties (tape or string) to secure lowered sails when leaving the boat or being towed a distance are useful, as might be spare shackles, split rings, bungs and cord.
- Capsizes are rare, but mistakes happen: tie everything in and nothing will be lost.
- Secure anchor warp to boat, and tie in the anchor so it cannot deploy accidentally: then if you drift away in the current the boat should follow you.

If you need more information before entering, then please get in touch with me, Ivan Washington. Send off the application form to be found in green centre pages.



Family fun at Poole. Photo by Edward Washington

TODDBROOK CAMPING AND SAILING WEEKEND

ABERSOCH, 6-8 JULY

Join my home club in a weekend away at Abersoch.

We will launch from Abersoch beach. There is a charge for access with car and boat, so once on the beach most people then leave their boats there; but check your insurance cover for this. Abersoch is normally a sheltered area, and the tides for the scheduled weekend will be suitable for cruising towards Llanbedrog and Pwllhelli. We might manage a sail around the St Tudwalls Islands. Most of us will be camping, but stay B&B if you prefer. Stay as long as you wish, but unless you need to dash home on the Sunday I suggest booking the three nights Friday to Saturday. This will allow full days on Saturday and Sunday when we are planning organised cruising. We hope to use our club's small RIB as safety escort; however, should we decide to hire a RIB, then a contribution would be welcome. Please contact me or the office for campsite and other details.

WEIR QUAY BANK HOLIDAY WEEKEND

DEVON, 25-27 AUGUST

Camping and cruising on the River Tamar:
Contact me for details.

Ivan Washington
GP8015/13744

Cruising Representative
ivan@no9.co.uk Tel: 01625 873646



Upriver to Wareham for a pint and a picnic. Photo by Edward Washington

Proposal for a GP14 Youth Squad

We would like you as an Association to consider establishing a GP14 National Youth Squad, with the aim of promoting the class within the under 21's division.

There are various reasons why sailors and non-sailors associated with the fleet would like the Association to establish such a squad:

- To promote youth interest within the fleet. (The majority of people see the GP14 as a boat for the older generation and not the younger.)
- To stop the fleet from dying by having more youth sailing.
- Most youth squads end at 18; if the sailor does not make it into an intermediate squad they feel that they have no other option but to give up sailing. These sailors could be enticed into GP14s.

The squad would be run along the lines of other classes via a selection process, with compulsory events comprising, at the very least, the Youth National Championship, an Area Championship and either the Inland Championship or the National Championship.

The squad would comprise a minimum of 10 and a maximum of 15 boats.

We would hold regular coaching sessions nationally throughout the year, in addition to the Howard Davies Memorial Training Week. We would try to get some RYA coaches, Class coaches and sailors from within the GP14 fleet that sail GPs on a regular basis.

There would be criteria that we think applicants should meet, possibly as follows:

- You should be willing to travel to training and events etc.
- You should be willing to make an effort and show commitment
- You should show potential

We would like to try and run a mini series for the youth sailors. This would be run in a similar way to the main GP circuit, but with only under-21's sailing in the events. We would also like to enter a youth association team in the Junior 12-hour race held at Southport in June.

We would try to advertise the squad by putting articles into Mainsail every issue, sending out newsletters and putting information on the GP14 association website.

To finance the squad we would ask all members of the squad to:

- Join the GP14 association as a youth member
- Pay their own entry fees or pay half of the entry fees with the Association paying the other half (if possible).
- Some finance could come from sponsors; we are trying to organise this at the moment. This could help to provide equipment, discounts and possibly some funding.

Finance for training would come from as many people as possible involved with the Youth Squad.

These are just a few ideas of how to finance the squad.

In summary what we are trying to achieve is to make the fleet more popular with young sailors, attract more sailors to the fleet, make the fleet grow and make it more appealing.

As youth squad sailors within the GP14 class, we will aim to promote the class and encourage younger sailors, to ensure its future.

Vicki Leavers



Youth Training in the North West

The participants of the Howard Davies Memorial training week at Plas Menai in October 2006 enjoyed sailing GP14's so much that they wanted more! In response to this the North West Region have organised a trial series of FREE training days for youth sailors. The training will be held on the Saturday prior to a scheduled Open meeting in the Northern Bell Series, conducted by Association approved coaches. Three clubs have volunteered to take part: Bolton on Saturday 28 April, Hollingworth on Saturday 12 May (subject to confirmation) and Budworth on Saturday 2 June. Any youth sailor from any region is eligible to participate and is very welcome to enter the Open event the following day in the usual manner.

This is a great initiative from very experienced GP sailors at these clubs towards encouraging greater youth involvement in the class, and I hope it will be widely supported. Please encourage the young sailors at your club to take part- and encourage them to join the Association if not already members. Who knows, you may be helping the next World Champion on his/her way!

Please contact the Fleet Captain at each club for further details. Mandy Mitchell, NW Area Rep

Training

BACKGROUND

As mentioned elsewhere in this issue a Strategic review was held over the winter and Training was identified as a critical area that the Association had to address.

Five main separate areas of activity were identified:

In order to come up with an achievable goal, it was felt necessary to rank these points in a priority order and start with the most important point first. The meeting felt items 3 and 5 went together, ie class organised coaching and coach recruitment, and there was an overwhelming vote in favour of this being the most important point.

The facilitator for the day, Pete Vincent said at the meeting that 'Classes that depend on active members undertaking ad hoc coaching, without those attending paying a realistic fee, end up with very little coaching taking place and poor end results. The classes that have the best coaching are very proactive in terms of training coaches, organising coaching days, working with clubs to produce a coaching programme and providing equipment and back-up resources. This needs a strong central lead'. And this rang true with the Committee. Accordingly, I volunteered and was tasked to try and deliver the training.

THOUGHTS

In my opinion some key points emerged:

The Association has let this activity slip and now needs to be proactive rather than reactive. That unless we actively recruit and train coaches, no meaningful training can be achieved. It needed to be co-ordinated and achievable - let's not run before we can walk.

PLANS

There has been some confusion about what level of coaches we require and what coaches we currently have got. The RYA in their wisdom are in the process of renaming the particular level of coaches and people who have got Class Racing Coach qualifications that

are more than 2 years old are now in fact going to be called Racing Coaches, as the new Class Racing Coach course is intended for qualified and experienced coaches looking to become Head Coaches of RYA Squads, Toppers, Lasers etc. The qualification that we need is Club Racing Coach for Classes, known as the Racing Coach. You will need to be an experienced racer to get onto the Club Racing Coach course and have First Aid and Powerboat Level 2 certification; however these qualifications can be gained after the course.

I now have identified, with the help of the Office's records, some people who are already suitably qualified and will in the near future be contacting them to have a chat about training. If you have recently qualified or indeed qualified some time ago and want to get involved, could you please contact me via my email paul@tsimes.fsnet.co.uk with our details and I'll get back to you.

The plan is to identify coaches for each area (and sub-area in the case of the larger areas) that we can call upon to provide training and, if necessary, train new coaches if the area hasn't any. Once these resources have been identified, I want the Area Reps to identify a club that requires training that also has an Open Meeting arranged for a Sunday, and we will schedule a training day for the Saturday. The cost will be small to members and the price of an Annual Full membership (plus the above cost to the members) to non-members; most people who want coaching will not quibble at that cost. I plan to hold only a couple of training events per area at most this year - let's offer quality not quantity at first - and we will pay the coaches for their time and travel expenses in order that they feel valued.

TO DO

These proposals have basically covered Points 3 and 5 which were identified by the Strategic Review Group as the ones to focus on. I've deliberately left out Plas Menai Style Training for Adults, as I'm not sure about what costs could be covered by the Association, if any and I'd like to get out and meet people at

training events this year and get their opinions before possibly committing the Association to a large cost.

Pre-Nationals Training has also been omitted as I believe that, with the Nationals being held at Mounts Bay, the distance involved to get there will mean that we will attract few, if any, attendees. However, when the World Championship is in Abersoch in 2008, I would suspect that pre-event training would be a realistic option, and I plan to contact SCYC to look for possible dates in the near future.

A training DVD has been mooted, but in my experience a hands-on approach is by far the best way to go; however if training demand exceeds the supply of coaches, then perhaps a DVD becomes viable. If you want to see a generic training DVD then go to www.volkswagen.co.uk/touaregsailingdvd and enter your details, making sure that you tick the right boxes at the end NOT to receive junk mail or calls. This DVD gives a great insight into how a top Olympic sailor evaluates a race and race-course.

FUTURE

Finally I discussed at Main Committee a possible Youth Squad - an idea that has come to the fore again with some youth sailors actually writing to request the formation of one. I'm in the tentative phase of identifying how this can be achieved, what benefits we would get and the likely cost. I would hope to have this in a presentable form by the April meeting and possibly will have found some sponsorship to keep the costs down.

AREA REPRESENTATIVES

Please go out and find us some training to do along the lines that have been suggested. We as an Association can advertise that we do training more proactively, but you are the conduit to the clubs within your area. I'll make you a promise - you get us the events and I'll find the coaches for you.

Thanks

Paul Simes

Cruising

- We need to teach seamanship skills, a Class Association activity as well a club activity
- Cruising weekends need to be organised by Association.
- Seek help/advice from Wayfarer Association
- Seek help/advice from RYA who have important cruising element.

Training guide

- How to rig Mk1/Mk2
- How to sail e.g. downwind, controls, spinnaker, sea states/wind
- Targeted advice
- Fleet advice.

Class organised race coaching

- Plas Menai style weekend for adults.
- Pre-championship training.
- Saturday training - Sunday open.
- Coaches to clubs - charge
- Proactive v reactive
- Regular training to ensure progression
- Training DVD.
- Charge for coaching.

Youth squad

- Recruit from RYA zone squads
- Promote within zones, link to Regional development officers
- Sponsorship
- Regional training coaches plus national co-ordinator
- Plas Menai Howard Davies week.
- Limited numbers.

Coach recruitment

- Train new coaches
- Subsidize training in return for commitment as class coach.
- "2 for 1"
- Aim to get younger sailors to become coaches (link to other youth squads)
- Give recognition to coaches.
- Back with support materials.
- Pay coaches.

Memories and Lessons Learnt at Plas Menai

WHAT WAS BEST:

- Chris I thought the people involved were great and that the instructing was excellent.
- Jon The best thing about the week has to be the amount of sailing crammed into 5 days. We were hardly off the water! Much better than school.
- Tom The most enjoyable aspects of the week were making new friends and sailing in difficult conditions.
- Ryan The quality of coaching was excellent and apart from a few days the heavy wind made it challenging in the least. I most enjoyed meeting other GP sailors of my age and making some new friends in the sport.

WHAT WAS LEARNT:

- Tom During the week I learnt:
How to gybe the spinnaker whilst keeping it flying. Efficient tacking. Discussing tactics before the start of a race. Tides.
- Jon I learnt loads but in particular about starting.
- Nicky I now feel very confident in heavy winds. It was certainly a steep learning curve! I got to appreciate the huge effect of tides on small dinghies.
- Ryan I learnt a lot more about communication in the boat and survival sailing. I feel confident now to go sailing in most conditions.
- Chris I learnt how to tune the boat, and what to make my Dad spend money on.

WHAT I REMEMBER MOST:

- Jon There were many memorable incidents but the best for me has to be sailing in on a windy day with a completely broken rudder. (Not something I would recommend)
- Nicky I remember the very windy day when we only took three boats over to the other side of the straits to do start practices.
- Tom The incident which I remember most vividly was when Richard Estaugh's new design of rudder snapped!!
- Ryan I most vividly remember sailing in the force 6/7 with the spinnaker flying, and me and my helm sat nearly on top of each other on the transom trying to keep the bow up.
- Chris I remember capsizing, after capsizing...after capsizing.

OVERALL:

- Ryan It was a great week both for sailing and for making new friends. The coaches were great thanks to Ben Todd and Paul Simes and special thanks to Richard Estaugh (Mr Speed Sails) and for his (Pimp my GP) tune up guide. It is a great way to improve your sailing and prepare for the Youth Nationals - just be prepared for lots of hard work.
- Nicky Thank you very much for an incredibly enjoyable and tiring week.

The Howard Davies Memorial Training Week – a golden opportunity.

Together with my brother, Alastair, I have twice now had the opportunity to take part in the Howard Davies Memorial training week at Plas Menai, held during half-term in October, and both times we loved every minute of it. We had a fantastic time, sailing all day (weather permitting) and having a great laugh with new and old friends at night.

We were up early each morning, grabbed breakfast, then it was up to the lecture room to discuss what was going to happen that day. If the weather was awful we stayed inside and were taught about things that were new to most of us – for example, understanding tides etc – or we studied theory and analysed techniques by watching footage of ourselves from previous days. Otherwise it was get changed and go. We had all sorts of different weather conditions to cope with throughout the week, from zilch wind to Force 8's, and by the end we were all shattered, bumped and bruised, including our boats!

Ben Todd, our coach for the week from the Centre, was great. He was very enthusiastic and encouraged us all the time to try new things. During the week Richard Estaugh and Paul Simes gave us brilliant advice specifically for sailing GPs and contributed a lot to our knowledge. I would like to thank them very much for their patience and for putting up with us.

We said sorry goodbyes to some, but five boats out of six headed towards the GPI 4 National Youth Championship at Winsford Flash SC, my home club. It was a chance to put into practice the things that we had been learning in the past week and compete against each other for real.

If you ask me whether I would do it again, without hesitation the answer would be a "yes". Before those two great weeks I was considering giving up sailing, having lost enthusiasm and love for the sport.

The experience brought back my spirit for sailing and I would never trade that for anything. Basically, what I'm trying to say to anyone who is unsure whether or not it's for them, is to take the golden opportunity this week offers you. Not only will you gain new skills and new friends (and a probably a couple of nasty bruises) but you will have a lot of fun and an experience that you will never forget.

Pippa Mitchell
Age 15

trailermaid

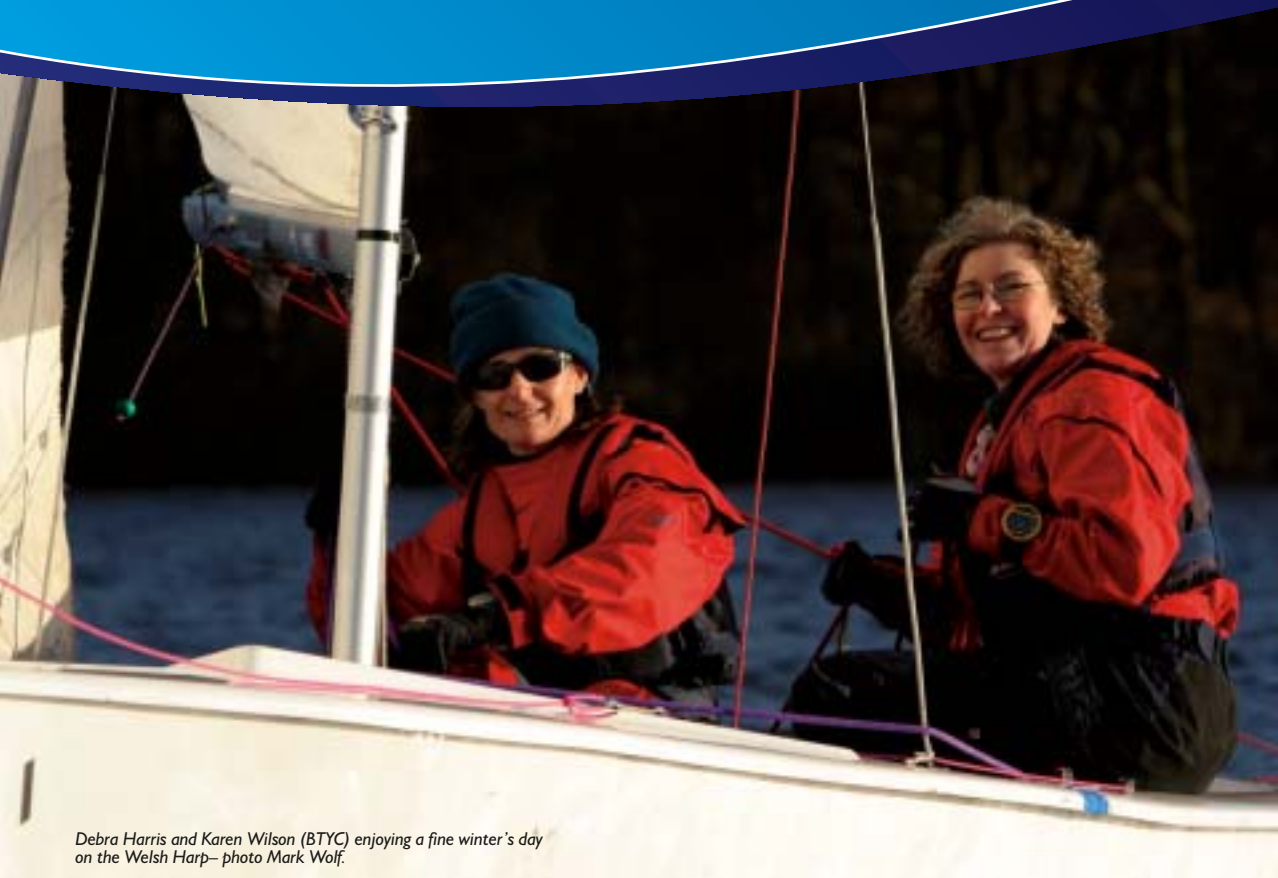
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Debra Harris and Karen Wilson (BTYC) enjoying a fine winter's day on the Welsh Harp—photo Mark Wolf.

Attention Bronze Fleet Sailors

Staunton Harold Sailing Club will be hosting a training Day on 21st. April which will be focusing on bronze fleet sailors.

The trainer will be Paul Leavers, a well respected gold fleet sailor with vast experience. All are welcome.

On the day after the training session, the club will be hosting its GP14 Open Event and participants in the training are encouraged to take part to test their newly learnt skills against their peers.

Please contact John Robinson on 01332 863779 for further details.

No boys allowed!

The RYA Women's Dinghy Championships will take place at Queen Mary Sailing Club in Staines, London, over the weekend of October 13/14 2007.

Open to all ages and abilities.

More information plus 'no fuss' online entry can be found at www.ryaracingevents.org.uk



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