

# mainsail

MAGAZINE SUMMER ISSUE 2007



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

THE GP FOURTEEN CLASS INTERNATIONAL ASSOCIATION

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# President's Piece

## Hello All

As you read this, summer is upon us and we have been able to get back to our favourite leisure pursuit – GP sailing, with all its pleasures and activities. These range widely, from National or International Class Association events to club level activity. Sailing and racing our GPI4s is hugely dependent on the voluntary effort of so many. To you all I say a hearty thank you. You are many and hardworking and often receive little tangible appreciation. But, hopefully, when you see the results of your hard work during the winter, successful events taking place, new faces on the water and everyone enjoying themselves, you will surely feel it is all worthwhile.

You will now be aware that our Association has a fresh communication tool in [www.gpi4.org](http://www.gpi4.org) which is an ever-evolving site and is wholly dependent on your input. It will only be as interesting as you the members make it through your contributions and photographs. We would love to read about your experiences and see the pictures.

Our GPI4000 Grand Prize Draw has been launched and many of you will have bought tickets. Please give others the opportunity to buy a dream for only £2.

Help us sell 7000 tickets before next year's Dinghy Show. I know other club members, friends, family and colleagues would all love to win GPI4000 and I'm sure you do too. So go and sell those tickets.

Planning is well advanced for both the UK National Championship at Mounts Bay SC and the Championship of Ireland at Sutton Dinghy Club. These are the premiere events in the Northern Hemisphere with early intention to compete evident at this stage. The sailing should be great and the 'craic' even better as friendly rivalries are born or resumed on and off the water. The larger the fleet, the better the fun for all. Participation is a sure way to express appreciation for all that voluntary effort and have a ball into the bargain.

Our new logo has been born. I hope you like it. Together with our website it represents our intention to create a fresh modern image for our class.

The AGM of the International Class Association will take place at Mounts Bay SC during the UK Championship. This will give you an opportunity to air your views and contribute to the future of the association. I look forward to meeting many of you there.

**Hugh Gill**



International 14 sailing off St Michael's Mount  
Photo Clive Goodhead

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

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## Committee Matters

**In the Spring Mainsail, I outlined the formation of the Strategic Plan and the progress reported in the February Committee meeting. I now follow up with further progress on the Strategic Plan plus other matters discussed at the April General Committee meeting.**

### Image & Marketing

The Committee have approved the new logo using dark blue, gold and grey colours. The logo appears on all other Association communications and is complimented by the same blue text in either MS Reference Sans Serif or Microsoft Sans Serif. Thanks go to Andy Bury for all his expertise and for projects still being developed. We are still in need of a volunteer to be responsible for Marketing.

### Communications

The new website designed by Simon Cox was launched in May and is receiving much deserved attention. Thanks go to Luke Shaw who has spent many hours providing information and developing the website to best serve our membership in the future. The web address is much simplified to [www.gp14.org](http://www.gp14.org) and reflects our international status. The colour coding reflects our logo colours. It's up to everyone to contribute comments and news articles to keep our website buzzing with activity.

The new style all colour Spring Mainsail has received much acclaim, so thanks go to the editor Liz Hall for her inspiration and to the skilful design team at The Printing House. The extra cost of publication is balanced by the savings in using Mailsort posting.

Discussion has been taking place on the phasing out of the publication of the annual GP14 Handbook in its present form. It is envisaged that most articles in the Handbook will soon be available on the website though some portions will have access restricted to GP14 members only. Some of the articles will appear within the Mainsail magazine and some can be printed in the Office and distributed to members on demand. It currently costs over £4000 per year to print and distribute the Handbook.

### Organisation

The new membership database on Access is up and running. I have to thank Sue and Irene in the Office for their extra commitment to learn and become familiar with new procedures. Sue is extending the contact information to include telephone numbers, mobile numbers and email addresses and would like every member to email the Office [admin@gp14class.org.uk](mailto:admin@gp14class.org.uk) with these details. Please use your full name and boat number as identity, or ideally your Membership number, if you know it. If you don't have email, please telephone. It is important that you advise the office of changes to your contact details as soon as they occur.

### Championships

The four UK regional championships will be completed by the time the members meet for the AGM in Mounts Bay in August. Competitors are encouraged to submit their views on continuing this format in 2008. It has been agreed to negotiate with Looe SC for a World Championship in 2012.

### Technical & Rules

Rule 5 in the Rules of the GP14 Class Int Assoc was amended for 2007 to allow the centreboard and rudder blade to be made of fibre reinforced plastic in addition to wood or plywood. (Note the black square in the Handbook which denotes rule changes within the last 12 months). Such foils are soon to be manufactured.

Rule 11.3(d) and (e) has been deleted with effect from 1st May 2007, thus there is no longer a requirement to carry numbers on spinnakers. This change brings the GP14 in line with other classes.

**Hilary Davies, Hon. Secretary**



Caption Needed

## The GP 14000 Grand Draw

**Our President Hugh Gill officially thanked Richard Estaugh at the launch of the GP 14000 Grand Draw on 12 May 2007 at Chase SC. Speed Sails are generously donating the FRP Series 2 hull, the foils and sails, Super Spars are donating the spars and Harken the fittings. This is to celebrate the massive achievement of the GP14s reaching sail number 14000 in 2008.**

Fleet Captains of established GP14 fleets are busy selling the raffle tickets which cost £2 each or £10 for a book of five. Tickets can also be bought from most Committee members or direct from the Office at Crewe. To comply with the strict Regulations of the Lotteries and Amusement Act 1976, tickets must not be sold to a person under 16 years of age, nor sold outside Great Britain. Anyone living outside Wales, Scotland and England may, however, purchase tickets direct from the GP14 Office. There is a poster to display on every club notice-board; please contact the Office if you require a poster. The Draw will take place on Sunday 2nd March 2008 at the RYA Dinghy Show at the Alexandra Palace. All the proceeds are to be spent on supporting GP14 sailing. The Committee look forward to receiving your suggestions on which specific projects warrant such funding.

**Hilary Davies Hon. Secretary**

## Volunteers Needed to Serve on Your Committee

**The Association is dependent on members volunteering to serve on the Committee either as Officers or as Directly Elected members. We need Vice-Presidents prepared to take on the responsibility of shaping the future of the Association, particularly someone to take responsibility for Marketing. We need Directly Elected members prepared to get involved with one aspect of running the Association. We need a volunteer to serve as an Assistant Secretary in preparation to becoming the Honorary Secretary.**

Those who want to serve on the GP14 Association Committee, should contact Hilary Davies 01746 862652 or email [HYPERLINK "mailto:hilaryd Davies179@btinternet.com" hilaryd Davies179@btinternet.com](mailto:HYPERLINKmailto:hilaryd Davies179@btinternet.com) or contact the Office before 23rd July for a Nomination form or for further information about Committee matters.

**Hon. Secretary**

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## ANNUAL GENERAL MEETING 2007

The 57th Annual General Meeting of the G.P. Fourteen Class International Association will be held at Mounts Bay Yacht Club, Marazion, Cornwall on Monday, 13th August at 19.00 hours.

### AGENDA

1. To receive apologies for absence
2. To receive the Minutes of the 56th Annual General Meeting
3. To receive the Hon. Secretary's Report
4. To receive the Hon. Treasurer's Annual report and Accounts
5. To elect the Officers:  
President  
Vice Presidents, including Branch Presidents  
Hon Secretary  
Hon Treasurer
6. To elect five duly nominated members to the Committee
7. To elect a non-Racing representative to the Committee
8. To elect the Accountants
9. To receive the following proposition:  
  
That the annual subscriptions are increased by £1 to reflect the rise in inflation so that the following subscriptions apply with effect from January 2008:
  - i Full member subscription £27
  - ii Associate member subscription £21
  - iii Youth member subscription £13
10. To receive the notice of motion to alter to the Constitution as recommended by the Technical & Rules Sub-Committee on 3rd February 2007:  
  
re UK Area Championships and the Constitution  
  
Article 4 "These areas shall be designated Championship Areas and shall be appropriately named: ..." to be deleted and replaced with "These areas shall be named: ..."  
  
Following the list of areas add the sentence:  
  
"A programme of Championships shall be organised each year on a regional basis, the number and format of such events to be decided by the Committee."
11. Any other business competent to the meeting.

The President welcomes discussion after the agenda items on the following topics:

- (a) Adopting the format of Regional Championships as 2-day events in Scotland, Wales, UK Northern & UK Southern Regions in the future.
- (b) Phasing out the publication of an annual GP14 Handbook in its present form.

**Members unable to attend the AGM are encouraged to submit their views on these topics by letter or email to the Hon Secretary via the GP14 Office.**

A £2 discount will be applied to subscriptions paid by direct debit

## Honorary Secretary Required for 2008

**As I sit on the shores of Castle Loch, this seems a good opportunity to reflect on my time as the Honorary Secretary of the GP14 Association. It is a privilege to work alongside such a dedicated team of Officers; in particular Hugh Gill is the most inspiring of Presidents and a gentleman. It is my intention to resign in 2008. Ideally, my successor is welcome to join the Committee and become assistant secretary for the coming year. I benefited enormously by shadowing Graham Knox prior to his retirement.**

For me, Hon. Secretary is the most challenging of positions: supporting the Officers, linking up every part of the Association and communicating with the rest of the sailing world. In particular, the Hon. Secretary is responsible for the GP14 Office which is ably run by loyal and efficient administrators, Sue Sinclair and Irene Thompson. With modern technology, it is no longer necessary for the Hon. Secretary to visit the Office regularly, as everyday communication is mostly by telephone and email. Few tasks are repetitive and most offer a fresh challenge. I've improved in a variety of IT skills, including graphics, access database, excel spreadsheets and website management. I've travelled to Championships in Ireland and the UK and enjoyed meeting many competitors, organisers and club members. One of the highlights at the World Championship is meeting and befriending competitors from S Africa, Sri Lanka and Nigeria. The Howard Davies Race Training Week at Plas Menai provides a delightful opportunity to meet the enthusiastic youth trainees.

I hope I have given you a flavour of what Hon. Secretary means to me, but of course every person brings a fresh perspective to the position. Please think about volunteering for this role and feel free to talk to me. Telephone 01746 862652 if you require further information.

**Hilary Davies. Hon. Secretary**

## Irene Thompson

**It may come as a surprise to find that Irene has now worked for the Association for 30 years! Although she became a pensioner a little time ago, she has continued working loyally. To very many people, Irene is the 'voice' of the Association. So it is time to say a thank you to her for all that she has done for us.**

For the benefit of those who were not around at the time, it is appropriate to mention that this Association was the first to set up a permanent office with employed staff. That was in 1969. Initially it was staffed by Molly Tupper (then Molly Dodgson) and Margaret Blunt. Margaret decided to leave in 1977 and Irene was recruited. Her principle role then, and for most of the years ahead, was to look after the accounts and keep the books. So she got to know everyone as subscription payments came in; if not by voice or personal meeting, she knew your names. She was, of course, most familiar with the traditional ledger system, but readily adapted to computerisation when it came along. After Molly Tupper retired, and her successor, Vera Davies, in turn also retired, Irene took over the general running of the Office. Perhaps it was fortunate that she lived within walking distance. This meant that she could be relied upon in the event of an emergency at the Office and she always knows what is going on in Crewe.

Irene has had to cope with the whims and wishes of a variety of Hon. Secretaries. She has coped well with each of them in her own loyal way. At the same time, she has been a wife, mother, grandmother and still helps to look after her own mother.

Irene has been suitably reticent about the subject of retirement! Being involved with the Association proved to be a helpful 'diversion' when her husband, Geoff, died a few years ago. As long as the Association has a role for her, Irene has been happy to carry on. We should all be grateful for her long service and take the opportunity to wish her well.



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## Letters received recently in the Office:

**Dear Sir,**

Forty years ago, I bought a bell Woodworking kit and built a GP14. This boat served us well for many years, from motoring all over the Broads with my wife and four sons on board, to sailing with the boys and finally single-handed when they fled the nest.

I have often wondered where the Lady of Brent, sail number 6499, finished up.

I hope you can find a corner in Mainsail to print this letter and maybe some old salt like me will contact me,

Yours sincerely,

**Tony Steer**

Tel: 01278 760 370  
tony@tonysteer.ndo.co.uk

According to the records at the Office, this boat was built in July 1965 and changed ownership in 1975, when it was renamed 'Tomcat' and sailed at Bassenthwaite SC. It changed ownership again in March 1988, renamed 'Apprentiship' and sailed at Nantwich & Borders SC. After that date there are no further records.

Can anyone help with the subsequent whereabouts of this boat?



*Can anyone help with the subsequent whereabouts of this boat?*

**Dear Hilary,**

Greetings from Western Australia.

At our recent Association meeting we discussed the new logo and strategic plan and concluded that these were mighty fine and that perhaps some other innovations were also needed to help promote the Class.

Some time in the past (before my GP sailing days) Australia was given a dispensation to use trapezes on our boats, due to the very strong and regular sea breeze experienced during the summer months. I know that Peter Sandbach was quite taken with their use and promoted discussion of their use in the UK. We feel it may well be time to revisit that issue as we feel it would give the boat a more trendy modern image and also be more appealing to lighter crew who spend the whole race hanging out by their toe straps. There is also much kudos to be had when promoting the boat to others, to be able to say that you have been trapezing and what a blast it is when the boat got up and planed on a decent reach. (It's also much easier on the knee and ankle joints, perhaps there could be a health and safety issue here!).

On a personal note, I feel that another change that would enhance the sailing experience would be to reduce the size of the genoa to that of the midi. I know that this is an option already, but sailors being what they are (bigger is always better) the larger genoa will always be used in preference. The loss in speed is minimal, the spinnaker is more efficient with a smaller headsail, tacking is easier and the crew does not have to sit on a cleat!

This change along with the use of a trapeze makes the boat much friendlier to sail in the strong winds that must sometimes occur in the UK! The changes would open the door for much lighter crew to be used, making the boat more attractive to women, children and lighter males. The GP is not an Olympic class and in my opinion should be regarded as a fun family boat as well as a serious racing dinghy.

I hope you will give the suggestions some consideration.

Very best wishes,

**Charles Jackson** (Fleet Captain)

## Summer Championship Report

**As I write this, only the first two Regional Championships have taken place – the Southern at Chase and the Scottish at Annandale, but the Northern at Derwent Reservoir and the Welsh at Llandudno Sailing Club will be taking place while this Mainsail is in preparation. Full reports and results can be found on the website.**

Those of you who made the effort to enter either the Southern at Chase S.C. or the Scottish at Annandale S.C. were not disappointed; testing gusty conditions at both venues made the racing challenging but very exciting, and both events had experienced GP14 sailors on board the committee boat ensuring the courses set would suit the GP fleet.

Each event excelled in its own way and massive thanks are due to club members who pulled out the stops to give us, the competitors, the exciting championships we were all hoping for. It is just a pity a few more competitors could not make the effort for both of these weekends; next season we must avoid clashes of event dates and the Regional and National events must take priority. Annandale Sailing Club's catering committee excelled and presented the most outstanding selection of food for every taste, this is one championship venue I will be returning to, sailing or not.

Following close on the heels of the Regionals (Joint Areas) is our UK National Championships at Mounts Bay Sailing Club 11th - 17th August. Don't miss the closing date for the normal entry fee on the 16th July - at best it will cost you an extra £20 if you do, at worse your entry could be rejected by the organising club; food for thought! The UK Grand Masters and Masters Championship follows on the 8th and 9th September at South Staffs Sailing Club. I am looking forward to this one - an excellent home fleet plus a good visiting fleet is certain to get this year's Masters off to a flying start. When I think of the brilliant events we have been fortunate enough to enjoy at South Staffs over recent years I am confident we will be in for a cracking weekend. At the end of September (the 29th and

30th to be precise), the UK Inland Championship is being held at Burton Sailing Club. This I hope will be the largest Inland event of the season. Last but not least is the UK Youth Championship at Midland Sailing Club over the weekend of 27th and 28th of October. If you are a youth sailor this is the event for you - test your skills against the best. Somebody has got to win and it could be you. Enter now to find out whether you can become the numero uno of GP Youth Sailing at this year's UK Youth Championship.

Well, I have said all I can say to encourage you to have a weekend away at one of our Championships - better still, enjoy a week away at our National Championships at Mounts Bay Sailing Club at the wonderful venue of Marazion, Cornwall. For those who qualify for the Grand Prix (to qualify you must enter either the National or Inlands and two other Regional Championships) don't forget the two fantastic prizes being presented by Richard Estaugh of Speed Sails for the winners of the Silver and Bronze fleets; you and your crew will get a one day one-to-one training session at your home club from the master himself - what better way to prepare for your promotion into the higher fleet? I have said it before and I will say it again, you have got to be in it to win it. It's no good thinking about it - just do it!

I hope to see you competing in at least one Championship this season, go on give it a go. Gold, Silver or Bronze it doesn't matter, just be there and enjoy what GP sailing is all about - good sailing, good company and doing something that makes you happy.

**Ian Sinclair**

## MOUNTS BAY

### The Place

Mounts Bay is the Bay of St Michael's Mount. And Saint Michael's Mount is one of the most enchanting places in the world. It's a small island, no more than a few hundred yards off-shore from the charming village of Marazion, on the south coast of Cornwall. Perched on top of it is an ancient monastery partially transformed into a castle. The first glimpse of St Michael's Mount is quite magical, especially on a hazy morning when it seems to hover above the water as you come down into Marazion. One of the social highlights of the Nationals at Mounts Bay will be an evening trip to the castle on the island, followed by a BBQ at the club which is hosting the Nationals, Mounts Bay SC. The causeway will be flooded at that time, so the visit will be made by ferry boat and certain rooms not normally open to the public will be on display. Mounts Bay SC has a full social programme planned for the week, beginning with the Commodore's reception on Sat Aug 11, finishing with the prizegiving and disco on Friday 17.

### The Sailing

There can't be many better places to sail than the wide and beautiful Mounts Bay. Tidal flow is minimal, commercial traffic virtually non-existent and any wind with south or west in it (and south/west is the most usual wind-direction in these parts) will give exciting conditions with good waves. If the wind is too strong, the race course can be tucked under the shelter of the Penzance headland. Launch and recovery is easy from the gently-sloping sandy beach and everything you need is to hand - dinghy pen, parking, the facilities of Marazion and the well appointed clubhouse with its large upstairs clubroom and bar, sun lounge and terrace overlooking the beach.

### The Club

You can read all sorts of interesting information about Mounts Bay SC on their excellent website, [www.msbs.org.uk](http://www.msbs.org.uk). It's an ideal place to sail, not only for competitors at the Nationals, but also for the individual GP sailor who is looking for somewhere to take his boat for a short break. Temporary membership of the club is available for £10 a week, and you are welcome to join in the club racing. There is also a special family week - an annual event - which this year runs from July 24-27.



International 14 sailing off St Michael's Mount  
Photo Clive Goodhead

## The best GP14 week in the world?

**At Dovey Yacht Club, home of the GP14 and the famous Dovey Bells.**

The week starts off with a 3 race GP14 Open Meeting Sunday 19th August. This is followed by GP14 Week Monday 20th to Friday 25th of August. The week is structured round a five race series starting at 11 o'clock each morning. The afternoons have a variety of events from one-off races to cruising events. There is also an under-18 Topper Series run in the afternoons and social events some evenings.

The Bank Holiday weekend, 26th, 27th and 28th has club handicap races and one-off GP14 trophies.

All welcome.

Aberdovey is known for its estuary, sandy beaches, Snowdonia National Park Countryside and much, much more. Range of accommodation and other activities available at [www.aberdoveybreaks.com](http://www.aberdoveybreaks.com)

All enquiries to William Mack, GP Fleet Captain.

[w\\_mack@btinternet.com](mailto:w_mack@btinternet.com)



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

## 'Sail the World' Weekend 1-2 September 2007

**LOCATION:  
SOUTHAMPTON, UK**

**The 'Sail the World' weekend 1-2 September is set to be one of the highlights of ISAF Centenary celebrations and a perfect opportunity to promote sailing around the world. The aim is simple: get out on the water and get sailing! The newly launched 'Sail the World' pack contains all the details you need on how to get involved. To download this pack, go to [www.sailing.org/sailtheworld](http://www.sailing.org/sailtheworld)**

ISAF wants everyone to join in and help celebrate the 100th birthday of the International Sailing Federation, getting as many people involved in our sport as possible. The 'Sail the World' pack contains details on how MNAs, classes, clubs and individuals can get involved in the weekend and make it one of the lasting memories of the ISAF Centenary.

Included in the pack are details of the 'Sail the World' logo and how it can be adapted for every event taking place on 1-2 September. ISAF will also be honouring every participant in 'Sail the World', and the pack has more details about the different certificates and awards available.

'Sail the World' is open to everyone around the world. Every participant counts – just do not forget to tell us about your weekend.

**'Sail the World' weekend – 1-2 September 2007 – let's go sailing!**

## SOUTHERN REGIONAL CHAMPIONSHIP

This event took place at Chase SC on what was, as Ian Campbell notes in his Area Report, the wettest weekend in May – the 12th and 13th.

**Results:**

- 1 Peter Jacques & Peter Tate**  
13738 Chase SC
  - 2 Ian Platt & Chris Jolly**  
13849 Bolton SC
  - 3 Michelle Williams & Richard Estaugh**  
13938 Chase SC
  - 4 Richard Instone & Linda Estaugh**  
13931 Chase SC
- 1st Silver: John Salomonson & Adam Perry**  
13945 South Staffs SC
- 1st Bronze: Mark Wolf & Ian Campbell**  
13421 BTYC Sailsports

A full report is to be found on the website, but here are some photographs taken by Hugh Gill which give a flavour of what was a very enjoyable and competitive weekend.



*Swiper*



## GP 14 NORTHERN CHAMPIONSHIP 2007

As you can see from the full report on the website, the Northern Championship held at Derwent Reservoir Sailing Club on June 9/10 was dogged by light and shifty winds which made things extremely difficult for race officer Keith Robson. The first races on each of the two days had to be postponed and the fourth race, on Sunday, abandoned altogether. The competitors needed great skill and great luck in equal proportion – and to be able to execute perfect roll tacks.

### Results:

- 1 Matt Mee and Andy Tunnicliffe (13924) Hollingworth Lake SC/RWYC
- 2 Adam and Tim McGovern (13956) Hollingworth Lake SC
- 3 Gary Deighan and Dale Knowles (13933) Bolton SC

**1st** Lady Helm Julie and Chris Waddington (13791) Bolton SC (13th place)

**1st Silver Fleet:** Bill and Diana Webber, Winsford Flash SC

**1st Bronze Fleet:** Colin Midgley and Neil Smith, Annandale SC.

**1st home club boat:** John Toomer and Justin Smith, (DRSC Silver Fleet), in 16th place.

See Mandy's alternative view of this event on the next page.



GP 14 NORTHERN CHAMPIONSHIP 2007

## THE NORTHERN CHAMPIONSHIP – an alternative report

by Mandy Mitchell

**The inaugural Northern Championship over the weekend of 9/10 June was certainly one to remember, although not necessarily for the challenging conditions and the sailing results.**

For me, the weekend began normally enough – sailing gear packed, boat on trailer and hitched to car, caravan hitched to Jon's car, so hit the road. Oops, mast prop cracked, we're not going anywhere at this rate. Jon, as ever, was not phased by this and, to the amusement of passing motorists, we proceeded to manoeuvre the mast in and out of his caravan windows to the far reaches of the corner cupboards until the mast did fit into his caravan! We were going to Derwent after all. However, on arrival we caused some consternation for our club members, Bill and Diana Webber, who thought that we had turned up and forgotten to bring the mast! Now you don't see it, now you do!

Then how could I deny a call from a helm in distress at the eleventh hour- especially the persuasive Neil Platt - to meet him at Junction 22 of the M6 so that we could return his trophies? I duly handed these over to Sue Sinclair the next morning – to be met with cries of "oh no, the nuts are loose again!". Ever ready for a challenge, Sue got to work with the Superglue to repair an ancient trophy that had seen better days. She managed to reconstruct the trophy that then became affectionately known as "sticky nuts". Sadly this has now been retired from duty and we will never know who has sticky nuts.

Prize for the quote of the weekend must go to Alister Knott from Hollingworth Lake SC for "the countryside is great, but there isn't a mute button!" I think that this must have something do to with a flock of sheep wandering noisily through the campsite at 5am on Saturday morning.

So, to serious matters, and on to the water – unless you have forgotten your buoyancy aid that is. Luckily the holder of the keys of Garage 4 turned up promptly in response to a distress call over the public

address system, and Ian Sinclair was able to borrow one of the club buoyancy aids.

Forgetfulness isn't just the prerogative of Master sailors though: having reminded others over and over again to take their sleeping bags to Derwent, Adam McGovern then forgot to take his. No bother, he would construct something from the undercover of his boat and be warm and snug (or just ask everyone if they had a spare sleeping bag and hope for the best...).

At the end of the first day's sailing there's no better way to unwind than to immerse yourself in a 21st birthday party being held at the host club. Nothing better than that is unless there is a teapot being handed around to sup from. Julie Waddington (with Chris at her side) did full justice to the "tea" and gave the band (who were very good) her full approval until 2am. Just goes to show that she will qualify for the Masters next year as she then went to bed and the band was still going strong at 3.30am. The tea must have been excellent though as Julie was raring to go the next day, and so excitable that she slipped in the boat on the start line of the first race and head-butted Chris, nearly knocking him out of the boat!

However, the "tea" and matching Adam pint for pint on Saturday night didn't stop Matt Mee from winning the third and last race of the Championship on Sunday and taking the overall honours in what was a very enjoyable and memorable Championship. Thank you to everyone at Derwent SC for hosting such a good event, especially to Ann Penny who worked so hard before and during the competition to ensure that we all enjoyed ourselves.

## Championship of Scotland at Annandale Sailing Club

Annandale Sailing Club was host to twenty GPI4's for their Championship of Scotland weekend of 19th and 20th May. The visitors, mainly from Scotland and the north of England, also included two boats from the Midlands and two from the Isle of Arran.

As forecast, Saturday was a day of strong winds and two races were sailed in a force 5 westerly wind. With some competitors opting to stay ashore and others retiring after numerous capsizes, only twelve teams finished both races.

Sunday was altogether more pleasant with sunshine and a lighter, though shifty breeze that swung towards the south and strengthened throughout the morning.

Throughout the weekend, the leading four boats enjoyed some close racing and opened up a considerable lead. The rest of the fleet including a number of Open Meeting first timers also experienced close and challenging competition.

Championship winners, Greg Pitt and Andy Tunnicliffe, demonstrated exceptional teamwork and boat speed throughout the weekend. They led races 1 and 3 from start to finish. Despite being over the line in race 2, they fought their way back through the fleet to briefly take the lead, until a capsize left them in third place.

Runners up were David and Lynn Lawson from Bassenthwaite Sailing Club. They also scored two first places in races 2 and 4, this was crucial in splitting the tie for second place in their favour. David was also the first Master.

Local sailor Mark Greenhalgh, teamed up with Ross Gingles, scored the most consistent set of results including three second places to finish third overall.

Richard Instone and Linda Estaugh from Chase Sailing Club completed the impressive top four.

Prizewinners were as follows:

1st	Greg Pitt and Andy Tunnicliffe
2nd	David and Lynn Lawson
3rd	Mark Greenhalgh and Ross Gingles
4th	Richard Instone and Linda Estaugh

Silver Fleet	Mike Fairlamb and Eric Smith
Bronze Fleet	Maurice Copper and Kevin Milburn

Master	David and Lynn Lawson
Junior	John Beardon and Fergus Barrie
Lady	Ann Penny and Hannah Smithson



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## GP14 Class Association of Ireland

**The 2007 season is well under way in Ireland. Three National events have taken place to date. The season opened with the Spring Open, a new one-day event in the calendar, which took place at Sligo Yacht Club back in early April. After nearly four weeks of beautiful sunny weather in Sligo, the weather broke on the Friday night, making way for gusty and windy conditions in Sligo bay. Timmy Corcoran and crew Brendan Brogan got the season off to an impressive start, winning this event by a significant margin. The silver fleet was won by Nigal Sloan and Johnny Parkes, with Sligo sailors David Gunne and crew Brendan McCormack taking the honours in the bronze fleet.**

The Purcell trophy was the next event sailed in the Irish calendar. The Purcell, which was first run in 1965, was originally designed to be held at a developing GP14 club. With this in mind, Antrim Boat Club hosted the Purcell event on the 21st / 22nd May. Antrim Boat Club is situated on the north east shore of Lough Neagh. Back in the late sixties and early seventies it had a strong GP14 fleet which later died away as it became a cruiser club. The club has recently adopted the GP14 as a club boat and has a number of GP14s sailing at club level. Sailing had to be cancelled on the Saturday of this event, as gales blew from the West all day. On Sunday the winds were moderate to light, allowing the OD to get three full races sailed. Alistair Duffin got away to a flying start, taking the honours in Race 1, with ever reliable Curly Morris and Laura Thompson showing their skills in the light winds in Race 2. In the final race Curly and

John McGuinness got involved in a luffing match on the second lap allowing Niall Henry and crew, who had climbed back from ninth position at the first mark, to slip through and secure an event win. On another note the Association is very grateful to past champions Peter Duffy and Gus Henry for presenting two new trophies for races five and six for the Purcell and for taking the time to come to Antrim to make the presentations in person.

The most recent GP14 event to take place was the O'Tiarnagh Challenge. It was run at Swords Sailing & Boating Club (SSBC) on Malahide estuary, with over twenty boats racing. The Challenge is a break from most of the other events in the Irish GP14 calendar, with lots of short races on Saturday and Sunday morning, and match racing semi-finals and finals for each of the bronze, silver and gold fleets. It is also different in that there are lots of course combinations, which makes it exciting for the sailors and a headache for the race management team. It was great to see newcomers to the fleet Gerard O'Sullivan and crew Ronan Cull from Sutton Dinghy Club dominate the Silver fleet in their first foray in their new Duffin-built boat. Judging by the pace displayed by these young sailors they will soon be snapping at the heels of the Gold fleet. In the Gold fleet, Paddy O'Connor and crew Tania McHale won the event in the final match. The Bronze fleet was settled in two matches, with locals Donal Brennan and John Dowling outsailing their clubmates Robert Murphy and Pat Savage in the first two matches of their final. Race officer Peter Smyth and his team ran a fantastic event in extremely difficult conditions, showing their skill and experience at running short-course racing.

The GP14 Class Association of Ireland Committee is pleased to announce that the GP14 League which was

in operation for many years has been re-launched for the 2007 Season. The Committee have secured sponsorship for the League from Richard Estaugh of Speed Sails.

As per its traditional format, the following events will be considered in calculating a sailor's league points;

Purcell Autumn	Leinsters Open	Ulsters Hot Toddy
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The league will run with the following discard system in place;

<b>Gold Fleet Sailors;</b>	1 Discard
<b>Silver Fleet Sailors;</b>	2 Discards
<b>Bronze Fleet;</b>	3 Discards

The Association will update the Speed Sails League 2007 tables after each event and publish them on the website. So keep an eye on our website and map your progress throughout the 2007 Season.

The Association has been running a series of club support days aimed at developing GP14 Clubs around the country. Support days have already taken place at Mullingar and at SSBC, Malahide, with more planned for later in the season. The details of these are available on the website for clubs that may be interested [www.gp14ireland.com](http://www.gp14ireland.com)

The next event on the Irish Calendar is the Leinster Championship which takes place at Mullingar Sailing Club on the 23rd and 24th June. Early indications are that there will be strong numbers at this event at a club with a reputation for running excellent events. We look forward to seeing you all there.

**Ossian Geraghty, Hon Secretary GP14 Class Association of Ireland**



Newcomers to the fleet Gerard O'Sullivan and Ronan Cull packing up their boat after winning the Silver Fleet at SSBC's O'Tiarnagh Challenge.

## Northern Area News

**Combs was once again host to the first Northern Bell event of the calendar on 15 April in warm sunshine, in contrast to the awful weather conditions last year. In light and tricky winds, Martin Brennan and Alister Knott, HLSC, won two of the three races to win overall. Combs have introduced a new trophy this season for the best placed junior and the first winners were Louis Saunders and Paul Thompson from the home club. Clubs in the region are keen to encourage more youth sailors into GPs and it is good to see two newcomers to the series, David Reaser and Mark Chisholm from West Lancs YC doing so well.**

It had been decided at the last FCs meeting that only the Sunday races in the two-day event on 21/22 April at Windermere would count towards the Northern Bell, so Jon (my crew) and I travelled up on Saturday

evening to be ready for an early start. However, persistent rain and no wind the next morning deterred us from even attempting to take the cover off the boat! It wasn't just the weather that was grey either – Julie Waddington had taken full advantage of the hospitality of the "Hole in the Wall" and was heard to mutter something about "could have had another hour in bed" when the postponement was announced.

Adam and Tim McGovern also turned up for the day and unlike me were keen to race, a decision that was to prove good for them. The first race turned out to be the only race and only 7 of the 20 boats finished within the time limit, led home by Adam with Martin Brennan in second place. I am reliably informed that Martin also ended up greyish when the dye ran from his rain-soaked black cap, not a look that will catch on I'm told!

The home sailors took good advantage of the windy conditions at Bolton the following week, with Mark Platt and Rob Senior winning overall, Julie and Chris Waddington taking the honours in the Silver Fleet, and Graham Hutchinson and Andy Bury heading the Bronze Fleet at their very first Open. Adam McGovern took third place this time, which meant that he and Martin were now equal on points in the Series.

At their home club, Hollingworth Lake, Martin emerged as the event winner ahead of Adam in close and competitive racing in gusty wind conditions. Innes Armstrong and Daniel Wood, Burwain SC, were third, and in his speech at the prizegiving Innes thanked the club on behalf of the visitors in the usual manner, but also offered some more unusual advice. The wind direction meant a very tricky short beat to a mark in one corner of the lake and it was all too easy to get it wrong – so Innes recommended that the

mark be exterminated by whatever method - just get rid of it!!

Steve Heywood the FC at Hollingworth is emigrating to Perth, Australia, at the beginning of June and we all wish him the best of luck and look forward to reading about his exploits down under in GPs.

It's great that the turnouts so far this season have been good, with more travellers: Mary Cunningham is doing a great job at West Kirby encouraging her fleet to travel. Don't forget that every time you enter an event you are entered into a draw to win an Omega spinnaker. As I write this, there are six more Opens, including the Northern Championship at Derwent, in the calendar, so plenty of opportunity to do four (one of which must be a starred event) and qualify: every qualifier wins a prize. And don't forget to buy a raffle ticket for GP14000. I am beginning to think that GP stands for Great Prizes!

**Mandy Mitchell**



*Caption Needed*



*Caption Needed*



*Caption Needed*

## Scottish Report

**The season has started well for us in Scotland, with a successful Championship held at Annandale SC on the 19/20 May** (reported in the racing section on page?)

### Castle Semple Training Weekend

A training weekend took place at Castle Semple on 28/29th April. The participants from across Scotland were welcomed to the club by a steady force 4 breeze from the unusual east direction, which as promised resulted in some exciting sailing.

The session was led by myself, ably assisted for parts of it by sons Andrew and Mark who took station in some of the GP's to demonstrate the finer arts of sailing from closer quarters.

Most of the sailing was round a short triangle compressing the fleet into tactical manoeuvring and

some close and competitive races, and there were more than a few spills in the frisky wind, which kept everyone on their toes (or toe straps).

A fair share of discussion took place, with tips and assistance flying in all directions – this extended into the late hours, finally ending in the Brown Cow.

Out of the discussions came the suggestion to revive the annual Scottish Team Racing event and accept the offer from Arran Sailing Club's Fleet Captain Angus Campbell to host the event, provisionally set for 22nd September. Any interested teams or individuals please contact Angus or me.

Finally thanks must go to Castle Semple and Commodore Paul O'Neil for hosting and organising this training weekend - hopefully another step in the revival of GP sailing in Scotland.

**Duncan Greenhalgh**

## Midland and East Coast Area

**We have had nine events this year and there are eight qualifiers to date, which equals last year's final number. Five of this year's boats did not qualify last year. Several new faces are being seen around the meetings and I would urge more of you to try out the friendly racing and welcome at the different venues in the area.**

Leading the silver fleet is Roy Nettleship from Nottingham who is the only Silver qualifier to date and there is a tie in the Bronze fleet between Derek Fleming of South Staffs and Pete Thoms of Nantwich. There are three qualifiers in the Gold fleet with John Salomonson from South Staffs ahead of Terry Edwards also from South Staffs and Paul Leavers from Midland. All the up-to-date results can be found on the Midlands Website maintained by Roy and Ruth Nettleship.

I attended an open at Tamworth and although there were no other visitors and little wind, I do feel that if they come on the circuit next year, it will make an interesting venue.

The Southern Championship at Chase was very poorly attended which was in part due to the forecast and also clashes with other events. It was good to see Pete Jacques and Pete Tate win their first major event. Next year the Southern Championship is likely to be in the South and hopefully there will be a better turnout.

There have been several new boats launched this year, and they all seem to have good boatspeed.

The Masters are at South Staffs on September 8th and 9th and early entry, is advised, as there will be a limit on boats.

The Inland Championships are at Burton on September 29th and 30th and hopefully there will be a large turnout as it is the final event in the 2007 Speed Sails Grand Prix

Unfortunately, I do have one moan and that is the number of trophies not being returned in time. It is very bad form for people to attend an event, and then find that the previous winner has not returned the trophy. We are still missing several, and I would urge everyone to check their "Trophy Cabinet", lofts, cupboards etc and make doubly sure that there are no Association or Open trophies hidden away at the back. Please also check with your crews, if you are in the habit of getting them to look after them for you - it is your responsibility as the Helm to arrange for the engraving and return, in plenty of time for the following year's event.

I wish you all good wind, sunshine and enjoyable sailing.

**John Salomonson**  
Midland and East Coast Area Rep



## News from London and the South East

**This year's Travellers Series was kicked off in late March with open meetings on back-to-back weekends at Papercourt and the Welsh Harp. The testing light airs which many of us have been accustomed to at Papercourt were replaced by a mainly steady Force 4, with odd light patches to catch out the unwary. Richard Harding of Frensham Pond SC, crewed by Ted Jefferies, made the best of the conditions, winning the first 2 races and with them the event. Locals James Ward and Richard Whitehill recovered from a poor 1st race to lead for most of the 2nd race, before being overtaken by Harding, but won the final race convincingly to take 2nd overall. I managed to bag a couple of 2nds to take third overall, with Sarah Hunt pulling the strings in the front of the boat. The event attracted an impressive turnout of 19 boats from 6 different clubs, the best turnout at Papercourt for some years and run in association with a Graduate open meeting, ensuring a full clubhouse between races.**

Conditions at the Welsh Harp a week later, made those at Papercourt seem "light to moderate" with

gusts of up to 35 knots ripping down the Harp from the East. Of the 27 boats that went out to start the first race only 10 completed it. Lunch in the sunshine provided time for many to reassess their priorities for the day, with the result that the fleet for the afternoon was reduced to only 7 boats. Steve Jones and Stephen Browne of Leigh on Sea showed themselves totally at ease in the conditions, sailing three virtually faultless races to take three wins and the Venetian Trophy. James Ward and Richard Whitehill of Papercourt put up the most competition, taking second overall with two 2nd places, whilst I took third overall (at the expense of a severely bent boom), crewed by Sarah Hunt, then Roger Walton in the afternoon. Za & Libby Jelliffe and Maurice Futerman & Martin Hime, all of BTYC were the only others brave/mad enough to tough it out for 3 races.

Our area championship this year was held as part of the Southern Regional Championship up in the Midlands at Chase Water, on the wettest weekend in May. Sadly only 3 boats made it up from the South, but those of us who did enjoyed great racing in the rain and hail and a lesson from the Midlands fleet about how to really race a GP. Mark Wolf and I fared best of the Southerners, managing to scrape ahead of

James and Richard from Papercourt by a couple of boat lengths in the first two races, with David Innes and Jon Denyer of Frensham Ponds also making strong showings in races 2 & 4. The event also saw the launch of the raffle of GP 14000 and despite the low turnout and rain was very well run by Chase SC.

By pushing Liz's deadlines to the limit, I'm able to give a brief report on our most recent event and first trip to the seaside this year at Leigh on Sea. As usual the visitors were greeted with a warm welcome, tea, bacon rolls and a vast expanse of mud. Some newcomers took a little convincing that the race area was beyond the yachts sat on the mud, but lo! and behold, a couple of hours before high tide the water turned up to let us launch. The gentle breeze made for testing conditions in the tide, especially as it backed through to the south and was stifled by the building



James Ward and Richard Whitehill enjoying wind at Papercourt. Photo Peter Wood



Some of the 'Za's' enjoying the 'flukey' conditions at the Welsh Harp Singlehanded Trophy event.

sea breeze of the afternoon. Za and Libby Jelliffe of BTYC led throughout the first race, despite persistent pressure from James and Richard of Papercourt and the two Steves from Leigh. In the lighter airs, George Rogers of Tollesbury led the fleet round, with Mark Wolf and myself chasing hard, only to be pipped into second place by the two Steves. With a bit more pressure for the final race, Mark and I were just able to squeeze around the windward mark first and went on to extend our lead and take the race from Steve and Steve. The final win gave us the event on a tie-break from Steve Jones and Steve Browne, with Richard and James third overall. I won with Mark at Leigh last year, so it was particularly pleasing to do it again at the other end of the boat.

**Ian Campbell**

### Remaining L&SE Area Travellers Series Dates

Saturday 7th July	Victor Trophy Open Meeting at Welsh Harp
Sunday 22nd July	Lee on the Solent SC Open Meeting
Saturday 4th August	Poole YC Round Brownsea Team Races
Sunday 5th August	Poole YC Open Meeting
Saturday 1st September	Tollesbury SC Open Meeting
Sunday 30th September	Hampton SC Open Meeting
Sunday 21st October	Frensham Pond SC Open Meeting, Travellers Series Prize Giving & Area Fleet Captains' Meeting

## News from North Wales

**At the time of writing this we are looking forward to the first combined Welsh championships at Llandudno Sailing Club. we now have a fleet of six boats, two of them brand new ones, and a list of club members trying to buy second-hand boats. There does seem to be a shortage of GPs in the £2000 to £3000 band and I, for one, am pleased – it's great that our boat is still holding its value with so much competition in the market place.**

Just three years ago, there were no GP14s left in our club, and when I moved up from Chase most of the junior members here had never seen a new GP and the only talk of them was from the old boys in the bar, who don't sail any more. Once the young people started sailing them, however, and having sent three boats to the youth championships at Winsford Flash last year, they loved the experience and this year have put a team together for the 12-hour race at Southport on the 30th June.

I am also pleased to announce that St David's College, which has an excellent sailing school, has now acquired a GP14 for students to use for training and club racing at Llandudno and up on Lake Brenig.

Finally if anyone in the area would like to come and fleet race with us on Sunday mornings or Wednesday evenings, please give me a call on 01492 877159

Good Sailing,

**Andy Mcnamara GP13943**

## SOLAS V

**Oliver Shaw**

There was quite a lot of publicity last year about the effect of Chapter V of the international Saving of Life at Sea regulations (SOLAS V) on recreational craft. While most of it does not apply to us, there are a few points that most certainly do.

The headline publicity last year was the need for Passage Planning before setting off. This is no more than good seamanship anyway; considering such things as the weather, the tides, where you intend to go, navigational hazards, capabilities and limitations of the boat and the crew, and so on. This is what one would normally do as a matter of routine anyway; the new thing is that this is now a legal requirement (under paragraph 34, i.e. SOLAS V/34), even in small boats, although for small boats there is no obligation for it to be written down.

The other requirement which has only very recently come to my attention is in paragraph 19 (i.e. SOLAS V/19), which is an obligation to fit a radar reflector if practicable. With the advent of slimline tubular reflectors that will clip onto a shroud (e.g the Plastimo or the Trem Marine units, at about 5 cm diameter), there is little doubt that it is now practicable, so we are under a legal obligation to fit one. There is also of course the more effective, but bulkier, option of the Echomax Inflatable reflector, which can double as a masthead float. Again this is good practice in certain waters, but I had not until very recently realised that it is now a legal requirement in any open waters (i.e. open sea, or waters navigable from the open sea, but not including your local inland gravel pit).

I suspect that these new legal obligations are not universally known. I would hope that it is unlikely that in the short term one would ever be prosecuted for not meeting either obligation, provided nothing goes wrong, although I suspect that it is entirely possible that this year some harbour authorities and others might start advising owners who are in breach. However if one happens to be involved in an incident, then expect the book to be thrown at you if you haven't complied...!

# Preparing a GP14 for travelling to a race meeting

**You can always tell people who have packed their boat away neatly and efficiently to take away for an Open meeting – they're having a cup of coffee and a chat when you arrive with minutes to spare to get your boat on the water. If you're lucky they will help you step your mast and untangle your mess.**

## Learn from them!

First, if you don't have shroud pins that simply pull out (Fast Pins), then buy some - they are worth every penny. The ones with the split ring are fiddly and all too easy to lose. Make sure you put them back in the hole you took them out of, and that your crew does too.

Make sure the self bailers, transom hatches, and, if you have a double floored boat, inspection hatches are closed. That way if anything shakes loose in transit it won't end up on the road somewhere or in the buoyancy tanks!

It goes without saying that the mast must be quite free of all ropes and wires that are holding it into the boat and that you don't want anything catching as you lift it out. Undo the cunningham, the spinnaker halyard, the spinnaker pole uphaul/downhaul, the rig tensioner and the kicker - but leave one of the two shackles from the kicker on the mast so that you know which bit of kicker goes on which fitting when you reassemble it.

Before you remove the mast from the boat, tie the shrouds and all the ropes so they are taut and secure, with no ends flapping. The aims are twofold – to stop ropes dangling and shaking as you travel and to allow you simply to pop the mast back in the boat at the end of your journey, knowing that everything is ok. For example, the shroud fittings won't be twisted at the top – a common problem if you travel with the shrouds slack – nor will the rig tension wire be on the wrong side of the mast foot. There is no way you can correct either of these errors without removing the mast from the boat again – a real waste of time if you've done everything up before noticing!

Tie off the main halyard and the spinnaker uphaul/downhaul. Tie the end of the genoa halyard onto the g tension hook. Take the forward end of the spinnaker halyard off the sail and tie it to the spinnaker pole mast fitting; then you can thread the other end from the bottom of the mast through the eye of each shroud in turn and then through one of the two convenient metal loops left where the kicker was attached to the mast (If you put it through the shackle you left on one of the loops, this will secure the shackle too). Do the same with the forestay and you should still have enough rope left to pick up and secure the metal loop of the rig tensioner (this will pull the genoa halyard tight) and finally take a couple of hitches round the mast.

Opinions vary as to whether it is worthwhile taking the sails off the boom. For people who have several suits of sails, this is probably automatic, as they will have special ones for racing, but it does take a few minutes to re-thread the mainsail, and the split pin can be hard to budge.

One of the most important principles of getting away fast is to have as few extra pieces of string to tie as possible. To secure the boom in the boat, for example, all you need is to tuck the back end under the transom and loop the cunningham over the front end. Before pulling the cunningham tight, tuck a sponge under the boom where it touches the thwart and one over the end of the boom where it goes under the transom. That's all you need and it is very quick to release at the other end.

Another way to save extra knots is to tie the mast to

the gudgeon at the stern, rather than to the light board support. This saves you using another piece of string to secure the light board as it is now clamped between the mast and the boat. The painter also, of course, has a dual function, as it can be used to secure the front of the boat to the trailer. Then all you need is a short length of rope attached to the crutch to tie down the front end of the mast (avoid losing it - leave it tied to the crutch) and a good quality quick-release ratcheted strap to secure the boat to the trailer.

After stepping the mast at the end of the journey and doing up the shrouds and forestay, loop the cunningham up over the gooseneck and pop the boom onto the gooseneck. It is then much simpler to see where the various ropes and shackles go and to get them round the right side of each other at the first attempt!

Time for that cup of coffee...

## TOWING

**There are some legal requirements to do with towing:**

### Trailer Attachments:

In addition to the trailer hitch you are required to have a separate attachment between the car and the trailer. Most modern trailers are fitted with a wire strop which goes over the tow ball.

### Trailer Lights:

You must have a set of lights at the back of the boat that operate simultaneously with the car's lights. These are side lights, stop lights, indicator lights and number plate light. If you haven't got one, you can normally buy a light board completely fitted out with lights and lead. You will need to fit a (rear) number-plate - make sure it is the same as the one on the car! You will be required to show your registration documents if you go to get a number-plate made.

### Mast Overhang:

Ensure that the mast does not overhang the light board by more than 2m, otherwise special markings are required (not normally a problem with a GP).

### Spare Wheel:

You must carry a spare trailer wheel (no requirement to carry the jack and spanners to change it though!).

### Speed Limits:

On single carriageway roads the maximum speed you are permitted to do is 50 mph. On dual carriageway and motorways the maximum speed you are permitted to do is 60 mph.

### Motorway Driving:

You must not use the right hand lane on a motorway having 3 or more lanes.

### Insurance:

Your car insurance should cover damage/injury caused by your boat whilst being towed, but not damage to your boat. Your boat insurance should cover damage to your boat whilst being towed, but not damage/injury caused by it - but it's worth just checking.....

### General advice and safety measures:

A flat, rather than a boom-over cover is much more convenient to use and an undercover will protect your boat from loose chippings.

Remember the danger of the mast falling once you take the forestay off. If the boat is on the launching trolley then it will be leaning forward and no problem. If, however, it's on the road trailer then it will be upright and could easily fall backwards – so put the mast gate on.

Scraps of high density foam or old carpet will protect your boat and cover where the strap passes over the gunwales. If you don't have through-deck sheeting, move the jib cleats forward out of the way of the strap.

There should be a little slack in the light board cable between the boat and tow-bar for going around bends, but not enough for it to touch the ground!

If you leave the boat unattended on the trailer with the mast sticking out, tie something like a plastic bag over the end to protect the eyes of the unwary passer-by.

**Mike Abbott/Liz Hall**



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## Cruising Corner

### Cruising Events at a Glance:

4-10 August (Sat-Fri)	
U.K. NATIONAL CRUISING WEEK	Ivan Washington / GP14 Office / Neyland Yacht Club
13-18 August (Mon-Sat)	
Traeth Bychan, Anglesey	Oliver Shaw / Red Wharf Bay SC
25-27 August (BH)	
Weir Quay	Ivan Washington / WQSC
Several Weekends	
Chichester Harbour, Solent etc. - see <a href="http://www.cmyc.co.uk">www.cmyc.co.uk</a>	Robin Bromley 01737 843983 / Crawley Mariners

## THE U.K. NATIONAL CRUISING WEEK

4-10 AUGUST 2007  
AT NEYLAND YACHT CLUB,  
MILFORD HAVEN

With early entries from half a dozen cruisers, we are sure of an enjoyable and worthwhile week. Still, plenty of room for a few more, so why not give it a go - all welcome. See previous Mainsail for details or, as for all cruising events, ask the office, me, or the named organiser.

Ivan Washington GP8015/13744  
ivan@no9.co.uk Tel: 01625 873646  
Cruising Representative.

## Cruising Log Trophy

**Don't forget to make a start now on writing up your cruising activities, over the course of the season, with a view to entering the competition for the new Cruising Log Trophy.**



## CRUISING - SLEEPING ABOARD

Oliver L. Shaw

I confess that most of my dinghy cruising is day sailing, but for anything more extensive the question of overnight accommodation arises. My own preferred options of using my caravan, or staying with friends, or B&B, are not always available, particularly if one chooses to cruise to more remote locations, so thoughts then turn to some form of camping.

The boat will readily carry a lot more kit than one would expect a hiker or backpacker to carry, and drybags will ensure that it remains dry, so camping is a viable option. At that point the choice becomes whether to camp ashore or aboard the boat.

Camping ashore allows much more generous camping space, but permission to camp adjacent to one's anchorage is not always obtainable, and if one has reached the destination by sailing there from a departure point some distance away, the camping kit now needs to be ferried ashore - and in some places that may entail doing so through thick mud. Camping aboard therefore has to be at least on the options list, and some dinghy cruisers much prefer it.

I confess that I had never myself done so until one single occasion last year, although I have in the past occasionally carried semi-lightweight camping kit and then camped ashore, and I have known others sleep aboard Series 1 GP14s, presumably on the floorboards. However the Series 2 has less clearance between thwart and cockpit sole, and that is reduced still further if one carries weight correctors, and if also - being well past the first flush of youth, and returning to dinghies by downsizing from yachts - one wishes to have the comfort of at least an airbed.

My one attempt last autumn, which was on a trial basis just to check out the possibilities for the future, with the backup solution of the Discovery parked adjacent to the launch point and anchorage, showed that sleeping on the bottom of a Series 2 is not viable, or at least not for me; I found that I could stick it for no more than a few minutes before discomfort set in.

I then spent part of the remainder of the night with an improvised compromise solution, which did permit limited rest, before retiring ashore for the greater comfort of the fully reclined seats in the car. Clearly a

better system was required. The Mark 2 solution was suggested by a contributor to the Openboat internet forum; buy a slatted bed-base from IKEA. The photos largely tell the rest of the story.



Caption Needed

Of course one needs a tent, this one was made for my Series 1 by the previous owners, and I persuaded them to include it in the sale.

Some of the tapes were left unsecured for the purpose of the photo; these secure to a rope around the hull just below the rubbing bead. This enables the complete rig to be taken off after use, leaving no tent fittings remaining on the boat. However some owners like to use an array of hooks on the side of the boat; I wouldn't wish to do so myself, but both are legitimate personal choices.

Boom tents give restricted headroom, but much less windage than tents with raised sides, and require no additional poles to be carried.

Use the main halliard as a topping lift to support the boom at the required height, and the mainsheet to then keep the boom centred.

For those who don't feel up to making their own tents and might wish to buy, I pass on (untested!) the recommendation from a member of Openboat forum: "Go to [canvaswindmill.co.uk](http://canvaswindmill.co.uk), who specialise in Wanderer tents and have a good reputation."



Caption Needed

The IKEA slotted bed base is shown here (arrowed) collapsed and stowed for sailing. This is the 70cm width model (the narrowest available); they also offer 80 cm and 90 cm. It is retained by a couple of Velcro straps (courtesy of B&Q), stowed where it is both out of the way and unlikely to become dislodged while sailing, and with one of its lanyards clipped onto the boat (in order to prevent loss in the event of a capsizing).

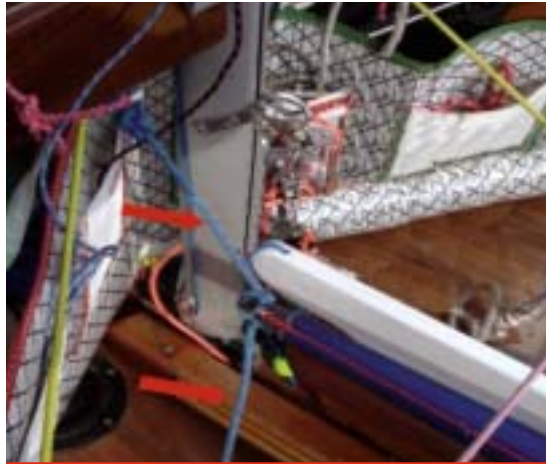
Be aware that it is not designed for marine use, so if using it regularly it would be worth varnishing it with a suitable marine varnish.



Spinnaker pole pressed into service to support the inboard side of the bed base.

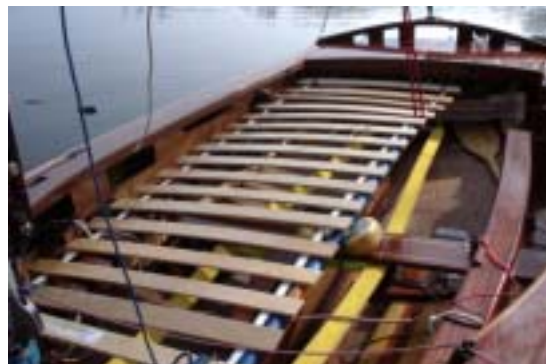
Note the sponge (arrowed) to protect the thwart; this is well worth carrying anyway.

The mainsheet, brought down from the boom, supports the aft end of the pole.



Caption Needed

This is a lightly doctored photo. The height of the forward end of the pole is fixed by a line (arrowed in photo) permanently secured to a strap eye beneath the deck; this line (stowed forward of the spinnaker bag when not in use) is then taken down to one of the toestraps eye plates. This line supports the forward end of the spinnaker pole, and also prevents it rising so it thus helps to support the after end. The line should of course be tight; not as shown here!



The slatted bed base in place.

The side bench/es and spinnaker pole will support most of the length, but with slight overhang at either end. The ends are supported by lanyards attached to strap eyes beneath the decks - in my case the lanyards are all preset to the required length, and then just clip onto the strap eyes with carabine hooks.

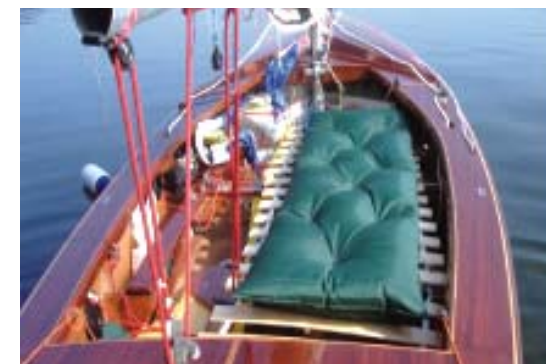
The beauty of this system is that apart from a couple of bits of string and one concealed eye plate under the deck, all the kit needed to support the bed base consists of items that are already aboard anyway.

The 90 cm width bed base would probably stretch across the boat, and would not then need the spinnaker pole, but it would be more cumbersome to stow, and for single-handing I felt that the narrower one is preferable because it is ample for one and still leaves some free space on the other side of the boat.

A couple would of course want the wider model, and/or perhaps a bigger boat. Or maybe a pair of GP 14s sailing in company!

Note again that this is using the product outside its intended field of use, so it is perfectly reasonable that the manufacturer's method of securing the longitudinal tapes to the slats at either end is not designed for this load; it therefore needs reinforcement.

This particular model of airbed (no manufacturer's identification) is not entirely satisfactory - a little too



Self-inflating airbed in place.

small in all dimensions - and the self-inflation method is not very effective and it needs major topping-up by mouth. But it will do until I can source something better.

The popular camping types that rely on a built-in foot pump are NOT suitable for use onboard, because of the difficulty of operating the pump. Hence my choice of the self-inflating type, which was prompted by Frank Dye's advocacy of the type; I am hoping that I can find a better make/model. Failing that, an airbed with a separate stirrup pump inflator might be viable.



Development here is still ongoing!



Tent and bed all in place.

## Training at Staunton Harold SC

**As soon as we saw the notice on the club board we decided we would go to Staunton Harold SC and take advantage of their offer of coaching for GP sailors of any level. So we re-arranged diaries, packed the boat and headed for Derby. On the way down we enjoyed the sunshine, but couldn't help but notice there was not a breath of wind!**

By the time we arrived and rigged the boat, the wind had filled in and a steady force 2/3 was blowing – perfect! We were surprised there were only 5 boats, and that we were the only out-of-port boat, but this just meant more individual tuition. Carl, our coach for the day, began with a session to discover our experience and what we each wanted from the day. We then went out and he showed us how to rig and tune our boats. At long last all those figures began to make sense, we could see the pre-bend and we could understand how half an inch on the Genoa sheet made an enormous difference to the slot. Suddenly things were beginning to make sense. We also noted the wind was picking up – it took 2/3 of us on the side of the boat to stop it lifting off the trolley as we worked through this session!

After that it was out on to the water. Boy was it gusty – one of our number soon went over and we realised this would be hard work. In no time at all we were practicing starts (holding the boat steady behind the line and powering up just in time to cross as the gun went). This was followed by upwind sailing, tacking and beating – and we learned how a lower weight crew can deal effectively with an overpowered boat and still make good progress! First Carl sailed alongside us individually and passed on tips, then we followed him in a line and tried tacking on each whistle. I finally began to understand why a flat boat is a fast boat and get some idea of what was needed to achieve this!

Next was lunch – much needed – we were already exhausted from an hour and a half on the water. Even then our knowledge kept growing; Carl passed on so many tips we struggled to take them all in!

Back on the water it was time to look at downwind work. And racing was now taking place on the lake so we had to keep out of their way. This time we tried to follow the rescue boat and gybe each time Carl blew his whistle. Actually we did quite well at this – and then came to grief when we were beating back up! After five tacks our co-ordination finally failed, we mistimed a tack and over we went. Bit of a struggle but, with a little help from the rescue boat on the bow (they had a very busy day!) we got back up. Wind still building and Gill decided we would no longer fly the spinnaker – then realised there was no chance anyway, we had lost the spinnaker pole (and yes, we now know you should fill it with foam – shame no-one mentioned that before we lost it!)

We rejoined the other boats and completed the sailing – and noticed that for the first time ever we were starting to keep up! In late afternoon we brought the boats ashore and returned to the classroom for debriefing. Confirmed we had covered everything planned, except roll tacking and gybing (no chance in that wind!) and had learned so much. All that remained was to pack up and head for home – and try, try, try to remember all that we had been taught.

We came to this sport too late to learn by the traditional methods – crewing for an older sibling or friend, progressing to helming then junior squads etc, so days like this are beyond price to us. There is also one significant foot note. The following week saw the GP14 Open at our club. Normally we would not have considered entering such an event but, enthused by the day, we took a chance. Once again conditions were breezy but, practicing what we had been taught, we made it through the first race and finished 16th out of 20 – a previously inconceivable result for us. And we had the will to do even better next time! The winners on that day could not have gained more pleasure from their triumph than we did from our achievements – so a huge thank you to John for arranging this day and to Carl for the coaching.

**Rob & Gill Paul**  
GP 13747, Suzy  
Bolton Sailing Club

## ADVANCED TRAINING FOR CRUISING

**Many members will have read Paul Simes's excellent article in the Spring issue, outlining the proposed development of training that has arisen from the Strategic Review.**

Quite properly, the top priority identified has been race training, and the training and recruitment of coaches. Elsewhere in the same issue was an inspiring report on the excellent Youth Training in the Howard Davies memorial Week at Plas Menai; this again is specifically providing advanced race training.

Another area that was identified, and was duly listed in the panel to the right of Paul's article, was training for cruising. Once the basics are mastered, and one progresses to a more advanced stage, both racing and cruising each have their own skills and techniques, and while there is some overlap they each include important skills that the other barely touches.

When cruiser training was discussed in committee, part of the inspiration was the recognition of just how good is the Howard Davies Memorial Week for its very specific target, together with the recognition that adults can equally benefit from advanced coaching, and that cruising has its own advanced skills and that we currently fail to offer any training in them. Another consideration was past comments received from members potentially interested in joining cruising events, wondering whether they have sufficient experience.

It was felt that this might well be something for the future, although we all agreed it was not the top priority, and it was suggested that we might sound out the degree of interest amongst cruising members during the course of this season.

It has also been suggested that a manual detailing techniques might be a preferred alternative to training courses. I confess that I do have some reservations there, because there is already a wealth of published material, and for many people, whilst written material fulfils a useful role it is no substitute for personal instruction and hands-on training and practice. If we were indeed to produce a technical manual, it is not easy to see what we could contribute that is new and that has not already been covered by the material available from the RYA, the Wayfarer Association, the Drascombe Association, the Dinghy Cruising Association, the Hostellers Sailing Club, the Openboat

internet forum, and the books of Frank and Margaret Dye. That is just for starters ... However if there was clear demand for our own manual we could try to produce something.

That is the reason for this brief article; we would welcome feedback, and specifically feedback that indicates how much support, or lack of it, there would be for a manual and for courses. And we would equally welcome feedback from two separate groups of cruising members: those who feel they might (or might not) wish to attend as trainees, and also those who feel they have the knowledge and experience to offer some instruction. And there are some amongst us who are more than amply capable of instructing in some areas, but who in other areas might welcome the opportunity to learn from acknowledged experts.

With that in mind we have drafted an outline of what an advanced cruising course might entail. This is a first draft only, and is in large measure an attempt to adapt the RYA Yachtmaster course to the dinghy cruising environment; anyone interested is most welcome to request a copy of the file by email, from myself in the first instance (because it is still evolving): [oliver\\_shaw@btinternet.com](mailto:oliver_shaw@btinternet.com), but please be aware that I shall be away for most of August and into September.

If there is enough interest we can then look at putting a scheme together and organising suitable training events, probably for next year. If we do mount such events, since there is a massive degree of experience and expertise within the several organisations mentioned above I would hope to invite expert cruising sailors from some of them to assist us with training. The question then arises whether members would prefer one-day events, or weekends, or 3-4 day courses, or full week courses. The longer the duration the more opportunity there would be both to put the new-found skills into practice with actual cruising, and simultaneously to make a holiday of the training, but the harder it might be for some individuals to find the time.

Any feedback, especially indicating interest (or otherwise) in such training, to either Ivan or myself or the office, please.

**Oliver Shaw**

# Boatmart July 2007

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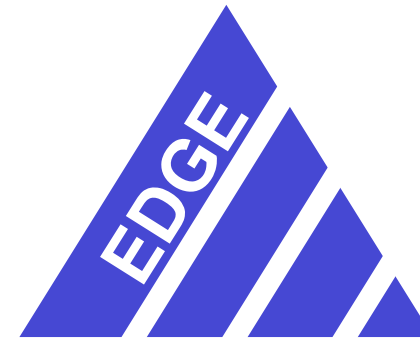
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