

mainsail

MAGAZINE SPRING ISSUE 2009



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THE GP14 CLASS INTERNATIONAL ASSOCIATION

2 MAINSAIL MAGAZINE SPRING ISSUE 2009

Front Cover: Neil Platt and Nicola Brook 13924 West Kirkby

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

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Editor's Letter

Since starting the new website 18 months ago it has always been our intention increasingly to provide more information via the web, either directly via the website or indirectly by email. We have been working to eliminate the amount of printed material we post to members and to enhance the quality of that we do send, and the Association is fully committed to continuing to develop Mainsail as a fundamental source of GP14 news, comment and help, while keeping costs within budget.

The committee has, however, reviewed the position of the yearbook, and concluded that the nature of the information contained within it is well suited to inclusion on the website. It has, therefore been decided not to publish a printed yearbook as in previous years but to make the information available in a new 'members' section on the website. It is hoped that the web based information will be on the website during April. Anyone who would prefer a hard copy of any item has only to ring Sue at the Office, and she will do her best to help. Sue works all day Tuesday to Thursday and Flexi-time on Mondays and Fridays. If you don't get an answer, please leave a message.

I've copied one idea that people seemed to like in the Yearbook last year – the central colour-coded section showing the Fixtures

Jostling for position - are you up-to-date with your Rules? see page 15

for the whole year. You will also find details of the Licensed Boat Builders and Sail Makers and the Notice and Agenda of the AGM, but the Minutes of last year's AGM and the Accounts will be on the website.

Hot news this year is the decision by Speed Sails to use a different material for building the GP14 and you can read about this in the News section, along with an account of the Dinghy Show. This issue also contains a couple of interesting articles on the new rule changes, both as they affect the competitor and the race organiser. All the usual articles are there, with photos provided for the most part by Andy Bury – thanks Andy! We very nearly had his photograph of a GP14 on the cover of the Dingy Show Catalogue – in the end, one of a Laser got a few more votes. Congratulations to him nevertheless!

Please keep your contributions coming in and take your camera with you to events. Mainsail will only thrive as a good class magazine with the commitment and interest of its readership.

Finally, an apology to Roger Owenm whose name I forgot to include at the bottom of his excellent article in the last issue, on Championships in the Fifties.

Liz

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President's Piece

Another season beckons and with it the fun, camaraderie, rivalry and competitiveness of sailing and racing. Over the years the GP14 has played a major part in our recreational lives. As the winds of recession blow around the world let us take heart from the fact that they still haven't taxed the wind, the sunshine and our sailing waters. Pleasure awaits us.

It is nearly three years since I took on the role as President and while some said that my sailing would deteriorate as I became burdened with the administration of Association affairs, I am glad to report that this has not been the case, but only because of the incredible work and efficiency of so many. My term of office finishes at the next AGM and I would like to thank some of those who have helped me over that time. First is our recently retired Hon Secretary, Hilary Davies. Hilary was a tower of strength and with diplomacy and tact ensured that the business of the association ran smoothly and efficiently.

Maurice Cooper as Hon. Treasurer has had the unenviable task of managing the funds and bringing in budgets for us to work with in times of dwindling membership numbers and rising costs, while at the same time advising us of the cost implications as we charted new courses in challenging times.

Luke Shaw and Andy Bury over the past three years have designed and managed our website, which has become the key communication feature of our class and is the envy of many others.

Mainsail has evolved into an outstanding Class magazine under the determined editorship of Liz Hall. I don't know how she does it but Liz has cajoled and encouraged contributions from us all when we miss copy deadlines. She always knocks it into enjoyable reading. In this digitized age I know that many of our members truly relish the hard copy of text, photos and stories between their fingers along with a cup of warm tea, coffee or whatever is their favourite tipple.

Inlands 2008 at Bala



Inlands 2008 Bala

Ian Sinclair, our Championship Chairman and Vice President, has been unstinting in his devotion to the class. He never counts the cost but always focuses on getting the job done to the highest of standards.

There are so many others and you know who you are. Thank you one and all for your support, encouragement and enthusiasm over the past three years.

Over that time there have been changes to our image, our rules, our website, our office, our racing, etc. etc. which I hope will continue to be a feature of what we do in the years ahead. We cannot stand still. Our class has survived the charge and decline of many commercial classes through imagination, a willingness to engage in debate and an enthusiasm to volunteer for the benefit of others. Long may it continue.

I am pleased to announce that Peter Guest has agreed to take on the office of Hon Secretary. Peter Guest is a GP sailor from Budworth Sailing Club in Cheshire, he has in the past been a member of the Association Committee and a Vice President of the Association with direct responsibility for Mainsail. He left the Committee to take the role of Commodore of Budworth Sailing Club. We are glad to welcome you back, Peter.

It was a great honour to be President of the GP14 Class International Association and I look forward to crossing tacks with you on racecourses in coming seasons at different clubs worldwide.

Finally, I thank my wife Barbara and my three sons who have all sailed in my GP with me at various times and have always given me their love and support to enjoy all aspects of my involvement over the years.

Hugh Gill

A message from Peter Guest, newly elected Secretary of the Association

I have recently taken over Secretarial duties on behalf of the GP Association. We are all extremely grateful to Hilary who has done a magnificent job in her six years in office.

I have been a GPI4 sailor for 21 years and a member of Budworth Sailing Club for the same length of time. For my sins, I served on various committees there for several years, ultimately becoming Commodore of the club for two years, which I enjoyed immensely.

I have previously spent a period on the Association's committee as Editor of Mainsail, very ably assisted in the task by Graham Knox, and was responsible at the time for revamping the magazine to the larger format we still use today. One good thing I achieved was to persuade Liz to take over from me - hasn't she done a great job!

It is now my job to continue the excellent work Hilary has done, to liaise with the President and to chivy along the officers of the club, to organize the various committee meetings such as the F & G meetings, the General committee meetings and the AGM, all vitally necessary to the smooth running of the Association.

To assist me in this, I am very fortunate – as is the Association - to have such an extremely capable and reliable person as Sue Sinclair, who is doing an excellent job at the office. Thanks Sue.

As to how I see the future, who knows? My crystal ball is as good as another's. I would like to see expansion, the old chestnut, more members, more bums in boats... anybody with bright ideas please send them to us. I am also keen to encourage someone out there to train to take over this job, in order that they do not come to it too green, like me - any volunteers?

Good sailing to all in 2009

Peter, GP 13547.



Peter Relaxing

Youth Training Week at Plas Menai

The Howard Davies Memorial Training Week 2009

Do you have talent in your Club? This is our major youth training week run each year over the October half-term holiday. The course is open to ten or twelve young people aged 14 to 20 who actively race in GPI4s, as helm or crew, and who have the support of their Club Commodore in assessing their potential for future success.

The date, entry forms and further information will be available soon on the website.



Can you afford not to be covered?

In the current financial situation everyone's looking to save unnecessary expense and with insurance being a bit of a grudge purchase at the best of times, you might be tempted to 'let it go this year'.

Administrators of the GPI 4 Class Insurance Scheme, K Drewe Insurance Brokers, warn that it could be a decision you'd regret. Managing Director Ian Drewe says: "We all tend to think of insurance in terms of our boat's value, but there's much more to it than that. Apart from the expense of having to get your boat repaired or replaced, imagine the potential delays and disruption of having to sort it all out yourself. Then if you've had an accident where you're at fault, how would you manage the other party's losses?"

The cost of peace of mind isn't as much as you might think, with average premiums on the scheme being just over the £50 mark. By contrast, the average cost of a claim is nearly £600 and K Drewe deal with claims from 10% of all policies every year – so the odds are reasonably high that at some point you'll need that service.

That's where the value of your policy really comes into play. You want a service that covers everything and is quick, empathetic and pays out and that's where K Drewe really aims to please. Committee member Oliver Shaw can personally attest to the quality of the claims service, following an accident he had last summer.

Oliver says: "A severe gust during a gale hit all the boats parked in our club park and mine ended up in a sandwich of capsized boats. Initially I thought there was little damage and so didn't involve the insurers, but a couple of months later I discovered that the mast was bent and contacted K Drewe.

I was reassured that the delay was not a problem and within 2 days of their receiving my claim form, they accepted the claim in full. As I was undertaking part of the repair myself, they agreed to make no reduction for the excess and even paid my mileage to collect a replacement mast (my choice, rather than having one shipped to me).

Finally, again within 2 working days of their receiving the receipt, they telephoned to say payment had been authorised and the cheque was on its way. It's rare enough to find a company which can respond so quickly

but the whole experience was made even better by the professional and friendly attitude of the staff. One really cannot get much better than that!"

Get the strength of insurance around you; to discuss your needs, get a quote and arrange cover, call K Drewe on **0845 408 5922**.



Safe insurance harbour for GP14 owners



Is your valuable dinghy properly protected?

With the full recommendation of the Association you can safely place cover with K Drewe Insurance Brokers, specialists in all types of leisure insurances including yachts and motorboats.



Our comprehensive and competitively priced GP14 policy includes:

- theft of your dinghy and equipment following forcible entry or removal by force
- new for old cover on sails and protective covers up to 3 years old
- use in inland & coastal waters of the UK, Eire and EU
- £3 million third party and passenger liability



But that's not all.

We also offer first class, competitive insurance for motor, household and other leisure products.

We pride ourselves on our customer service.

To discuss your requirements or for quotations call our friendly and professional staff on **0845 408 5922**; we're waiting to hear from you!



ANNUAL GENERAL MEETING 2009

The 59th Annual General Meeting of the GPI4 Class International Association will be held at the Conference Centre, (adjacent to Llandudno Sailing Club), Llandudno, North Wales on Saturday 4th of July at 19.00 hours.

Agenda

1. To receive apologies for absence
2. To receive the Minutes of the 58th 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 to reflect the rise in inflation so that the following subscriptions are applied with effect from January 2010:

- i Full member subscription £29
- ii Associate member subscription £22
- iii Youth member subscription £14

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

10. Any other business competent to the meeting

The President welcomes discussion after the formal agenda items.

Please Note

Since we are not issuing a yearbook this year, the minutes of the 2008 AGM, the Hon. Secretary's report, the Treasurer's Report and 2006-07 Annual Accounts will be available upon application to the office, via the website, or prior to the AGM at Llandudno.

Dinghy Show 2009

One unexpected bonus of the Show this year was the big silver cup that was awarded to Mandy Mitchell (North West Area Rep) for the best presented boat in the Show (that had been sailed).

This is a new perpetual cup, sponsored by Shepherd Neame, and we didn't know anything about the competition until after we had arrived at the Alexandra Palace. However it really wasn't surprising that she won – there was no other class association boat there that came anywhere close to hers! Partly this was because of the appeal of the lustrous sheen of the dark mahogany decks with contrasting light sycamore trim, but also because of the neat and thoughtful positioning of control lines, cleats and so on.

When she rang the builder, Alister Duffin, to tell him the good news, he was delighted. As he said, he puts a lot of himself into the creation of these boats and it is wonderful to find other people appreciating his work. Nigel Potter of Paintcraft, who originally finished the hull and subsequently repaired the damage incurred after a couple of years on the water, was also pleased – not least because the boat still looked impeccable after four years of regular sailing.

There's no doubt that this sea-faring nation of ours has a deep-rooted love affair with wooden boats – witness the number of people who simply wanted to stroke it! However, there were two GP14s on the stand and the other boat also attracted a great deal of attention, as this was the first of the epoxy GP14s that Speed Sails are now producing in house (see next article). This boat was displayed fully rigged with the newly available radial-cut mainsail and looked beautiful. It belonged to Steve Browne, the new South East Area Rep, who had chosen a dark blue floor, which set off the not-quite-white hull to very good effect. Richard Estaugh delivered the boat to the Show and was available all weekend to offer help and advice.



Koru in action



*Mandy Mitchell and crew Jon Close posing with the Spitfire Premium Ale Concours d'Élégance Trophy, sponsored by Yachts & Yachting and Shepherd Neame.
Photo: Steven Scott / Y&Y*

The GP14 stand was extremely busy, especially on Saturday, and as well as greeting old friends we met many new people, young and old, who showed a lot of interest in the class. It seems that even if people have less cash in their pockets these days, they are still prepared to spend on their hobbies and their family activities, which must be a great relief to manufacturers and retailers, as well as clubs and classes.

2010 is the 60th anniversary of the GP14 class and Mandy Mitchell, Jon Close, Hugh Gill and I had a good look round at all the other stands to get some ideas for a really special display next year. Having cast a critical eye round the whole show, we realised that ours looked really very good!

Thanks very much to all those who helped design, set up and run the stand - Mandy, Jon, Hugh, Steve, Roy and Ruth Nettleship who came down from the Midlands, and a team of local sailors from the Welsh Harp GP fleet; also to Andy Bury for artwork, and to Sue for her support from the Office. Roll on next year!

Liz Hall

Speed Sails Epoxy Boat

THE PREMIER EVENT THIS SEASON?

Many visitors to the GPI4 class stand at the Dinghy Show this year were interested to see the new Speed Sails boat built not in FRP but in epoxy.

Speed sails have been building Solos from epoxy for over two years, and when the decision was made to bring the moulding of GP hulls in house, it seemed a natural progression to use it for them as well. This material has been around for a long time and has a good track record for being strong and stiff, without extra weight gain.

In order to distinguish boats made from the two materials, the epoxy hulls are coloured a light platinum grey. Most sailors prefer their boat not to stand out on the start line, so the hulls will all be the same colour; however Speed Sails are offering various colour options for the non-slip area of the floor, which will allow the opportunity to customise your boat! The floor area has also been slightly re-designed to 'tidy it up a bit'.

What about repairs? Since the material is less flexible



than FRP, minor impact damage is less likely to lead to hairline cracks with the subsequent risk of water ingress. For DIY repairs to the coating, small pots of epoxy and hardener of the exact colour will be available from Speed Sails.

Speed Sails operates a popular part-exchange system and usually has a selection of good second-hand boats for sale. Give them a ring on 01922 455503, or check out their website. The GPI4 Association website is also the place to look for a second-hand boat, or to sell your own.



Racing in 2009

Regatta results posted throughout the winter months indicate that many GPI4 competitors seem to have gone into hibernation, me included - not surprising considering we have experienced the worst winter in 15 years with lakes frozen solid - not quite the conditions the GPI4 would relish.

Neil Marsden must have been the only one hoping for the freezing weather to continue so that he could bring out his ice yacht and demonstrate how the Scandinavians enjoy winter yachting.

However we do see signs of a recovery now that the green shoots of Spring have well and truly emerged from beneath our snow-covered countryside. From recent regatta results posted I see that congratulations must go to a pair of well seasoned campaigners, Nick and Biddy Colbourne, for their excellent performance in winning the medium handicap division of the Chichester Yacht Club Snowflake Series, and to Mark Platt and Ian Thomson for taking two bullets in the highly competitive Winter Series at Leigh and Lowton Sailing Club.

The question has to be asked, is there a demand from GPI4 racers for winter racing - something we would like to do but for which our association makes no provision? Or do we prefer to involve ourselves in more comfortable winter pastimes such as sitting in front of a roaring log fire enjoying the odd bottle or two of mulled wine? Any comments you have on Winter racing/ Championships should be posted on our website forum. With a little bit of effort we might even be lucky enough to start a dialogue thread - for heavens sake something must kick the racing guys into website action, or are we going to leave the forum to the boat restorers and the cruising fraternity? They seem to be using the forum to excellent effect. Let's have your comments on the website forum - in fact I would be glad to read any racing related comments on the website which might encourage more competitors to take part in our excellent open meetings and championships throughout the season. Come on racers, get that website forum going, let's

develop some positive vibes about the forthcoming 2009 racing season.

Don't forget that there are some great events planned for 2009. The Grand Prix season will kick off in April with the Midland Championship at Staunton Harold SC, before returning to Aberdovey, a very popular venue and one of the original homes of GPI4 sailing.

The Scottish Championship sees the introduction of a new venue, Loch Ryan, before another old favourite, Bassenthwaite SC, hosts the Northern Championship at the end of June, leading us into a 3 day National Championship at Llandudno, 3-5 July. For those who are old enough, the 2009 UK Masters will be held at Hollingworth, before we can all regroup at another great inland venue, Derwent Reservoir SC, for a Grand Prix grand finale at the Inland Championship.

Why not put the dates in your diary now (see centre pages for championship dates) and start looking forward to another fantastic year of sailing. For those that fancy a trip into Europe, why not join the crowd of GPI4s already making plans to take over Carnac in August.



Winter sailing on the Harp

Photo: Mark Wolf

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I have undertaken responsibility for organising our European Regatta being held at Yacht Club de Carnac, Brittany, France over the week of August 16 – 22 2009 and a huge thanks must go to Liz and Martin Hall, whose expertise as

interpreters has been an enormous help to me in making the necessary arrangements with the Yacht Club.. Early indications are that we will be receiving entries from clubs in the North West, North East, Midlands and South East and South West of England as well as at least one entry from the Channel Islands. I think we would be more than pleased to get this spread of competitors for our National Championship let alone a European Regatta.

Our 2009 regatta has the potential for a great racing week which will still allow competitors a lot of freedom to enjoy the beautiful resort of Carnac. Eight races are planned, the first race each day starting at two o'clock and all things being equal with wind and tide we will be ashore by about 5pm, leaving ample time for the après sail drink before returning to your friends and family for an evening's entertainment of your choosing.

A brief note on the entry fee, as we are currently experiencing unforeseen fluctuations in exchange rates between the British Pound and the Euro I have had to make a decision to base the sterling price of the entry fee of 220 Euros on the exchange rate as at 20 February 2009. If the Pound strengthens between now and the week preceding the regatta, any differences to the nearest

will be refunded to the competitor. Here's hoping for a massive recovery in the value of the Pound or a plunge in the value of the Euro!

Regular updates on the European Regatta will appear on our website over the forthcoming months. I have been informed by Brittany Ferries that bookings are coming in thick and fast, so in order that you don't miss out on the opportunity to travel with Brittany Ferries, book as soon as you can.

Whilst discussing Championship events, I have NOT been overwhelmed with offers to take over the vacant position of Championship Chairman. The fact of the matter is I have retired from this position after ten years and your association needs a volunteer to co-ordinate the four major championships of the season, the Nationals, Masters, Inlands and Youths. Without someone to co-ordinate these championships I guarantee that the quality of these events will diminish, the venues will dry up and GPI4 racing will be the loser. Will someone please consider taking over Championships for a season or two - a great opportunity to inject your ideas into our Championships. Don't focus on what I have done in the past, concentrate on what you could do for the class in the future and imagine the enjoyment fellow GPI4 racers will experience from well run championships. Anything you do has got to be better than nobody doing anything. Doing nothing towards the organisation and co-ordination of our major championships is not an option - the future of GPI4 championship racing is in your hands. Commitment to the future of our class is what we are looking for. Please, please, please give it a go - the future of our class and championships depends on YOU!!!!

Great sailing for 2009

Ian Sinclair



Pound



CHAMPIONSHIP EVENTS 2009

25 -26th Apr Staunton Harold SC Midland Championship

2-3rd May Dovey YC Welsh Championship

30 -31th May Loch Ryan SC Scottish Championship

20 -21st Jun Bassenthwaite SC Northern Championship

3 -5th Jul Llandudno SC UK National Championship

12 -13th Sep Hollingworth Lake SC Masters Championship

3-4th Oct Derwent Reservoir SC Inland Championship

31-1st Oct Chase SC Youth Championship



See www.gp14.org for all the up to date information.



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GP14 Class Association of Ireland

IRISH GP14 SAILORS ARE PREPARING THEMSELVES FOR AN EXCITING SEASON AHEAD.

The Committee headed by newly elected President Donal McGuinness has delivered on a number of great initiatives, including:

Launching a new website – www.gp14ireland.com

Attending the Dublin Boat Show in February

Enhancing the structured Race Training and club support Programme

Outlining an exciting Events Programme

Securing League Table Sponsorship

Between 2006 – 2008 there was a 50% increase in the number of boats attending Association events and with all the initiatives mentioned above there is a positive feeling that the Class will defy the credit crunch and continue to grow during 2009.

What more incentive would sailors need than those offered by Goacher Sails who have generously agreed to sponsor the Gold, Silver and Bronze League Tables? There will certainly be some enticing prizes up for grabs!

The season will start with the O'Tiarnaigh Challenge at Swords Sailing Club on April 25/26. The short course racing provided at the 10th anniversary of this event will provide a high adrenaline start to the season. The details of all the other events are



Tim Jones paired up with Andy Tunnicliffe at the Championships of Ireland 2008, Newtownards SC



Michael McNamara of McNamara Sails UK enthusiastically demonstrating the sail controls on a GP14 Class Association of Ireland training weekend held at SSBC last Spring

outlined on www.gp14ireland.com, but special notice should be drawn to the three day Championship of Ireland being held at Sligo Yacht Club on August 29/30. Many Irish and British GP14 sailors will have fond memories of this venue from the World Championship in 2006.

Race training will be a major feature of the season and what a top-drawer range of coaches there is to choose from! Mike McNamara will deliver a Race Training course at Newtownards on May 9/10. Reigning World Champion crew Andy Tunnicliffe will deliver a Youth Race Training course at Swords on August 1/2. Further Club Development Days will be delivered by the likes of Irish National Champion, Timmy Corcoran.

So forget the credit crunch and ignore the fact it might rain (it nearly always does), because with so much on offer you would be mad not to join in.

If you would like to be kept up to date with GP14 sailing in Ireland, then please register for regular e-blasts on www.gp14ireland.com

Christopher Scott

Racing Rules of Sailing 2009 to 2012, or, What Happens Now?

BY EDDIE RAMSDEN

Eddie is a GPI4 Past President, an ISAF appointed International Judge and RYA National Judge with more than ten years' experience judging at International Regattas

Probably more than most other sports, sailing depends upon the use of agreed rules, both for cruising and racing. The Racing Rules are important to us not only as the basis of the tactics that we use in our water-born chess battle with other boats, but because they provide the basis for safe navigation. Complying with the Rules is not just about tactical racing success; your safety, the safety of your boat and the safety of your crew may depend upon everyone playing by the same rules!

Every four years, following the Summer Olympics, the International Sailing Federation (ISAF) approves changes to the Racing Rules of Sailing for the succeeding four years. This year is no exception and the new rules for 2009 to 2012 came into effect on the 1st January this year. So what has changed?

This time there are 7 changes to the Definitions, a

complete re-write of Rules 18, 19 and 20 (Room at Marks and Obstructions), plus around 50 changes to other rules. "No", I can hear you say, "I've only just got my head around the Rules and they go and change them!" However, it is not that bad, most changes are to do with wording (Remember that sailing is an International sport and whilst the Rules are in English they must be understood by non-English speakers). Many are to do with numbering or minor changes to the meaning of a Rule, sometimes reverting to former wording! With the exception of some important changes I mention below, the good news is that most of the rules stay the same and there are only a few real changes to the game of racing.

Game Changes

First of all, a small but important change, in the preamble to Part 2 of the rules. When a racing boat meets a non-racing boat there is a long



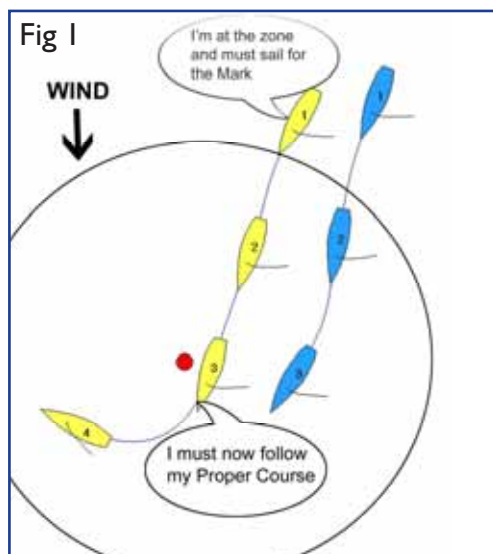
Eddie umpiring at Lake Garda 'Wide in...close out'

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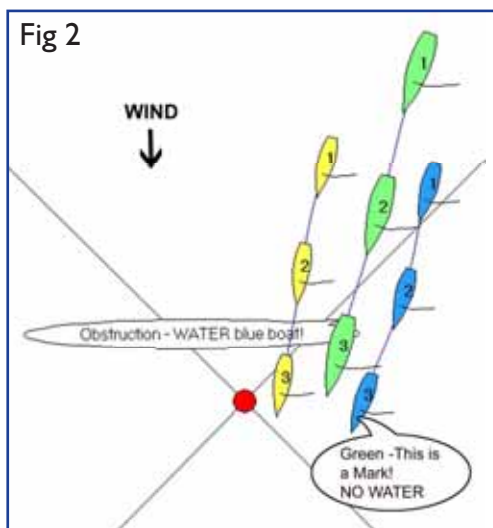
standing requirement to comply with the IRPCAS (Coll. Regs.). Obviously quite important when racing at sea with a lot of cruising boats, not to mention some very large commercial and naval vessels. Just imagine the gain if you cross the bows of an aircraft carrier and the rest of the fleet has to go behind! OK, provided you complied with the Coll Regs, but if not, in the past you could only be protested by the Race Committee. Well, that has changed and you can now be protested by another boat, reinforcing the need for safe seamanship when faced with non-racing boats.

Rule 18 (Rounding and Passing Marks and Obstructions) has been completely reviewed and re-written by an ISAF working party. Room at Marks and room at obstructions are now treated separately, being contained in newly written Rules 18 and 19 respectively. Former Rule 19, dealing with Room to Tack is now Rule 20 and has some consequentially re-wording. There are substantial changes introduced by the re-write and the full consequences of some of these changes are only just becoming understood, but the following are important.

- The "zone" at a mark is now 3 x lengths, although it can be 2 x lengths or 4 x lengths provided the Sailing Instructions say so. If a club wants to use 2 lengths or 4 lengths they must write it into the S.I.'s. Whichever size zone is chosen, it must apply to all marks and all boats using the marks. If there is joint use of marks by two or more clubs, they must agree the mark distance to be used! If there is nothing in the S.I.'s, the zone is 3 x lengths.
- GP sailors should thoroughly understand the new definition "Mark Room". This replaces the former wording to "give the inside boat room" that used to be contained in the body of the rules. "Room" itself referred to a "seamanlike" rounding and was reinforced by some decided cases, so approaching the mark wide and leaving it close was the preferred approach. Mark Room is different and is a two step manoeuvre. First of all the



boat given room is required "to sail to the mark". A number of authorities consider this new wording means a straight line course! Then, "while at the mark", she must "sail her proper course" (Fig 1). So, sailing wide in and tight out may no longer be allowed! There is some uncertainty over this and no doubt there will be appeal cases that will clarify the position. But in the meantime I rather fancy



the outside berth, waiting for the inside boat to slide sideways at the mark as it adopts its proper course, leaving a nice hole for me to nip in!

The obligation to give Mark Room arises when the first boat reaches the zone. Whilst the rule is not explicit, the wording suggests that a boat required to give Mark Room must do so immediately (“at that moment”), with the implication that there must be a degree of anticipation as the zone is approached!

- So what about room at obstructions under the new Rule 19? Well the principal changes are that a mark cannot also be an obstruction and there is no “zone” for obstructions. However, a boat can be an obstruction, although a vessel “under way”, no matter what type or size, cannot be a continuing obstruction. As a result of all this it is now possible when approaching an obstruction to establish an overlap at the last minute (*Fig 2*) and be entitled to room, provided the other boat can give it. This in turn could lead to a situation where two boats are approaching a mark and a faster, perhaps larger, boat squeezes between them at the last minute. She may then claim room under Rule 19 because the inside boat acts as an obstruction. Of course she also has an obligation to give “Mark Room” to the same outside boat under Rule 18, because she was clear astern at the zone! It is not clear whether her claimed right or her obligation should take precedence in this situation.
- The ‘old’ Rule 17.2, limiting bearing away by the windward boat on an off-wind leg, has been deleted. Dr. Manfred Curry, a bit of a hero of mine and widely regarded as the inventor of modern yacht racing tactics, in his book, “Racing Tactics”, published in the 1932 criticised the I.Y.R.R. for, at that time, introducing a rule that prevented a windward yacht bearing away onto an overtaking leeward yacht. His view, “. . . the leading (slower) boat should be given the possibility to defend herself by bearing away . . .” So far as I can tell the rule preventing bearing away on an overtaking boat on an off-wind

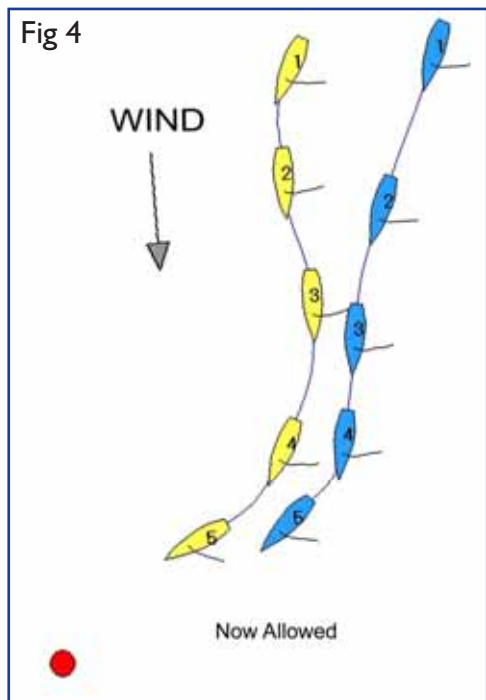


leg has existed in one form or another since at least the 1920's. Originally it applied when an overlap had been established, then in recent years it has been when the leeward boat was within three boat lengths of the windward boat and then within two boat lengths of the windward boat.

All of that has now been changed by the abolition of Rule 17.2, which protected a leeward overtaking boat on an off-wind leg. Of course the requirement to ‘Keep Clear’, still applies although in some circumstances this could be less than a boat length and is certainly well inside the wind-shadow of the windward boat. Of course, as always, a bearing-down tactic must not be used for unsportsmanlike purposes. If you use it to gain a position advantage for yourself, OK, but if you do it to help a club-mate, or worse to pick on someone you don't like, then you may be open to action under Rule 2!

The position of the windward boat is further strengthened by retention of a requirement that the leeward overtaking boat must not sail above a Proper Course once she is within two lengths of the windward boat. So we shall have the curious situation where one boat is constrained by Proper Course requirements, whilst the other is not! (*Fig 4*). So, will we see a return to the tactics of 100 years ago on offwind legs? No-one is yet certain, but I am aware of top-level coaches who are looking at this very closely! Some possibilities are obvious, whilst others may yet be developed.

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- Some definitions have been changed. At obstructions *Overlap* can now apply to opposite-tack boats when sailing more than ninety degrees from the wind. A new definition has been introduced for *Fetching* as well as the important and already explained definition for *Mark-Room*. "Zone", should be read in conjunction with Rule 86.1(b) that allows for two or four length zones.

So only a few real game changes, but they could be significant. During 2009 and beyond, sail-boat racing, including GPI4's promises to be very interesting!

© Eddie Ramsden 2009

Other Changes

- In certain circumstances Rule 19.2(c) may change the right of way at a continuing obstruction.
- Rule 41 has been amended so that a boat, including her crew that receives outside help under Rule 1 (because she is in danger) now breaks the rule on Outside Assistance.
- Rule 42 (Propulsion) has been amended. No, you *rockers*, *pumpers* and *oochers*, it will not help you! This allows the use of an engine in certain circumstances (to clear a dangerous shipping lane for instance), provided the sailing instructions say so and provided no significant advantage is gained. Unlikely to apply to GP's.
- Rule 62 (Redress) has also been amended. A boat that is unhappy over a protest or redress decision when she has been a party to the hearing can no longer request redress (A tactic sometimes used because it is an easier route to a re-hearing than getting a reopening.) The only option now is to ask for a reopening.



Racing Rules 2009 – 2012 What now for Race Organisation?

The Association works with Clubs organising its championship events to establish a high and consistent level of race organisation. This short article sets out some of the changes which affect race organisation and changes which competitors are likely to see in the Notices of Race and Sailing Instructions arising from the recent rule changes.

The Racing Rules of Sailing (RRS) booklet from the RYA includes guidelines for the preparation of Notice of Race (NOR) and Sailing Instructions (SIs); these guidelines have been updated in the latest RYA publication to reflect the new issue of the Rules. The Association uses these guidelines when planning ahead for the race formats of events with organising clubs.

Eddie Ramsden has written an excellent article elsewhere in this edition covering the rule changes mainly from the competitor's point of view. From the point of view of the Race Committee and Protest Committee, the rule changes have not really affected the overall way in which an event is planned and delivered, whether it is a club series or a championship event.

As Clubs and Associations update their NORs and SIs, competitors can expect some changes of vocabulary and some number sequence changes from the 2005-8 Rule book.

The changes in vocabulary are straightforward, in particular *Personal Flotation Device* will be used wherever previous reference was made to a lifejacket or similar and *Equipment Inspection* will be used where previous instructions referred to "measurement" or "scrutineering".

Changes to previous Sailing Instructions will include:

- The RYA guidelines, as always, appeal for brevity when preparing NOR and SIs. In particular, the phrase *The regatta will be governed by the rules as defined in The Racing Rules of Sailing* will be sufficient to include a broad scope of: the racing Rules, ISAF regulations, prescriptions of the RYA, Class Rules, NOR, SIs and any other specific regatta documents. This long list of inclusions is

- Now a Definition at the front of the 2009-12 Rules booklet. Most regattas and the majority of Club races are started and scored under Rule 26 *Starting Races and Appendix A Low points, one discard systems which are covered in the Rules booklet*. These systems will be the default and, if used, will not be re-written out in the Sailing Instructions.
- Rule 40 states that personal flotation devices are to be used when the Race Committee flies flag Y before or at the warning signal. Many clubs have local rules which require personal flotation devices to be worn at all times when afloat, so do expect the Sailing Instructions in many events to make changes to Rule 40.
- The change of Rule 18 to increase the zone around a turning mark to 3 boat lengths will be the standard in the Association's guidelines to Clubs. It is likely that most clubs will adopt this standard for their racing unless there are severe restrictions in room at marks due to proximity of the bankside on a small lake.

Previously the Notices of Race and entry forms for events have been published in Mainsail. This year the Association will publish Notices of Race and entry forms on the web site as soon as they are available, and any amended NORs if changes are needed. Copies can be requested from the GPI4 office by post if needed.

David Rowlands

Chairman, Technical & Rules Committee



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From Mr Stuart Cuthbertson of Perth, Scotland

9th February, 2009

Dear Mrs. Sinclair,

Further to our telephone conversation this afternoon, I am enclosing two photographs of a GPI 4. One is of the original GPI 4 called Kuda Laut which my wife and I successfully sailed in Rhodesia and the other is a model which I made in 2008 of the original Kuda Laut.

Kuda Laut was built in Singapore (hence the Malayan name which translates to "Seahorse") by a Royal Navy Petty Officer who, I understand, was stationed in Singapore prior to his retirement, when he and Kuda Laut moved to Rhodesia. I never met him, unfortunately, as he left the country for the United Kingdom. His GPI 4 was left in the care of the Jacana Yacht Club for disposal, and I became the fortunate owner. Unfortunately, neither my wife nor I can recall what we paid for her.

"Jakana" is the name of a Rhodesian bird which, as it feeds on insects frequenting water lilies, appears to be "walking on water" Quite an appropriate name for a sailing club which was located on the Northern shore of a large man-made reservoir called Lake MacIlwaine some 15/20 miles South of Salisbury, now called Harari, on the road to Beit Bridge and South Africa.

The model took longer to build than I had anticipated. This was due to a number of factors, one was that I had never tried to build a model of a boat before, two, as the nearest hobby shop is some 30 miles away and as we had parted company with our car a few years previously, we were therefore forced, at least initially, to take three buses to get to a supplier of Balsa, etc. Also, in moving the model to a new location, I inadvertently dropped it, smashing the mast and boom!!! Nevertheless, I thoroughly enjoyed the experience, though I very much doubt if I would tackle another boat.

I would like to thank you, Mrs Sinclair, for your help in getting me started on this project. Your encouragement was and is appreciated.

With my kindest regards, I am

Yours very sincerely,

Stuart Cuthbertson



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GP14 CLASS FIXTURES 2009

MARCH

29	Nantwich & Border Co. SC Nantwich Open*	Midland & East Coast Area	Peter Thoms 01270 500397
29	Papercourt SC Southern Travellers	South East Area	Richard Whitehill 01932 403 240

APRIL

4	Welsh Harp SC (Venetian) Southern Travellers	South East Area	Libby Jelliffe 07708 168329
5	Bolton SC Northern Bell 2009	North West Area	Andy Bury 01204 596682
5	Midland SC Midland SC Open	Midland & East Coast Area	Terry Gray 0121 789 9157
19	Combs SC Northern Bell Starred event	North West Area	Peter Gardner 01663 733 721
19	Chase SC Chase SC Open*	Midland & East Coast Area	Neil Davies 01543 276 904
25/26	Staunton Harold SC MIDLAND CHAMPIONSHIP	Midland & East Coast Area	John Robinson 077788 56981
25/26	Royal Windermere YC Northern Bell	North West Area	Judith Gore 01539 729 984
25/26	Swords Sailing & Boating Club O'Tiarnaigh Challenge	Republic of Ireland	D. O'Brien 00353 872 530 691

MAY

2/3	Dovey YC WELSH CHAMPIONSHIP	North Wales Area	Frank Nickless 07772 868 373
10	Burwain SC Northern Bell	North West Area	Innes Armstrong 01282 710993
10	North Staffs SC North Staffs SC Open	Midland & East Coast Area	A Johnson 01538 723 719
16	Tamworth SC Tamworth SC open	Midland & East Coast Area	Tom Duggins 02476 362940
17	Hollingworth Lake SC Northern Bell	North West Area	Graham Knox 01706 378723
23/24	Lough Erne Yacht Club Purcell	Republic of Ireland	Miss J. Thompson 07771 803 979011
30/31	Loch Ryan SC SCOTTISH CHAMPIONSHIP	Scotland Area	Duncan Greenhalgh 0146140581933
31	Bartley SC Bartley SC Open *	Midland & East Coast Area	Steve Ward

JUNE

7	Budworth SC Northern Bell	North West Area	Craig Hewett 07778 403 011
14	West Kirby SC Northern Bell Starred Event	North West Area	Mary Cunningham 0151 625 1040
14	Trimpley SC Trimpley open	Midland & East Coast Area	Mark Tromans 01384 833748
20/21	Bassenthwaite SC NORTHERN CHAMPIONSHIP	North West Area	Nigel Lewis 01768 778 108
27/28	Skerries Sailing Club Leinsters	Republic of Ireland	
28	Shustoke SC Shustoke SC Open	Midland & East Coast Area	Sue Gill 02476 415 814
28	Lee on the Solent SC Southern Travellers	South East Area	Jim Bevington 02372 552 240

JULY

3/4/5	Llandudno SC UK NATIONAL CHAMPIONSHIP	North Wales Area	Andy McNamara 01492 877559
11	Welsh Harp SC (Victor Trophy) Southern Travellers	South East Area	Jim Diamond 07980 528810
12	Banbury SC Banbury SC Open	Midland & East Coast Area	Ian Davies 07903 254669
25/26	Newtownards Sailing Club Ulsters / Masters	Republic of Ireland	Nigel Floan 07860 126 137
26	Hollowell SC Hollowell SC Open	Midland & East Coast Area	Peter Betts 01445 554 110

AUGUST

9	Poole YC Southern Travellers	Britanny, France	Ian Wall 07966 374 652
16 -21	Carnac YC Euro Cup	North West	GP14 Class Assoc 01257 251 222
29-31	Sligo Yacht Club CHAMPIONSHIP OF IRELAND	Republic of Ireland	Anita Owens 00353 719 122 908

SEPTEMBER

6	South Staffordshire SC South Staffordshire SC Open*	Midland & East Coast Area	Mike Senior 07834 499 621
12/13	Hollingworth Lake SC MASTERS CHAMPIONSHIP	North West Area	Graham Knox 01706 378723
19	Tollesbury SC Southern Travellers	South East Area	George Rogers 01621 869 729
19/20	West Lancs YC 24 Hr race	North West Area	Mal Postance 01704 541 507
19/20	Mullingar Sailing Club Autumn Open/Youth Championship	Republic of Ireland	Andrew Vambeck
27	Winsford Flash SC Northern Bell Starred Event	North West Area	M Mitchell 01606 889934
27	Aldridge SC Aldridge SC Open	Midland & East Coast Area	Steve Ellison 01543 377 933

OCTOBER

3/4	Derwent Reservoir SC INLAND CHAMPIONSHIP	North East Area	Ann Penny 01207 255 681
4	Hampton SC Southern Travellers	South East Area	Steve Goulter 01737 359720
10/11	Donaghadee Sailing Club Hot Toddy	Republic of Ireland	
11	Frensham SC Southern Travellers	South East Area	John Traylor 01276 474 534
11	Chelmarsh SC Chelmarsh open	Midland & East Coast Area	Matt Thursfield 07771 887115
18	West Lancs YC Northern Bell Starred Event	North West Area	Damien Chisholm 017048 78120
18	Nottingham SC Nottingham SC Open	Midland & East Coast Area	Roy Nettleship 0115 982 1127
31/1 Nov	Chase SC YOUTH CHAMPIONSHIP	Midland & East Coast Area	Neil Davies 01543 276 904

Midland Bell:

5 events to count of which 2 must be starred and 2 non-starred

Northern Bell:

4 events to qualify, one of which must be a starred event which will receive double points. If you sail in more than one starred event, only the highest scoring of these events will count.

Southern Travellers:

4 event results to count.

POSSIBLE VINTAGE SECTION

A few members will be aware that although I have comparatively recently returned to the class, after a gap of nearly 30 years, 20 of them in offshore cruising yachts, I was very actively involved in the GP14 world in the sixties and early seventies.

At that time, I served many years on the staff of a youth sailing training organization in Milford Haven, including doing a prolonged stint as Maintenance Officer, a post which earlier I had also held at my university Sailing Club. On the strength of that experience, in more recent years I more or less accidentally became involved in advising a number of owners of older GP14s on maintenance and restoration problems, most recently through an online group, the GP14 Owners Online Community (previously the GP14 Building Group, but recently moved to a new site, and a new name).

That sparked the search for a seriously early GP14 on which to do a historically authentic restoration myself. Then last year I acquired GP14 no. 64, *Snowgoose*, dating from 1951, with the restoration already beautifully done, but modernized to a typical mid-sixties specification; my project is now to return her to original 1951 specification. The (successful) search for wooden spars for her, recently complemented by the lucky purchase of a suit of cotton sails in almost new condition, put me in touch with Gareth Morris (Gresford SC), who has since acquired no. 7, *South Bank*.



Taking you to the finish line

Brittany Ferries are proud to support competitors of the G.P. Fourteen Class International Association in the 2009 European Regatta, Carnac.

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Conversations with Gareth and others led to the idea of launching a Vintage Section of the Association, specifically to cater for the owners of older boats, and to give a focus for the Association to take a pride in this aspect of our history. I floated the idea at the last Committee meeting, and the Committee gave me enthusiastic support to canvass the idea amongst the membership. Although approval to canvass is all that I had requested, I am quite sure that that implies the expectation of approval to set up a vintage section if enough support emerges.

So if you own an early GPI4, or are interested in the idea, please get in touch. In the first instance contact can be via my Cruising email address; cruising@gp14.org

I should say at the outset that I am not trying to build a personal empire here; if anyone else would like to set up a Vintage Section and run it I would be delighted, and I would happily give it my support. I already have enough to do in running the Cruising, plus commitments with my own club, but in default of anyone else offering I am very willing to try to kick things off; I will then hand over later if someone else would like to take it on when they are ready.

Two of the questions which I think we will need to decide, and on which I would like soundings from potential members, are:

1. Where do we draw the line as to which boats qualify? Some possibilities (in age order) would be:

Pre-Series 2 boats;

Series 1 (or corresponding GRP) and 1990;
highest sail no. 13103
Fixed youngest date and sail number

25 years old - currently 1984; highest sail no. 12606
This would keep a fixed minimum age, so the date and the sail number would automatically advance each year

Sail number 10000 - approx year 1972

1970 - sail number approx. 8500

1960 - sail number 4000

Sail number 1000 - year 1956

Or perhaps leave it open; if you personally regard your boat as a vintage one then should she qualify?

Note that at the National and (I think) the World Championship there is a specific prize for the highest place boat with sail number less than 10000.

2. What sort of activities for the section would members want?

Racing events, possibly on handicap?
with handicap adjusted for original rig, cotton sails, wood spars, etc.? CVDRA is an example of good practice in this regard.

Cruising events?

A meet at Aberdovey?

Concours d'élégance within above events?

Networking (via the Online Owners Community?) for advice and practical help on restoration?

Anyone interested, please feel free to respond.

Oliver L. Shaw

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North West Area Report

As I write this, the snowman in the garden has been reduced to a shapeless lump of ice and the local lakes are beginning to thaw. This winter has been the worst for many years according to the weathermen. It seems that they can be accurate when looking back - if only they could get their forecasts right!

Certainly last year was a story of "the wrong type of wind", either too much or too little was reported again and again at the Fleet Captains' meeting in November and the weathermen were not that precise in letting us know what to expect. However the severe weather warning for the Bassenthwaite weekend did prove timely.

Despite the ups and downs of the wind, and the up and up and up of fuel prices, the Northern Bell Series again provided some great competitive racing. The series was won by Innes Armstrong and Daniel Wood/Oliver Dewhurst (Burwain SC) in his first season back on the circuit after a break. Julie and Chris Waddington (Bolton SC) topped the Silver Fleet, and Craig Hewett with either daughter, Gemma, or wife, Diane, won the Bronze Fleet. These winners will each receive a spinnaker

from the Series sponsor, Neil Platt, and our thanks again go to Neil for his continued support.

There are 10 events in the 2009 Northern Bell:

April 5	Bolton SC
April 19	Combs SC*
April 25/26	Royal Windermere YC
May 10	Burwain SC
May 17	Hollingworth Lake SC
June 7	Budworth SC
June 14	West Kirby SC*
June 20/21	Bassenthwaite SC Northern Championship
Sept 27	Winsford Flash SC*
October 18	West Lancs YC*



Joanne Platt and Gary Deigham

** double points possible*

Four events must be sailed to qualify, one of which must be a starred event. More than one starred event can count towards qualification, but only the highest scoring starred event will be awarded double points.

Bassenthwaite is always a popular venue with plenty of room for camping and caravans and I'm sure they will host a great Championship (with weather conditions more typical of summer, with a bit of luck). Bolton's Open is much earlier than usual and as it is the first event of the season will also be the venue for the 2008 Prize Giving. I hope that the turnout will be good so that 2008 can be celebrated in style and to get the 2009 season off to a flying start.

Talking of celebrations, Julie and Chris Waddington will unfortunately miss their big



Masters 08 at Budworth

moment at Bolton, but will be celebrating their 20th wedding anniversary on holiday in Cuba. Many congratulations to you both!

Mandy Mitchell



Julia and Chris Waddington

Scottish Report

Although enthusiasm for GP sailing is on the up in Scotland, we are building from a fairly low ebb with barely half a dozen racing fleets in a country dominated by handicap racing and a penchant for single-handed or asymmetric classes.

On a brighter note, GP's are a popular training boat in many Scottish clubs and hopefully if we can boost our profile, some families will get the bug for our economic class during these hard times.

We are doing this by resurrecting our traveller circuit, for which we believe we now have adequate support, albeit for just four events in 2009. These will be at Annandale, Loch Ryan, Derwent Reservoir and Castle Semple. The ever-popular team racing event will once again be sailed from Arran. Hopefully these events will be well supported by Scottish GP sailors.

The icing on the cake would be for a strong fleet at the Scottish Championship, the second event in the GP Grand Prix, to be held on the May 30-31. Loch Ryan Sailing Club is situated on the western shoreline of the sea loch in the far south west of Scotland. The club sails from Wig Bay, formerly a base for sea planes, and launching is excellent. The loch provides ideal conditions, as it is subject to prevailing winds blowing up the Irish Sea, but sheltered from the worst of the weather.

The club is licensed, has good hot showers and limited on-site camping. The members of this small club are extremely keen to make this an event to remember and will be throwing an abundance of effort into the sailing and social aspects of the weekend. We would love to see visitors from far and wide, and cheap ferry deals are on offer for our Irish friends.

For further details contact:

Duncan Greenhalgh

duncan.greenhalgh@ukgateway.net

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Photo thanks to Hamish Grogan

News from the South East

The big news for us in the South East is that we once again have an Area Rep – Steve Browne from Leigh on Sea. Steve is well-known to many sailors in the area (and beyond) as he is a regular competitor at Open Meetings.

He bought his first GP14 in 1982 and is now about to take delivery of his seventh. For twenty years he worked for Hyde Sails as a machinist and a finisher, so he has an in depth knowledge of the finer details of sail and boat tuning.

We are very pleased to welcome him to represent the South East on the general Committee of the Association and he is looking forward to attending his first committee meeting in Crewe later in the month. Mike Abbott will carry on dealing with the fixtures and the results and, as you can see, I'm writing the area report! David Innes from Frensham has kindly agreed to deal with the publicity. Steve will soon be online – meanwhile you can contact him by phone (01702 477 113).

For the first winter in ages the lakes in the South East were frozen over on several occasions and some of the names of winter series were rather more relevant than usual – Snowflake, Ice Box, Frostbite, Icebreaker...etc. Congratulations to Nick and Bidy Colbourne for winning the medium handicap in the Chichester Snowflake series; also to Steve who came seventh in the Leigh Brass Monkey, where there were 35 boats, and ninth at Thorpe Bay, where 50 boats competed. Also to Gary Marshall and Jeremy Kahn who seem to have been the only GP14 competing in the biggest winter race in the south, the Bloody Mary at Queen Mary Reservoir, Staines – 178 entries this year. Perhaps next year we could encourage some more GPs to go along.

The GP14 fleet on the Welsh Harp has been as vigorous as ever this winter, despite the occasional gaps in the series caused by the ice. Three of the Welsh Harp clubs, BTYC, Seahorse and North Circular, have been putting out combined Saturday fleets of 25-30 GPs every Saturday afternoon. Special congratulations this year must go to Frank Pearce who has won the BTYC winter series for the 11th year running! Michael McNamara was invited along by Seahorse in January to give a talk on the Rule changes. This was very well attended by all the Harp clubs and much debated at the bar afterwards!

Mike Abbott has organised a fixtures list for the southern area which will be starting with Papercourt at the end of March. We realised recently that the Victor Trophy on July 4 clashes with the Nationals, so it is being moved to the following weekend, July 11.

Revised dates are as follows:

Sunday 29 March	Papercourt
Saturday 4 April	Welsh Harp (Venetian)
Sunday 28 June	Lee-on-the-Solent
Saturday 11 July	Welsh Harp (Victor)
Sunday 9 August	Poole
Saturday 19 Sept	Tollesbury
Sunday 4 October	Hampton
Sunday 11 October	Frensham

The qualifying rules are the same as last year – 4 event results to count. There are no Southern Championships this year, so keen London-based sailors will make their way to the Midland Championship at Staunton Harold on April 25/26.

April will see the start of the training season in many clubs in the south east, an opportunity to introduce new people to the sport. Hopefully much of this training will be done in GP14s which are so suitable for this purpose, and we will be able to expand and grow our Class in the south east. Please encourage your fellow club members to join the Association – even if they are not boat owners.

Happy Sailing – hope to see some of you in Carnac,

Liz Hall



Frank Pierce in action

Photo by Libby Jelliffe

North Wales

It's been a long time since we held a national championship at Llandudno for the GP14 class, but the whole club is looking forward to what we hope will be a great event. There are plenty of places to stay and all at reasonable prices: hotels, guest houses, apartments, and camping; if anyone is struggling to find accomodation, try going to www.llandudnoaccomodation.org

We will hopefully be getting all our club boats to enter the event, many of them youths. We have a BBQ lined up for the Saturday night with entertainment, plus, most importantly, loads of cheap beer and some catching up with friends old and new .

The club has just undergone two major refurbishments. The first was finished in October, but then owing to a massive flood caused by a burst pipe, it was necessary to do a complete re-fit during December and January.

Out on the water we will have Paul Moreton as race officer; he is a GP sailor who is also very experienced

at running national championships, having recently done the 29ers, 49ers, 420s, phantoms, and solos.

As those of you who know the waters will be aware, Llandudno can be very challenging at times and the tides are legendary: having sailed here for the last 8 years I still haven't worked them out!! However if the weather is good, I can promise you some of the best sailing and scenery.

We sail every Sunday at 1pm and Wednesday evening from April, at 7pm and if anyone is considering making it a longer break you are more than welcome to come and sail on Wednesday night before the championships - or indeed if you fancy a weekend away before that just give me a call.

Looking forward to seeing you all in July. If anyone has any questions or needs any help please don't hesitate to contact me.

Andy McNamara GP 14016

Mobile: 07956 204293



2009 will see the GP14 Nationals hosted by Llandudno Sailing Club for the eighth time

The Class holds a unique place in the history of Llandudno. The initial meeting to re-form the modern club took place in 1960 with the club formally coming into existence in 1962. There had been a club in the late 1800's which had a long history, but it succumbed to a big storm in the early 1900's and was eventually finished off by the First World War. The club's oldest trophy dates from 1864. However, the relationship between the Class and the club started in 1963 when the GP14 Nationals were the very first major Championship to be hosted at Llandudno by the new club.

Since then there have been quite a few historic moments in both club and Class history, which have taken place in Llandudno Bay.

David Warden-Owen arrived to defend his title in 1971 and was proceeding successfully when he ran foul of the random measurement system. His centreboard bolt hole was 1" out of position and he was eventually eliminated from the championship. However, the championship trophy remained in the family when Eddie Warden-Owen

won his first GP title.

1975 saw the largest fleet ever to enter a Nationals at Llandudno. The entry of 227 was, and still is, unique within the club and older members who took part in that event still reminisce about it over a pint in the bar.

Another piece of GP history occurred in 1979. The 'coffin boats'. Fifteen boats, all brand new, all built by the same builder and they did not measure! It is a long story which can be told at another time.

So far, the GP's had returned to Llandudno on a four-year cycle, then the cycle was broken and it was eight years before the championship was sailed in Llandudno Bay in 1987. Six more years passed before the class once more returned in 1993 when, after 20 years of trying, Simon Relfe finally became National Champion.

So to 2009 and your eighth visit. Another piece of history - Llandudno's first 3-day Nationals. We have had two, four, five, six and seven days in the past, but never three.

Welcome home.

Tony Locket

Club President

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Another in our series From the Archives

March brings gales to put your rigging to the test and also weather warm enough to encourage you to get the cover off your boat to see what needs doing before the season starts.

The following pair of articles were published in Mainsail many years ago by Clamcleat® Ltd, and as helpful today as they were then.

Fixing Cleats to Spars

There is a theory that a row of holes along the length of a spar will not cause any greater weakness than one hole on its own, but always drill as few holes as possible, as too many holes in a small area are guaranteed to weaken the spar, possibly enough to cause it to collapse as soon as a good gust of wind comes along.

When making holes for ropes etc. round off any sharp corners in the hole. A sharp corner in a hole is an open invitation for a crack to develop.

Fixing a new cleat on a spar, or resetting an existing one should be quite straightforward, procedure if you follow a few simple rules. The most important is to mark the position of the holes before you let rip with the electric drill. Drilling holes in the wrong place can be a 'holey' embarrassing experience, as indeed can be oversized holes. Hold the cleat in position, pencil through the hole carefully and then centre punch the middle of the pencil mark. Don't forget to check that you are using the right size fastening. Most Clamcleat® rope cleats have a partially radiused base so that they can be fixed firmly on a round spar as well as on flat surfaces. Cleats for halyards or spinnaker pole uphauled can usually be sighted right over the hole in the mast, which makes a neat and tidy installation.

Self-Tapping Screws

The most popular method of fixing Clamcleat® cleats to both masts and booms is with self-tapping screws. Cleats can be removed much more easily and quickly than if Pop rivets have been used, although Pop rivets are a useful remedy where the original screw holes are stripped or oversize.

The screws should be the right size for the cleat. Usually No. 8 or 10 as marked on the package. They should be the shortest lengths possible to prevent ropes rubbing against the point of the screw inside the mast. It is good practice to drill a small pilot hole first and then drill the hole of the correct size for the screw. Self-tappers are available without a point, but if a

pointed or over-length screw has to be used, first tap the screw into the hole but do not drive it right home. Then withdraw the screw and cut off the excess length. You can now screw it into the hole that you have just tapped and tighten it fully

Pop Rivets

When using Pop rivets, the choice of rivet gun is important. The lazy tongs type can be awkward to use and may hit the mast when the rivet mandrel breaks, possibly damaging the anodising. It is better to use a type that is designed to jump away from the job when the mandrel breaks. If possible use a proper extension nozzle on your rivet gun which fits right into the cleat. If you cannot get one, then place some small nuts on the rivet mandrel. This gives the standard nozzle something to pull against.

Alternatively you may be able to use a short length, about 18mm, of small diameter, thick walled tubing in place of the nuts.

Whichever method of fixing you choose, you should always put plain silicone bath sealant, zinc chromate paste or a proprietary product such as LanoCote on all stainless steel fastenings. This is to prevent corrosion through the electrolytic re-action that occurs between stainless steel and the aluminium of the cleat or mast when salt water is present.

The final result should be a neat and well-secured fitting of which you can be justly proud.

Fixing Cleats to Boat Hulls

Looking good... going faster...

That's what we all want. Fitting your cleats properly and in the right place can make all the difference. So, double check, before you drill that first hole! Time and care taken at the start to ensure cleats are positioned correctly with good rope alignment, will help systems to work at their best.

All fittings are subject to loads and must be fixed to a reinforced area, or the load spread with a backing plate. Clamcleat® alloy cleats, which can be subject to high loads, should be fixed with nuts and bolts, with a decent backing plate. Nylon cleats can usually be fixed with wood or self-tapping screws, because of their lower loads. Before cutting a bolt to length, thread on the nut and then cut off the surplus. Unthreading the nut will remove roughness from the end and ensure the nut will go back on.

As well as the obvious tools, a roll of masking tape will be useful. Putting masking tape on the hull makes it easy to mark hole positions and protects the surface from unwanted damage if a drill bit should slip. Double-sided tape can also be used to hold a fitting in place temporarily to check rope alignment. Drilling pilot holes for the fastenings, whether bolts or screws, is important as it helps prevent cracks in fibreglass and splits in wood. When you are happy that the pilot hole is in the right place, it can be enlarged as necessary. If you do make a mistake, it is much easier to fill a small pilot hole. On a wood hull or deck, first mark the hole centres on a piece of masking tape and then stick the tape in place. This will prevent unwanted marks on the varnish or paint.

To stop sand, salt and muck collecting in the gaps, all fittings should be bedded on a marine sealant or bedding compound. While they look similar they do different jobs. Use a bedding compound or universal sealant where adhesion is not wanted but you need to fill or seal gaps. Some are non-setting so fittings can be removed easily. Where high strength is required for security and durability then use a marine adhesive or sealant. Be warned - it may be impossible to remove a fitting.

To maintain the integrity of buoyancy tanks do use bedding compound round the fastenings. Masking round the fitting and the surface to which it is being fixed before applying the sealant will give a nice clean edge when the tape is removed. Smooth the surface of exposed sealant with a wooden spatula or by running a wet finger round it. Every hole that is drilled into a piece



of wood should have a little varnish or epoxy dropped into it. This stops water getting into the wood and discolouring it. This is even more important where you cut a slot for something like a sheavebox. Here the whole of the exposed wood must be waterproofed.

When putting fittings on a part of the hull where access is only through a small inspection hatch, do check that you can get a nut onto the bolt. If the bolt is beyond arm's reach, try sticking the nut onto the end of a sail batten with tape or BLU-TACK. When you have finished, all your new fittings will be just where you want them, doing what you want and looking good.

by Terry Lawton

Update March 2009 from Clamcleat's Dale Emery

Since this article was written, carbon spars have become much more common. Our experience is that the notes on alloy spars are equally applicable. Most people use self tapping screws. Using sealant or bedding compound around the screws is a good idea (but you see a lot of carbon spars where this is not done).

In theory self tap screws are not good for carbon laminates, but they seem to work OK! We have done some work on using adhesives and special inserts to hold the fixings but the cost and time involved are too much for spar makers. Glueing is very good, but if you don't get it right you can end up with a very weak joint.

CRUISING CORNER

UK Cruising Week 2009

Although I'm told that the cruising contingent had a wonderful time exploring the beautiful Baie de Morbihan in 2002, it seems, despite extensive enquiries, that only three cruising boats were potentially interested in going to Carnac this year, two of which have now dropped out, and if the third one goes, he wishes to race on at least some days. Several cruising members expressed a preference for a UK venue, for a variety of reasons, including cost.

Reluctantly we have decided not to take up the invitation to Carnac for a cruising week (though some sailors will no doubt go there independently), but are instead offering a UK National Cruising Week on Anglesey, at Traeth Bychan, hosted by Red Wharf Bay SWC. This will be combined with their annual Anglesey Cruising Week, a combination which we trust will be to the benefit of both parties, offering the possibility of one substantial fleet rather than two potentially small fleets.

The dates, August 8-15, are the week before Carnac. The week starts on the same day as the host club run their annual Anglesey Offshore Dinghy Race, so there is the unique opportunity for any cruisers who wish to do so to enter that race, and then cruise with us for the remainder of the week. Details are on the website, and will be updated whenever appropriate. The latest information is also available from myself by email:

cruising@gp14.org

Traeth Bychan is a small bay on the east side of Anglesey, very popular as a base for sailing and watersports, with a small and friendly sailing club; it is situated on a very attractive stretch of coast, and there are several very different cruising destinations with reach. Over the last two or three years there have been several accounts in Mainsail of previous cruises in that area, which I trust will give readers a flavour of the cruising potential there, and the article on the website giving details of the Cruising Week also includes a description of the area, plus photos.



Anglesey - Porth Eilian from Lynas

Other 2009 Cruising Events

We have a programme of short cruising events, hosted by local clubs but with an open invitation to Association members. These are mainly one-day events, weekends or long weekends, and range geographically from Chichester and Langstone Harbours on the South Coast to Tayside in Scotland, and to both North Wales and Merseyside. We would also like to include along the way events in the West Country, the Southeast, East Anglia, and the Northeast, but that will depend on us being offered any. With such a wide geographical spread, and a range of dates currently from May to October, I hope that those who would like to take part in some cruising can manage to get to at least one event.

This programme is likewise published on the website, and again it will be updated as appropriate if further events are added, or if we are notified of any changes. And, as with the UK Cruising Week, the latest information is always available from myself by email - except, importantly, between late July and mid-September, when I am likely to be away on holiday, probably sailing.

Looking ahead to 2010

As you will well know already, 2010 is the 60th anniversary year both of the launching of the very first GPI4 at Dovey YC, Aberdovey, and also of the founding of the Class Association. I have therefore opened discussions with Dovey YC about the possibility of running a cruising event there at some point during 2010. Because I understand that the number of different cruising destinations there is limited, this would probably be more suitable for a long weekend than a National Cruising Week.

This should be both an immensely enjoyable event and a historic milestone, and I really would ask all cruising owners to make a special effort to participate if at all possible. Further details will be published as they become available.



Poole - Departure from Wareham



Anglesey Lynas from above Porth yr Ysgaw

Personally, I hope to commemorate the anniversary by taking my vintage boat to that event; no. 64 *Snowgoose*, which was also "born" at Aberdovey and which was still active in the estuary as recently as 2000. I understand also that the club has amongst its members Terry Gumbley who has done a splendid restoration of no. 19, *Mizpah*, and although I haven't yet asked him I am sure that Gareth Morris will want to bring his no. 7, *South Bank*, along, plus whatever other owners of vintage boats I can track down and encourage. So there is the mouthwatering prospect of a 60th anniversary cruising event at the place where it all started, and with a small fleet of the very earliest boats participating.

Future UK National Cruising Weeks: 2010

Although the racers are delighted to be going back to Abersoch, I have heard some adverse comments about the venue from the cruising aspect, which to some extent coincide with my own reservations about it. Accordingly I am currently making initial enquiries about a return to Poole, where we had an absolutely superb week in 2005.

2011

How about a return to Neyland? Again, we had a superb week there in 2007, and left with a very warm invitation to return, but preferably in an odd-numbered year.

2012

North Devon, perhaps? Various described as the "man's coast" / the "adults' coast", it is more than a little challenging, but is immensely rewarding. I sailed it for 20 years in two vintage yachts, and know it well and love it, but the coast itself (as opposed to the Taw-Torridge estuary) is suitable only for the reasonably experienced sailor.

Your views on all these possible venues are most welcome.

Oliver Shaw

Running a Successful Cruising Weekend

Oliver Shaw

Perhaps I am not the right person to write this piece, because two of our outstandingly successful cruising weekends (Weir Quay, and Ivan's annual do with Toddbrook SC) are ones that I have no hand in running, while the Anglesey and Merseyside events that I have run are much newer events and have thus far attracted noticeably fewer participants. However ...

The idea for this piece arose from email discussion with one lapsed cruising member, who made some very useful points and who suggested that cruising events shorter than the annual UK Cruising Week might be popular in his club. He also suggested that plenty of notice, and a poster to put up in the clubhouse, might be helpful.

He was not the first person to ask for more short cruising events, and for such events to cover a larger proportion of the country. No-one would be more delighted than myself if that were to happen, but the only way for it to happen is for more clubs and/or individuals to put on events. So this is by way of encouragement to give it a go, and some suggestions of ideas to help make it work.

First, choose an attractive bit of water that is suitable for cruising - this can be either coastal or one of the larger lakes, but the size needs to be such that you can expect a sail of at least an hour and a half outward in the morning and similar back in the afternoon, preferably in more than one direction but certainly to more than one lunchtime destination. That clearly rules out the smaller lakes, and many rivers.

If your club is blessed with such water as its home stretch, then try to interest your club in putting on the event. If your own club does not have suitable water, do you know of some water that is suitable and is there a club there, and could they be tempted to put on an event? Possibly the best "new" event is that which a local club puts on for its own members. This should guarantee a reasonable core turnout, then numbers can be boosted with an invitation to GP14 Association members as well.

If no club at all, then you are in virgin territory, but that does not rule out the idea; if you can locate a suitable campsite, and somewhere to launch and to park the boats overnight (and some camp sites have their own launching facilities), you have most of the basics that you will need, although ideally it would be helpful to try to arrange safety boat cover as well. But it is perfectly acceptable to arrange a cruising event with no safety boat cover, if none is available, provided potential participants are told that that is the case; as cruisers we should, after all, be self-sufficient, and should also be prepared and able to keep an eye on each other and to assist if necessary.

If you want to do something really special, you could try to hang your cruising weekend on some specific event that the cruisers can share. Margaret Dye in one of her books recounts the story of the Wayfarer rally in which they cruised up the Alde, in Suffolk, during the Aldeburgh Festival that year, carrying their finery in dry-bags. On arrival at Snape they then moored their boats, changed into impeccable evening dress, and went into the Maltings for a splendid performance of Monteverdi's Vespers. Then, back at the boats, they changed back into sailing rig and sailed down the river to the most idyllic campsite.

We can't all lay on such a splendid event and in any case it would not be to everyone's taste (although it would certainly appeal to me), but you no doubt get the idea. However an event of this kind is a rare exception; you will do well enough if you simply offer a cruising weekend in attractive water with good scenery, and perhaps a decent campsite.

Having found your water, and planned your event, you now need to publicise it. By all means keep me in the loop, so that it can be publicised in Mainsail, either in Cruising Corner or otherwise, and I can also email details to my GP14 cruising contacts. But also let your Area Rep know about it and get him/her involved also in publicising it amongst the clubs in your Area. And consider also producing a poster which can be put up in clubhouses, and sending this to at least your local clubs and perhaps to clubs in the region.

And, of course, start the process early enough to give people reasonable notice. The ideal is to get at least preliminary information out in Mainsail, and in an issue which will still allow reasonable notice when it comes out; however with only two issues per year that may no longer be viable, and we may have to rely primarily on the website, plus the Area Reps, plus my list of email cruising contacts. Certainly the Area Reps and the website will become an increasingly important means of giving notice of events.


To put an event in the current year into Mainsail you need to get it into the Spring/Summer issue, and that means catching a Press Date at the end of January; for an event in the following year you need to catch the Autumn issue, which means whatever the Press Date is going to be under the new arrangements. If you can write a short piece to interest members, with the

information reasonably finalised to that timescale, even better, and better still is to get a preliminary taster item into the issue before that.

Finally, may I suggest that your Association is here to help. In August 2008 we were approached by the Ceylon Motor Yacht Club, to ask our advice in organising an ambitious three-day cruising event for their members. We were delighted to be asked, and although other factors took over (including major sponsorship and the involvement of their Navy) and the event became a 3-day offshore racing Regatta, I understand that they still found our information and guidance helpful. That service is available to any club or any member wishing to put on a cruising event and wanting advice or guidance.



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Tel: 07985 343735

Neil Marsden
Batt Sails

Email: neilmarsden@aol.com
10 Broadbridge, Delling Lane, Bosham, Chichester, PO18 8NF
Tel:- 01243 575505

Edge One Design
Jon Clarke

Unit 10 Kensington Court, Kensington Rd, Earlsdon, Coventry, CV5 6GG
Tel:- 024 76 711716

Goacher Sails Ltd
Steve Goacher

Lowside Bowness-on-Windermere Cumbria LA23 3DH
Tel: 015394 88686 Fax: 015394 88683
sg@goachersails.co.uk
Website: www.goachersails.co.uk

McNamara Sails
Michael McNamara

Unit 5 Catfield Industrial Estate Catfield Norfolk NR29 5BG
Tel/Fax 01692 584186
Email: michael@mcnamara-sails.com
Website: www.mcnamarasails.com

North Sails One Design International Ltd

3A Wingate Road, Gosport, Hampshire, PO12 4DR

Omega Sails
Neil Platt

53 Druidscross Gardens Calderstones Liverpool L18 3EB
Tel: 0151 428 4625 Mobile: 07738 169857
Email: neil_platt@btinternet.com

Pinnell & Bax

Heathfield Way Kings Heath Northampton NN5 7QP
Tel: 01604 592808 Fax: 01604 592818
Email: info@pinbax.com
Website: www.pinbax.com

Purple Sails
Jim Hunt

Unit 4 Newlands Farm, Faraday Avenue Curdworth,
Sutton Coldfield, B76 0BE
Tel: 0780 3256773
Email: jim@purplesails.com" jim@purplesails.com
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Sailblades	I Winstanley Works, Bowston, Near Kendal, Cumbria, LA8 9HF Tel:- 01539 7 38338 Website: www.sailblades.com
Speed Sails Richard Estaugh	Unit 39 Empire Industrial Park Brickyard Road Aldridge West Midlands WS9 8XT Tel/Fax: 01922 455503 Email: sails@speedsails.co.uk Website: www.speedsails.co.uk
Tim Harper Boats & Sails Tim Harper	35A Sussex Road Southport Merseyside PR9 OSR Tel/Fax: 01704 541166 Email: timharperboats@tiscali.co.uk
Trident Sailmakers Gebhard Family	Trident Quay , South Shore Road Gateshead NE8 3AE Tel: 0191 490 1736 Fax: 0191 478 2122 Email: enquiries@trident-uk.com Website: www.trident-uk.com
Ullman Sails Chris Davidson	Unit A, 3 Richmond Walk, Plymouth, PL1 4LL Tel:- 01752 550040 Email: chris@uk-ullman-sails.co.uk Website: www.uk-ullman-sails.co.uk

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Speed Sails Richard Estaugh	Unit 39 Empire Industrial Park Brickyard Road Aldridge West Midlands WS9 8XT Tel/Fax: 01922 455503 Email: sails@speedsails.co.uk Website: www.speedsails.co.uk
Tim Harper Boats & Sails Tim Harper	35A Sussex Road Southport Merseyside PR9 OSR Tel/Fax: 01704 541166 Email: timharperboats@tiscali.co.uk

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