



# THE BELL CHIMES

## GP14 POOLE YACHT CLUB FEBRUARY 2000

“Ask not for whom the bell chimes it chimes for you” (apologies Ernis Hemingway). Already your tabloid is off to a rousing start in this millennium with Barry’s expose of renovation secrets of wooden GPs, Graham’s mast step mods and Tony’s thrilling description of good starting practices. So more please otherwise prepare to be subjected to the editors banal contributions, examples of which follows, you have been warned.

### **A.G.M. ELECTION OF OFFICERS** **OVERLOAD OF APPLICATIONS FOR POSITIONS** **HOW REFRESHING—HOW HEINEKEN !**

**This years plan to avoid volunteering was cunning, organise a holiday to coincide with the A.G.M. and leave everyone else to sort it out.** Failed miserably, there are perils in drinking with Dennis Valentine. So, Celia is Social Secretary and I am deputy assistant reserve standby officer pending. A position of great importance which gives me the opportunity to do the jobs nobody else wants, (e.g. writing newsletters). Why do they keep calling me Baldrick Den ?

The remaining minor officials are;

Class Captain	- Den Valentine
Vice Captain	- Tony Moore
Next Captain	- Barry Southam
Results Secretary	- Richard Lane
Press & P.R. Sec.	- David Brann
Social Secretary	- Celia Bracey

The gist of the new politburo, as I understand, is to spread the workload of the Class Captain. In other words we have run out of nice guys prepared to sacrifice their spare time for the GP cause. Dammed inconvenient if you ask me, I quite enjoyed just turning up, pre-race discussion with Colin about painting, race, post-race inquest over beers and then off home. And with any luck a F4.5 would knock the sailing on the head. I also note with dismay in the A.G.M. minutes, my name featured for future class captain, the libel suit is pending Dennis. To make a statement as rash as this requires exceptional confidence in the new philosophy. We

must all look forward to the puppet class captain in 2002, and in the meantime onward the three musketeers, Class, Vice and Next.

### **NEW MEMBERS**

A warm welcome to the new members, some we know and some new, they are;

Martin Trim	- Martin has crewed in the past with Mike William and Andy Cake.
Ian Wall	- Ian has been crewing with Graham Wallen.
Ian Aitkin	Just bought Colin's "Mussel Box". Ian intends to race Thursdays
Tony and Anne Knill	- Have a GP and also intend to race.
Tim and Anne Chalk	- Tim will be crewing with Tim Whittle in "Wetta da Betta"

We hope you do well (but not too well) in fact your popularity will be considerably enhanced by joining that select clique at the rear of the fleet. Feel free to use Flying Fish 2 as reference.

We also welcome John and Pat Ballinger. John has a Wayfarer and is famed for his paddle technique around the slipway. John we understand is taking class identity therapy sessions and we hope sailing with Greg will see him through this difficult time. Are you sure Greg was the right choice Den ?

So if all goes well we have two additional GP's as Colin has bought back his old boat "Pipedream".

## SOUTH WEST AREA CHAMPIONSHIP MAY 20/21

For our GP fleet, sailing events do not come bigger, even now your politburo sub-section division 3 committee is labouring manfully to devise a class event including sumptuous eats, gourmet beers and live entertainment, (Are you sure it's live Den ?) appropriate to such an illustrious occasion. It is desperately important for us to give this week-end our fullest support, and not only for the obvious reasons of enjoying ourselves and showing off how well we do it.

Not a lot of people know this (well I didn't until Baldrick was seconded to a South West Area meeting ), GP14 class racing is in something of a decline in the S.W. and we appear to have the largest racing fleet, with other clubs quoting typical fleets of 7 and 5. Not only does this event need to do well but more travellers are needed from Poole to support other GP open meetings. The South West Area Championship did not happen in 1999.

I know it is difficult to make a case for travelling when we enjoy arguably the best water, club and organisation for racing, but the more that do it, the more fun there is to be had.

(We now know why P.Harlow / B.Southam were the best S.W. boat in the 1998 championship)

### **SW Travellers Series 2000**

**MAY 20/21 South West Area Champs. PYC**

\* **JUNE 4 Whitefriars Sailing Club.  
Cotswold Water Park**

Contact :- Derek Harman 01242 510043

**JUNE 24/25 Poole Yacht Club Regatta - 4 Races**

**SEPT 9 Lilliput Sailing Club - Poole Harbour**

Contact :- Steve Reynall 01202 674598

\* **SEPT 23 Spinnaker Sailing Club - Ringwood.**

Contact :- Hugh Conway 01425 476509

***9 Races to qualify including at least one  
starred event***

## PRIZEGIVING (5/2/00)

Soc. Sec and Baldrick were highly honoured to be invited to join the 1999 season prize-winners for their presentations. We duly adopted our fawning and drooling attitudes, clapped them to the podium and back, and took photographs of the great and glorious.

The evening highlights were the games. The first, for girls only, was called "Grab Pete's Trophies", ultimately disappointing due to lack of imagination, see pic. for proof. On to La-Lupa for the second game, and much more fun was "Pay the meal bill Baldrick". Competitors contrived how best to confuse Baldrick, mixtures of cheques, notes and change were easily dealt with, the pen which ran out scored high marks but the outright winner was Graham Chase who swapped his cash for cheques at the last minute.

Call me a party pooper but this game is off the list in future. Oh and by the way the prize-winners were ;.

The Archaeopteryx Cup Monday Spring Series	Joint Venture	P.Harlow
Joint Venture Trophy Monday Summer Series	Joint Venture	P.Harlow
The Redstone Trophy Monday Late Summer	Joint Venture	P.Harlow
Keith Wells Cup Thursday Spring Series	Tin Tin	A.Welch
Jack's Summer Cup Thursday Summer	Joint Venture	P.Harlow
Oyster Trophy Thursday Late Summer	Joint Venture	P.Harlow
The Autumn Shield Sunday Autumn Series	Chuckie	D.Valentine / S.Cutler
The Salterns Chandlery Studland Shield GP14 Studland Race	Tin Tin	A.Welch / P.Carswell
The Swanage Race	Kyllikki	A.Moore
The Bob Hoare Round the Islands Cup	Spinnaker Too	G.Wallen / A.Cake



The Bournemouth Pier Race	Chuckie	D.Valentine / S.Cutler
The Silver Pot Monday Silver Fleet Wnr.	Beez Neez	A.Short / A.Sweetzer
The Broadstone Bowl Thurs Silver Fleet Wnr.	Mussel Box	C.Ching
Jaine Cup Best Gold Fleet R/U	Madness	M.Valentine / S.Cutler
GP14 Trophy Overall Gold Fleet Wnr.	Joint Venture	P.Harlow
Valentine Trophy Most improved Team	Beez Neez	A.Short / A.Sweetzer
Milborne Mug	Remilla	D.& B. Brann



## GP SURGERY

Those of you who sail older, wooden G.P.s will almost certainly have come across the dreaded rot in some form or another. Your first reaction was probably panic but it really doesn't need to be. Things often look worse than they are. Ken Latham the renowned Poole builder of "X" boats is an expert in the restoration of seemingly unrestorable boats. If you get the chance, take a look at his Flying Fifteen "Dainty Duck" (FF 4) this boat was Uffa Fox's own boat built in the 1940's. When Ken came across it, it was in a terrible state and so rotten you could almost push your finger through it. Today it is absolutely beautiful and is regularly raced at the RMYC with great success. What's the secret? Well apart from being an absolutely superb craftsman Ken is a great supporter of modern techniques. In particular, epoxy resin. "Dainty Duck" was saved by removing all paint and varnish then baking her in a plastic tent for several weeks until the original wood was so dry that it was almost like Weetabix. Then the entire boat was saturated in epoxy resin, the resin soaked right through the whole structure then hardened leaving a boat as strong as when it was first built. Now although there are very few people with the skill and experience of Ken Latham, small repairs are not beyond the abilities of most people. Centre boxes and the rear bottoms of GP.s are favourite spots for a touch of softness to appear. If this happens to your pride and joy get your self down to your local supplier (in Poole I recommend Poole Glass Fibre at Davis's yard in Hamworthy) and buy some standard epoxy resin but while you're there also buy a small tin of diluant. This, when added to the resin/hardener mix thins the solution so it penetrates deeper in to the wood, then when the resin hardens the affected area becomes almost as hard as fibre glass. Be careful when removing paint/varnish not to scrape away any wood (even soft wood) as this acts like the mat in fibre glass. It is also very important to dry the wood out thoroughly so that the resin soaks right in. If some of the wood is already missing, after the initial application add some "fillers" to the mix to thicken it and bring the wood back to its normal thickness. I like to use type "D" as this has a fibrous content and puts back some of the lost strength. You can also buy brown coloured fillers which maintain the appearance of a varnished boat. The finished job can be varnished like normal. Next time some tips for plastic fanatics. See you on the water.

Barry Southam GP 11810. Mange Tout (Well its green!)

## GP DINNER

at the club - Nov 13th '99

Pictured are some of the well behaved guests.



**Where do I start ...**

Do you know why you start where you do or have you just followed Pete?

Often our start line positions are determined by the tide, but mostly by the wind. This article will try to explain how the wind direction is used to decide where to start.

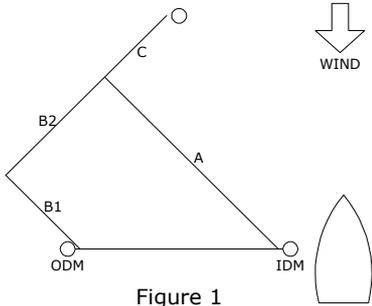


Figure 1

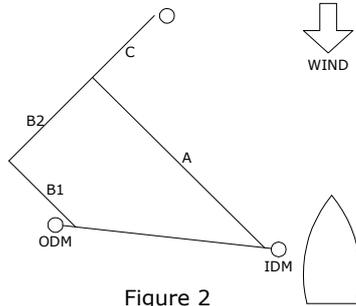


Figure 2

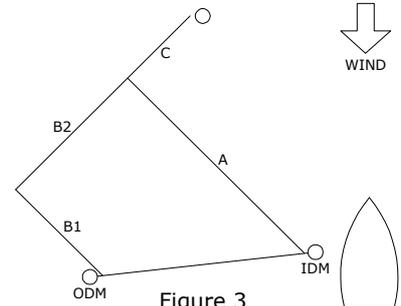


Figure 3

Figure 1 shows a perfect start line, it is at 90° to the wind. This rarely happens in real life, but it does mean that you can start anywhere as all points are the same distance from the mark. Distance A equals B1 + B2.

Figure 2 shows a port biased line. This is more common as committee boat owners like to favour the end of the line furthest from their boat. A boat starting at the outer distance mark (ODM) has less distance to sail than one starting at the inner distance mark (IDM). Distance A is greater than B1 + B2.

Figure 3 shows a starboard biased line. This causes the boats to bunch around the committee boat for the start. A boat starting at the IDM has less distance to sail than one starting at the ODM. Distance A is less than B1 + B2.

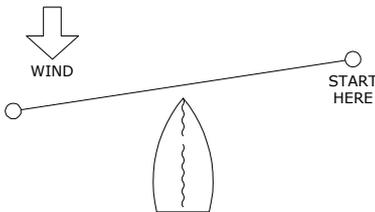


Figure 4

So how do you decide which end of the line is favoured? There are many techniques, but the following two are in my opinion the easiest to do on the water.

1. Sail your boat head to wind, you should start at the end to which your boat points (see figure 4).
2. Sail your boat down the line and ease the main until it backs, then pull it in until the backing stops. Without adjusting the main, turn around and sail the other way along the line. If the main backs, start from the end in front of you (see figure 5), if you can ease the sail before it backs, start at the end behind you (see figure 6).

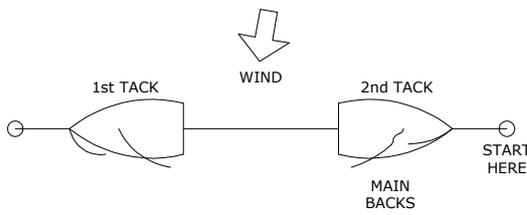


Figure 5

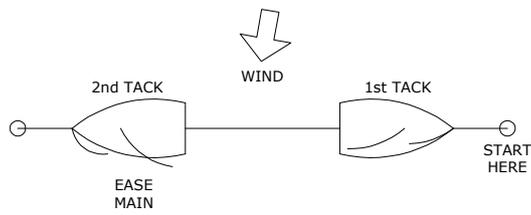


Figure 6

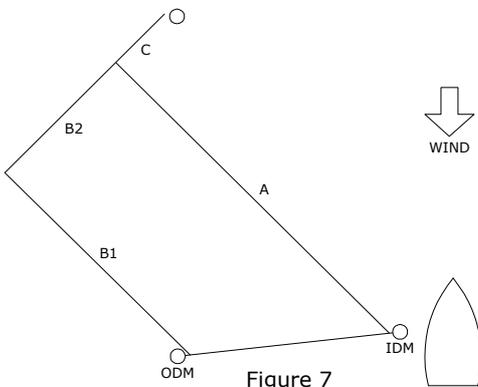


Figure 7

Sometimes people think that they should start at the end nearest the first mark (as the seagull flies), this is not always the nearest (as the boat sails) as can be seen in figure 7. Distance A is less than B1 + B2.

This theory can always be ruined by strong tides or being able to lay the first mark without tacking so don't ignore common sense when deciding where to start.

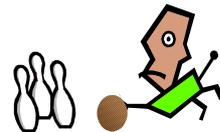
See you all at the correct end of the line.

Tony Moore (13175)





GP14 **Skittles** EVENING



at

**The St. Peters Finger**

**Lytchett Minster**

on

**FRIDAY 3rd MARCH 2000**

7.15 for a 7.30 start

**PLEASE BRING A RAFFLE PRIZE**

Please Phone your Order by 25th February to  
CELIA BRACEY (01202) 721555

*..... SOME DATES FOR '00 .....*

Mon	3 April	First Monday evening race – Start time 6.42
Thu	6 April	First Thursday evening race – Start time 6.42
Sun	23 April	Bournemouth Pier Race – 10.54
Sat/Sun	20/21 May	South West Area Champs – Poole Y.C.
Sun	28 May	Swanage Race – 10.36
Sun	4 June	Whitefriars GP14 Open – Travellers
Sat/Sun	10/11 June	All hands on deck – GPs running the DB Open
Sat/Sun	24/25 June	Poole Yacht Club Regatta – 4 races
Sun	13 Aug	Studland Race – 10.54
Sun	27 Aug	Round the Harbour Islands – 10.54
Mon	4 Sept	Last Monday evening race
Thu	7 Sept	Last Thursday evening race
Sat	9 Sept	Lilliput S.C. GP14 Open – Travellers
Sun	16 Sept	Autumn series of 6 starts (no race on Oct 7)
Sat	23 Sept	Spinnaker S.C. GP14 Open – Travellers

To be arranged – "Training Day" and "The GP Picnic"