



THE BELL CHIMES

GP14 POOLE YACHT CLUB MARCH 2002

SKITTLES



FRI 29th March

Food order to Celia before
21st March !!

GP ANNUAL DINNER

1st December 2001

Baldricks cunning plan this year was to prepare a speech of such audacious wit and intellect, the GP audience would be stunned into rapturous silence and attention. Presented with my plan, Barry sniffed contemptuously "No chance, seat of the pants job this, drink a lot and remember to duck". Undeterred, on cue, I rose to my feet only to be thankfully saved from complete humiliation by the lovely Barbara Brann. It's a sad comment on the GP14'ers if the only way to establish order is for a teacher to employ child mob control techniques. At this, our biggest ever gathering, I got the impression everyone enjoyed themselves, even if the peashooters were replaced by the less accurate but noisy, whizz balloons.



AGM - November 6th 2001

Your GP14 Committee for this season is :-

Class Captain	David Bracey
Vice Captain	Barry Southam
Next Captain	David Brann
Results Sec.	Tony Moore
Press & P.R. Sec.	David Brann
Social Sec.	Celia Bracey.

The minutes are on the notice board but please do not remove them

Barry performed the class captains traditional swearing in ceremony, which dates back to 3 weeks before the dinner, with his usual aplomb and imagination. Our priceless relics, the 'Yoke of Office' and 'Class Captains Chain of Authority' are now held under lock and key until next time.



The usual, but always very grateful thanks go to Celia our Soc. Sec. and Den Valentine for their hard work making the evening a success.

It seems some people cannot get enough of a good thing, the following Sunday morning racing was disrupted by certain GP's firing balloons at each other and seeing who could finish still wearing their party hats ! Fortunately nobody could work out which racing rules had been contravened.

ROLL TACKING by Tony Moore

When tacking the boat slows down as it turns through the water. A method has been developed to allow the boat to leave a tack as fast as it entered, this technique is called roll tacking.

There are three parts to a roll tack, the second and third being the most important.

1. Start to turn the boat into the wind. This is best done by easing the genoa slightly, tightening the main slightly and letting the boat heel to leeward slightly. The boat should then start to turn with little need for movement of the tiller. Once the sails start to flap, ease the main sheet about a foot, now we move to part two.
2. The helm and crew move their weight out to the old windward side. This helps the boat turn more quickly and by causing the boat to heel to windward this allows gravity to pull the sails across the boat ready for part three.
3. The helm and crew move their weight to the new windward side. This slows the boats turn and pulls the sails through the wind accelerating the boat. As the boat flattens the sails should be pulled in.

This all seems very confusing so I'll go through each step in detail.

As the genoa is eased and the main tightened the centre of effort on the sails moves backwards, thus pushing more behind the centreboard causing the boat to pivot in the water. The helm and crew leaning in slightly allows the boat to heel to leeward, the hull now in the water is shaped in such a way that the boat will steer towards the wind (this is why it is hard to bear away when the boat is heeled to leeward).

The amount of helm and crew movement will depend upon the wind strength so I will split this explanation into very light, light and medium onwards.

In very light winds, once the sails have begun to flap, the helm and crew should lean out hard on the old windward side. Once the main has moved across, only the helm should move to the new windward side, the crew should just get back into the new leeward side and pull the genoa in.

In light winds, once the sails have begun to flap, the helm and crew should lean out hard on the old windward side. Once the main has moved across, only the helm should move to the new windward side, the crew should move into the middle and pull the genoa in.

In medium winds upward, once the sails have begun to flap, the helm and crew should lean out a

little on the old windward side. Once the main has moved across, both the helm and crew should move to the new windward side.

The next problem is how best to move about the boat.

If the crew is sitting in the boat then they may face forwards during the tacks as they are only sliding along the seat. However if the crew is sitting on the side deck they should tack facing backwards. This involves moving as follows, the forward foot should step over the centreboard case and the toe strap on the opposite side, then the aft foot may be moved over to become the new front foot and then sit down on the side deck. As the crew moves from one side deck to the other they should take the windward sheet in their aft hand this means that most of the slack in the sheet is taken out just by moving across the boat. The crew should not start moving until the helm does, just get the forward foot unhooked from the toe strap.

The helm needs to develop a new skill to make roll tacking flow – steering the boat with their forward hand behind their back. This may seem impossible to those who aren't double jointed but there is a secret. You don't sit on the side deck with your body facing the middle of the boat; you lean on the side deck with your body facing the front of the boat, and

it is now far easier to move your arm, as steering requires. Practice this when just sailing on a beat so that when it comes to the tacks it feels natural. So to the tack, holding the main sheet in your front hand and the tiller in your aft hand push the tiller away and place your front foot on the floor pointing forwards. As the boat turns move in and squat, legs bend and back vertical facing the front and wait for the boom to swing over and the boat to lean to leeward. You should now be able to stand upright without getting hit by the boom. Place

the windward foot on the side of the centreboard case and step up while turning the tiller extension behind your back to the middle of the boat and lean onto the side deck. Make sure that the boat is back to normal speed before swapping hands. The main sheet should not be jammed through this manoeuvre to allow you to adjust for the wind strength as required.

It all sounds very complicated but it flows more easily on the boat. Practice is required, so don't expect your early roll tacks to be anywhere near as good as your current tacks. However the sooner you start to use the correct technique the sooner you can have fast tacks that will allow you to take advantage of every wind shift without worrying about how much you time you will lose in the tack.



GP14 MASTERS CHAMPIONSHIP POOLE YACHT CLUB - 15th & 16th June

I think most of us are already aware that this will be the most prestigious event ever staged by our GP14 fleet. Arrangement are already well under way and I want to make you aware of the following:

1. Entry is restricted to GP14 Association members only and helms must be aged over 40 on January 1st 2002. No restrictions on crews.
2. Application is via the entry form in the Spring "Mainsail" magazine to the GP Association. I.e. Entries cannot be made via the Poole Yacht Club or local fleet officers.
3. We understand from the association that it is a very popular event, particularly with our venue and the number entries will be capped at 60 boats.

I'm pleased to say that once again the Dayboat Fleet will provide the race management and rescue but if you are not entering we do need help with shore based activities. Please advise me if you are available as soon possible.

David

SOC. SECS. SECTION

P.Y.C. Quiz nights

Sept. to Dec. 2001

We had two GP teams taking part each Thursday. The "A" Team and the "Brains" Team. The Bournemouth Echo Trophy was won by our "A" team. Well done ! Thank you to everyone who took part even if it was only once or twice. We need to defend our trophy in the Autumn.

P.Y.C. Frog Racing

Pete Harlow is the current Frog Racing Champion at the club. He rode the winning frog and walked away with £20 in prize money. Well done Pete, the drinks are on you !



P.Y.C. Darts Fixtures

Jan. to March 2002

4 teams are taking part, GPs, 420s, Cruisers and R19s. The losing team buys a round of drinks for the winners each week.

This years target is to fire darts at the Alarm detector above the repositioned brand new dart board. Celia has been banned from playing !

Future events to be arranged

Details to be posted on our notice board.

We look forward to yet another fun-filled year of social activities including B.B.Q.s ? Picnic / Quiz

Nights / Ten Pin Bowling. If anyone

would like to organise a Bike Ride with a pub lunch in late

This years **GP14 ANNUAL DINNER** is on **SATURDAY DECEMBER 7th 2002**

September or if you have any other suggestions, please contact Celia.

I suppose it was inevitable, being a Gemini and all, that I'd end up

The Monkey at the front.

By Barry Southam

Pete and I though, never had a cross word, well, maybe one, but it doesn't

being both helm and crew. You know, split personality, unable to decide on one or the other. Of course sailing with Pete for six years was really just a ploy to learn as much as I could about how to do it properly from the best sailor in the fleet. Still it wasn't long before the voice in my head was whispering "you can do that" and being male I was arrogant enough to think I could. So I switched from being the monkey at the front to being the gorilla at the back. Now, my darling wife Sue is many things but I had my doubts that enjoying being wet, cold and exhausted was going to be one of them. Still, when I took up dinghy sailing she gamely agreed to give it a go. It was then that the old split personality showed up again. I knew how to crew so I obviously had to instruct her in the correct way to do it. Conveniently forgetting how long it had taken me to learn (just ask Pete.) I was frustrated at just how inept she was at spinnaker handling, after all had I just not spent an entire ten minutes showing her exactly how to do it? It followed that, that time honoured phrase uttered by all husband and wife teams reared its ugly head. "Don't shout at me" "I'm not shouting" "Yes you are"

"I'm NOT SHOUTING"

silence..... "Please take down the spinnaker" "and don't speak to me in that patronising voice" This exchange took place so often that at one point we even thought about calling the boat "Patronising Voice" I know we aren't the only ones, as one day we passed close to Baldric and social sec. during a particularly gusty race and heard the same exchange, word for word. Don't get me wrong, I really enjoy sailing with Sue. It continues a sporting partnership than began in a rally car and she joyfully recounts the time when I insisted I knew the road better than her, only to miss a turning while travelling at 100 mph. Believe me it takes a long time to stop and go back at that speed.

really count as it happened at Spinnaker club during the last open of 1999. I finally lost my temper when Pete totally failed to see which way the wind was blowing and was trying to beat up the pond when it was obvious the wind was coming from behind. After a few choice words we hoisted the kite and I got it pulling, just in time to see Dennis head straight back towards us also with his kite up. Before I could say anything the ***** thing caved in and shot between the jib and the main and stuck like Velcro to the spreaders. Just as this happened we arrived at the mark so Pete quite reasonably wanted to tack. Suffice to say the exchange of views was frank and forthright followed by a fairly prolonged silence before I apologised. We agreed we'd never go back. However by last year the 'voices' were telling me I could do it better so Sue and I set off to prove a point. Surely I reasoned, the wind at Spinnaker couldn't be that unpredictable?



Wrong. Not only was it unpredictable but it blew like old boots and we were in danger of unseating Grand Master Nemo himself in the capsized stakes until I heard that familiar refrain echo forth from 'Nautilus' "Don't shout at m...bloobp...bubble....bubble... bloop" To make matters worse Pete was watching from the shore, camera in hand, although I doubt any photos came out as its hard to hold a camera steady when you're laughing that hard.

This year, due to a certain small boy, Sue and I will not be able to sail together so "Chavirez" will be helmed by Steve Brown on Thursdays with Sue, whilst I have enlisted the services of Lucy Agass for Monday nights. By the way Lucy, if you're reading this, I made it all up, honest.

Barry Southam

Barry Southam

NEW MEMBERS

A warm welcome to new members Robert and Karen Cox. Robert will be getting to know the GP14 by sailing with John Withers on Thursdays, and with Martin Murphy on Mondays. We also welcome Lucy Agass who will be sailing with Barry on Mondays.



T-Bones off the menu in 2002

After the spate of collisions last year here's a quick note to try and prevent them being quite so serious.

When you are on port and someone calls starboard on you at the last minute, in 90% of cases you will not have time to ease the sails, bear away and go behind them. This situation often occurs in stronger winds when both crews are working hard trying to keep the boat flat (or even just upright), and these conditions are the worst for trying to bear away, the boat is normally heeled to leeward and this makes it hard to bear

away, the crew will find it difficult to ease the genoa, any bearing away that is managed causes a great increase in speed and the inevitable collision occurs.

The solution is to head up and tack. If the boat on starboard also heads up slightly, you will nearly always find that a collision is avoided. If a collision does occur, it is normally just a glancing blow as no pointed bits of boat are involved and the speed of both boats is reduced. The main risk is that you may capsize (normal as the crew hasn't had time to get the genoa uncleated - another reason for the helm to tack facing forwards with the mainsheet uncleated in their hand, as they can spot this problem drop the mainsheet and uncleat the genoa).

So lets try and keep the collision damage down - I don't want any holes in my new boat - think before you bear away.

Tony

BALDRICKS BANTER

Jan Hine sat beside me at a party "Tell me about tuning the GP". Alcohol bolstered confidence set my mouth in motion only to be quickly arrested by Jan's first detailed question. As the incoming tide of ignorance lapped at my chin I spluttered "I'll send you a Speed Sails leaflet" and escaped to the bar. Unfortunately, elevation to the dizzy height of Class Captain has not improved my sailing knowledge. The next confidence sapping barb came from David Brann who was indignant at my refusal to lead out the fleet on March 10th for the Sunday Spring series. It reminds me of the old joke "Confidence, leadership, knowledge, these are just some of the qualities missing from etc. etc. Before my self pity overwhelms your already sodden handkerchiefs the point is there is an increasing number of our helms who are knowledgeable and who will continue, thankfully, to make a substantial contribution to the fleet's improvement. In this issue we have Tony Moore's excellent articles on collisions and roll tacking. Having been responsible for one of the most disastrous collisions in recent years I urge all of you to read.

I am also grateful to Mike Williams, Mike Arrow and Andy Welch. These three gold fleet helms have volunteered (sort of) to set the racing courses for the 2002 season.

P.S.

I hope you all have a good racing season and get out there as early as possible. Me ? I'm off skiing !



Don't forget !

Stay tuned to our web site

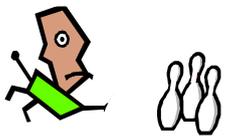
www.poolegp14.co.uk

*Also, we need **your** input*

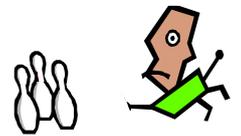
contact Den if you have any ideas.

01202 602038

den.valentine@btinternet.com



GP14 Skittles EVENING



The Hamworthy Club
Magna Road, Canford Magna

**FREE
RAFFLE**

PRIZES

GOOD FRIDAY
Friday 29th March 2002
7.00 p.m.

Skittles £2 a head - Food must be ordered in advance

Please **POST** your order by **21st March**
to **Celia Bracey**

Sandy Lodge, 43 St. Osmunds Road
Lower Parkstone, Poole BH14 9JU
Tel: (01202) 721555

Menus enclosed with this newsletter

SAILING CALENDAR - GP14 Class 2002

Mon 1 April	First Monday evening race - Start time 18.33
Thu 4 April	First Thursday evening race - Start time 18.39
Sun 26 May	Bar Buoy Race - Start time 10.57
Sun 9 June	Bournemouth Pier Race - Start time 10.57
Sat/Sun 15/16 June	The Piplers GP14 Class Association National Masters Championship
Sun 23 June	The Round the Islands Race - Start time 10.27
Sat/Sun 29/30 June -	All Hands on Deck !! - The Dayboat Open - Poole Y.C. GP14s officiating on the water + Safety cover
Sun 7 July	The Studland Race - Start time 10.57
Sat/Sun 13/14 July	Poole Yacht Club 150th Anniversary Regatta 3 Races Sat, Party & Celebrations etc. + Sunday t.b.a.
Sun 4 Aug	Multiclass Fun Races - Start time 10.57
Sun 18 Aug	The Swanage Race - Start time 10.57
Sat 31 Aug	Wareham Race - GP14 Start time AM t.b.a.
Sat/Sun 31 Aug / 1 Sep	GP14 Southern Area Championship - Starcross Yacht Club - Devon 4 races - Details from Tony Blackmore 01392 433084
Mon 9 Sept	Last Monday evening race
Thu 12 Sept	Last Thursday evening race
Sat 14 Sept	Lilliput Sailing Club - GP14 Open Meeting + Regatta
Sun 15 Sept	Lilliput Sailing Club - Regatta & Poole Lions Race
Sun 15 Sept	Autumn series of 8 consecutive Sundays - Start time 10.57
Sat 5 October	Spinnaker S.C. GP14 Open - Travellers - Details from Hugh Conway 01425 476509
Sun 10 Nov	Winter series of 6 - Start time 10.57