

International GP14 Class
Association

Mainsail

www.gp14.org



Two Blokes Near the Back
Update for Class Rules
Super 8 Preview
.....and much more!

Autumn 2016



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Full members: £31 (£29)

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Youth members: £15 (£13)

The figure in brackets is the discounted subscription rate for payment by direct debit. Direct debit payments will be collected on or shortly after 1 January 2015.

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

**Published by the GP14 Class
International Association**
Albert House, 42 Seymour Road
Astley Bridge, Bolton BL1 8PT
T: +44 (0) 1204 590325
E: admin@gp14.org

Cover: **Riocard O Tiarnaigh
Challenge at Swords Sailing &
Boating Club. Photo: Paul Rainey**

Editor's Letter

Welcome to our Autumn edition of Mainsail. It has been an extremely busy racing calendar with the Worlds in Barbados, the Nationals in Pwllheli and the Super 6 race series. Our journalist extraordinaire, Michelle Evans, has written brilliant reports on all these events and even managed to cover the 24 hour race. However, I would need a great deal more space than is available in this magazine for her complete works, so I would urge you to catch up with Michelle on the GP14 website at www.gp14.org.

I would like to thank all our contributors who have covered their racing experiences, Training, Cruising, Classic & Vintage, Technical & Rules and particularly Shane MacCarthy for bearing his soul to many of us who only get to see the back of his head from a great distance.

If you have something to say, a story to tell, please remember to send your articles for the spring Mainsail and, of course the monthly E-Newsletter. All articles will also be published in full on the GP14 website.

Finally many thanks to our advertisers for your continued support, and particularly those who sponsor our race series and **championships**. It really is very much appreciated.

Hope to see you next season



Julie Courtney
Editor

admin@gp14.org

Contents

2	Editor's Letter
4	President's Piece
7	Treasurer Talk
9	Secretary Scratchings
11	Obituaries
	Training
20	Youth Training at Skerries SC
21	Training Dates for Diary
	Championships
22	World Summary
26	Super 6 Recap
28	National Championships
32	Super 8 Preview
	Area Reports
35	Southern Area Report
36	Northern Area report
37	Midlands Area report
38	Classic & Vintage
40	Cruising at the Nationals
	International
45	Mounts Bay SC, Australia
46	GP14 Association Ireland
	Spotlight Feature
50	Shane MacCarthy

Features

- 13 **GP14 dominates 24 Hour Race**
Michelle Evans
- 16 **Update of Class Rules**
David Rowlands
- 18 **Two Blokes Near the Back**
Adam Vaughan/Phil Pethybridge
- 43 **The Countback Trophy**
Arthur Logan



Wild conditions on the 4th day of the Nationals Championships

President's Piece

Well here goes, my first article in my new role as President and an opportunity to give you some background, as to who I am and how I am now, in this prestigious position.

When Duncan Greenhalgh asked me to take on the role of Vice President and then to move on to be President I was both honoured to be asked, but conscious that I didn't want to agree without giving some serious thought to what the 'job' entailed. For those of you who know me on the racing circuit, I am generally a back of the fleet sailor. However, this hasn't deterred me from enjoying the racing both at my home club of Derwent Reservoir and on the circuit. In fact I have never missed a national or world championship since first taking part at Abersoch in 2003, where I crewed for Maurice Cooper.



During the past 13 years I have had fun, meeting some great people and have sailed with lots of crews, but several events will always come to mind. Sligo, the Irish hospitality and Andrea Thomson and I staying upright on 20 feet high waves. Then sailing in Mounts Bay, again with Andrea, in the most extreme conditions (like being in a washing machine was how Richard Estaug described the day) and coming off the water exhausted, but given cake from Mark Collingwood. The highlight, when, with Duncan Greenhalgh crewing in the World Championships in Sri Lanka, we rounded the first mark, in the first race, in second place. We then went on to sail in third place right until the last reach leg to the finish, where sadly we lost out, as our spinnaker knot came undone. Sri Lanka holds a special place in my heart, not only because I won the female helm trophy, but because it lived up to all my expectations, due to the tremendous work of Duncan Fraser and his team.

People working together, both on and off the water, produce superb championships. Strangford Loch, (where I had fun sailing with Tom Daniels) and of course Barbados this year (where Clare Patton and I 'cruised raced') have both been memorable. Credit must go to our Championship Team, led by Gill Beddow. It is people like Gill who put tremendous time and effort into ensuring our Class continues to be acknowledged on the world stage. As a direct result of our World Championship this year, organised by Andrew Davies, we welcome the Barbados sailors and a new international branch to our

Association. It is this international growth which continues to support our position when it comes to world championships and complying with ISAF rules.

However, we mustn't lose sight of our 'grass roots' membership. It is with this in mind that I have once again revamped the Fleet Captain's Manual, which still contains relevant information to help our continued growth. The manual, as the title suggests is targeted at fleet captains, but the message is for everyone, who like me, cares about the great dinghy that we sail. All the fleet captains and area representatives will be sent a copy, with a copy available in our member's section. It gives helpful tips, ideas and information. Perhaps a little 'wordy', but It offers suggestions, aimed specifically at promoting and developing the GP14 Fleet and still worth a look.

As a GP14 sailor who is actively engaged on the racing and cruising circuit, you are aware of the camaraderie which exists at events and the work that goes into maintaining the GP14 profile. I believe that the GP14 is still, even after over 60 years, a boat worth promoting, as it meets the needs of such a range of sailors and as an Association our diverse membership is to be cherished. I want to build on bringing in a new generation of sailors, capturing our youth market, whilst rejuvenating clubs where a GP14 sailor's enthusiasm has perhaps waned. We are a vibrant and caring Class. I want to extend that sense of belonging, so everyone involved with GP14 sailing, wants to be a member of the Association. If you are a Fleet Captain, your help and support are often the major contributory factors to the success of an active Fleet and also you are ideally placed to promote Association membership. Through your help the Class can grow and keep its place as a truly international classic dinghy, which not only meets the needs of leisure or family sailors but also the competitive racer.

The GP14 Association exists to help and support members in their club activities, and also at regional, national and international level. As a member, use your Fleet Captain to keep in contact with your local Area Representative, as they are your spokesperson on the General Committee and disseminate information and support material to you. If you are a member of the Association, but not a club, or your club doesn't have a GP14 Fleet Captain, your opinion is still valued. The Association is there to meet the needs of ALL our membership.

Like Duncan and my predecessors, I care passionately about the GP14. My sailing experience and technical knowledge, may fall short of the presidents who have gone before me, but what I have is the capacity to gather an effective team and to listen to the members. My team have a wealth of knowledge and expertise, however there is still a need for a webmaster. Hugh Brazier has done sterling work and will continue along

with Stuart Elder with archive material. Julie Courtney and Michelle Evans continue to post regularly on the website, but if you can help, please get in touch.

At the black tie dinner in Windermere for the 'End of Seasons', which is also the start of the Super Eight Series, I stood up and looked around the room. Don't let anyone tell you that young people don't sail GP's! A super social evening, where the camaraderie of the GP14 Class had pulled in a full entry. Thank you to Ellie Devereux and Hayley Ramadhar for volunteering to represent the youth views and take an active part on the Committee. This was a great 'final' weekend's sailing in a beautiful location. Congratulations to Shane MacCarthy and Andy Thompson, who finally won, but had some stiff competition, from Nick Devereux with Sam Platt, who were second and a very special mention to Megan Hicklin, with Hayley Ramadhar who took the third place. Me, well I was counting from the back, but still had some great racing with Graham Fraser crewing. That's the thing about the Class there is racing throughout the Fleet, whether you be gold, silver or bronze. Alternatively don't race, but come along and enjoy cruising in company with others.

Good luck to you guys who will continue to race in the various winter series. Hopefully I'll see you racers and cruisers on the circuit. Or look out for me visiting your club in my little campervan.

As always a BIG thank you to all our sponsors, especially Craftinsure, for your continued support for the Grand Prix Series and Exe Sails, who will once again, next year donate a genoa to be raffled at the RYA Dinghy Show.

Before I sign off, I want to thank Duncan who has been actively involved with promoting the GP14, first as the Scottish Representative and latterly during his time as President, where he has worked tirelessly to continue to develop the Class. He is certainly a well deserving recipient of the gold president's badge, which I had the pleasure to bestow upon him and I am sure he will enjoy the bottle of Jura malt (he likes a drink or two). He will be a hard act to follow. So thank you once again for being a super President, in what has been a tremendous year where the GP14 really went global.

Finally thank you for electing me as President, with your support I will do my very best to continue to promote and develop the GP14 Class and the International GP14 Association.

A very early Merry Christmas and here's to a Happy and Healthy New Year.

Ann Penny B.A. International GP14 President ~ president@gp14org

Treasurer Talk

Finance Matters

At the time of writing we are in process of finalising the GP14 Association accounts for the year ended 30th September 2016 and thinking about spending plans for next season. In the year just finished I am confident we will be close to our budget prediction of a



small deficit of £2000, with maybe a small surplus. This is an acceptable financial performance against a back drop of falling membership income because our total membership numbers continue to fall. Our single biggest challenge as a class association is to stem the nett loss of members we have seen in recent years and it becomes harder each year to balance the books without reducing the level of service to the membership. Our other income streams have held up well, and I believe our cost control is strong in managing our overheads. Our balance sheet remains strong and we continue to develop ideas to improve the membership benefits.

In the coming year, we intend to support training for youth sailors in both mainland UK and Ireland, hold adult training sessions, continue with an active Championship Series, the GP14 Super 8 and continue to develop ideas to engage and encourage club sailors in local fleets. Our web-site, Mainsail, and the monthly e-newsletter will continue to be the main communications to Association members and we encourage all members to use these and contribute too. Our office is open 9-5 Monday to Friday, for all matters GP14

In our last meeting with Craftinsure, who manage the GP14 Class Association Insurance Scheme, we were encouraged to remind members to review the value of their GP14 before renewal. The market value of your boat is what would be paid out in the situation of a total loss, and it is possible some members haven't reviewed the market value of older boats to realistic current values. It could save you some money with your renewal premium too. The Insurance Scheme is a great asset to the class and Crafinure are a strong supporter of GP14 sailing, so

please give them a call on 03452 607888 before renewal if you currently insure your boat elsewhere.

GP14 Website

It's now about 9 months since we re-vamped the web site to improve the layout, performance and content of the site. There is now superb video content and current event photos to have a look at. We also try to ensure news content is current and relevant to encourage regular visits. There have been many complimentary remarks; however we are sure that we could do more to promote our class and the GP14. One initiative under way is to encourage clubs with GP14 fleets to promote their club on our site. This could be in the form of a one page profile showcasing what your club does to promote sailing which will be accessible under a "Clubs" menu on the site. If your club is interested in promoting itself on the GP14 Association site please get in touch with the office admin@gp14.org

We are always interested to hear from members about how to improve our on-line presence, so any members with good ideas, please let us know at the above email address.

Paul Bowmer, Hon. Treasurer – treasurer@gp14.org



Secretary Scratchings

This is my first appearance in Mainsail as Association Secretary, having been elected to take over from Mark Collingwood at the AGM this year. Mark has swapped places with me and become a Vice President, from which post he will spear-head our training programme. Indeed, as you will no doubt read elsewhere, Mark is on the look-out for assistance so if you feel that you would like to contribute to this very important and worthwhile part of our activities, Mark is your man!



I feel rather nervous in my new role, as those before me have set the bar so very high but I shall do my very best to maintain the standard and not let the side down! For those who perhaps do not know me personally, I am the old (ish) bloke that sails the Old Yellow Boat (4615) and just very occasionally pops up at the windward mark amongst the front end of the fleet before sliding back to where he belongs in the tail of the bronze fleet (and feels much more at home!).

My main task in this issue of Mainsail is to give a quick run-down on the AGM which was held this year on 23rd August at Pwllheli Sailing Club:

Thirty three members attended, slightly up on last year which in itself is a good trend. It was Duncan's last AGM as President and he was thanked very warmly for all the work that he has done in that role for more than three years.

Your new Committee comprises:

- Ann Penny , President
- Mark Collingwood, Vice President
- Curly Morris, Vice President
- Paul Bowmer, Treasurer
- Stephen Parry, Secretary
- Gill Beddow, Championship Secretary
- David Rowlands, Past President and Technical and Rules Committee Chairman
- Jon Close, Chief Measurer
- Gareth Morris, Classic and Vintage boat specialist
- Ed Washington, Cruising and Vintage Section representative

- Graham Knox, Past President and Insurance Representative
- Stephen Boyle, Irish Association Representative

We also have two directly elected members who, at the time of writing, are without portfolio (but their honeymoon periods will not be lasting long!);

- Lisa Carpenter
- Justin Smith

There was only one piece of 'legislation' to deal with and that was the minor change to the arrangements for our oversight of maximum prices charged for sails, spars and hulls. (Item 2b of our constitution), carried forward from the 2015 AGM. The revised motion was passed.

A copy of my draft minutes have been placed on the website in the Members' Area.

One post that we have yet to fill this year is that of Webmaster. The search is underway for a keen and creative IT person to head up the existing enthusiastic team. If you feel that that person might be you, Ann Penny would love to hear from you.

Last but by absolutely no means least, I am pleased to confirm that our team of Area Representatives remains unchanged:

- Southern Area: Steve Browne
- Midland Area: Charles Saunders
- Northern Area: Martin Stanley
- Scottish Area: Paul O'Neill

These guys do a great job in sorting out the Area fixture cards and liaising with Fleet Captains each year, as well as attending and reporting to the Association Conferences. Do give them your support.

The next AGM will be held at our National Championships in Looe in 2017.

Steve Parry, Hon. Secretary – secretary@gp14.org

Obituaries

SAMUEL LAIRD

Samuel bought GP14 735 In 1976 and enjoyed camping/sailing holidays in North Wales (Bala & Anglesey). Sam, his father and brother in law, (who was then in the Royal Navy) sailed across in the GP from Lee on Solent to the Isle of Wight in 1979. When they later returned to Sellafeld, he joined the Thursday evening racing at Bassenthwaite SC. The above photograph shows Sam and son, Andrew, at the Vintage and Classic sail on Windermere in May/June 2013. Our condolences go to his wife Dulcie, sons Andrew and David and their families.



JOE MARTIN

The GP14 Class was saddened to hear of the recent passing of Joe Martin Hon. Treasurer and Secretary of the Irish Association between 1988 and 2001.

Joe first got involved with the GP14 class when he purchased 'Vol-e-vent' for son Paul and friend David Mc Williams in the 1970's helping Paul to strip and repaint the boat

from bare timbers.

In the 80's Joe got involved with the Irish Association at the request of Peter Hannon of Blessington Sailing Club. It was the start of a long and distinguished period serving on the Irish Association Committee. From 1988 to 1997 Joe held the positions of Hon. Treasurer and Hon. Secretary simultaneously, retaining the position of Treasurer from 1997 to 2001 and thus helping to build the Irish fleet through its peak period. Joe had a reputation as a fantastic administrator and would arrive to all the events with his big black book for tracking the race winners and trophies. Pouncing immediately after the prize giving, the lucky

winner had to sign immediately for the awarded trophies and woe betide anyone who forgot to bring their trophies back the following year! A quick look at the details in the Handbooks during this period will show that every competitors name is diligently recorded along with name of the association trophy they won.

Daughter Anne had been a GP crew for many years and when Paul emigrated to Australia she took the helm of Free Energy campaigning the boat on the circuit and enjoying many hours on Dublin bay with Joe during his retirement. From son-in-law and GP14 sailor Will Moody: "I met Joe in 1988 at a GP14 committee meeting in Crewe. It was not until 1997 I met my wife Anne, Joe kept her a secret. I am sure there are many within the GP14 fleet who will miss his wise words and incredible intellect."

Sadly, Joan passed away in 2015 while Joe was battling his illness.

BOB PITT



Bob died this year after a long fight with cancer. He was a former member of Bassenthwaite SC before moving abroad to work. He was a keen and active sailor in the 1980s, sailing GP14 'Boo' with his wife Helen at their club and on the GP circuit.

Our thoughts and best wishes go to Helen and family.

HOWARD KIRKHAM

Howard was a long-time member of the association who first sailed at Barnt Green in Birmingham, then at Budworth SC and ultimately with the family on a maxi yacht at Pwllheli and Abersoch. His wife, Hilary, says the family have enjoyed their GP14 sailing over the years and hope that their grandchildren will also develop Howard's love of sailing.

Our thoughts are with Hilary and the family.

GP14s dominate at 24 Hour Race

The forecast at the beginning of the week for the 50th West Lancashire YC 24 hour Race was one that would have had some of the lighter crews being bulked up with protein shakes and pasta bowls. By mid-week though it had dropped back to salad weather and teams desperately searching round for stocks of small children to crew.

The best wind of the weekend however was Friday afternoon which Burwain SC found out to their cost as their marquee ended up blown into the water. By the social in the evening the only hot air was the competitors' previous 24 hour race war stories.

By Saturday and the midday start looming the wind wasn't the only surprise guest. Usually only open to GP14s, Larks, Enterprises and Fireflies there was a new class entered for the 50th anniversary, the International Weed Class Association!

Much feared by all the racers and an integral part of this year's story, weed dominated talk of the changeover area for the first few hours. Anyone with a fixed rudder would have been cursing the gods and spending as much time bent over the side clearing it as in the boat sailing it. That said it's a situation many of us pond sailors are used to battling on an annual basis so there was no excuse for not adapting to conditions.

If weed clearing was the first lesson to learn, the second was don't make Mike Senior any promises when you're drunk! Over a rum punch or ten in Barbados Mike apparently challenged the tipsy Neil Marsden to turn up for this year's event, to which he agreed. Just to make sure, Mike recorded the evidence on his phone and didn't let him forget his



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promise. After the start it looked like something Mike would regret with the Marsden helmed Blackpool & Fleetwood boat making the best start to take the lead from the South Staffs GP14 boat. Budworth (A) GP14 and Bolton (A) GP14 rounded out the top five (with a stray South Staffs Lark sandwiched in third).

The first couple of hours saw the top three start to ease away with Budworth falling foul of the weed and Bolton, hitting a mark and temporarily unable to lift the rudder, booted down to 27th.

It's the strength and depth of the South Staffs team that has given them the advantage in recent years with this year no exception. Many rival teams would have breathed a sigh of relief as they saw Mike Senior and Ollie Goodhead coming off the water mid-afternoon, only to regret that as current OK World Champion Jim Hunt and Liz Senior took over. With the team also featuring Andy Hateley, Dave Young, Ross Kearney and Haley Ramadhar there were no weak links and the team showed their dominance, after getting past Blackpool they only lost the first position briefly to their Lark team in the night.

Off the water Budworth SC celebrated their 70th birthday with free Pimms for all. On the water at the time happy hour started I was relieved to be allowed to 'catch up' by Hugh Devereux and gladly supped up. I was amazed there was any left after seeing very chilled Championship Chair Gill Beddow with a glass in both hands and a waiting white wine being looked after by Chris.

As the sun set on Saturday the wind dropped and the GP14 teams were wondering if they needed to take a hip flask and crossword puzzle out for the night shifts to keep them awake during the float. Having happily swapped my



4am shift for the comfort of my tent I drifted off to shouts of starboard and was assured in the morning that it was cold, windless and most certainly not fun.

With sunrise came new hope that the forecast was wrong and there would be enough wind to allow at least some sitting on the side for the crumpled crews who had spent the night stuffed in the front like an old receipt in your wallet. The wind came and the racing picked up from 6ish until about 11am when it just died completely, the sunshine however never left us so it wasn't all bad!

With the finish in sight it was only South Staffs who could realistically beat South Staffs. They may be one Club but the Lark and GP14 teams had a rivalry more akin to Lewis Hamilton and Nico Rosberg as soon as the cannons started firing.

After the win Mike Senior commented "It was very competitive this year. All the usual teams were there but given it was a special year there were more than in recent times. It meant a lot to win, not only because it was the 50th year, but because it was our fourth time in a row and second successive year finishing first and second which I don't think has been done before."

Apart from the win it was the Class that also managed to get 12 boats in the top 20 with eight from the North and four from the Midlands.

International GP14 President Ann Penny speaking after the win said: "It was great to see a GP14 winning the prestigious 24 Hour Race and especially in this the fiftieth anniversary year. Thirty two entries from the Class is fantastic, congratulations to South Staffs Sailing Club (the B Team) on their success and well done to all the other clubs who raced a GP14. Thank you to West Lancashire Yacht Club for once again hosting a super event.

GP14 Top 20 results:

- **1st South Staffs SC (B)**
- **4th Blackpool & Fleetwood YC (A)**
- **5th Burwain SC (B)**
- **6th Bolton SC (A)**
- **8th Royal Windermere YC (A)**
- **10th Budworth SC (A)**
- **12th Staunton Harold SC**
- **13th Budworth (B)**
- **14th West Lancs YC (B)**
- **16th Chase SC (A)**
- **17th Midland SC (A)**
- **20th Southport SC (A)**

Update of Class Rules

GP Fourteen Class International Association (1974)

The latest revision of the GP14 Class Rules has been published (September 2016) and is available on the Class web site. Mainly this has been a tidying up exercise since the last revision in 2012.

Specifically a safety enhancement has been added by allowing the use of a flotation panel at the head of the mainsail to be used whilst racing.

Over several years since the double bottom GP hull has been around, the layout and volume of the buoyancy tanks has been progressively modified with two objectives;

- Firstly to reduce the height of the centreboard above the water level in a capsized boat when horizontal to help the boat's crew climb on the board and right the boat,
- Secondly to attempt to reduce the inversion moment after capsizing produced by the weight of the mast and the buoyancy in the floor tank either side of the centre of gravity, which results in an inverted hull.

Tank layout modifications have improved the floating height of the board when the hull is horizontal but have largely failed to slow the rate of inversion. Trials have been made with mast head floats and lessons learned from other, more modern dinghy classes with less freeboard and

more serious inversion and recovery issues. A small amount of positive buoyancy at the mast head is sufficient to counter the inversion moment and gives the crew time to right the boat from on its side.

GPs used for training often use mast head floats. These are effective but not aerodynamic and seen by racing competitors as a disadvantage. The alternative, to add buoyancy to the top of the mainsail, can be achieved by an



additional layer of sailcloth, much as an overlarge batten pocket, near the head of the sail into which a buoyancy panel can be slotted and tied in. These are effective and reasonably aerodynamic.

The rule change permits the use of these floats whilst racing and their use as an option in anticipation that competitors may use a float in certain conditions but not in others.

Further information from the trials and from members who have started to use these floats regarding size/materials etc. will be updated on the web site.

David Rowlands, Technical Chairman



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- YOUTH NATIONALS: 1ST, 2ND
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- MIDLAND CHAMPIONSHIP: 1ST
- SCOTTISH CHAMPIONSHIP: 1ST
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Two Blokes Near The Back

The end of the season is upon us so our man in the regions, Russ T. Cleats, takes the chance to catch up with our favourite Chuckle Brothers (in-law): Two Blokes Near The Back.

Cleats: We're here in the illustrious setting of the Royal Windermere Yacht Club at the end of a thrilling year of sailing. Has the year been kind to you?

Vaughan: Well, apart from the Worlds, this is probably only the fourth time we've been in the boat this year. After dropping the boat off at Derwent on its return from Barbados, neither of us wanted to see the inside of it for quite some time.

Pethybridge: We'd got so used to the sun and sand at the Worlds that a soggy June morning in the freezing waters of Derwent Reservoir just didn't sound that appealing.

Cleats: So I assume there has been some onshore training instead to compensate?

Pethybridge: Some of it quite intensive actually. I've worked my way up to five custard tarts in one sitting and I hear Adam has been working on his navigational skills.



Vaughan: That's right. It's taken a fair bit of practice, at least once during the week and up to twice at the weekend, but I can now find my way from the front door of the house to the front door of the pub blindfolded. The level-crossing is a bit hairy but the train drivers are usually quite forgiving.

Cleats: Not quite what I had in mind, but at least you're keeping busy. We're here for the End of Season Champs, is this a sign of intent for next year?

Pethybridge: Sure is. We figure we've earned just enough brownie points this summer and autumn to negotiate a few weekends away next year. We've already decided to visit Looe again for the Nationals and are looking at some of the other Super 8 series events.

Vaughan: It might take a while to get back into the swing of things though; this weekend has reminded us just how physically and mentally demanding GP14 sailing can be.

Pethybridge: Yeah. My arse is killing me: we definitely need to change those on-deck cleats!

Cleats: Thank you for that image! Any final words before we finish?

Vaughan: We'd like to thank our wives and families for battling through the sun loungers and all you can eat buffet in Barbados (and for the occasional shout of encouragement), and our sponsors: Northumbria Probation Service and the AA – not the car one!

Pethybridge: Do you know when the bar opens? THE END



Training

GP14 YOUTH TRAINING FUNDED BY THE ISA, EXE SAILS & THE HOWARD DAVIS MEMORIAL GP14 YOUTH FUND



Sixteen enthusiastic sailors rolled up to Skerries Sailing Club Thursday 25th & Friday 26th of August 2016 for some training ahead of the GP14 Nationals. Youths from Youghal, Blessington, Greystones, Rush & Skerries were greeted with a beautiful morning and a mirror like sea over the bay, great for the sun tan, not so great for sailing!

The Coach, Thomas Chaix made introductions, boats were set up, and with a light breeze not forecasted until the afternoon at best, it was decided to start off with some theory for the morning. The start line (no better place to start!) was discussed in detail together with 1st beat tactics.

After lunch, luckily a light breeze kicked in and we got to go out and practice some starts, beats and boat handling under the careful watch of Thomas. The wind was ideal for the 1st day of training so some could get used to GP14s, borrowed boats or new crews.

A few races ended the day, Edie & Emma from Blessington showed the boys up by pipping them on the finish line on first race. Loud and ecstatic with their performance they retired early to head to Dun Laoghaire to welcome home Olympic Medallist Annalise Murphy. After a few more races, we wrapped it up for the day.



The next day the wind was up and after more theory we hit the water. Things were a lot less forgiving than the previous day with almost everyone capsizing (a few times) until they started to get the hang of it. Some seemed to be enjoying capsizing a bit too much!

A lot of experience was gained during the session, with everyone's boat control improving vastly and some very fast

spinnaker reaches. After a break for lunch and with the wind not as strong as the morning we hit the water for one more short session.

After a number of practice races we finished early to take some time to relax and recuperate (for the weekends Nationals) after a hard day on the water!

Thanks to the ISA, Exe Sails and the Howard Davis Memorial GP14 youth fund for their contribution in funding the training event. The use of Skerries Sailing Club facilities was greatly appreciated also. And to Coach Thomas Chaix for sharing his expertise. It would not happen without some volunteers, so massive thanks to Helen Ryan from SSC on rescue and sandwiches, my wife Brid for more sandwiches and not to forget the campsite security guard, baby Dylan who made sure our back garden didn't turn into a festival!

Many of the participants raced into the weekend for the Nationals. Well done to Adrian Lee & Edward Coyne from Youghal Sailing Club who put in a great performance and finished only a few points off the top 10 in a very competitive fleet. Great fun was had by all.

Colman Grimes, Youth Organiser / GP14 Committee

TRAINING DATES FOR YOUR DIARY

- 10-14 April 2017 – Portland – E Howard-Davies Training Week. See Website for more details
- 30 June 2017 – Dovey YC – Sea Training prior to Welsh Area Championships. Details to be announced.
- 4/5 August 2017 – Looe SC – Sea Training prior to UK Nationals Championships. Details to be announced.

GP14 Worlds Summary



Bumper entry for the Barbados Worlds

The 2016 GP14 World Championships certainly captured the imagination of both regular GP14 sailors and those from other fleets with over 100 boats from 11 different countries participating.

Gus Reader, President of the Barbados Sailing Association, was also stunned by the numbers: "With 104 entries, the GP14 World Championships is the largest sailing event we have held in Barbados, and this means 208 competitors, 186 support personnel and officials, which brings it to a total of over 400 visitors to Barbados."

The location was undoubtedly a factor in selling the event but the quality of the Gold Fleet was also another factor in raising the profile in the sailing community, tempting those from other fleets to join the showcase event, including Nick Craig. Going into the event though it was Ian Dobson and Andy Tunncliffe (RWYC/Burwain) who were the pre-event favourites according to the sweepstake.

Launching was the trickiest thing the competitors had to cope with on Day 1 and after some of the practice attempts had put a few off 86 boats out of the registered 105 took to the water for the first day. With a sailing area that allowed for good views from the yacht club, and 28 degrees in the shade of the spinnaker, it was a day of champagne sailing and sunburn. Matt Burge and Paul Childs from Poole YC built a commanding lead by the end of the first lap with the current World Champions Dobson and Tunncliffe coming in second.

Day 2 greeted the fleet with sunshine and lower waves on entry which encouraged more out. The first start of the day (Race 2) was abandoned due to either the motor on the outboard failing or the pathfinder setting off too soon depending on who you spoke to. The wind strength was variable throughout the day with the first beat challenging. The first reach was survival mode even for gold fleet with Andy Hateley and Ben Pickering (SSSC) capsizing from second place. For those not flying the spinnaker you could still plane down the reach just on the gib.

Between the spray and capsize there were a lot of soggy sailors by the end of the race with Dobson/Tunncliffe winning out followed by Craig/Lewis in second and MacCarthy/Davis (Greystones) third.

Sam Watson and Andy Thompson (Nantwich/East Antrim) who had a good Day 1 left the bung out but still managed to finish 15th in the second race before the slowly sinking boat crossed in 25th for the third race. With the wind dropping, Race 3 was a more tactical affair with the shifts on the beat once again proving vital and giving us our third different winner in as many races in Richard Instone and Jim Toothill (Blithfield SC). Bajan sailors Jason Tindale and Robert Povey found their feet in the fleet and managed to put in a 10th and 17th which, given their 3 weeks of GP14 sailing was impressive.

Day 3 of the 2016 GP14 World Championships was a day for creating tales of disaster or triumph that will be passed on from generation to generation!

As is the usual way getting a general consensus from the boat park as to the wind strength is like trying to get the real size of your catch of the day. Suffice it to say it was windy! I'll go with Force 6 gusting Force 7 but don't hold me to that. With the swell, the shifts and the gusts there was a lot going on and probably the most capsize I've seen in one day, although I wasn't at the now infamous Strangford Loch Worlds.

The first beat of Race 4 was hard work! The gusts were coming through were relentless and the hiking hard but in race mode the fleet were all still pushing for a good position round the windward mark. Then came the decision about whether to pop the kite or not. There were great gains to be made if you did with some taking 25 places by doing so but then you had to be able to keep the boat upright if you did.

The rest of the race was hard attritional sailing that saw off many boats through breakages. The rudder of Burge/Childs came off at one point dumping them from the lead and back 10 places, Dobson/Tunncliffe suffered worse though when their rudder broke. They headed back in to get a new one but by the time they got back out to the fleet the second race of the day had been cancelled.

There were some that really profited from the conditions and it gave Mike Senior and Chris White (SSSC) a boost with the win and moving them to 2nd overall. Craig/Lewis started to show their class and move into 1st overall. Gary Deighan and Dale Knowles from Bolton SC also enjoyed the heavier conditions of the past

couple of days bringing them up to 9th overall. Race 4 gave top 10 places to some who have been out of competitive racing for a while with former GP14 Youth Champion Andy Hateley and Ben Pickering (SSSC) getting an 8th and Shustoke SC sailor Steve Bennett, sailing with son Jack, getting 7th.

Day 4 started with an air of trepidation in the boat park. With many suffering from PTSD (post traumatic sailing disorder) after Day 3's force 7 gusts only the top ten were rigging the boats first thing. For the rest of us we were staring nervously around at each other playing boat-rigging chicken.

A rumour went round at one point that the conditions were worse than yesterday and there would be no racing. This wasn't true in the end but did put a good 20 boats off going out for the first race. It was a return to the top for Dobson/Tunncliffe with the win, followed by the ever consistent MacCarthy/Davis and Watson/Thompson getting their best result in 3rd.

Race 6 was a steady force 4/5 mostly with 2 metre waves to the east of the committee boat and Craig/Lewis got their first win of the Championships. By this point there had been 6 different winners in 6 races and the top 4 separated only by 4 points creating a fantastically competitive event.

With a lighter forecast and blazing sunshine everyone was up for Day 5. Race 7 got away without incident and wind stayed fairly light, force 3/4 but very shifty, if you weren't careful you just found yourself stopped dead in a pocket of nothing.

From our back of the fleet vantage point I could see MacCarthy/Davis were in the lead on the first reach followed by Graham Flynn and Adam Froggatt (Chase SC) and Mark Taylor and Andrew Clewer (Poole YC) and that is where they finished.

At this stage I think it's worth mentioning the starts! In general I've never been as confused by the starts as at this event. Race 8 was the most chaotic start ever though, a massive shift on the line saw pathfinder Paul Owen and Sam Pickering (SSSC) sent ploughing through the middle of the lined up fleet. With half the right side of the guard boat and the rest desperately reaching through the starters on port trying to get back round.

We made it back round and through eventually but seeing the look of confusion on the faces in the guard boat and hearing cries of protest we were surprised

the race carried on. We did the whole of the first beat and the front runners had started the reach before the committee boat caught up with us to cancel the race following numerous protests from the fleet.

After the 4th attempt we finally got away, the wind had picked up a little so it was a good breeze for everyone, just very shifty. There were no broken boats from the days racing but a few broken dreams with Senior/White posting their two worst results (12th and 22nd), Burge/Childs recovering from 29th in Race 7 to win Race 8 and Craig/Lewis posting an 11th and 8th slipping them slightly out of contention for the top honours.

Going into the final day MacCarthy and Davis were looking like the ones to beat having demonstrated consistency in all conditions although Dobson/Tunncliffe and Craig/Lewis were still in with a shout. In the end it was MacCarthy and Davis who took the title, halting the dominant winning reign of Dobson and Tunncliffe.

With the event done and dusted the closing ceremony and free flowing rum punch was a fitting finish to what had been a memorable event. Whilst the 2018 Mounts Bay Worlds are unlikely to provide the same warm waters and blistering sunshine, it promises to build on the Barbados legacy and deliver a fantastic event.

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www.gp14.org/2016worlds/

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Super 6 Recap

Sixteen qualifiers for this year's Craftinsure Super 6 Series, considering the dent we knew Barbados would put in entries this is a good number. What was great was the close competition between those qualifiers throughout the year making the last event of the season at Chelmarsh vital to the overall standings.

The season opened at the Southern Areas with Nick Devereux and Geoff Edwards (Budworth SC) newly promoted to the Gold Fleet staking an early claim with a win.

The Inlands had a great entry and of the Series contenders Nick and Geoff were only held off the top spot by Mike and Liz Senior (South Staffs SC).

If you are willing to travel the distance, and catch a ferry, the Scottish Areas promised good sailing and social. For Andy Smith and Phil Hodgkins (Bassenthwaite SC) this was the second event of their campaign.

The Northern Areas saw Andy and Phil leap frog Nick and Geoff into first place overall.

The Nationals were next and with no Phil and Andy, Nick and Geoff had an opportunity to profit, but the conditions and competition were against them.

The last event of the Series was the Midland Areas and Andy and Phil's consistency won out.

Special mention must go to Duncan Greenhalgh, who entered his events for the year based on who he was crewing with and as such entered half in the Silver Fleet and half in the Bronze Fleet. This caused some controversy as Duncan finished fourth overall, nestled in with the Gold Fleet. However Duncan, with years of GP14 politics behind him as former president, opted out of all fleets and received a bottle of whiskey at the prize giving for a fantastic season and thanked his many crew: Colin Quint, Andy Wadsworth, David Lawson, Dave Allen and Peter Collins.

Final overall Craftinsure Super 6 Series results:

- 1st Gold Fleet – Andy Smith and Phil Hodgkins (Bassenthwaite SC)
- 1st Silver Fleet – Stephen Cooper and Chris Lomax/Sarah Jarman (Welsh Harp)
- 1st Bronze Fleet – Nick Brandon and Lisa Carpenter (South Staffs SC)

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GP14 National Championships

Pwllheli Sailing Club ~ 21-26 August 2016

With the Barbados Worlds still ever present in memories it was with high hopes of sun tans and turtles that the GP14 fleet gathered in Wales for the 2016 GP14 National Championships. Instead we had to make do with sea weed, spray and grey skies.

Part of the Craftinsure Super 6, the entry of 36 and 4 cruisers duly rigged and started the long trek to the sand for Race 1 of the event which promised 22 knots and big waves.

New pairing of Fergus Barnham and Ellie Devereux (Northampton SC /Budworth SC) announced their arrival on the circuit rounding the windward mark in front of current world champions Shane MacCarthy and Andy Thompson (Greystones SC). The Greystones pair eventually took the lead and won the race with Fergus and Ellie second.

Sam Watson and Andy Hunter (Nantwich SC) lost third place after a wide line at the leeward mark allowed Nick Devereux and Geoff Edwards (Budworth SC) to sneak in the inside and were later disqualified by the protest committee.



The Race Officer's scouting trip first thing on Day 2 revealed a variability of 10 knots between the average wind strength and the gusts and the swell bigger than the day before. With the postponement called there was nothing to do but wait until the afternoon when we were cleared to go.

As we lined up for the first race of the day, Race 2, the wind was about 20 knots. The start was clean for most but Sam and Andy went for a gap that took them over and in an

effort to bear down on the boat below managing to get entangled and capsize. Right seemed to be the favoured way up the beat with yesterday's winners Shane and Andy looking dominant again but Mike and Liz Senior (South Staffs SC) and Nick and Geoff losing out after finding themselves OCS.

With the wind dropping race 3 got away cleanly and it was the turn of another Irish pair to take control with Alan Blay and David Johnstone (Sutton SC) leading the pack round windward closely followed by Shane and Andy, Mike and Liz and Fergus and Ellie.

Champagne racing was the promise for Day 3 (Races 4 and 5) but as we set off for the scheduled start it was more like weak orange squash with a postponement due to lack of wind. Eventually out, Race 4 took three attempts due to the tide and four boats found themselves OCS. With the wind now around 7 knots it looked set to favour some of the lighter pairings with Mike and Liz winning and Sam and Andy second. Shane and Andy won Race 5, Fergus and Ellie second and Mike and Liz third and reflecting the overall standings as of Day 3.



Day 4 (races 6 and 7) started with the wind ranging from 0 to 5 knots and our enthusiasm ranging from zero to 'shoot me now'. The line was port biased for the start of Race 6 which led to a massive gold fleet pile up on the pin end and a re-start. We were away on the second with Mike and Liz exploiting every none existent breath of wind to make it to the top of the beat first.

Second round was the silver fleet boat of Richard Ham and Vicky Ford (Tollesbury SC/South Staffs SC). The race pootled on with jellyfish moving faster than boats for the most part. On the final sausage leg Mike and Liz held onto the win but Richard and Vicky were unable to cling on to second, still finishing a very creditable fourth.

At this point the fleet thought Race 7 had been binned but the Race Officer had other ideas. Some struggled in the lack of wind but others profited. Frank Nickless and Ben Pickering (Chase SC/Dovey SC) took the lead initially but in perfect conditions for Mike and Liz it was looking like only a matter of time before they took the Chase pair which they did with the Bolton SC boys Gary Deighan and Dale Knowles taking third. Overnight leader Shane and Andy had a shocker and were fighting it out with Ann Penny and Lisa Carpenter (Derwent SC/South Staffs SC) in the middle of the fleet.

For the final day it looked like it was going to come down to the wind strength with Mike and Liz looking good for the win in light winds and Shane and Andy in heavy winds. As the boats headed out it became apparent that it was 20mph plus with waves up to 8 feet. This favoured Shane and Andy who took Race 8 with a commanding lead. As they crossed the line Gary and Dale were coming up in second. Playing it safe the Bolton boys thought they would drop the kite and then gybe for the tight reach into the finish rather than risk their second place 10 boat lengths from the finish. Unfortunately it sent them in anyway but as they had such a big gap on third it looked like they would still get over in time after the first time they got the boat back up. But alas it was too full of water and they went over two more times, eventually taking 11th. Overnight leaders Mike and Liz ended up doing turns on the last run and eventually took fourth.

For the final race of the event it was Shane and Andy's to lose but they finished in style with a win with Nick and Geoff second and Gary and Dale third. Elsewhere the eventual silver fleet winners had a port starboard incident with Shane and Andy and an



emergency tack with a cleated gib saw Frank and Ben over and out and final standing of 11th overall.

The overall top five shows once again the strength and diversity of the fleet with Liz Senior the top female crew with Mike in second,

new to the class and top youngest combined age Fergus and Ellie third, great grandmaster Ian Willis and Keith Dutton (South Staffs SC) in fourth and Sam and Andy in fifth. A very well deserved win for Shane and Andy who are having quite a year in the GP14.

Thanks to Super 6 sponsors Craftinsure and event sponsors Gingerboats, SP Boats, Typhoon Covers, Zhik, English Braids, Joules Brewery, Cwrw Llyn and Ningbo Palletised Distribution. Full results available on the GP14 website: www.gp14.org/2016nationals/

Michelle Evans

craftinsure

8 EVENTS, 3 TO COUNT, 1 WINNER.

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SOUTHERN AREAS BRIGHTLINGSEA SC 03 & 04 JUN 2017

WELSH AREAS (INC. TRAINING 30 JUN) DOVEY YC 01 & 02 JUL 2017

NATIONAL CHAMPIONSHIPS (INC. SEA TRAINING 04 & 05) LOOE SC ENTRIES OPEN 01 JAN, LIMITED TO 70 06 - 11 AUG 2017

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#GP14SUPER8

GP14 CLASS **WWW.GP14.ORG** **@GP14SAILING**

Super 8 Preview

The dust has now settled on the Craftinsure Super 6 Series with a season of fierce competition on and off the water! With the Super 6 we tried to make it as clear as possible how many events were part of the series. The next series has 8 events in it so we have come up with the imaginatively titled Super 8 Series! We are pleased to announce that Craftinsure are staying with us as Series sponsors. The Super 8 kicked off with the End of Seasons at Royal Windermere Yacht Club which was won by Shane MacCarthy and Andy Thompson to continue their dominant year in the GP14.

An event page has been set up on the website with all of the dates, links to events as they get added and reports: www.gp14.org/super8 This page will be updated throughout the season and is your one stop shop for all things Super 8, 2017 is going to be a fantastic year for the GP14 class and we hope to see as many of you as possible on the circuit.

Don't forget that entries for the Nationals at Looe are restricted to 70, we will open a waiting list if we go over this. You can enter online from 1st January 2017 so make it your New Year's Resolution to book early!

If you are new to the GP14 Championship circuit we think it's super but don't just take our word for it, Nick Craig did the Worlds in 2016 and is hooked! "We had a great time at the GP14 Worlds, as well as the fantastic conditions in Barbados, we really enjoyed the close, high quality racing that the GP14 offers. Mistakes were punished and places hard to recover which is how we like it!

"Off the water, the fleet is very friendly and like a few drinks so we had a great time and we will certainly be back for more."

Remaining Super 8 events:

Midland Area Championships – 8/9 April at Staunton Harold SC

Inland Championships – 6/7 May at Bassenthwaite SC

Scottish Area Championships - TBC May at Club TBC

Southern Area Championships – 3/4 June at Brightlingsea SC

Welsh Area Championships – 1/2 July at Dovey YC (incl. sea training 30 June)

National Championships – 6-11 Aug at Looe SC (inc. sea training on 4/5)

Northern Area Championships - TBC



CRAFTINSURE SUPER 8 SERIES SPONSORSHIP

It was a great pleasure to be able to announce recently that we will be supporting the Super series again, now with 8 events.

We would like to add our congratulations to the winners of the 2016 series, and to thank everyone who has competed from so many different clubs in one or more of the events.

No doubt 2017 will provide more great sailing with an exciting mix of venues.

It will also be five years since Craftinsure took over the administration of the GP14 Insurance scheme, still underwritten by Navigators & General who have been involved since the GP14 Association was formed in 1955! We believe that the combined experience along with practical sailing skills helps us to provide a high standard of service, whether for claims or more general insurance matters. That said, we always welcome your feedback and any ideas that could improve our products or services.

Before looking ahead to the main events in 2017, we would like to remind owners to make sure their boats are well prepared for the approaching winter. If they are to be left at a club or dinghy park it becomes even more important for them to be well tied down to the ground to prevent blowing over and possibly damaging other boats.

Also try to ensure sails will be stored in a location where they will be safe from attacks by mice or other vermin. Having a stray cat make their home in your boat as happened recently at our club may be taking it a step too far!

We now look forward to watching the Super 8 Series develop, along with the Irish Leagues which we are also pleased to be sponsoring again in 2017

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Area reports

SOUTHERN AREA REPORT

As I write this end of season report we just have our winter open at the Welsh Harp SC in London left, with two races and the 2016 travellers prize giving.

I would like to mention Steve Cooper from the Welsh Harp who is the most travelled sailor from our area, he has been to our Areas at Stone SC, the Inlands at Bala SC in North Wales, the Scottish Championships on the Island of Arran, the Nationals at Pwllheli SC in North Wales, the Midland Areas at Chelmarsh SC and the Masters at the Welsh Harp, plus most of our opens, well done Steve and crews.

Well I hope as many of you will be entering your club winter series or many of the Sail Juice winter races held through into 2017. Ian Dobson and Andy Tunnicliffe came first in the 2015/2016 series beating many of the faster dinghies over the seven race events.

If you are not racing in the winter, please ensure that your GP14 is stored safely and if outside well fixed with ropes as damage can be done if we get a lot of strong winds over the winter.

I hope everyone has a pleasant Christmas and will be out racing or just sailing a GP14 in 2017. If anyone needs any information or help with rigging or anything else about the GP14 please call or email me.



Stephen Browne, Southern Area Representative



NORTH WEST AREA REPORT

Our past President Duncan Greenhalgh may have stepped down from the top job at this year's AGM, but he certainly hasn't hung up his sailing boots with a good placing in the End of Season Championship at Windermere at the weekend he qualifies and takes the overall title in the Northern Bell Series for 2016.



If you look at the results you will see Duncan had to call on a number of friends to crew for him across the open meetings and championships, and that takes some effort to keep looking for crews to keep the boat on the water, to keep competing and even more so to keep touring.

We've seen some big further reductions in the numbers travelling to open meetings and championships this year, with some of the champions seeing what you would consider open meeting numbers and open meetings down to club racing numbers, and the numbers qualifying for the Bell series are dropping to the point all the trophies can't be awarded. We see the same thing in club racing with troughs, troughs and peaks, and with my own club at West Kirby having a revival and some fantastic racing with over 15 boats out on a Thursday night, but this is half the number we used to have in the early noughties when the fleet had to be split into gold and silver.

So, where will the GP14 Class end up? Relegated to the mixed handicaps fleet? A revival to challenge the Oppies or the Finns with their championship events counted in the hundreds? It's hard to say, sales of new and second hand boats is steady, there's still a hard core group that take part in the championships, clubs are still willing host open meetings and the Association is still passionate about the class and supporting the development of sailors, the boat and the sails.

The dates for next year's Northern Bell series are starting to come in, and I hope everyone can take part in their own clubs event and if possible put the boat on the back of the car and take a trip to the clubs nearby. Open meetings that have a good turn out and good racing, attracts more boats, which attracts the good guys, which attracts the competition and the event grows.

Best wishes for the winter series, Merry Christmas, Happy New Year and I hope to see you on a piece of water near you in 2017.

Happy sailing, Martin Stanley - Northern Area Representative

MIDLANDS AREA REPORT 2016

This year's Midland Bell program was necessarily compressed due to the world Championships being held in Barbados, but despite this, early turnouts were good except for one event which unfortunately clashed with the Inlands. Pete Jacques, crewed by Hayley Ramadhar took an early lead in the series despite an uncharacteristic fourth place at Shustoke but followed by seconds at Chase and North Staffs and wins at Nantwich and Trimpley. The Staunton event was unusually held in July and was perhaps the windiest of the series so far, with a strangely low turnout of 7 boats, though it did clash with a number of top sporting events on the television, nevertheless those who did attend had a great sail in challenging conditions, the winners being local boys Pete Gray and Richard Pepperdine. The South Staffs event produced the expected high turnout (26 boats – 6 visitors) demonstrating their strength in depth in GP14 sailing. Mike Senior took the win with three bullets in very light wind conditions. As I write this, we have just returned from the Area Championships at Chelmarsh, where 22 boats from the far corners of England and Wales (i.e. we had entries from Kent, London, Cumbria, and Cardiff as well as the Midlands and North West) raced in light to very light winds with Andy Smith and Phil Hodgkins from Bassenthwaite winning the event with 3 firsts from the 4 races sailed.



So, as things stand, with one Midland Bell event left (Manor Park on 22nd October), Pete Jacques and Hayley Ramadhar have the series in the bag, the runners up being Matt Birks and Alan Jones, with third place still up for grabs. There are five series qualifiers at present and 4 more boats could qualify by sailing the final event – watch this space.

Planning for next season has started and the Midland Area championships will be held at Staunton Harold on 8th/9th April 2017 – and it doesn't clash with Wimbledon or the British Grand Prix - get it in your diary! The rest of the Midland Bell dates will be settled at our Annual meeting in early November when we shall mull things over and consider what we can do differently or better in 2017. Details will be in the Spring edition of Mainsail.

I hope that as many of you as possible will keep sailing over the winter both at your clubs and maybe at some of the big winter Open events so that you are all fit and ready for next year to join us on this friendly circuit.

Finally, a big thank you to all the competitors and the clubs and their officers and volunteers for hosting events in the Midlands, running the races, the safety boats and galleys and keeping the events running.

Charles Saunders, Midlands Area Representative

Classic & Vintage

CLASSIC AND VINTAGE BOYS GO WINDJAMMING ON WINDERMERE



This year the fleet for the End of Season Championships included not only one brand spanking new plastic boat, (I watched the lads carefully unwrapping it in the boat park), but also no 28, Stewart Elder's lovely example of an original Series One Bell Woodworking boat, complete with wooden spars and brass fittings. It was great to be able to see such a demonstrable contrast and to appreciate the way in which the boat has been developed without compromising its fundamental attributes.

I took along 4615 which, as many will know by now, has been extensively rebuilt to bring it up to the most recent incarnation of the Series One wooden boat, having also started life (in kit form) at Bell Woodworking. Again it was good to see the interest this generated among people as they witnessed the metamorphosis of the class.

So how did we both perform on the water I hear you ask? Well the first thing to say is that we both really enjoyed ourselves and want to say a big thank-you to Gill and her

team for organising it! The boats actually went remarkably well: we all started as one fleet and Stewart was by no means off the pace at the tail, finishing every race in close touch with the back markers and occasionally in front of them! We had our moments too, the first beat in race 2 resulting in one of our best ever positions at a windward mark, rounding in about 7th place out of a fleet of 35! The trouble is that the old ticker was going flat out and concentration became impaired by anxiety and we gradually slipped back to our natural home, within hailing distance of Stewart. Then in race 3 I threw the spinnaker pole over the side and by the time Phil and I found and collected it, Stewart was upon us!

It was the up-wind performance of the two boats that displayed the greatest disparity: my modifications have allowed me to use modern levels of rig tension and it was interesting to see how very much higher we were able to point than Stewart. Off wind the boat speeds were remarkably close, Stewart was sailing single-handed so his all-up weight was probably less than our boat with two fat lads in it but even so, I thought that the fleet would clear off and leave him as a lonely speck on the horizon. No way, no28 came creaming down the reaches and runs like the true thoroughbred she is!

Verdict: a great weekend, we really must try to encourage some more of you Series One folk to come and join in the fun next year. If we can get a few of us together I am minded to ask for our own start and make ours a pursuit race, with the oldest and most original boat as the rabbit (Gareth, get those cottons ironed!).

See you on the water in 2017

Steve Parry, The Old Yellow Boat



Cruising at the Nationals

And so it was that the Championship Chairman, yours truly, was finally persuaded by Ed Washington into sailing with the Cruisers to Llanbedrock on the Thursday of the Nationals, enticed by the thought of an Ice Cream on the beach, yes an Ice Cream! This was pretty unique for me a racer through and through!

My Helm Peter and I were introduced and along with 3 other Cruisers launched leisurely into the tranquil water. None of the angst associated with the Racing fleet launch on whether the boat was rigged correctly, how fast can we fly the spinnaker or which way was the tide flowing. No none of that, not a spinnaker in sight in my boat. My fingers toyed with the cleat on the furling Genoa BUT NO, no Genoa as it might interrupt the view of the coastline stretching south. And so as we turned west for the 5 mile fetch to Llanbedrock we took in all the colours of the mountains what an amazing backdrop that coast is. The only



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directions we were given were, head for the Beach huts, which as yet were not visible, no bearings or anything like that. Used to having a clearer objective like a big orange buoy, just visible if you stand up there were no sighting of a row of beach huts even if I had climbed the mast. They must be bigger than the Windward mark I thought. Clearly I had a lot to learn!

Once out in the bay past the harbour channel marks we were greeted by a 5/6 kn

breeze. Meanwhile, we did hear, where the racing was taking there was only 2kns of wind. OH DEAR!

So no tacking on this expedition and interestingly everyone took it in turns to be first for about 10 mins and then slowing to enjoy playful banter and then drop to last to follow. No pecking order could be discerned and everyone in a good mood looking forward to that Ice cream I mentioned.



Forty five minutes later the colourful beach huts were in site and we sailed into shallower water beaching our boat in the soft sand. Only just getting my toes wet as I climbed out - I thought of the many times I had been commanded to get out of the boat and finding myself in 8' of water and swimming hard to get myself on firm ground. This could

be the life for me! Protecting the hull from the sand was not of any consideration nor the weight of the anchor stowed in the bottom of the boat. With our sandwiches intact and dry, another bonus! We found a perfect spot on the beach to picnic followed by a leisurely walk to the ice cream shop for the object of our sail the big Ice Cream. Family and friends and family of the cruisers who had motored to the destination, joined us in the queue. Nice ice cream!

And so mission accomplished time to return to our home port. Peter and I were second off the beach about 400mtrs behind Stuart, but by now my cruising

mentality had completely worn off and I was back in racing mode being careful not to tell Peter. Hmm! I thought we will soon pass Stuart if I have anything to do with it – and so we did, now being in the lead. Yes! After about ¾ mile the other 2 boats were seen to leave the beach and hoist spinnakers, a point I made to my helm who replied that he expected that they would soon catch up with us. Over my dead body I quietly thought and so pumped the now unfurled genoa all the more.

When they eventually did catch up clearly the effects of lunch had taken its toll on my helm who was a little sleepy but managing to avoid the Pwllheli Outlet mark we made our way into the quiet water of the bay. Now was the moment to make our first tack of the day, should I roll tack I thought, no was the decision and so 2 tacks later and still upright we entered shallower water and I commented on the depth, or lack of it, only to be told not to worry in the least as we had a depth sounder. Mmm! I thought how did I miss that? Silly me we were talking about the centre board of course. And so yet again, in 3 inches of water, I stepped out of the boat onto solid land. A very pleasant few hours thanks to all for asking me.

Gill Beddow



The Countback Trophy

The moral of this short Shakespearean tragedy, or was it a comedy, is that he who laughs last, laughs longest.

Act One started way back in May 2015. Two of the seventeen GP's on the water at the Scottish Championship were 14056 and 14062, both well used to being towards the back of the fleet, and both competing for the Scottish and Borders Travellers Trophy. By the end of two days close racing, Arthur and Iain in 14056 beat their pals, Alan and Sue, but only on countback. In July 2015, Arthur laughed all the way down to Alan's home club at Bass. With Alan having the benefit of advice from Bass's various sailing legends, he thought he would be successful. The result after two days... Arthur seventh, and his pal eighth. So they both toddled off to Largs in August where there was a third overall for Arthur and a second, on countback, for Alan. So two wins for Arthur against one for Alan. The boats were packed up again, and off they went to Derwent in September. No need for countback there: Arthur was almost last, with Alan well up the fleet. Two wins against each other, but unfortunately for Alan, the discard kicked in and Arthur won the 2015 Scottish and Borders Traveller's Trophy by just one point.

Act Two started in May this year when they met on the almost neutral ground of Annandale for the first of the 2016 Scottish and Borders Travellers. There was no countback there, with Alan getting a first against Arthur's third. Back to Arthur's own waters at Castle Semple in June, where Alan walked away with it. A very decisive first for him. Two weeks later the boats were on the ferry over to Arran where Arthur got his own back, finishing sixth against Alan's seventh. It was heading for a tie when the match returned to Bass in July.

The true highlight of the 2016 Travellers was actually off the water, at a small restaurant called The Front Room in Cockermouth, where Alan bore the brunt of a year's worth of banter, Arthur broke a chair, and Duncan swept a glass off the table with Presidential aplomb. With one race to go on the Sunday, the points were equal. With two legs of the last race to go, Alan was miles ahead, and there was nothing to be done except pray for a miracle... and down it came, the usual blast over the hill to the south of the club, and over Alan went. Arthur

says that he didn't smile as he went past, he just about died laughing. Arthur 8th, Alan 9th, and each having beaten the other twice.

And so it was all heading for a tie break at the final Scottish and Borders event for 2016, at St Andrews in September. By the end of the first day, Arthur was still laughing having beaten Alan in all three races. With only five races planned, what more do you have to do? Alan beat Arthur in both the Sunday races. What Arthur had forgotten about was the discard, which placed both of them on ten points, and you've guessed it, that countback kicked in meaning that Alan beat Arthur at St Andrews, to give him three events against Arthur's two events. Did Alan laugh or what?

And the Scottish and Borders Trophy for 2016 goes to... wait a minute... they had both failed to realise that our erstwhile President Duncan had not only qualified, he'd actually won the trophy, and as Duncan headed off into the sunset, all Arthur, Iain, Alan and Sue could hear was a quiet chuckle which seemed to go on and on and on.

Several GP's were hurt in the making of this tale. Alan has learnt not to trust anyone when told of the start time for the first race on the Sunday, but still hasn't found the bricks in his buoyancy tanks.

Arthur Logan, Castle Semple SC



GP14 from around the World



After the coldest Perth September on record (yes, our days dropped down below 20 degrees!) we attempted to have our 2016 sailing season opening day on 8th October. It was a cold and blustery affair with 20 knots gusting to over 30, rain squalls and big waves (well for us anyway!) on our normally peaceful Swan River,

resulting in many capsizes, broken boats and temporarily stretched bodies. Even the spiders and bugs that had taken up residence in our boats over winter simply hid in the corners and waited for better times!

We have a few newbies this year and are desperate for the real summer to return so we can convince them of their great choice in class to pursue their sailing ventures.

Watch this space as global warming releases us from the winter blues!

**Bruce Quail, Mounts Bay SC,
Perth, Australia**



GP14 Association Ireland

PRESIDENTS REPORT 2016



AGM 2015 was held at Greystones Sailing Club who hosted the 2015 Youth Championship of Ireland. Thanks to the hard work of Norman & Una Lee and the organising committee of Greystones. The Youth Championship attracted 24 Youths helms from across the country and was widely recognised as an excellent event with Sarah Byrne of the Irish Sailing Association commenting that it was the best event she had attended all year. Jack Curtin sailing with Tim Corcoran of Sligo lifted the Youth Championship with Shane MacCarthy and Damien Bracken dominating the Autumn Open by large margins on the water in some races - a sign of things to come.

After Greystones the final event of 2015 was the Hot Toddy hosted by Mullingar sailing Club. Mullingar has proved a popular venue for the Hot Toddy in recent years with 2015 proving no different. The event attracted 28 entries with Shane MacCarthy and Damien Bracken eyeing a clean sweep of events. However Ger Owens and Melanie Morris had different designs and won four of the six races to score a comprehensive win. By all accounts a highly enjoyable event with Mullingar Sailing Club providing exceptional hospitality throughout. The sailors enjoyed tea and scones ashore while watching the Springboks and Wales contest the Rugby World Cup semi-final before retiring to Danny Byrnes pub to watch New Zealand win over France in the final.

The 2016 season started in April with an excellent World Championship win in Barbados for our own Shane MacCarthy sailing with Andy Davis of the UK. 105 GP's contested the largest overseas World Championship in the classes' history. 23 Irish boats travelled to Barbados for the event with Shane & Andy prevailing over a star studded field which included reigning five time GP14 World Champions Ian Dobson & Andy Tunnicliffe, former World Champion Neil Marsden, former UK National Champion Mike Senior and multi class World and European Champion Nick Craig sailing with Toby Lewis and widely recognised as Britain's most successful amateur sailor. An excellent result for Irish sailing and for the GP14 class in particular. Well done Shane & Andy.

With the boats retuning from Barbados in late April and without wanting to lose an event, the Class decided to utilise the **Purcell Trophy**, raced on Saturday as part of the qualifiers for that unique event the **Riocaird O'Tiarnaigh Trophy** which concluded Sunday. Shane MacCarthy continued his dominance and sailing with regular crew Damien Bracken won both the Purcell and O'Tiarnaigh Challenge. At the prize giving GP14 Ireland President Stephen Boyle on behalf of the class presented Shane with a replica Worlds Trophy to serve as a permanent reminder of his fantastic achievement in Barbados. Thanks to organiser and PRO Peter Smyth and his crew in Swords Sailing and Boating Club, they pulled it off despite the tropical sunshine mingled and sprinkled with tropical downpours.

The members of East Down Yacht Club in Strangford Lough welcomed the GP14 fleet back for the 2016 Ulster Championships on the 25th and 26th June with their enthusiastic and warm hospitality. This was the fleet's first return to EDYC since the Club hosted the successful World Championships in 2014. Shane McCarthy and Damian Bracken put in a devastating performance with three convincing wins followed by the McGuinness brothers with three second places. The thirds were shared equally between Curly Morris and Laura McFarland, Keith Louden and Alan Thompson and the Gallagher brothers. Finally an impressive new trophy to mark the achievements of ace crew Andy Thompson from Larne was presented for the first time to winning crew, Damian Bracken. Andy has, over the years, notched up title after title in the GP14 and other classes and it is fitting that the GP class in Ireland recognise his unparalleled achievements. Well done Andy.

Sutton Dinghy Club hosted a combined Leinster Championships and Mirror National Championships with the Mirror Nationals Sailed over the Friday, Saturday & Sunday and the Leinsters in their usual two day six race format. It was fitting that the class should be sharing this event with the Mirror Nationals as many of the current GP14 sailors began their sailing careers in this class and indeed the current GP14 fleet boasts more than its fair share of past Mirror National Champions. With 3 Olympians and a World Champion in the GP14 Leinster Fleet that weekend in Sutton, the Mirror sailors and their parents were seriously interested in the events progress. In an event full of twist & turns, conditions to severely test, Scorie Walls and her team coped admirably with the GP14 and Mirror fleets and Sutton provided superb racing for competitors from

all over the country. Thanks to Sutton Dinghy Club for their exceptional hospitality and for organising an event to remember. Winners were Shane MacCarthy & Damien Bracken with Katie Dwyer and Michelle Rowley first in Silver and Peter Boyle top Youth Helm.

Five Irish boats travelled to the UK Nationals held in the Welsh National sailing academy Plas Heli in Pwllheli Wales in the week immediately preceding the Championship of Ireland in Skerries. A fantastic weeks sailing served as the perfect tune up for the Irish Championship and those who travelled thoroughly enjoyed a mix of top class racing and social. At the AGM Curly Morris was elected Vice President of the International Association as Ann Penny assumed the hot seat from outgoing President Duncan Greenhalgh. It was notable that a large UK youth contingent sailed in the event and it was great to see our own youths forming strong bonds and friendships with these sailors. This is something we should encourage as a class going forward.

The Irish Championship in Skerries saw the fleet restored to full strength with 38 boats including three UK entries encouraged over in response. As ever Skerries Sailing Club excelled in providing top class racing in a very popular venue for the class. I was delighted to receive their offer of hosting the World Championships 2020 as we had outstanding Worlds at Skerries in 1997.

One of the initiatives the committee is undertaking is to collect information on the history of the GP14 Class in Ireland and in order to launch this program invitations were sent to a number of former members to attend Skerries on the Saturday and bring along any photos of memorabilia they may have. I'm happy to report that the original minute books from 1957 have been located and should greatly assist with this initiative. The program will continue with a number of regional meetings to be scheduled over the coming year.

Skerries also hosted our Youth Training event supported by the Howard Davies Memorial Fund, EXE Sails and the ISA in the two days immediately preceding the Championship of Ireland. 18 youth sailors participated and the association gained 10 new youth members in the process. Thanks to Colman Grimes for his hard work in organising this very successful event. Coleman is also responsible for the resurgence in interest in the GP from Rush Sailing Club.

I would like to thank Norman Lee who is stepping down after number of years on committee. Norman brought passion to his role and was primarily

responsible for nurturing the fleet in Yoghah and encouraging them to participate in regional competitions. He was also instrumental in forcing change in the ISA and demanding that the Irish sailing authority refocus on grass roots sailing in support of the dinghy classes and away from the large boat focus which they assumed in recent years. Melanie Morris is also stepping down to focus on family matters. Congratulations to Melanie on the birth of her daughter and many thanks for getting control of the Association trophies by instituting a Trophy Register with photograph of all trophies currently in circulation.

I'd also like to thank all of those who gave their time both on and off committee to the class during the year; Shane MacCarthy for PR, Laura McFarland who is an excellent Secretary and keeps the website updated with the latest event details and news, Michael Collender who keeps us on track financially, Ossian Geraghty who organises the calendar each year and Andy Johnston is assisting with the initiative to document the class history as well as being very active on the Twitter and Facebook and with photography and event reports.

2017 will see the Leinster Championships return to the Volvo Dun Laoghaire Regatta as a three day championships (7-9th July 2017) after a very successful outing there in 2015. This event is hosted by the big four Dun Laoghaire waterfront clubs and includes a full social program which attracted over 400 boats and 3000 sailors in 2015. Ferry deals will be available to accommodate overseas visitors but you will need to book early to avoid the late entry fee. Full details will be available at www.dlregatta.org and via the GP Ireland website.

Stephen Boyle: President, GP14 Association of Ireland



SPOTLIGHT FEATURE:- Shane MacCarthy



Usually called:	Shane
Date of Birth:	5th April 1978
Marital Status/Significant other:	Single
Children:	None - just about able to look after myself!
Started Sailing:	1991 (age 13)
First Boat:	Mirror dinghy
Favourite boat class:	GP14 (of course)
First Club:	Greystones Sailing Club
Championship History:	UK Fireball Champion 2003 Irish Fireball Champion 2003 & 2004 Swiss Fireball Champion 2003 UK GP14 Champion 2015 & 2016 Irish GP14 Champion 2003, 2011 & 2015 GP14 World Champion 2016
Other boats sailed:	At the moment GP14 and a Solo (badly). Have previously sailed Enterprises and Fireballs
Career:	Pharmaceutical Sales Rep (Ipsen Pharmaceuticals)
Most proud of achieving?	Winning the worlds with Taxi this year
Who do you admire and why?	Richard Estaugh. An amazing sailing talent.

Favourite Event & Why:

Have always enjoyed UK Nationals in any class. The week-long events are always well organised with great sailors and socials!

Best memory of a sailing event:

Enterprise Worlds in Goa, 2001. It was the first big event I ever did outside of the UK or Ireland. I had to get a bank loan to go and it was fantastic.

What makes a good sailor:

Still trying to work that out. Time on the water seems to help though.

Tips for new sailors:

Try to sail with people better than you as often as possible. Make sure to attend open events instead of just club racing - that's where you'll have the best laugh, learn the most and meet other sailors.

Future Plans:

Continue in GP14s - I have just ordered a new one.

Burning Ambition:

Don't have one. Would like to visit New Zealand at some stage though.





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