

International GP14 Class
Association

MAINSAIL

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Cruising in a GP14
National Champs interview
Spotlight on Duncan Fraser, CMYC

AUTUMN 2017





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Cover: **Northern Area
Championships at Derwent
Reservoir SC. Photos by Alan Lamb**

Editor's Letter

Welcome to the autumn edition of Mainsail. The last few weeks have certainly been autumnal and the 40 mph gusts that hit our Club Championship at Bolton kept me safely in the lounge. Some weren't as sensible and will no doubt be filling out their claim forms as I write this. The abandonment flag soon went up and took the decision away from anyone else who fancied his/her chances. So the point of this is sail safe, boats can be fixed quickly, limbs take much longer!

Duncan Fraser from Ceylon Motor YC in Sri Lanka has kindly agreed to be under the spotlight. He and his wife/crew, Gail, are regulars at all GP14 Nationals and World Championships. With the Worlds venue not fixed for 2022 as yet, I wonder what Duncan has to say!

Thanks to all the contributors in this Mainsail. If you have something to say, advice to pass on, an event to advertise, please send your articles for the monthly E-Newsletter and spring Mainsail to the email below. All articles will also be published in full on the GP14 website.

Finally a big thank you to our GP14 advertisers and sponsors we really do appreciate your continued support.

See you soon

**Julie Courtney
Editor**

admin@gp14.org



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John Hayes & Joel James (Southport SC) were Scottish Champions and took Super 8 2nd place overall. *(Photo by SailPics.co.uk)*

President's Piece

As I write this my second article for Mainsail this year, I am once again looking out the window to some very stormy conditions. My boat is outside packed up and ready to go off to the 'End of Seasons' at Burton and I must confess I am hoping that the wind howling outside isn't indicative of what's to come this weekend! However, one thing I do know for certain is that whatever the weather our GP14 racers will make the most of the conditions and enjoy the opportunity to meet up with friends.



I have enjoyed both racing and the cruising, so thank you to our dedicated sub-committees who plan and organise some super sailing. Plans are already in place for an exciting racing and cruising programme for next year. We have a new Championship Chair, Hayley Ramadhar (*pictured*); her and her team have lots of ideas to continue strengthening the Class and building upon the sterling work which Gill Beddow and her teams have implemented over the past few years. Gill, who has kindly remained on the General Committee, will also co-ordinate a team for the



World Championships in Mounts Bay. This will give Hayley and her team an opportunity to shadow the current format in preparation for the 2020 Worlds in Skerries. Ed Washington and Gareth Morris will continue searching for places to cruise. I only managed one sail this year with them at Windermere, but had a great relaxing time. We are looking at how we can help and encourage our newer members to travel, so they too can experience a different sailing venue, either as a racer or a cruiser.

People sometimes ask, 'Why do you travel?' Well for me personally it is an opportunity to visit different sailing venues, experience different sailing conditions and meet up with some lovely people. Also by travelling each of us helps to promote the Class. At the recent Northern Area Championship held at my own club Derwent Reservoir, I was pleased to welcome all the sailors who had travelled. I was also very pleased to welcome Ralph Chaplin (aged 13), as I am hoping that he has perhaps inspired some of our young Derwent helms to try a GP14.

Many of you have travelled to training events. Training has been a significant part of helping our sailors and also promoting the Class. We have continued with our

ladies training, adult training, sea training and our youth training. It is wonderful to see how much our sailors have come on and indeed what they achieve. We have lots of sailors who have gone on to great things internationally. Training is now firmly fixed on the calendar, with the plan to organise training in each of the areas. Following its success this year the Youth Training will once again be held at Portland, Weymouth. Thank you to Mark Collingwood who has successfully acted as co-ordinator. Thank you also to the coaches and instructors, some who take very little remunerations, giving up their time to help our sport and in particular our Class grow.

Thank you, to YOU our members, as often by just being on the boat park can be a help. I never forget the support and help that I have experienced and continue to experience. Sailing a GP14 is being part of a family, at times people may go off to do other things, but having sailed a GP their roots aren't forgotten. My Derwent 'boys' (well technically Justin sails from Tynemouth near to where he lives) have both come back from sailing on Lake Michigan. They were part of the GBR team in the Blind Sailing World Championship. Colin Midgley brought home a gold medal and Justin Smith a silver medal. Well done guys, great achievement. I remember when I first met Justin, who was then crewing for local sailor John Toomer, in fact I still have his words of wisdom of how to fly a spinnaker written down. Later I seem to remember him asking me about how his helming was doing, when he took over the helm from me at Southport 24 hour race! The point of my ramblings being that **we can all give help and support and this importantly starts at 'grassroots'**.



To increase participation in our sport and to continue to grow and develop our Class, we need to start at the boat park. Please will all Fleet Captains encourage your GP14 sailors to join the Association and also promote Craftinsure as the preferred insurance provider. As an Association we benefit from every insurance taken out with Craftinsure. A year's free insurance was donated by Craftinsure, to the owner of the winning ticket, pulled from 730 tickets at this year's Nationals. The draw was for all our members, not just those competing and even included H.R.H. Prince Philip. The winning ticket number 244 was B.L. and J.R. Trimming, who are members of Chichester Y. C. and live in Horsham. **As always, a BIG THANK YOU to all our sponsors, for their continuing support.**

Another question which is occasionally asked is about the merits of becoming a member of the Association. In fact, this seems to be a recurring and long-standing question. Looking through a handbook from 1960, the President at that time, C. H. D. Acland, thought it might help the officers and the Committee to do their job better if the members knew something of what goes on. The following is taken from his article back in 1960: -

Some of what we do affects only those who race, but other things benefit the most casual picnickers. For example, if you have been wise enough to buy a GP built by one of our five recommended Builders you are assured that you do actually get a GP as designed by Jack Holt. Before a builder is recommended we have inspected his yards and methods and he has given us an assurance that he will build his boats strictly in accordance with the plans, the rules and measurement form of the Association, also a written undertaking that in the event of any of his boats failing to secure a Class Certificate they will be corrected by him without expense to his customer. This would apply even if the boat had been sent out – as many have been – to the ends of the earth. The popularity of the Class tends to prevent the cost of new boats from rising, and the sound construction insisted upon tends to keep the value of your old boat up when the time comes to sell.

To the racing owner it is of course essential that all dinghies of one design should be as nearly alike as it is possible to make them. A great deal of your Committee's time is devoted to this end, and a most diligent sub-committee has just finished overhauling the plans, rules and measurement forms. These have been made as explicit and as helpful as possible to the builder.

The revised measurement forms which will be effective from January 1st, 1961, will contain a declaration to be signed by the measurer that the boat complies with the spirit as well as the letter of the law. The amateur builder will also be required to sign a similar declaration. Rest assured that this revision of plans entails no change in the design of the boat. It is in the main a clarification and tidying up, doing away with any uncertainties.

Our Technical and Rules sub-committee continue the work of the Association, which helps protect boat owners and boat builders. Thank you to David Rowlands, Gareth Morris, Jon Close and Jimmy McKee, whose expert knowledge can be counted upon, thank you also to all our measurers.

Being a member of the Association also gives access to Class training, racing, cruising, socials, technical knowledge, regular newsletters, a Class magazine and much more. These are some of the things that you can tell potential members who own a GP14, when you are on the boat park.

Finances and membership are in a healthy position, but to sustain our development and promote our International GP14 Class Association, we can't sit back. Barbados has put us back on the racing scene. We are already looking ahead to another exotic location for 2022, with the hospitality of the Irish at Skerries in 2020 already in the planning stage. There is no doubt that there is still excitement about the GP14 Class, with boat orders well on the rise. The publicity generated by Michelle Evans and Julie Courtney is getting plenty of 'hits'. Also, we are looking at sailing a GP (possibly number 2) from the south coast up as far north as possible, this idea along with publishing a book, a reception at the Dinghy Show and a special event at Skerries are all part of the 70th anniversary celebrations.

We need to continue to develop communication from Fleet Captains to Area Representatives, who can bring forward ideas to the General Committee. Likewise, our international Vice Presidents please let us know how we can help and support the growth of the Class in your countries. Watch out for the updated Fleet Captains Manual, which has a wealth of ideas.

Thank you to all my Committee who work tirelessly and continue to support the Association. But remember, 'Many hands do make light work.' So please volunteer and remember...

Grassroots are where each and every one of us can be an ambassador for the International GP14 Class Association.

Finally thank you for a year of friendship, fun, fabulous racing and cruising.

Wishing you all a (very early) Merry Christmas and a Happy, Healthy and Prosperous New Year.

Ann Penny B.A.

International GP14 President
president@gp14org

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Treasurer Talk



It's the end of another financial year as of 30th September and I'm hopeful of another satisfactory year. Subscription income is down slightly, but not as much as in previous years and we continue to maintain strong revenue streams from sail labels, advertising, boat registration fees and insurance scheme commission. It is too early to provide specific details as our Accountants still have to compile the accounts. Expenses continue to be well controlled and under plan even though we have invested significant sums this year in planned training events for young and not so young sailors. I am hopeful that our latest accounts will be finalised and visible on the Association website soon after the New Year. Our cash position remains strong. The next edition of Mainsail will carry a more detailed analysis.

We have recently received feedback from sail makers that suggested the Association needed to review the maximum prices of sails. The maximum prices have not been raised for a number of years, however production costs have undoubtedly increased. As a result we have agreed to an uplift in the maximum prices as follows, with effect from 1st December 2017.

Mainsail (Laminate)	£710
Mainsail (Dacron)	£560
Genoa	£300
Spinnaker	£320

All prices are exclusive of VAT at the prevailing rate

Please remember that these are MAXIMUM prices and we expect that competition should enable members to strike competitive deals below these levels.

Some sail maker feedback suggested that we should remove the maximum price requirement altogether and rely on competition to regulate prices, however this is not possible without a resolution being carried at our AGM, the next opportunity being at our Worlds in Mounts Bay in 2018.

Paul Bowmer,
Hon. Treasurer

Secretary Scratchings

Because we hold our AGM in August I always feel that this is very much the start of a new GP14 year, and what a year it is going to be! I have got my entry in for Mount's Bay and with the numbers already well on the way to the 'ton', it is clearly going to be a big one and not to be missed. But I am getting way ahead of myself, I should start looking back to August with a quick run-down of the AGM:



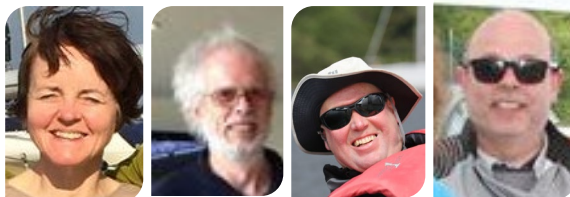
It was a very straight forward meeting this year and with a total attendance of 39, we once again exceeded that of the previous year. We used the usual formula, holding the formal meeting first and then reconvening with our open forum. The draft minutes are posted on the website together with a report of the open forum. Apart from the election of officers, the main outcome of the AGM was the approval of the motion to amend our constitution and raise the youth membership age cut-off by one year. So you can now remain a 'youth' until the year in which your 22nd birthday occurs, (crumbs I just missed it!).

Your General Committee for the coming year comprises:

- Ann Penny, President
- Curly Morris, Vice President (looking after overseas liaison)
- Mark Collingwood, Vice President (looking after training)
- Paul Bowmer, Treasurer
- Steve Parry, Secretary
- David Cooke, Irish Association President
- Hayley Ramadhar, Championship Secretary
- David Rowlands, Past President and Chairman of Technical and Rules Committee
- Graham Knox, Past President and class insurance scheme liaison
- Jon Close, Chief Measurer
- Gareth Morris, Classic and Vintage boat specialist
- Ed Washington, Cruising representative
- Gill Beddow, directly elected member and 2018 World Championship coordinator
- Justin Smith, directly elected member without portfolio (yet!)

Our Area Representatives also serve on the General Committee and we have a new look for this important team with the new faces in the North and South:

- Helen Allen, Southern Area
- Charles Saunders, Midland Area
- Adam Chaplin, Northern Area
- Paul O’Neill, Scotland



They are an enthusiastic team so please give them all the support you can at the grass roots of the class. It is all very well having bright ideas at General Committee but it is through the Area Reps. that things are usually made to happen on the ground.

And talking of bright ideas, the open forum after the AGM concentrated on thoughts about possible ‘exotic’ venues for the Worlds in 2022 and suggestions for celebrations in 2020, when our class will have its 70th birthday. Hayley and her team are following up on the ideas for the 2022 Worlds and I am starting to flesh out a mad idea I put forward for marking 2020 (see elsewhere in this edition of Mainsail), it seemed to capture everyone’s imagination at the forum but I am going to need your help!

Looking forward, one sphere of activity that we are hoping to strengthen over the next year is cruising. Following our trip to Bassenthwaite at the end of August, Ed and I intend to assemble a small group of ‘keen cruisers’ to see if we can organise an event in each of our Areas in 2018. Watch e-news for more details in due course.

The other matter that starts to impact on my life at this time is the Dinghy Show. Although not until 3rd and 4th March, arrangements are already under way and I am pleased to announce that we shall have the same stand as this year. It is located in a prime spot in the Grand Hall, open on 3 sides with ample space for two boats. As has become usual we shall display both a wooden boat and an epoxy boat, the former from Gingerboats, the latter from Winder Boats. Both are making a welcome return to our stand after several years of absence. We are looking to recruit helpers for the stand and if you can spare us a day and would like to be involved, please let me know.

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

Obituaries

DENNIS SHEVELAN

Dennis was a member at Bolton Sailing Club and had sailed GP14s since 1987. Although he and his wife, Kath, enjoyed club racing they preferred to join the cruising fleet when travelling.

Dennis served on various committees, was club captain from 1996 and a qualified instructor training both juniors and disability students. For his efforts, Dennis was awarded an RYA Community Award in November 2013.



RONNIE THOMPSON

Ronnie was a GP14 sailor since the early 1970s and took part in many Irish and UK Championships. He instilled a great sense of competitiveness and fun in sailing for his children, Laura and Andy and made them the sailors they are today. Anyone that knew him will know him as a wonderful gentleman.

MURRAY RANN

Murray Rann, undoubtedly the most successful helmsman in the history of the Western Australian Branch of the GP14 Class. In his seventeen seasons in the class (1968 to 1985) he won 3 Australian, 10 State, 15 Mounts Bay Sailing Club championships and represented Australia in 3 World Championships.

During his outstanding GP14 career Rann once won 53 fastest times in succession over a period of just over 2 seasons. He also completed 10 seasons without a capsized which demonstrated his exceptional seamanship skill and this undoubtedly proved to be the basis of his great success.



Our thoughts and prayers are with their families.

SP Boats to launch a second boat design



Since he got a licence to build GP14s, SP Boats' Managing Director Steve Parker has sold 64 in just over 18 months with another 8 on order.

Following on from the success of the SP1 boat, Steve is due to launch a second GP14 boat design this winter.

"We have been very pleased with how the sales of the SP1 have gone," explains Steve. "The initial launch timed perfectly with the Barbados Worlds as many who probably wouldn't have invested in a new boat took the opportunity to get a new SP1 for the event."

"I think it has proved to be a good boat performance wise too; Sam Watson finished 6th in the 2016 Worlds in an SP, two SPs are currently topping the Midland Bell, winning the Silver Fleet of the Super 8 Series and Chase SC just came 6th at the West Lancs 24 Hour Race in an SP with Elite Sails."

"About four years ago we had the opportunity to buy the Boon moulds which we did at the time just to make sure no one else did. At that time, we were looking to develop our own boat so the moulds went into storage.

"I did think that it would be good to use them at some point as they are a really nice set of moulds but didn't want to compete with the SP1 as we were trying to get it established in the market.

"Looking ahead now to the 2018 GP14 World Championships at Mount's Bay next year and we know there will be people starting to think about upgrading for the event so we have decided to start building a new boat, the SP2 using the Boon moulds to give people a choice.

"Both boats will be priced the same at £8,300 for a brand-new boat, racing specification with a full set of Elite Sails.





“The main difference in the boats is that the SP2 will be flatter on the transom and the deck layout is more open. Some sailors naturally have a preference about how they like the set up inside the boat, the hull shape and just that intangible ‘feel’ of a boat. There is quite a lot of interest in the boat already from the people I’ve spoken to and for me it is always exciting to be developing something new.”

Both SP boats will be the same specification which includes Allen fittings, Selden mast,

English Braids rope, mounted foils from CNC Moulds and a full set of Elite Sails.

Production of the SP2 will start over the winter, for more information about the boat please contact Steve Parker on: [07884 363109](tel:07884363109) or email: park7@talktalk.net

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Cruising in a GP14



Type of cruising:

For **day sailing**, with or without carrying picnic or camping gear, the boat is excellent, and is a superb sea boat for her size. Overall she is one of the best, and I don't need to say any more.

At the other end of the scale, for **camping aboard** she is most desperately cramped, and especially so the Series 2; the Series 1 has slightly more gap between the underside of the thwart and the floorboards, which makes all the difference to whether sleeping in that space is or is not viable. It is possible in a Series 1, but I at least find that in a Series 2 I cannot stand it for any longer than about 3 minutes, after which I am in increasing agony.

Another point to consider for camping aboard is bilge water, as it is likely that a little water will find its way aboard via the transom scuppers; the flaps are not normally designed to be a fully watertight seal, since they are out of the water in normal use when correctly trimmed, and they merely serve to prevent gross inflows. In a series 1, any bilge water lies beneath the floorboards, whereas in a series 2 it lies above the cockpit sole - so when retiring for the night all clothing etc. needs to be stowed where it will remain dry.

However two good half-way houses are sometimes viable;

- carry shore based camping kit (essentially backpacker type) and camp ashore, or
- return to the launch point each night, sleep aboard the boat on a raised platform above the thwart (if there is no camping ashore), and cook and eat ashore. I have occasionally done this when single-handing, but not tried it when crewed.

Nonetheless very occasional owners have camped aboard, and not only single-handers, I have heard of couples doing so!

Seakeeping:

A really good reefing system is essential, such that you can reef at sea, at will, and as much as may be necessary, safely and securely, in any conditions, without having to think too much about it. Some prefer a single line reefing system, whereas I



prefer a two line system; that is partly a matter of personal choice, and each has its advantages and its disadvantages. The three drawbacks for me in a single line system are the extra length of line that has to be pulled in, the likelihood of increased friction, and my strong suspicion that it will be much more difficult to get the foot really tight and the sail properly flat.

Closely allied to a really good reefing system is a suit of sails cut much flatter than racing sails, and cut so that they set well whether reefed or full; that is basically saying that they should be cut for cruising rather than racing. And if they are made specifically for cruising they will usually be of a different cloth, and a slightly different construction; so they will last longer, and be more tolerant of the inevitable abuse that they will receive while cruising (e.g. being sat on, or even stood on).

Stowage: I have found four very useful stowage spaces.

- ❖ In a series 2 there is a substantial area beneath the stern deck; in a series 1 part of this space is available if the boat has a pair of longitudinal buoyancy bags in the quarters rather than a single stern bag athwartships. On *A Capella* I had a mesh barrier made up, to prevent things stowed in this space from sliding forwards; this is not such a problem in a series 1 because any such sliding will be stopped by the floorboards anyway.
 - I used that space on *A Capella* for
 - spare clothing (in a dry bag)
 - marine torch
 - fog horn
 - paddle
 - flexible boarding ladder (at my age I was concerned that if I ever found myself in the water, whether resulting from capsizing or otherwise, I might need assistance in getting back aboard)
 - a dumpy (nominally) waterproof screw top plastic container for keeping small things dry. However the lid proved to be nothing like waterproof, and after soggy sandwiches following my first capsizing in her that container was dumped.

- ❖ In both series 1 (with built-in forward buoyancy) and series 2 there is a large area at the forward end of the cockpit immediately abaft the forward buoyancy tank. I had twin spinnaker “bags”, mounted on shock cord, inside which I stowed
 - On the port side, 1 large bucket, which served as emergency bailer (although I never in fact needed to use it in that mode), and occasional loo, and which normally housed the spinnaker (when not set).
 - On the starboard side, a second slightly smaller bucket, which housed the anchor and rope, and a bag containing assorted warps (for mooring, towing, etc.)
 - This left ample space for stowing cameras (in waterproof bags), lunch, waterproofs, etc.
- ❖ In *A Capella*, and I presume in other series 2 (only) boats, there were generous stowage pockets down each side of the boat. In these I stowed
 - Crutches (a.k.a. rowlocks)
 - Hand bearing compass
 - Small Aquapack for the car keys; you don’t want to find after a capsize that you can’t unlock your car because the key fob has been in the oggin, and it may not always be sufficiently secure to leave the keys ashore.
 - Sail ties
 - Loo paper
 - “Guardian” folding anchor system, disassembled, in its bag; this was the second anchor for the boat
 - Bag of assorted spares; shackles, clevis pins, circlips, bungs, whipping twine, light line, etc., etc.
 - Stainless steel multi-tool
 - Home-made wooden spanner for unscrewing the circular hatch covers in the underfloor and side buoyancy tanks
 - 30 metre extension warp for the anchor rope
 - Large sponge
- ❖ In any boat with built-in forward buoyancy (which is most GP14s except some of the very earliest ones), there is also the forward buoyancy tank. I fitted seriously large hatches (10” diameter aperture), so that I had access to use this for stowage. However it is vitally important that any such use does not

I personally know of only two Series 2 boats, both of them dedicated cruising boats, which have addressed this issue: *Vertigo*, owned by Ivan Washington, my predecessor as Cruising Rep, and *A Capella*, the latter being from the same builder and when I specified the details of the boat I deliberately copied the same idea. In both cases, we had just a single slat, but it was made broader than standard, for greater seating comfort. Also giving some care to the positioning of cleats or rope clutches for the various control lines; when cruising, seating comfort may be more important than racing efficiency.

Seating comfort on deck, for the crew, is massively improved by through-deck sheeting. Be aware, though, that this can introduce additional friction to the sheets, unless a thinner rope is used, which may be less comfortable to hold. My own solution was to choose a rope diameter which was comfortable to hold, align everything with great care, and thereafter accept the modest increase in friction and just warn my crews that they needed to positively clear the old sheet when tacking - in particular the old sheet must on no account be allowed to become taut as it passes the shroud or the mast, as if it does this will massively increase the friction, to the point of completely preventing the new sheet being fully pulled home.

Ian Sinclair (a past President of the Association) has a different solution to reducing friction in through-deck sheeting; he uses a sophisticated three-block system in place of the usual fairlead and turning block. I don't know how well this works in practice, but it looks good. I did actually buy the necessary blocks, but never got round to doing the woodwork to install them!



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Mainsheet:

There is a well-respected argument that centre sheeting is best for racing, and transom sheeting best for cruising. It is partly a matter of personal choice, but I myself am inclined to agree!

Oliver Shaw



The Great GP14 End-to-End record attempt 2020

As those of you who read E-News or made it to the AGM Forum will know, we have been looking for ideas to celebrate the class's 70th birthday in 2020. I came up with the bonkers idea for a charity fund raising publicity stunt that would involve taking a GP14 from the South coast as far North in the UK as possible, using inland waterways.

Having been greatly encouraged by the enthusiastic endorsement that the idea received at the AGM Forum, at the General Committee in October it was agreed that we should take the project forward and see if and how we might make it happen.

I am going to need to assemble a small group of enthusiastic members to help with the planning and organisation but here are my initial thoughts:

The route: I suspect that Ripon in North Yorkshire will be the limit of travel North. As far as I can see there are two possible routes from the Thames but the easterly that picks up the Trent somewhere north of Leicester looks the easier; there is a westerly (possibly more scenic) route but the huge number of locks in the Pennines is off-putting! Finding a route from the South Coast to the Thames will be difficult but at this stage I reckon our best bet would be to use the Arun and Wey Canal, built during the Napoleonic Wars to link London with Portsmouth for the purposes of provisioning the fleet. A trust is currently restoring the waterway (see their excellent web site) and a number of sections are now open but there is a huge amount still to do and even by 2020 we would almost certainly have to haul the boat over land in several longish stretches.

How will it work: The boat (see below) would be a Series One fitted out for rowing (and paddling) and rigged with a much modified mast that could be lowered for passing under bridges and tunnels. I hope we could avoid using an outboard as I feel that this would be cheating! Interestingly I was browsing our old minute book recently and spotted an item from July 1957 about a request from a river-based club to introduce folding masts. Apparently drawings had been submitted too but the committee said 'no'! Do not worry, we shall apply again! And we do at least know that it seems to be workable.

I envisage involving local GP14 sailing clubs to help in the attempt by rowing/paddling/sailing the boat through their section of the route. Some non-GP



clubs might also be attracted into helping out. The attempt would need maximum publicity in order to gain as much sponsorship as possible and funds raised would go to a nationally known charity, The Andrew Simpson Sailing Foundation might be the obvious one and I suspect that they would help with promotion nearer the time, but we should keep an open mind at the moment I think.

The whole project would culminate with a reception at the Dinghy Show in 2021 when the cheque would be handed to the charity. We have already checked this out with the RYA and they have provisionally agreed to let us have a suitable side hall at Alexandra Palace on the Saturday evening without charge. We would obviously have to pay for nibbles and drinks but initial conversations with the catering manager suggest that this will not break the bank.

Finding a suitable boat: as it happens, John Tildesly approached me recently to see whether the Association might like to take ownership of boat number 2, that has been in his family since she was built (c1950). It is the oldest GP14 in existence and though in need of some TLC John recons she is certainly capable of being 'saved for the Nation' if we were to restore her and find an interested museum. My good friend Hugh Brazier and I have offered to take the boat into Hugh's workshop for assessment and on this basis the Association has agreed to take ownership of her. I am hoping that Hugh and I, with our experience of restoring our own Series One boats will feel up to the task of conserving/restoring no.2 with the help and advice of others. The scope of the project would need to be discussed but as a conservation accredited architect I am very familiar with the principles involved in this sort of work. But what better way to add to the boat's provenance than to use her for our record attempt? Indeed, what better way to demonstrate the truly 'general purpose' nature of Jack Holt's original design?

The next step: we need a small group to start researching the route in detail and identifying and contacting local sailing clubs that we call pull in. If you feel suitably inspired to help with this please drop me an email slparry@gmail.com

Let's make this happen!

Steve Parry, The Old Yellow Boat

2017 GP14 National Championships

Looe Sailing Club - 06 – 11 August (Michelle Evans)

Glorious sunshine greeted the competitors for the first day of the 2017 GP14 National Championships, part of the Craftinsure Super 8 Series, as 63 boats rigged on the crowded beach front. The best numbers for a week long GP14 Nationals for over a decade despite an unprecedented number of broken or sprained limbs in the build-up that would have seen the entry 11 bigger.

The gates start for Race 1 made sure there were no issues and we were away clean. Setting an early tone for the event, first round windward was P&B's Fergus Barnham and Andy Hunter (Snettisham Beach/Nantwich) although they got sucked into a three-way battle with Mike Senior and Chris White (South Staffs) and Ian Dobson and Impact Marine's Andy Tunnicliffe (Burwain) and came off the worst with Mike and Chris taking the lead initially but Ian and Andy putting in a faultless race to take the win.

Many didn't think we would sail on Day 2 with some awful forecasts being shown round in the bar the night before, however there looked like enough breeze from shore and we set off. Initially quite sunny the gloom set in as soon as the signal for line starts was hoisted on a day that will now forever be known as 'Black Flag Monday'.

The combination of port bias, tide and the GP14 fleet was never going to work out well! Following two general recalls the black flag went up. The third was another general and the start saw 11 boats lobbed out for being over.



Steve Parker Boat Builders & Repairs



The now depleted fleet finally got away at the fourth attempt, however, with the RO videoing the starts and unable to get all of the numbers visually on the start there were five racing who also later got lobbed.

The first round windward was Mike and Chris taking a one boat length lead to ten by halfway down the first reach. The battle for the top ten behind Mike and Chris was tense with boats changing places throughout, unfortunately with several of those posthumously black flagged there were some very disappointed sailors later. Ian and Andy were fifth with a bit of work to do to catch Mike but they took three coming into the mark at the end of the sausage run. By this point though Mike and Chris were cruising and the last lap saw them ease out an impressive half a leg lead on second finishing a clear minute and a half ahead of Ian and Andy.

Race 3 was a line start again and on the third attempt we got away although many of us weren't sure why as it looked like at least 20 boats over. With the start videoed again the RO let the whole fleet go and lobbed seven after the racing.

Day 3 and we were thankfully back to gate starts for Race 4 and another win for Mike and Chris. With the wind picking up for Race 5, a few sailed home with gear failure as the top two continued their battle for the top. By the end of the first triangle Mike and Chris had pulled out a 15 boat length lead on Ian and Andy, now in second, but they were reeling them in towards the end finishing a couple behind and Mike and Chris who took their second win of the day to put them as overnight leaders. Peter Gray and Rich Pepperdine (Staunton Harold) had a good race with their second fifth of the day.

Coming in it started to absolutely chuck it down on a day that was to become 'Protest Tuesday' the changing course of the guard boat led to redress for Dave Young and Nic Booth (South Staffs SC

Pathfinders John Hayes and Joel James (Southport) lead us off for Race 6 and were first round windward, Mike and Chris rounded in fifth and with Ian and Andy well down in the 20's it looked like the ideal opportunity for Mike and Chris to capitalise and increase their lead at the top. The breeze picked up at times and wind direction shifted. Mike and Chris left it until the end of the last reach to take Fergus Barnham and Andy Hunter (Snettisham/Nantwich) to take second with Ian and Andy having worked their way through the fleet well to finish sixth and John and Joel winning the race. Ian and Andy came back well in Race 7 to win with the current World Champion Shane McCarthy and Andy Thompson (Greystones) second.

Day 5 and the final day of racing was set to be tense with Mike/Chris and Ian/Andy within a point of each other and both gunning for the win. As we lined up for the gate start for Race 8 Mike stalking Ian like a cat after a mouse, inches apart and waiting to pounce. Unfortunately for Mike he got a little too close and did a set of turns before they had even begun.

Pete and Rich once again proved to have good upwind speed as they rounded windward first and shot out in front followed by the pack of Ian/Andy, Shane/Andy and Mike/Chris. Pete and Rich proved un-passable taking the race win.

By Race 9 the week had started to take its toll on boats and people with 11 not starting or finishing the races. As we set off for the last Championship race it was Rich and Pete who were once again flying and first round windward with a determined looking Ian and Andy second and Mike and Chris in sixth. There was no stopping Ian and Andy who worked their way up into first and pulled out a big gap on second by the last reach taking the Championship from Mike and Chris by a point.

At the end of the week you couldn't really have asked for better conditions, other than a little more sun. The wind averaged F4 over the week, there were waves but not as big as 2012 and we had a very competitive battle for the win. Consistency and staying out of trouble was key to a good final standing and those new to GP14s were left with a taste for more after experiencing such competitive boat on boat racing that continues to see the Class thrive.

One of those new to the Class was Brian Bowdler who sums up his week: "Just like to thank the class for accepting a couple of interlopers from the home club into your showcase event.

"We were made most welcome by all your sailors with plenty of advice on where we were going wrong. Having only got the boat to do the event a month before and only going out in it 4 times before the Sunday it was a massive learning curve for us and I still can't believe how many strings the crew has to pull at the same time in a gybe.

"You lot are definitely one of the friendliest classes on our event rota and we may end up keeping the boat longer than originally planned. Hopefully see you all in mounts bay next year."

Thanks to Looe Sailing Club who put on a truly memorable event, Super 8 Series sponsors Craftinsure and all of the event sponsors.

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Interview with the 2017 National Champions



The 2017 National Championships in Looe were tense. Going into the final day of racing and Mike Senior/Chris White and Ian Dobson/Andy Tunncliffe were within a point of each other and both gunning for the win.

Q. How close was the competition between yourselves and Mike and Chris?

Andy: You could tell from the first race that Mike and Chris were sailing well and if

Mike hadn't dropped to third in the last race we would have both been counting firsts and seconds and count back would have gone to last race sailed, so yes it was very tight.

Ian: I must admit that, although many would view us as clear favourites for the Nationals, I did not. Perhaps it was a result of a knock in confidence but mainly because Andy and I hadn't sailed a GP together since Barbados. We have spent the last two years getting too distracted with life; renovating houses, having a baby; setting up a business. I firmly believed that Mike and Chris were very likely to beat us; they were well practiced and we were distinctly lacking sailing fitness.

I suppose that gave us a freedom that we have not enjoyed for some time. We sailed in a relaxed manner, which meant that we could be patient with our decision making and wait for the right shift, right wave, right time.

Andy had been regularly working until the small hours in the week leading up to the event, partly to make the final tweaks to the mainsail that we had agreed upon the

previous weekend. It was perhaps fortunate, although not a surprise, that we found ourselves to be very fast through the water, in particular, in any wind strength over 12 knots.

Mike and Chris sailed a great regatta, and only needed to finish it off with a single top 2 score on the final day. I had looked at the data from the previous races and decided that I could not simply let them sail away with the title and that we should take the game to them and put them under pressure before the start. So, I was pleasantly surprised when Mike and Chris appeared on our tail just before the 5 minute gun. I am fortunate to have gained many years of team racing experience and combining that with our very relaxed mind-set, we were very unlikely to become flustered. With Mike and Chris completing a 720 turn immediately before the start gun, we had certainly gained the upper hand in the penultimate race.

In the final race we simply[!] needed to win. After a little more tom-foolery pre-start with Mike, we got away from the start cleanly. We had taken a slight gamble in the morning of that day by changing our settings. Fortunately, this was an educated guess and we found the extra little bit of speed in the lighter wind range (in principle a little less mast rake in case you were wondering). We extended to take the race win and Championship, which was somewhat unlikely at the beginning of that day.

Q. After coming 2nd in last year's Worlds, how good does it feel to be back on top?

Ian: It felt great returning to win the 2017 Nationals. I am not afraid to say that, having held the World Championship title continuously since 2006, losing the Worlds in 2016 was really painful and I was absolutely gutted. At the same time, I was fully aware that our reign would



always come to an end at some stage and that all it would take was a pairing willing to put the time in and commit to taking it from us. I was also happy that I was able to give it up to Shane and Taxi, who fully deserved it.

Strangely enough, in Barbados we were the quickest through the water than we had ever been, far quicker than for any of the titles we had won! I also felt bad for Andy as, having recently set up Impact Marine, we didn't do his sails the justice they deserved.

Q. What was your favourite part of the event this year?

Ian: I love the atmosphere down in Looe. I have great memories from the Worlds in 2012, and also from the Fireball Nationals in 2013. The club members and volunteers are such great fun and are so welcoming. The fact that everyone is staying so close to the event makes for such a sociable [boozy] event. For me it was also great to be back in a GP. Having sailed lots of different classes over recent years, the truth is that I really enjoy sailing the boat!

Andy: It's hard not to enjoy a week in Looe but it's always going to be the windy reaches and big swell that win as the favourite part.

Q. You must be happy with the sail performance over the week, what are the key features of the Impact sails and how did you feel they went in the conditions?

Andy: Yes, very happy with the performance. Although I haven't been that present on the circuit in the last year I have been working hard behind the scenes tweaking a couple of things here and there and feel we have now got a great suit of sails, they performed well in all the conditions that were thrown at us that week. Also, Andy Smith and Phil Hodgkins have been going well in their new boat using our sails winning the Super 6 series last year and Nick Devereux and Geoff Edwards were second in the series. I think they won all the area championships between the 2 of them, so in all very happy with how they are performing in all conditions....great price as well!!

Q. Can you sum up how competitive the GP14 fleet is for those from other classes thinking about doing next year's Worlds?

Andy: It's extremely competitive throughout the fleet whether you are bronze, silver or gold and it will be nip and tuck racing all week. The Worlds always had a big draw as well and I would imagine it will probably be one of the biggest events in the county next year, already nearly 60 boats entered and I can imagine that will double.



Ian: Every year the GP fleet gets younger and younger (or is it that....?!). We all have a great time on and off the water. It's great to see Peter Gray and Rich Pepperdine over from the Scorpion class. I asked them what attracted them and they replied 'well, it's just great racing'. You only have to look at the entry list for next year to realise that the message is already out there.

Q. What are you looking forward to about the Worlds next year?

Ian: I hope that the Worlds is bigger and better than the 2012 Worlds in Looe, and perhaps even bigger than the 2003 Abersoch Worlds (my first ever GP Worlds). All the signs are that it could well be, and certainly will be *the* event of 2018. I am looking forward to putting together a strong and considered campaign that does ourselves, the class and the event the justice it deserves. *Spread the word.*

Michelle Evans

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Super 8 Series Super attended in 2017!



The 2017 GP14 Craftinsure Super 8 Series proved one of the most successful in recent years with 218 sailors having taken part during the year and 29 boats qualified.

The series kicked off with the End of Seasons at Royal Windermere Yacht Club in 2016 which was won by Shane MacCarthy and Andy Thompson to continue their dominant year in the GP14.

The first event of 2017 was the Midland Area Championships at Staunton Harold which gave us some amazingly competitive racing and an event win from the local sailors Pete Gray and Rich Pepperdine.

John Hayes and Joel James were the Scottish Champions at Annandale and with some great racing all year took the Super 8 second place overall.

Mike Senior and Chris White were the Welsh Area Champions at Dovey and carried on their good form to the Nationals in what was a very close contest with Ian Dobson and Andy Tunnicliffe. Taking the battle down to the last day Ian and Andy were victorious taking back their National Champions crown. Rounding off some consistent racing, Gingerboats' Andy Smith and Phil Hodgkins won the Northern Areas at Derwent to muscle into the Super 8 third spot.



It was close for the top spot but their first year together has seen P&B's Fergus Barnham and Andy Hunter grow into the pair to beat, winning the Inland Championships at Bassenthwaite and the Southern Area Championships at Brightlingsea and crowned the 2017 GP14 Craftinsure Super 8 Series winners:

“Myself and Andy are delighted to have won the Super 8 Series,” comments Fergus. “The standard of racing on the GP14 circuit is very high and each race was hard fought!

“Getting to race the likes of Mike Senior/Chris White, the Gingerboats team, Pete Gray/Rich Pepperdine and John Hayes/Joel and Poppy James on a regular basis has been fantastic and has certainly made us improve throughout the year.

“We are already looking forward to next year and getting back out there and getting better!”

In the Silver Fleet it was the light wind bandit Frank Nickless, crewed by Michelle Evans, that lead throughout, nibbling at the heels of the Gold Fleet all year to take the Silver Fleet top prize.

“Thought the circuit this year was excellent in terms of venues,” explains Frank “I think the winds have given everyone a chance to shine and the competition across all the fleets has been close. The outstanding event for me was Brightlingsea; good numbers, excellent race management and steady winds.”



In the Bronze Fleet it was Maciej Matyjaszczuk, Commodore of Welsh Harp, who took the top honours, rewarded for a year of travelling and enthusing his club to win the award for most travelled this year. “What a great GP14 season!

Thank you to all my Super 8 crews: Jim Dimond, Joanna Siudzinska, Szymon Matyjaszczuk, Edward Coyne, Eugene Shrimpton and Andy Ferrington for helping me in my travels and achieving promotion to Silver Fleet. I have enjoyed travelling across UK and meeting great sailors and friends. I am looking forward to new season!!!!”

Top 10: 1st (Gold)-P&B’s Fergus Barnham and Andy Hunter (Snettisham SC/Nantwich SC)

2nd (Gold)-John Hayes and Poppy James/Joel James (Southport SC)

3rd (Gold)-Gingerboats’ Andy Smith and Phil Hodgkins (Bassenthwaite SC)

4th (Gold)-Mike Senior and Chris White (South Staffs SC)

5th (Gold)-Pete Gray and Rich Pepperdine (Staunton Harold SC)

6th (1st Silver)-SP Boats’ Frank Nickless and Michelle Evans (Chase/South Staffs SC)

7th (Gold)-Shane MacCarthy and Andy Thompson / Damien Bracken (Greystones SC)
 8th (Gold)-SP Boats' Richard Instone and Steve Parker (Chase SC)
 9th (Gold)-Sam Watson and Ben Swainson / Jack Hopkins (Nantwich/Southport SC)
 10th (Gold)-Neal Gibson and Geoff Phillips / Megan Hicklin / Gemma Gibson (Redoubt SC)

2nd Silver - Nick Brandon and Lisa Carpenter (South Staffs SC)
 3rd Silver – Hugh Devereux and Malcolm Bird (Budworth SC)

1st Bronze - Maciej Matyjaszczuk and Szymon Matyjaszczuk / Andy Ferrington / Joanna Matyjaszczuk / Eugene Shrimpton (Welsh Harp SC)
 2nd Bronze - Alan Jones and Sue Watson (Bassenthwaite SC)
 3rd Bronze - Adam Vaughan and Phil Pethybridge (Derwent Reservoir SC)

Michelle Evans

So what's happening in 2018...get the following booked in your diary!

END OF SEASON
BURTON SC
 14 & 15 OCT 2017

MIDLANDS AREAS
CHASE SC
 21 & 22 APR 2018

INLAND / WELSH AREAS
BALA SC
 5 & 6 MAY 2018

SOUTHERN AREAS
ARUN YC
 23 & 24 JUN 2018

NORTHERN AREAS
BOLTON SC
 30 JUN & 1 JUL 2018

WORLD CHAMPS
MOUNTS BAY SC
 28 JUL—3 AUG 2018

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GP14 World Championships 2018

So far...79 boats have signed up for the 2018 GP14 Worlds. With 10 months to go until the 2018 Gul World Championship in Mount's Bay there are already more people signed up as there were at the Nationals a few months ago.

Taking place between 28 July and 3 August 2018, this will be the fifth time the class has been to Mount's Bay and with so much early interest it looks set to be the biggest event for at least a decade as a veritable who's who of amateur dinghy sailing are already entered.

A multiple winner in other classes, Nick Craig has yet to crack the GP14s and will be back for another go in 2018. As will the current GP14 World Champion helm Shane MacCarthy and Solo National Champion Andy Davis, the current multiple National Champions Ian Dobson and Andy Tunnicliffe, former National Champion Mike Senior with Chris White, not to mention OK World Champion Jim Hunt, sailing with Liz Senior. Also looking for a place in the top five will be the current Fireball National Champion Matt Burge and former Laser 2000 national champion Fergus Barnham, with Andy Hunter.

In recent years the GP14 Championship events have proved popular with those from other classes wanting to try their hand in one of the best fleets out there for close, boat on boat competitive sailing. UK National Champion Ian Dobson is one of those who is glad to see the Class is attracting in sailors from other Classes: "It's great to see Peter Gray and Rich Pepperdine over from the Scorpion class. I asked them what attracted them and they replied 'well, it's just great



racing'. You only have to look at the entry list for next year to realise that the message is already out there.”

“It’s extremely competitive throughout the fleet whether you are bronze, silver or gold and it will be nip and tuck racing all week,” adds UK National Champion crew Andy Tunnicliffe. “The Worlds always had a big draw as well and I would imagine it will probably be one of the biggest events in the county next year, already over 60 boats entered and I can imagine that will double.”

“This is a World Championship for everyone,” explains Worlds organiser Gill Beddow. “It is attracting the top Dinghy sailors in the country and is a great opportunity for the Club sailor to sail against the best in what will be one of the largest double handed dinghy Championships in 2018.

“The Championship Team, who have already been working on the event for a year, are very experienced and are working alongside Mounts Bay Sailing Club, regarded as one of the best Championship venues in the country, to make the event one to remember. The Club are improving the facilities to accommodate the expected large entry with a larger marquee and an awning over the balcony.



“The level of sponsorship already in place with GUL as our title sponsor, exceeds any previous Championship with 21 companies committed to supporting the event and more to follow. We are very grateful for their generous offers which just give the winning touch to many competitors.

“So many people work very hard to put these events together we hope you enjoy!”

Visit the event website for more information about the event or to secure your place today with a £30 deposit:

<https://www.gp14.org/events/2018-gp14-world-championship/>

Michelle Evans

MOUNT'S BAY

GP14 WORLD CHAMPIONSHIP



**OFFICIAL GP14 GUL 2018 WORLDS
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WWW.GP14.ORG

As the 2018 Worlds will hopefully be a pretty memorable event and we want you to remember it for years to come there will be a range of clothing available to buy from November 2017, just in time for Christmas! The kit will be available until the event and is being sold via the GP14 website through Wave who make our Association kit.

There will also be a limited edition print run of the promotional poster which will be available to order and pick up at the event, framed or un-framed.



Area reports

SOUTHERN AREA REPORT

Fifteen GPs including four visitors turned up at Frensham Pond Sailing Club for the final race of the GP14 Southern Travellers and were met by a pleasant day but light winds. This concluded the 2017 GP14 Travellers series which includes open meetings on the sea, estuaries inland lakes and rivers. Nine travellers qualified for the series and the results were as follows:-

1 st	Richard Ham and Steve Browne	Tollesbury SC/Leigh on Sea SC
2 nd	James Ward and Richard Whitehill	Papercourt SC
3 rd	Maciej and Joanna Matyjaszczuk	Welsh Harp SC
4 th	Roger Walton and Helen Allen	Welsh Harp SC

The Jaldi Cup was introduced some years ago to encourage new travellers and this has been won this year by Ed Coyne and Szymon Matyjaszczuk from Welsh Harp SC. Ed has joined Welsh Harp from Youghal SC in Ireland while he is at university in London and he is clearly making the most of the opportunity that London is providing.

Club News

GP14 sailing in the south remains largely concentrated in six clubs (Welsh Harp, Poole, Frensham, Hampton, Tonbridge Town and Tollesbury) with others sailing on at various clubs including Papercourt and Leigh on Sea. At **Poole YC** racing is very active with races held both at the weekend and on Mondays and Thursdays in the summer months. Turnout is a regular 8 to 12 boats with three teams currently heading up the leader boards ; Steve Thompson and Sarah Burge, Adam and Tracey Deary and Colin Rainback and Barry Southam. The annual GP14 weekend was again a great success with seven teams competing for the team race around the island and a healthy 18 teams turning out for a windy GP open on the Sunday which was won by Andrew Clewer and Sarah Collingwood with two bullets in the first two races allowing them to sit out the boat breaking wind for the third race. Andrew and Sarah also took part in the Nationals at Looe taking 7th place and joining them in the prizes was Melanie Brown who was leading lady.

Welsh Harp SC remain a strong GP14 club and with the catchment area of London have a healthy regular turnout for their Saturday races with over 40 teams registering at least one race so far this season. The current leaders are Joel

Schrire and Szymon Matyjaszczuk. The Harp sailors also put in an impressive performance at Looe with 10 teams attending. By all accounts the sailing was only matched by a “Welsh Harp on tour” intensive social programme. Andy Wadsworth and Andy Shrimpton topped the week by gaining an impressive second overall in the Bronze fleet.

Frensham Pond SC is a long standing GP14 club. New club GP's have been purchased and race training instigated on Friday nights to bridge the gap between RYA level 2 training and getting people actually racing. The “Friday nighters” are bringing new activity (and new crew availability) to the normal Sunday racing which has also been helped by the new Frensham Pond GP14 Facebook page.

Other clubs such as **Tollesbury** and **Hampton** both have good activity with Richard Ham from Tollesbury winning the Southern Travellers and attending the nationals crewed by Steve Browne from Leigh on Sea achieving a good Super 8 position in the silver fleet. Both clubs ran excellent open meetings which were enjoyed by all. Overall with 21 boats attending the nationals from ten southern clubs and two teams achieving results in the Super 8 it has been a good year but it can be concluded that we are spread fairly thin over our large area.

Area rep. Helen Allen has already organised the 2018 Southern Championships which will be held on the 23rd to 24th June at Arun YC at Littlehampton and the remainder of the 2018 Travellers series is being planned. Details will be published before Christmas on the Association website and on the Southern Travellers Facebook page. They will also be available in old fashioned leaflet form at the 2018 dinghy show.

The Southern travellers run a mailing list. Please email davidinnes@campbellreith.com to be included on this for next year and you will receive regular updates and notices for next season.

NORTH WEST AREA REPORT

The Northern Bell started with a light wind forecast the first event at Burwain was a home club only affair with the former GP14 star Innes Armstrong taking the day.

We were hoping for a good return to Southport at the end of April but the near gale force wind meant no visitors arrived to take on the challenge, but 3 brave locals went out and were pretty much on the plane on every leg of the course, although the club decided not to treat this a Northern Bell scoring event. High winds were also a factor at Hollingworth, with only 2 visiting boats making it to the open, which was dominated on the day by Adam McGovern to take the prize on home water.

A good turnout, fine weather was the order of the day for Budworth, with their usual shifty winds thrown into the mix. There was close competition between Mark Platt, Bill Kenyon and Matt Birks at the front of the pack, with Mark taking the victories on the course. With a seven day gap to the next open the wind had rallied and was back up to the mid-twenties for West Kirby, where Matt took straight wins across the day and doubling his points with the bonus scores on offer.

Derwent Reservoir hosted the Northern Championship with 17 boats and 6 races over the 2 days. Andy Smith and Phil Hogkins returned to defend their title, and did so winning all six of the races. Closely followed by John Haynes and Joel James from Southport, and Hugh Devereux and Malcolm Bird from Budworth. At this point Hugh had completed the three opens he needed to qualify for the Northern Bell, but it was all down to the final race at Bolton to see which other boats would be qualifying and contesting for the Bell.

And it was only a week to wait, with the Bolton open on the 1st October, with a fantastic turnout of 16 boats on a wet, windy, gusting and shifting day. Neil Marsden and Derek Hill came out for the day following a bit of encouragement from our new Northern Rep, Adam Chaplin, and won the first two races after a proper scrap between them, Mark Platt and Adam McGovern. The weather took a few tolls on boats and sailors alike but the majority stayed out for the duration.



Hugh Devereux increased his overall score by a further point and is now the Northern Bell Champion for 2017, and I'm sure he will be ready to defend this title in 2018.

Happy sailing, Martin Stanley - Northern Area Representative

MIDLANDS AREA REPORT

2017 has been a successful year for GP14 sailing in the Midlands with turnouts to Midland Bell open events being generally slightly up on last year. There have also been some new teams joining the circuit from Nantwich, Trimpey and Midlands sailing clubs in particular. So far, after 9 events, there have been 8 different winning

teams, with the result that there is no runaway winner of the series this year and all the contenders need to attend the last event for the final showdown to determine the winner and the pecking order. Currently, as I write this, Ian Willis/Keith Dutton are leading the series on 11 points including 2 bullets from their 6 events, with Pete Jacques/Hayley Ramadhar in hot pursuit on 14, counting scores of 2, 6, 4 and 2. However, lurking in the wings further down the table are Richard Instone/Steve Parker with a 1st, 3rd and 4th and silver fleet sailors Simon Fletcher/John Cookson from Trimpey with a 1st, 2nd and 5th already in their scoreline – it could be a tight finish!

The South Staffs event towards the end of the Midland Bell series saw the expected high turnout of 31 boats, with 11 visitors, including teams from the Northern and Southern circuits. Once again, Mike Senior won the event in fairly light wind conditions.

The Midlands Area Championship, this year was held in April at Staunton Harold, with a decent turnout of 17 boats from places as far apart as Kent, Dorset, Northumbria and Ireland, but local sailors Pete Gray and Richard Pepperdine took the bullet in their “old” wooden boat, shortly before taking delivery of their new Winder machine – they can only get faster. The weekend started with fairly light conditions, but ended in a good stiff breeze which tested one or two teams swimming skills. The End of Season Championship was also held in the Midlands this year, on 14th/15th October at Burton Sailing Club, where 21 boats battled it out for first honours in the 2018 Super Six championship series. After two days of shifty and gusty winds the winners were Andy Smith & Phil Hodgkins from Bassenthwaite, with Ross Kearney/Ed Bradburn from South Staffs second and Peter Gray/Simon Forbes of Staunton Harold third.

So what of next year? The date for the Midlands Area Championship is already set, being 21st/22nd April at Chase Sailing Club, and the other Midland Bell dates will be determined at our annual meeting in early November – with luck, we will see Midlands Sailing club back on the circuit with a new GP14 captain at the club – check the website and the Spring edition of Mainsail for the full list of dates in due course.

Lastly, season’s greetings to all the clubs, officers, volunteers and sailors, who keep events going in the Midlands and best wishes for your winter sailing to keep you fit and ready for 2018.

Charles Saunders, Midlands Area Representative

Stormont Yacht Club 1st Worlds

Stormont Yacht club have just celebrated the 50th Anniversary of this World Championship. It was a turning point in the history of the Club and the making of it.

I have recently been lucky enough to visit this Club whilst on holiday in Canada. Many coincidences have happened since the Worlds in Barbados for me to have a connection with this Club. Briefly, you may remember that the winners of this Worlds in Canada 1967 live in Barbados, Jack Hoad and his crew Bill Tempera, and we presented to them, in Barbados, a framed copy of the results along with a Report written in the 1968 Handbook and replica winners medals. By coincidence following Barbados Worlds, last September a Mike Davies from Trearddur Bay YC contacted the GP14 Office to see if we had any information on the 1967 event as he had been contacted through a very devious route by Stormont Yacht Club, Julie from the office put him in contact with me. As it turned out he had written the very report that I had framed for Barbados and he also took part in the event mainly because of E Howard Davies who trained him as a sea cadet and who I think was RO at the event. A small reception was put on for Chris and they displayed memorabilia from the event including press cuttings and the original hand produced results sheet. Steve Parry's wife, Liz, had embroidered a Banner which I presented on behalf of the GP14 Association to the Commodore of the Club and he reciprocated by presenting a Stormont YC Pennant to the International GP14 Association.

The World is very small and by another almost impossible coincidence one of the people at this reception, who had lived in the UK until 1967 and took part in the 1967 Worlds, finishing 15th and who then subsequently moved to Canada and lives locally to Stormont, showed me a tankard he had won in the UK at his Sailing Club which was headed S.S.S.C. I looked at



him in total disbelief as that is my Sailing Club South Staffs and not only that it turned out he had also worked as a Houseman at the hospital that I trained at and then was employed there at the same time.

Stormont Yacht Club is located on the St Lawrence River in the Province of Ontario and was formed in 1958 by a local group. In 1959 a small club house and access road built. Many of the group were displaced Brits working at the local Courtaulds chemical plant, CIL and doctors and staff at the local hospitals.

From somewhere GP14 #561 "Boitata" appeared. By 1962 two members, Bill Mitchell and Eric Holt started importing GP14 kits from England. Orders of 12-20 annually were sold to members of SYC and other local clubs.

Competitive dinghy sailing started to catch on. The GP14 Class holding a Canadian Championship, a US Championship and a North American Championship. Some of these weekend events had 30+ boats, some travelling 300 miles. By 1964 the members realised that in 1967 Canada was celebrating its 100th birthday of confederation therefore the idea of a world championship was suggested and a group of members headed by Bill Mitchell started organising.

Once the GP14 organisation agreed, invitations were sent out around the world to every club and national organization with an address. To reduce costs to overseas competitors, many club members were asked to lend their own boat while they were assigned organisational tasks as volunteers. To support progress, 5 new plastic boats (#7400 to 7404) were ordered from England and sold to members after the event.

The 43 boat field consisted of 16 from Canada (5clubs), 18 from US (9 clubs) and 9 from overseas (Gallaher SC & Hollywood YC, British Transport YC, East Rand YC, Royal Barbados YC, Port McDonnell SC, Penmaenmawr YC, West Kirby SC, Trinidad YC, Treaddur Bay & Royal Navy). It was considered a success by all and really established SYC as a viable sailing club.

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GP14 Association Ireland

On behalf of the GP14 Ireland Sailing class I would like to thank our last President, Stephen Boyle, for his efforts investing in the future of the GP14 fleet. He has been a very progressive president for the GP14 Ireland Association.



One of Stephen's mission's on becoming President was to showcase the GP14 to as many Irish sailing clubs and sailors as possible.

He wanted to use a large event as a platform for a GP14 event as Irish events are generally held at dinghy sailing clubs. He successfully negotiated a 3 day event for the GP14 Lenisters during the 2015 & 2017 Dun Laoghaire Regatta. There were 475 boats in 2017 regatta with well over 1,000 sailors racing. The GP14 received great coverage in Ireland Afloat's reports and photos each day as well as coverage in the Irish Times newspaper. Shore side GP14s were chosen to be on the regatta's advertising hoardings in many places around Dun Laoghaire town and further afield.

The pinnacle of Stephen's presidency has to be his campaign to get the Ireland Sailing Association's Champion of Champions event back into being sailed in dinghies and not keel boats. He obviously suggested the GP14 as the ideal double hander. None of these changes are made overnight and Stephen spent countless hours on the phone, on email and in person to make it all a reality.



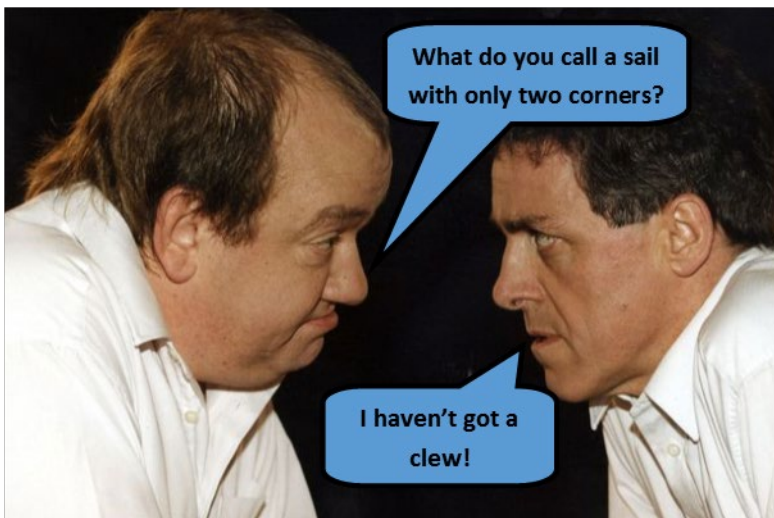
The Irish Champion of Champions was held in GP14s in Mullingar over 2 days in early October. Mullingar club members put in a huge effort and Stephen was on hand during the 2 days getting boats rigged and sorting out any problems that occurred to the boats during the racing.

Feedback from the Ireland Sailing Association and the competitors has been tremendously positive.

The GP14 fleet continues to thrive in the midst of many younger sailors transferring to RSs, laser, toppers etc.

Thank you Stephen for all of your time and efforts and steering the GP14 Ireland fleet into very favourable conditions.

Laura McFarland



GP14s in the Seychelles

Following on from the article that appeared in the Spring Mainsail – “*Reminiscing about GP14 racing in Libya*”. Jimmie McKee, Donaghadee SC, contacted me to tell me about his friend, Alan McIlhenny, who he met in the local choir (Jimmie was a boy soprano!) and sent me the following article:

There were only about six GP14s built in Seychelles in the late 1960's and early 70's. Arthur Tuck (an Australian engineer) built one or two and a Seychellois carpenter (Chor) built a beautiful light one from local wood - named Bouetaire. This boat often came first in the Seychelles Yacht Club handicap races held on Saturday afternoons in the SE monsoon.

As the boats were made of wood and kept under the tropical sun they needed a lot of maintenance. The expatriate community was constantly changing and the GP14s had a series of new owners. Sail Training Scheme, a joint government and Yacht



Club project, purchased two of them and used them for teaching beginners for many years. The GPs fell into disrepair and are no longer used.

The photo was taken about 1982. Bouetaire is the GP14 - the number 4 is not the proper registration of the dinghy!! The Mirror is one of six that the Sail Training Scheme built from 1977-78 for teaching and racing purposes and the 420 was bought second hand along with 4 others. They are alongside the Yacht Club.

In 1956 my family moved to Benghazi, Libya from Chelmsford, Essex - what a shock arriving in Benghazi, but we soon got used to the idea. My dad got a job with the Libyan government as an electrical distribution engineer.

After a few years he joined the Benghazi Sailing Club, which had two restaurants and a bar. The club was founded in 1958, and well run by a strong committee headed by the Commodore, Judge Bingham, who frightened me to death. After a couple of years my dad took up the post of the sailing secretary. At the club they raced GP14s.

Alan McHenry



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SPOTLIGHT FEATURE

Duncan Fraser



- Usually called: Duncan (as far as I know!)
- Family: Gail, wife and crew for over twenty years. Must be far worse than being married to me! Son Graham and daughter, Fiona.
- Started Sailing: My first time on a sail boat was as a Sea Scout with The 17th Acton Sea Scout Troop. The Scout Master owned a 32ft sloop he kept at Walton on Naze. I was just 11 years old and was out on this boat at every opportunity. We would go for weekend cruises up and down the coastline and overnight in towns up and down the coast. I used to get very sea sick but still could not get enough of it as I was given responsibilities and had to help sail the boat.
- Crew/Helm which do you prefer and why? To begin with it was helming as crewing was naff. However as I got to understand racing it became apparent that both jobs were equally important and started to enjoy crewing and indeed did so for many years in Durban.
- First Boat: My first boat was a South African design called a Dabchick. As a 13 year old, one of the most exciting boats you can sail. It is a scow shape boat that you sit on, no cockpit and it is sailed singlehanded but has a main and a jib with an adjustable rig and you sit about six inches from the water. I was fortunate that my father bought this boat for me as at the time there was a large fleet of these boats in many clubs. The most fun a young sailor could have.
- Favourite boat class: For me it is obviously the GP14. This is the boat that I have spent the last 20 or more years sailing and have watched the boat and the class develop along the way.



The GP 14 Class is not just about the boat and the type of racing it gives, it is also so much to do with the people that sail the boat who create the fantastic camaraderie, fun and enjoyment that we have at the championships that we attend, not forgetting the people behind the class who keep the boat current, get us to the best venues in the world and keep the events fresh and exciting.

Sailing Club: The Ceylon Motor Yacht Club. What a fantastic spot, environment, members. It has been a privilege to be associated with this club for a very long time and those of you who have had the opportunity to visit The CMYC will know exactly what I am talking about. A very special place. I am hoping that many more GP sailors will come and experience a day at The CMYC in 2022.

Championship History: Our first Championship was the 2003 Worlds in Abersoch. I had discussed buying a new boat with Richard Estaugh while he was out here in Sri Lanka doing some Enterprise training and he convinced Gail and I to participate at the event and take delivery of our new boat on the beach. It was a baptism of fire on the water and fun on the beach. Since then I believe that the only National or Worlds that we have missed was the last Irish Worlds.

Other boats sailed: Apart from the Dabchick, which I mentioned earlier, I have sailed Enterprises with my father and have done a world championship in Sri Lanka. I crewed on a Fireball for many years racing on the sea off Durban where you were guaranteed wind and big waves and grins every weekend. I have also raced on big boats and chartered yachts in many different locations.



Favourite event and why? Obviously Sri Lanka and the outrageous Irish party but also Largs, probably where Gail and I did our best sailing. The crystal clear waters, great breezes and beautiful scenery.

What makes a good sailor? I am only able to comment on what I have seen others do. It must be the ability to concentrate and keep your head out of the boat. If you are not at the top of the fleet then a large dose of sportsmanship, e.g. doing your turns, etc. gets you noticed.

Tips for new sailors: It is quite a complex sport to get into but do not be shy, seek out the best sailors at your club and start talking. Do not hesitate to ask what might seem to be silly questions. The next thing you know you will have an expert tuning your boat for you, and more experts debriefing you in the boat park or the bar afterwards. It has always amazed me as to how the best sailors always seem to

know what sailors at the back of the fleet did wrong in a particular race, as if they have eyes in the back of their heads.

Most proud of achieving:

My achievements cannot be measured by numbers. I am very proud of a few things I have done regarding GP14 sailing. The first was bringing the world championships to Sri Lanka in 2011. Being the catalyst for the rejuvenation of the GP fleet at the CMYC and getting a large CMYC team to Abersoch in 2010.

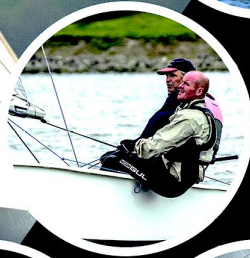
On a personal note, getting to the start line in Barbados after a nasty accident 8 months prior to the event is probably my biggest achievement. Of course this could never have been achieved without my crew.

Future plans:

To bring the Worlds back to Sri Lanka 2022 just 4 and a bit years away and for it to be a bigger and better event...??????



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