

International GP14 Class
Association

MAINSAIL

www.gp14.org



SPRING 2017

First Richard Estaugh Award
Great news from [Craftinsure](http://Craftinsure.com)
Plea for Help from US
...and much more!





Subscriptions 2017

We are pleased to advise there is no Subscription increase in 2017. They are:

Full members: £31 (£29)

Associate members: £22 (£20)

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.

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Cover: **End of Season 2016 Winners
at Royal Winderemere & Bloody
Mary Pursuit Race**

Editor's Letter

Welcome to our spring edition of Mainsail. Lighter nights, howling winds, driving rain...well that's Bolton anyway.

Saw this on the web recently and couldn't resist:

- My husband went on a sailing course at Poole Yacht Club recently
- In Dorset?
- Yes, he'd recommend it to anyone.

Groan...sorry!

Mainsail is packed, as usual, with great articles which cover all aspects of sailing, something for all age groups and from most continents. Thanks for all your contributions.

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

Many thanks to our advertisers at the Dinghy Show, in Mainsail and Super 8 Series. Your continued support is very much appreciated. Didn't win the genoa but have my fingers crossed for the year's insurance.

See you at the Inlands

**Julie Courtney
Editor**

admin@gp14.org



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"Guess what I won"
(Article on page 17)

President's Piece

As I write my article, the wind is howling up here in the North and I must confess I am pleased that I am not out in 14057! My boat still remains under its covers at Derwent Reservoir, where it has been since last year. I know that many of you especially our Midland racers, sail right through the winter, however for some of us further north it is only now that we start to contemplate our plans for the new season. Those of you who have been lucky enough to continue sailing, spare a thought for those who have to remember how to rig and get their sailing and racing legs.



I may not have sailed, but I have watched with great interest to see how our GP sailors have battled hard in the Sailjuice Winter Series and importantly for the Class kept the GP14 as a serious racing contender in a variety of wind conditions.

In the Draycote Dash (19th and 20th November 2016), with much lighter winds than the previous year (34 knots on the Saturday), in an entry of 104 boats, compared to 124 boats the previous year, Fergus Barnham and Andy Hunter, proved a great partnership, taking 2nd place, matching the 2015 success of Ian Dobson and Andy Tunnicliffe, who after an initial lead had also finished in 2nd place. A great achievement for the guys and wonderful for us to see the GP14 once again up at the front.

The Datchet Flyer followed in December, with Ian Dobson and his new crew and fiancée Gemma Marshall, winning the slow fleet and taking 5th overall in a 95 boat entry.

Then on the 27th December the Sailjuice Series moved to the Yorkshire Dales, where 98 boats competed in the Brass Monkey, with GP sailors back at the top. Neil Marsden and Ellie Devereux getting a bullet and taking 2nd overall. Brother Nick Devereux this time crewing for Sarah Jarman getting 27th place, in fact quite a family championship, as father Hugh Devereux, with crew Malcolm Bird (Team

Devereux, which remember I am part of ☺) sailed into 31st place. Also keeping it a family affair, Sam and Mark Platt from Bolton who were 15th overall (pictured).

However, our GP racers were back in the water and once again a GP was in the top ten! This time for the iconic Bloody Mary Pursuit Race, on the 7th January. The race which is in Yachts and Yachting hall of fame as one of the top 5 events in the world,

draws in competitors from all over the UK and the Continent. Ian Dobson with fiancée Gemma Marshall sailed 13251 to 10th place. With over 245 entries, special mention needs to go to one of our young sailors Szymon, from Welsh Harp, who crewed for Edward Coyne and succeeded in achieving 163rd place. Szymon is one of our young sailors who is already signed up for youth training this season.

February 4th/5th saw 6 GP's competing in a line-up of 119 boats in the Tiger Trophy at Rutland, where Fergus Barnham and Andy Hunter took the top GP14 spot in 18th position.

There was a bumper entry of 136 boats for the Oxford Blue on the 18th February, with 3 GP's racing in the light winds, Ian Dobson and Gemma sailed in at 24th. Great to see an entry from John Hayes and Poppy James from Southport, who did extremely well finishing 45th beating Fergus and Andy who were 54th.

For the whole Sailjuice Series well done to Ian and Gemma, who were 7th overall, to Fergus and Andy who were placed 11th and to all the other GP sailors who took part at one or more of the events.

Racing is one of the ways we can continue to showcase the GP14 Class, so please don't be modest, send us your stories and perhaps next year we can aim to get more GP's at the winter meetings. Yes, the GP14 is a classic dinghy, but it still a great tactical racing dinghy, which gives the racing crew plenty to do and can provide some exhilarating rides in strong winds.



GP14 Sam PLATT

© Tim Olin

Our own Super Eight Series got off to a great start last year on Windermere and we have some exciting venues planned for this year. Gill Beddow and her team continue to work hard to provide good racing and social events. Plans are already being formulated for the 2018, 2019, 2020, 2021 and 2022 BIG national and world championships, however after being Championship Chair, for numerous years Gill is taking a well-earned rest and stepping down from her current role in August. She will be a hard act to follow, but I have no doubt that she will be a great source of information and support. You don't need to be a top sailor, but good organisational skills and the ability to motivate, are some of the essential qualities. Thank you, Gill and all the Team, for your valued support, which ensure race events can be enjoyed by all the competitors.

Not a racer, then why not pack up your boat and join others at an Association planned event. The GP is a superb boat for the family and cruising, checkout what's happening with our cruising plans, join in the 'Swallows and Amazons' fun at Bassenthwaite and even see the boats which were used in the film. Ideas have been 'tossed' around for a cruising trip with 'stop overs'. Enjoy the camaraderie and have support as you sail. Look at the Association commissioned short films to help with your de-rigging. Gareth Morris and Ed Washington thank you for coming up with some great cruising plans.

Want to improve your sea sailing? The Association is once again organising a range of training events, including sea sailing, training to suit specific needs on inland waters and of course our heavily subsidised youth training. We want to invest in our members, especially to help the younger generation develop their own skills. Many world class sailors have sailed GP14's and although they may move away from the Class, they often have happy memories, which helps promote the Class.

Some great news Josh Porter from Newtonards Sailing Club, is the first recipient of a bursary from the Richard Estaugh Fund, his application met all the criteria and I had great pleasure in signing his certificate.

We have some extremely kind sponsors, Sam Woolner again donated an EXE Genoa for the raffle, which by the time you get this Mainsail will have been drawn at the Dinghy Show. Rod Daniels in addition to his regular sponsorship has offered free insurance for a year, the lucky name will be picked at the

Nationals. Thank you as always to our many sponsors, we really do appreciate any help and support.

We intend trialling an initiative this year the “GP14 Academy Club Scheme” in which the association will offer to a selected number of sailing clubs a programme of coaching in boat handling and racing skills aimed at getting sailors on the water in GP14s, participating in club activities and progressing to national racing and/or cruising events. If the trial is successful there is no reason why we could not consider offering similar assistance to our other International branches.

A tremendous thank you to my team who work tirelessly and have been of great support in what has been personally a few very difficult months. (I felt like I'd changed profession from a teacher to a nurse). We have such a superb knowledge base and it is a pleasure to chair meetings where everyone brings something to the 'table'. We all have one aim and that is to help grow the GP14 Class. As more and more new types of boats are manufactured, we need to ensure that the Class remains attractive, hence the importance of exhibiting at the Dinghy Show and being seen racing both at our home clubs and on the circuit. It is good to remind people that we have well proven staying power; parts are readily available and there is a boat priced to suit most pockets. We are also a truly international Class so it is great to hear news from across the water. Curley Morris our new Vice President is beginning to forge stronger links, so if you are off on your holidays check to see if there are any GP14 boats in the dinghy park.

To enable promotion of the Class we do need funds. Please try and get just one new person to join the Association. Perhaps start by asking your crew, as after all, the racing crews reap the benefits of great events. Check around at your club, there may be someone who doesn't know about the Association. Please be an ambassador and see if we can buck the trend and increase our membership.

Finally let's hope for a great sailing year, enjoying friendship, fun and fabulous racing.

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

Treasurer Talk

Focus on the Figures

The General Committee has approved the GP14 Association final accounts to the year ended 30th September 2015. These will shortly be signed and posted on the GP14 website for all members to review ahead of AGM approval at Looe. For this report I would just like to make a few comments to provide members with a flavour of our finances;



An overall surplus of £10706 before tax and transfers to various funds is a satisfactory outcome. Several points are worthy of note in arriving at this figure;

- Membership numbers continue to decline with a long term attrition rate of circa 8% per year. Membership income was £24933, compared to £26727 in the previous year
- Sail label income was good at £2831 , probably helped by an increase in sail making activity before the Barbados World Championships
- Insurance scheme commission is steady at £3175 (£3225 previous year)
- In conjunction with our Accountants we decided to capitalise as a fixed asset the racking equipment purchased to enable members to transport boats in containers to Barbados, rather than write the equipment off as a cost. This decision was made because we anticipate some future income from hiring the racking to other classes and also using the racking again at a future “away” World Championship. This had the effect of reducing costs by £5769 compared to the situation had the cost been fully charged in the year. The full cost of the racking was covered by the transport charges paid by members to transport their boats to Barbados
- During the year we decided to improve the features and performance of for the benefit of all GP14 Association members. This involved re-designing many aspects of the site, and setting up new hosting arrangements. This resulted in additional one-off costs of circa £1200.
- Other costs were well controlled and there were no significant unplanned costs. Total costs were £24116 compared to £27620 in the previous year.

For the current year we are budgeting for a deficit of circa £7000 as the Committee have approved an increase in training activity and an increase in promotion of the class to try to arrest falling membership.

If any member would like to query any aspect of the GP14 Association finances, please contact me at treasurer@gp14.org

Paul Bowmer, Hon. Treasurer

Secretary Scratchings

Notice of AGM

The 67th Annual General Meeting of the International GP14 Class Association will be held at Looe Sailing Club on Monday 7th August 2017.

The meeting is scheduled to begin at 7.30pm but may be delayed slightly if the last boat comes ashore after 6pm. The meeting will be followed by the usual 'open forum' session.

The business to be transacted at the AGM will be:

- a) To accept the minutes of the 66th Annual General Meeting.
- b) To receive the Secretary's Report.
- c) To receive the Treasurer's Report and the Annual Accounts.
- d) To appoint Accountants.
- e) To consider a motion to change The Constitution.
- f) To elect Officers.
- g) To elect the Directly Elected General Committee Members.

Motion to change the Constitution

At the forum session following the 2016 AGM, representations were made from the youth membership that we should allow a reduction in the entry fee to our events to youth members who crew for senior helms. After careful consideration, the General Committee have concluded that this would raise issues of fairness and complication. The Committee did however take the view



that the definition of 'Youth age' ought to be raised by one year for entry to events, thereby acknowledging the fact that today the great majority of young people remain in full time education until the age of at least 22 years.

For 2017 the definition of Youth age for entry to the Super 8 Series and our training events has been raised by one year. This has been greatly welcomed by our youth membership. The age limit for membership of the Association is defined in our constitution and this has not been changed. This disparity is leading to confusion for organisers and entrants alike.

The following motion has therefore been proposed by Mark Collingwood and seconded by Stephen Parry:

That paragraph 8(v) of the constitution be changed from:

Youth Membership which shall be open to any person wishing to support the objectives of the Association and who will not attain their 21st birthday during the calendar year for which their subscription is applicable.

To:

Youth Membership which shall be open to any person wishing to support the objectives of the Association and who will not attain their 22nd birthday during the calendar year for which their subscription is applicable.

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

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Obituaries

TED HOLDEN 25th September 1917 – 4th May, 2016

Ted Holden, who passed away in May last year, was a stalwart member of the Association from 1983, when he acquired a bare hull and fitted it out himself. Before that, his first dinghy was an Uffa Fox design National 12, which he built himself. In 1964, he decided to go for a faster design 12 and purchased a bare hull of Mike Noakes “Starfish” design, which he completed and fitted out himself. In 1966, a wooden OK was built from scratch, and later, a fibreglass OK hull was bought and completed. He started Finn sailing in 1968 with an old glass hull, and upgraded to a wooden one in 1973, which he raced until 1983 when the first GP was acquired.

He stayed with the Class from then on, eventually purchasing a new GP from Richard Estaugh, which he raced successfully with his son Keith - first as skipper and in later years as crew. He was still sailing as recently as 2014 at the age of 96 (yes, 96!) He was always one never to give in and was certainly an inspiration to fellow sailors.

Seen below crewing for son Keith , in Laxey Bay, Isle of Man.



RON BOWLES

A strong supporter of the GP14. A member for many years at South Yorkshire Sailing Club and sailing was central to many of his holidays. Our condolences to his daughter, Fiona and family.

KEITH EDWARDS

Keith passed away last year at the age of 87. He raced his GP14 until the age of 82 at Hampton Sailing Club and his boat has now passed to his son in Scotland. Our condolences to his wife, Moira and family.

M S GATES

Pete Chapman, Executor for the late Mr M S Gates, contacted the office to inform us of his death in June this year. He remembers Mr Gates sailing his GP14 at Littleton Sailing Club in the early 1960s, but believes he stopped dinghy sailing a good many years ago in favour of keelboats. Our condolences to Mr Gates family and friends.

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Richard Estaugh Award

Congratulations to **Josh Porter** from Newtonards Sailing Club, who is the first recipient of a bursary from the Richard Estaugh Fund. Josh's application met all the criteria and I had great pleasure in signing his certificate. This bursary will help him sail in the Nationals at Looe.

Richard was such a lovely man, who always championed the GP14 Class. It was his donation of the Speed GP14 number 14000 (won and sailed under the apt name of 'The Golden Ticket', by Paul O'Neill), as a raffle prize that has created the revenue stream, which will be added to from Association revenue.

Josh is pictured below with Stephen Boyle (Irish President) Curly Morris (GP14 Vice President) and Stuart Wilson (NSC Commodore) being presented with his certificate.



Ann Penny, President

Want to build your own GP14?

Until a few years back people could still buy a set of plans and a kit to build their own boat. There have been several successful home built boats, some have even won the Nationals.

Fyne Boats were the last kit manufacturer until it stopped producing them a few years back after the association allowed items like the modification of the floor profile and change in front bulkhead position.

Gingerboats are happy to announce that we can now produce CNC cut kits so you can build your very own GP14 at home.

All the ply parts are precision cut with an option of side tank and deck plys.

We have several options of kit available, just like a kit car. You can choose to have just the parts and obtain the rest of the raw wood yourself, alternatively we can provide all the timber needed with pre-shaped hardwood internal timbers.

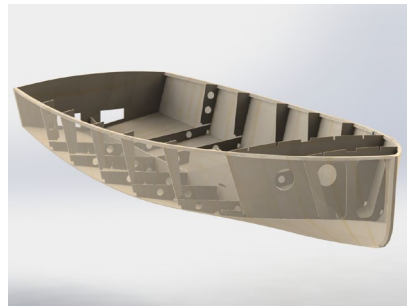
Kits will include a set of plans, build guide and technical support is available during construction. We can also provide the epoxy, powders, varnish and paint needed.

The contents of each kit will be tailored to individual customer needs. For more details and prices get in touch.

Phil Hodgkins, phil@gingerboats.co.uk
HODGKINS NELSON LTD



Panels CNC cut



CAD design of boat

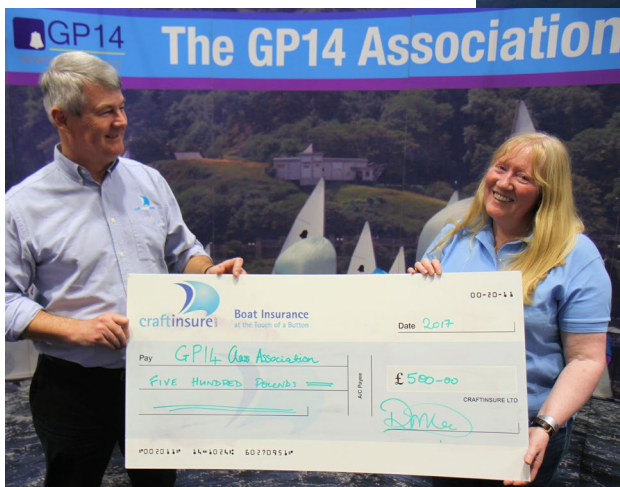


Completed boat

Dinghy Show

Well we were in demand at the Dinghy Show! There was a constant buzz at our much bigger Stand, where we signed up 10 new members which is great news.

It was an opportunity to meet GP sailors who have been supporters of the Class for many years, as well as talk to potential Geep sailors. It was also a chance to welcome international sailor Nick Craig who joined our Class to race with us in Barbados, to offer his top sailing tips in a video interview. In fact the cameras were rolling quite a lot, with Steve Parry and Nigel Potter doing a slot on boat maintenance and I did a couple of promotional chats, for VR Sports and for the RYA team.



We were also delighted to welcome Mark Lee, Owner of Craftinsure and sponsors of our Super 8 Series, to present Ann with a cheque for £500.

*Photo by Mark Jardine/
YachtsandYachting.com*

The two boats on show, a Duffin and a SP, were in fabulous condition and attracted plenty of attention showcasing Mike McNamara sails on the Duffin and Exe sails on Steve's boat. A BIG thanks to Sam Woolner for once again providing a Genoa for the raffle which was won by Adam Chaplin.

Thanks to all our Show supporters your posters were prominently displayed, which along with our commissioned DVD - thanks to Michelle Evans, all created a superb display.

The Dinghy Show is costly but an essential part of the promotions budget, the Stand shows visitors that we are a Class which is here to stay.

It is easy to promote a boat which you are passionate about and that was the case with all of our team. Thank you to everyone who gave up their time to help for the weekend and as always thanks to our kind hosts.

Ann Penny, President



Dinghy Show photos by Hugh Brazier

Exe Sails Raffle

For the third year in a row, thanks to generous sponsorship from **EXE SAILS & COVERS LTD**, we were able to offer a brand new **GP14 genoa** as the prize in a raffle, which was drawn at the RYA Suzuki Dinghy Show on Sunday 5 March. The proceeds of the raffle are destined to support the GP14 Youth Training Scheme,



and almost 300 tickets were sold, raising over £500 for the cause.

At the Dinghy Show: Sam Woolner of Exe Sails, accompanied by GP14 Association President Ann Penny, draws the winning ticket from the bag. (Photo: Mark Jardine)

As in previous years, the raffle was run as a VIRTUAL RAFFLE, with purchasers notified of their ticket

numbers by email. But the draw was done the old-fashioned way, by drawing tickets out of a spinnaker bag.

And the winner is ... Ticket number 60147, belonging to **Adam Chaplin** of Blackpool & Fleetwood Yacht Club. When given the good news, Adam said he was delighted, as his genoa was old and needed replacing – he thought he had better buy a couple of tickets to support the Class, as his son Ralph was going to benefit from the youth training! Many congratulations to Adam and Ralph, and many thanks to all who supported this worthwhile cause by buying tickets. We are very grateful to EXE SAILS & COVERS LTD for supporting the raffle with such a generous donation.

GP14 13700 crewed by Adam and helmed by his son Ralph – soon to be seen at open meetings with a brand new Exe Sails genoa. (Photo courtesy of Adam Chaplin)



New owner of Red Shank

So, I thought I should introduce myself as I'm the new owner of GP14 8 "Red Shank". Red Shank, was one of the original batch of GP14's sent to Aberdovey Yacht Club, and built by Bell Woodworking of Leicester. She's in great condition, having been dry stored for many years, but unlike the other GP14 in our house, "Red Shank" has been fitted out for racing, and I've already seen my dad has entered her for the 2017 National Championships at Looe. I guess my dad had better get on with the painting and varnishing.

So, most of the racers will know me! I'm Dafydd Morris, my first GP14 event I came to was Brixham in 2015. I made lots of friends at that event, and I got to see them all again at Pwllheli when I was a bit more of a handful! I spent most days when all the boats came back from sailing, trying to get tips off the fast boats! But this usually meant trying to see if Sam Watson and Andy Hunter had

found all the bits of ropes they kept giving me to play with!

I also end up getting lots of attention from the girls! And I can't wait to show them my new boat at Looe! I'm sure that they will tell my dad that he's done something wrong! Or hopefully they'll be building sand castles with me, and dad won't notice and then we can laugh at him later together.

So yes, I think I must be the youngest member of the association, and I bought my first boat, No 8, just before I turned 14 months. As you can see from the photo, I'm very happy to have it!

See everyone at Looe for ice cream and sand castles!

Dafydd Morris (with help from mum and dad)

Aged 20 months (in March)



Which? Dinghy

Former GP14 sailor, Elaine Skeffington from Budworth Sailing Club was recently given a copy of a Which? Magazine, found in a friend's attic.

Elaine says: *"It was dated January 1965 and one of the 'products' covered were Sailing Dinghies, which included a summary of the current of its time G.P. I wondered if this would be of any interest to the Association, you presumably have a collection of memorabilia. As a now retired GP Sailor I was fascinated by the comments."*



14ft dinghies

Yachting World GP Fourteen

£234
345 lb
Designed by Jack Holt
(1950)
GP Fourteen Class
International Association
(Hon. Secretary
Tan-y-Coed, Llanfairpwll
Anglesey)



Sailing

Fun to sail, though not particularly lively or responsive, until the wind freshened. Quite easy to handle even when wind was fresh. Heavy to steer when heeled over (not very likely in her). She sometimes tended to run under in heavy weather. Did not ship much water. Sailed quite well under jib alone, well under mainsail alone. Heavy to launch and land. Comfortable.

For general purpose sailing she was comfortable, stable and roomy.

Safety

Depends on buoyancy bags (alternative built-in buoyancy now available for £10 extra). After capsizing she was rather heavy to right, and came up with so much water in her that you could not be sure of bailing her out in rough water. When she was delivered two of the four bags were secured by straps fastened to the boat by single screws only (a fault of the builder). Bolt ends and beam edges could chafe on the bags. In one capsizing the stern bag burst, so the stern was below water when she was righted. Another bag punctured during the sailing tests.

Construction: plywood, single chine

Kicking strap lanyard and hemp cord holding rudder down chafed by end of sailing tests. Raised floorboards broke easily. Bottlescrew clevis pin sheared from shroud.

Maintenance

Wooden hull; buoyancy bags, needing constant attention.

Sailing dinghies January 1965

More than half a century later and the GP14 is still an exciting and *general purpose* boat to sail for the young, very young like Dafydd and, of course, the rest of us young at heart!

Training

E HOWARD DAVIES GP14 YOUTH TRAINING



Twelve sailors have enrolled for the E Howard Davies Youth Training at Weymouth and Portland Sailing Academy, Dorset on the 9th to 14th April 2017:

**Edward Coyne (Co Cork); Joel James (Lancashire);
Joseph Bellingham (Cheshire);
Lee McMullan (Co Kildare)
Matthew Street (Co Wicklow)
Peter Boyle (Dublin)
Poppy James (Lancashire)
Ralph Chaplin (Lancashire)
Simon Joyce (Cheshire)
Szymon Matyjaszczuk (London)
Oliver Goolden (Lincolnshire)
Pierce Cook (Lincolnshire)**

Alongside lead-coach, Storm Nuttall, from the Andrew Simpson Sailing Centre the guest coaches will include former World Champion Neil Marsden and UK National Champion Mike Senior. Gill Beddow and Adam Chaplin have kindly agreed to be house parents.

GP14 IRELAND YOUTH 2017

GP14 Ireland Youth Training 2017 confirmed for Thursday 17th - Friday 18th August to be held at **Donaghadee SC**. Perfect timing for youths hoping to attend the GP14 Irish Nationals Saturday 19th - Monday 21st August at Ballyholme YC

More dates will be added for Silver & Bronze 2017 training and can be found at gp14ireland.com later in the year.

Laura McFarland, GP14 Ireland Hon Secretary



We are passionate about boats. From our small workshop in Newcastle we use our years of experience to combine traditional methods with the latest in modern design and construction techniques.

- ❖ **Repair** - we can repair any form of damage including wood, GRP, epoxy foam sandwich and carbon. Small repairs could be done on site at your club.
- ❖ **Revitalise** - we have years of experience refurbishing, re-fitting, rigging and tuning a huge range of boats. We also hold in stock a selection of spares.
- ❖ **Replace** - we pride ourselves on our attention to detail when building your new race winning GP14. **Bare hulls from £3600 and complete boats from £9995**. More details can be found on our website.

Please contact us to discuss your requirements. Follow us on Facebook and Twitter for any upcoming projects and offers.

sales@gingerboats.co.uk ~ www.gingerboats.co.uk ~ 07800896818

OTHER DATES FOR YOUR DIARY

- 30 June 2017 – Dovey YC – Sea Training prior to Welsh Area Championships. Details to be announced.
- 4/5 Aug 2017 – Looe SC – Sea Training prior to UK Nationals Championships. Details to be announced.
- 30 Sept 2017 – Bolton SC – Race Training following by Bolton Open on 1st October



Can you help, by taking on the role of Championship Chair?

As the Championship Chairperson you will lead a team to form a Sub-Committee;-

1. To recommend venues for the Association Championships related to World and UK based National, Inland, Youth, Masters Championships.
2. To be involved with the host club in the detailed planning of these Championships and in bringing those plans to a successful conclusion.
3. To establish an event protocol for all Championships.
4. To recommend to the Association the development of the current championship programme to increase participation and popularity of Association events.
5. To prepare a budget for the activities within its responsibilities for the Management Committee by the end of each calendar year for the next year. To operate within the budget agreed by the Management Committee.

In addition the Chairperson or a representative of the Championship Committee is required to attend a General Committee meeting 3 times a year.

Qualities which are essential for the Championship Chairperson:-

Good communication skills

Good organisational skills

Knowledge of the Championship Season

Recording of Minutes from Championship Sub-Committee Meetings

To lead a team and ensure support is provided for competitors at events

To create and control an event budget

Qualities which are desirable for the Championship Chairperson:-

Understanding of NOR and Sailing Instruction requirements

Understanding of Sailwave

Persuasive qualities to seek sponsorship, especially for major events

Knowledge of sailing venues and suitability to hold major events

Personal sailing in GP14 racing events – not necessarily a Gold or Silver Fleet Sailor

We can support you by:-

Giving you an opportunity to liaise/shadow our current Championship Chair

Benefit from having a team already in place for the 2018 World Championship at Mounts Bay

Getting assistance from our Rules and Technical Committee

What you need to do:-

Nomination for the Championship Chairperson is in August at the Nationals, so in the first instance please contact me to express your interest and find out more information.

Ann Penny 07702 307371 or email annpenny70@hotmail.com

WE NEED YOU!



Super 8 Update

The *Craftinsure* Super 8 Series is underway with the 2016 End of Seasons kicking things off in October and the 2017 Nationals selling out in an amazing 29 days! Due to the unprecedented demand Championship Chair Gill Beddow managed to negotiate us an extra 10 places, taking it up to 80 boats, after that we will move to a waiting list. Sponsored by *Dinghy Rope*, *Impact Marine*, *Allen*, *Exe Sails*, *SPBoats*, *Paintcraft*, *Gingerboats*, *Zhik*, *Cornish Orchards*, *Sailpics* and *HD Sails* is set to be the most popular Nationals since 2004.

The first two Championship events of this year are coming round fast with the Midland Areas on 8th and 9th April at Staunton Harold Sailing Club and the Inland Championships on 06 and 07 May at Bassenthwaite Sailing Club.

Entry fee for the Midland Areas is £27.50 and there are 6 scheduled races with 1 discard if 4 or more races are sailed. Camping and motor homes are welcome on site and the briefing will be at 11am on the Saturday morning.

Sponsored by *Ginger Boats*, the Inland Championships will cost £50 per boat and include an evening meal for two people on the Saturday. The club will be open from 5pm on the Friday and camping is available on site, for tents, caravans and motorhomes. This needs to be pre-booked, and costs £7 per unit per night



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SUPER



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#GP14SUPER8

8 EVENTS, 3 TO COUNT, 1 WINNER.

END OF SEASONS
WINDERMERE YC
15 & 16 OCT 2016

MIDLAND AREAS
STAUNTON HAROLD SC
08 & 09 APR 2017

INLAND CHAMPIONSHIPS
BASSENTHWAITE SC
06 & 07 MAY 2017

SCOTTISH AREAS
CLUB TBC
MAY 2017

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)
LOOF SC
ENTRIES OPEN 01 JAN,
LIMITED TO 70
06-11 AUG 2017

NORTHERN AREAS
DERWENT RES SC
23 & 24 SEP 2017



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GP14 World Championships 2018

The 2018 Worlds will take place at Mount's Bay Sailing Club – probably one of the best dinghy championship venues in the UK, set in the beautiful surroundings of sunny Cornwall, where there's something for all the family.

About the event

We are expecting over 120 boats and some of the best amateur dinghy sailors in the country at this event. There will be a packed social programme with non-sailors and families welcome. The Club is in the centre of Marazion on the waterfront facing St. Michael's Mount.

About the area

The sea front stretches for miles, with clean sandy beaches and stunning views towards the Lizard and Land's End. The Giants Causeway is revealed at low tide, allowing foot access to the island castle. The island also boasts beautiful sub-tropical gardens, a small harbour, gift shops, a restaurant and tea rooms. Marazion is within easy travelling distance of all major attractions in Western Cornwall, and is a short distance along the beach from Penzance, and the popular destinations of the Minack Theatre and the Eden Project.

Jack Austin Fund

The GP14 Association is pleased to support youth sailors and the Jack Austin Fund is available to support youth competitors by way of a travel grant. The intent of the awards is to assist young people, including a member of the family of an Association member, who would not be able to attend the 2018 GP14 World Championship otherwise. The Fund will be available to helms (or crews if crewing with a youth helm) who are members of the Association and who will not have reached 22 years of age by 31 December 2018. More information can be found on the GP14 website, and this magazine, along with an application form.

Accommodation

For a range of accommodation visit: www.mbsc.org.uk/wheretostay

Jack Austin Guidelines

THE INTERNATIONAL GP14 CLASS ASSOCIATION Albert House, 42 Seymour
Road, Astley Bridge, Bolton BL1 8PT

Email: admin@gp14.org Web: www.GP14.org.uk

JUNIOR TRAVEL GRANTS

GUIDELINES FOR THE 2018 WORLD CHAMPIONSHIP to be hosted by Mount's Bay Sailing Club, Cornwall, Great Britain 28th July – 3rd August 2018

In past years, the Association has been able to provide support for junior competitors by way of travel grants to assist financially their participation in World Championships. Awards can be made for this event. The guidelines for the Fund are as follows:

1. The intent of the awards is to assist young people, including a member of the family of an Association member, who would not be able to attend the World Championship otherwise.
2. The Fund will be available to helms (or crews if crewing with a junior helm) who are members of the Association and who will not have reached 22 years of age by **31st December 2018**
3. (i.) Applications can be considered from any countries outside the host country. (Note that England, Scotland and Wales count as one country).
(ii) Consideration of the applications will be based on:
 - a. sailing merit
 - b. involvement with the Association
 - c. limitations imposed by Clauses 1 and 2
4. Each application is to be made by a Flag Officer of a recognised Yacht, Boat or Sailing club, supported by a letter from the young person concerned stating why he or she wishes to be considered.
5. The Finance & General Purposes Sub-Committee will be the Selection Committee for the awarding of grants and any member of the Committee

having a vested interest will declare their interest. The Selection Committee will make its selection not later than four months before the event

6. Grants will take the form of a contribution towards travel tickets purchased on behalf of the applicant. Full account should be taken of any special travel arrangements made by, or on behalf of, any Branch of the Association.

Intending applicants please note that their details must reach the

International GP14 Office, Albert House, 42 Seymour Road, Astley Bridge, Bolton BL1 8PT by the **1st September 2017**

Since the Jack Austin Fund derives its income principally from the GP14 Fleet Insurance Scheme, it is anticipated that the Fund will have up to £3,175 available at the time of distribution. Donations will be gratefully accepted and will offer an opportunity to more young people to attend World Championships.

The application can be found at <http://www.gp14.org/events/2018-gp14-world-championship/> on the GP14 website.



Good News on the insurance front

Whilst 'one swallow doesn't make a summer' as the saying goes, total claim costs for the GP14 Insurance scheme in 2016 were well down on the previous two years. Another being West Lancs 24 Hour race at Southport no doubt helped, although there were an inevitable number of incidents at major events, including a few in Barbados, mostly as a result of heavy surf.

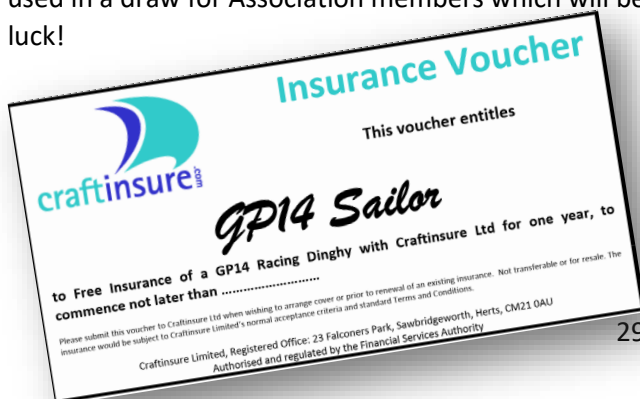
Other claims included boats blown off trailers, one where a bow strap failed in a gale, causing the boat to slide back and become detached. Although it's impossible to eliminate such claims entirely, we would again stress the importance of checking that your boat is securely tied down, especially as damage is often caused to other boats in these incidents.

Whilst we don't want to tempt fate, based on last year's results and the fact that costs in 2015 were slightly lower than the previous year, we have agreed with Navigators & General to reduce our rates slightly with effect from 1st April 2017. This will more than offset UK Insurance Premium Tax increases already in place as well as the further 2% increase due to apply from 1st June 2017.

The fact that we have a sufficiently large number of GP14s insured with us to enable accurate analysis and underwriting greatly helps to ensure that our premiums reflect the experience for the class (for both racing and cruising boats), although clearly it would not be helpful for premiums to fluctuate dramatically depending on exceptional years, either good or bad!

In addition to the rate reductions, we have agreed to offer a year's free insurance as a prize to be used in a draw for Association members which will be held later this year. Good luck!

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Area reports

SOUTHERN AREA REPORT

Well I hope you have all had a pleasant start to the 2017 sailing season. The entry for the 2017 Nationals is now full of which there are 12 from the Welsh Harp, 4 from Poole YC, 1 from Redout SC, 1 from Tollesbury SC, 1 from Brightlingsea SC, 1 from Hayling Island SC, 1 from Looe SC, 1 from Papercourt SC and 1 from Stokes Bay SC, so we have quite a few GPs from the Southern Area.

We have our first Open at the Welsh Harp on the 1st April, 3 races and lovely food so make it a date for your first race of the year.

We have Ian Dobson working in the Guilford Area this year so he and his wife raced at Frensham Pond SC and some of the Sail Juice series at Queen Mary and Datchet Water. I hope to do an interview with him and find out his thoughts on GP racing now and in the future.

Well I hope to see some of you at the Opens in our area, and at the super Eight Series events. If anyone needs any information on events or anything GP related please contact me

Stephen Browne, Southern Area Representative





Southern Travellers Series 2017

1st April—Welsh Harp (Venetian)
21st May—Papercourt
3rd-4th June —Brightlingsea (Southerns)*
24th June—Tollesbury
15th July—Welsh Harp (Victor)
23rd July — Leigh on Sea
29th July—Poole Round the Island Team Race **
30th July—Poole
3rd September—Erith
1st October—Hampton
8th October—Frensham Pond

(*Super Eight – Southern Area Championship
** Does not count towards the Travellers Series)

NORTH WEST AREA REPORT

Happy sailing, Martin Stanley - Northern Area Representative



Northern Bell Series 2017



9th April – Burwain Sailing Club
www.burwain.co.uk

30th April – Southport Sailing Club
www.southportsailingclub.org.uk

14th May – Hollingworth Lake Sailing Club
www.hlsc.org.uk

4th June – Budworth Sailing Club
www.budworthsc.org.uk

11th June – West Kirby Sailing Club
www.wksc.org.uk

23rd/24th September – Derwent Reservoir Sailing Club
Northern Area Championship
www.drscce.co.uk

1st Oct – Bolton Sailing Club
www.sail.org.uk



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2016 RESULTS

IRISH NATIONALS: 1ST
WORLD CHAMPIONSHIP: 2ND
INLAND CHAMPIONSHIP: 2ND
YOUTH NATIONALS: 1ST, 2ND
NORTHERN CHAMPIONSHIP: 1ST
MIDLAND CHAMPIONSHIP: 1ST
SCOTTISH CHAMPIONSHIP: 1ST
SOUTHERN CHAMPIONSHIP: 1ST
SUPER SIX SERIES: 1ST, 2ND



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MIDLANDS AREA REPORT

The final event of the 2016 Midland Bell at Manor Park provided one extra qualifier for the series making 6 in total and settled the third place team as Sam Watson and Andy Hunter – the series winners in 2015. The Silver fleet was won by a returnee to the circuit, Peter Thoms of Nantwich, with new crew Dawn Frost. Overall numbers were down slightly on the 2015 series, but similar to 2014, so the Barbados effect was contained by our careful scheduling last year. The 2016 series prize giving will be at one of the early events in 2017.



GP14
Midland Bell Series 2017

25th March — Shustoke
2nd April — Chase
8th-9th April — Staunton Harold (Midlands)*
14th May — Nantwich
20th May — Tamworth
4th June — North Staffs
11th June — Trimperly
30th September — South Staffs
8th October — Chelmarsh
21st October — Manor Park

(*Super Eight – Midland Area Championship)

Contact: Charles Saunders
charles.saunders@talk21.com
(M) 07554 432649

We now look forward to the sailing season which will soon be upon us again and we have a full Midland Bell programme to delight you, back to the more normal starting time in March. We have retained the low points scoring system for the series results and also the starred and non-starred event distinction to encourage travelling to the smaller clubs. There are ten events in the series including the “Super Eight” Midland Championship at Staunton Harold on April 8th/9th. Qualification is minimum 4 events, 2 Starred and 2 Non-Starred. Want a change from club sailing? Then join us on this friendly circuit.

We also look forward to seeing the “Super Eight” End of Seasons in the Midlands Area at Burton on 15th/16th October. Other events that are easily reached from the Midlands include the “Super Eight” Welsh Area Championships at Dovey on 1st/2nd July, the Youths/Masters at Budworth on 28th/29th October, and of course the 51st Southport 24 hour race in September.

It was good to see GP14 representation in the Sailjuice Winter Series this year with Fergus Barnham and Andy Hunter finishing 11th overall. They also did well in the Steve Nicholson event and the Blithfield Barrell series. Well done to all who braved the conditions at these iconic winter events.
Charles Saunders, Midlands Area Representative

SCOTTISH AREA REPORT

The 2017 Scottish GP14 championship will be hosted by Annandale Sailing club. This venue has always been one of the favourite destinations of the Scottish fleet. As part of the Super 8 Series it is well placed to attract a large fleet from south of the border.

Andy Smith will be hoping to retain his title in his new Ginger boat and this will ensure the highest level of competition. Annandale Sailing Club is a very friendly club who I know will extend a very warm welcome to all the visitors.

The Scottish Travellers series has been confirmed with five events throughout the year. Three events are required to qualify.

It is shaping up to be an exciting year in Scotland. It is planned to have a weekend training event at Castle Semple Sailing Club with the date still to be confirmed. Top quality training and racing on the Sunday to complete the weekend.

Follow the Scottish fleet on Facebook to keep up to date, GP14 Scottish fleet. I look forward to seeing you all on the water

Paul O'Neill, Scottish Representative





GP14

Scottish Travellers Series 2017

May 6th/7th—Bassenthwaite SC*

May 20th/21st—Annandale SC*

June 10th/11th—Castle Semple SC

August 26th/27th—Largs SC

Sept 23rd/24th—Derwent Reservoir SC

3 events to qualify

*(*Super Eight - Inland and Scottish Championships)*

Paul O'Neil
paul.oneil4@ntlworld.com

Classic & Vintage

So, here we are, 2017! Thanks to Stewart for all the hard work he has been doing trying to keep the interest in the older boats going. He has also been spending a lot of time compiling the results and matching them to boat numbers, helms and crews as this is a really important part of our history which in recent years has not been available since the publication of the handbook has stopped.

So what do we have planned for 2017? We are aiming to join the cruising fleet at Windermere or the Lakes in late May, and perhaps join the Inlands at Bassenthwaite (7 May) or even the Welsh Areas at the home of the GP14 at Aberdovey (1-2 July) for some gentle competition.



I really need some input from you the members as to what you would like to see organised? I'm going to be keeping you updated as best I can via the website and Facebook page, but if you aren't into social media etc, feel free to email me and we can keep in touch that way.

Also, it would be great to get in contact with those of you out there sailing the older boats? So, drop me an email with your details and hopefully we can arrange to meet up and sail. Even if you don't want to come and join us, drop me an email, as there are lots of you out there who have boats! Are you still out there? Do you still have your boat? Do you sail anymore? Do you need help and advice? Or even if it's to say, "Hi, please leave me alone!" I would rather have 300 emails saying that, than no emails at all.

Last year my family donated a Trophy: The South Bank Trophy. This WAS to be awarded to the oldest, Series 1 (or mark 1 or GP14 without under floor buoyancy) taking part at the National Championship. Now, the feedback I received was..... Sparse! But the majority said they would rather see it at the Inlands, and older boat owners, who also might not be that confident a sailor, might prefer and actually attend an Inland event. So, we will award this trophy, at the Inlands at Bass, to the: "oldest GP14 without under-floor buoyancy"



So, come and give Steve in the "old Yellow boat" (no 4615) some competition before he wins another trophy!!

Looking to the future, the GP14 is 70 years old in 2020. This gives us a few years to get this revival off the ground, and hopefully plan something big to celebrate in style.

Gareth Morris,
Southbank7@btinternet.com
#7 South Bank - #8 Redshank

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For more information please visit our website, give us a call or see Sam Woolner on the Hornet Stand at the RYA dinghy show.

GP14 Down Under

There was a real picnic atmosphere at the annual Knotting Hill Winery regatta in Margaret River, 3 hours south of Perth (which, by the way, is about the distance of Glasgow to Liverpool!).

Members of Mounts Bay and Dunsborough Sailing Clubs, friends and a contingent of parents of the junior sailors enjoyed the sailing spectacle on the dam at the Winery, along with the general public who were pleasantly surprised to see such an added attraction to their winery tours! A smattering of kid's Minnows, single handed Splashes and GP14s came to join in the fun and rivalry but mirror calm waters ruffled periodically with patchy breezes made the sailing rather a challenge early in the day. Later on the breezes did become more constant although rather light and fluky off the land.



There was the usual banter from the onlookers as the yachts called "rights" on each other at the buoys on the small course, and some of the close finishes got the crowd excited.

Of course when the juniors were not in their boats, they were in the water having a great time since temperatures were well into their 30s.

It is always a great day at Knotting Hill with the Winery catered lunches of marron and fish pies or tapas platters of tempting and luscious food, along with



their beautiful wines of course. As always the Winery were very generous with their vouchers for food and wine for the lucky winners.

Bruce Quail, Mounts Bay SC, Perth, Australia

North America's Plea for Help!

After the last General Committee meeting Curly Morris, Vice President agreed to be the conduit for the class outside the United Kingdom and Ireland. To this end he wrote to all international branches asking what challenges they faced in promoting the GP14 and how we could help. Below is the response from Bruce Idleman, USA/Canada President.

It has been an unusually warm winter here in Pennsylvania. Our lakes are usually frozen now, and sailing has to be deferred until April. However, the water has remained open this year, and a few of my younger and more hardy sailing friends have been out on their boats during January and February. My GP's are still under cover, awaiting warmer weather. A recent family charter in the Bahamas on a 39 ft. catamaran has satisfied my sailing needs for now.

I read your message and the attached document with great interest. I hope you will excuse my late response; I realized that a proper reply would require some thought, and I didn't have the time to provide it until now.

I was very pleased with the success of the recent Worlds in Barbados and the effort put forth by the Class Association to form a new fleet there.

For us here in North America, the main obstacles to revitalization of the GP14 class are:

- (1) a general decline in interest in dinghy sailing (a problem not unique to North America);
- (2) the lack of a source for modern boats and GP-specific sails, spars, and other parts;
- (3) competition from other dinghy classes, many of which are already well supported here (also not a unique problem);
- (4) the demise of organized GP14 racing;
- (5) geographic considerations (the remaining boats are widely scattered across the north eastern US and south eastern Canada, which I believe is not the case for the fleets in Sri Lanka, South Africa, and perhaps Australia).

There are several approaches that could be taken to address most or all of these issues, but boat availability and fleet modernisation are top priorities that would need to be dealt with before anything else. Simply put, the North American GP14 fleet is dwindling rapidly, and the condition of many of the remaining boats is dire. The last few GPs brought into North America from the UK came over in the early 1990s. Most of the fleet is composed of ancient Bourne Plastics Mark 2 boats dating from the early-mid 1970s, along with a smattering of partially rotten Bell Woodworking kit boats. Some of these boats are beyond repair, and many others are in poor condition and would require considerable effort and expense to restore to even club-level racing functionality.

It's very difficult (impossible, actually) to recruit sailors into the class once they understand the challenges they will face trying to find a seaworthy boat, let alone a competitive one. We don't necessarily need new 14000+ series epoxy boats, or even used ones. I doubt many North American sailors would be willing to invest £10,000 in a dinghy class for which there is currently little local support and almost no organised racing. The boats I envision for North American GP sailors under the present circumstances are 15-20 year old Speeds, Duffins, and the like with mid to high 13,000 hull numbers and values of £1,000 to £4,000 on



the UK private market. These boats aren't fully state-of-the-art, but properly configured they could be at least modestly competitive on the GP racing circuit in the UK and Ireland. There are usually a few of these boats available for sale in reasonable condition; current adverts for 13686 and 13896 on the Class Association website are good examples.

If there was an easy way for North American sailors to obtain boats like this at close to their current prices in the UK, I believe we might begin to see some modernisation of our ageing fleet. In fact, I would be the first person to queue up. This would be an important step toward helping us address the other challenges the class faces here.

As your attached document points out, there are major obstacles for prospective North American buyers seeking to purchase a GP14 from abroad without travelling to the UK to see the process through themselves. I'm pleased that the Class Association is beginning to think about these problems and their possible solutions. I agree that we could probably find ways to use Class Association members and resources to help with inspection and selection of boats for international buyers, and financial transactions shouldn't be a major problem given all of the electronic resources now available for moving money. I'm much more concerned about transport and shipping.

After purchase a boat would presumably need to be transported to a UK port or other shipping location and packed securely into a shipping container, and there would be paperwork to be prepared for the shipper and for foreign customs. There are probably many ways to accomplish all of this, but I'm concerned they could prove to be complicated, time consuming, and costly. However, with the recent experience gained from shipping boats to the Worlds in Barbados, perhaps the General Committee and other members of the Class Association have some thoughts about how this part of the process could be simplified and costs held to a reasonable level.

However developing a plan to facilitate the export of a modest number of modern, competitive, and reasonably priced used boats should be considered an essential element of the Class Association's development strategy, if it wishes to maintain the international character of the class. I'd be very interested to hear the views of the General Committee on this matter.

Bruce Idleman, Nockamixon Sailing Club

(Photo: North American Wayfarer Rally, St. Lawrence River near Wellesley Island, New York)

GP14 Association Ireland

PRESIDENTS LOOKING FORWARD TO 2017

The 2017 season sees the class return to the Volvo Dun Laoghaire Regatta for a three day Leinster Championships over the Friday, Saturday & Sunday of 7th to 9th July. Feedback from all who participated back in 2015 was overwhelmingly positive and we should make every effort to ensure a large turnout in 2017. The organizers have agreed a fee of €70 which is excellent value for three days sailing with a full social programme across all the Dun Laoghaire clubs. Be mindful that the early entry closed on 31st March and the fee jumps to €120 after that date.



The Autumn Open and Youth Championship of Ireland will be hosted by Royal Cork Yacht Club. This is another event where we want to encourage a maximum turn out particularly in support of the Youghal fleet who travel the length of the country to every event. At least this one is on their doorstep relatively speaking. RCYC contacted the class because they have a very active junior section with no obvious double handed senior dinghy for these youths to progress to and they want to try out the GP14 with a view to reactivating the class. Rear Admiral Kieran O'Connell crewed for Killian Collins when GP14s were last sailed locally in RCYC.

Date	Event	Venue
Sat 29-30 Apr	O'Tiarnaigh	Swords
Sat 27-28 May	Purcell	Greystones SC
Sat 17-18 June	Ulsters	N'ards SC
Sat 24-25 June	24hr Race	Coleraine YC
Fri 7-9 July	Leinster	Volvo Dun Laoghaire
Sun 6-Fri 11 Aug	UK Nationals	Looe SC
Thu 17-Fri 18 Aug	Youth Training	Donaghadee SC
Sat 19-21 Aug	Irish Nationals	Ballyholme YC
Sat 16-17 Sep	Autumn Open/Youths	RCYC Crosshaven
Sat 23-24 Sep	Inter schools	Sutton
Sat 14-15 Oct	Hot Toddy	Mullingar

Youth Training is an area of continuing focus and we were delighted to receive a request from Rush Sailing Club to host a youth training weekend for their new GP fleet and juniors looking to make the step up to a senior dinghy. Donaghadee Sailing Club will also host a training event immediately preceding the Championship of Ireland in Ballyholme.

In another development the Irish Sailing Association has confirmed the use of GP14s for the 2017 All Ireland Senior Sailing Championship, formally known as the Helmsman Championship, will to be held in Mullingar Sailing Club on the weekend before the GP14 Hot Toddy in October. This is the first time in a number of years that the event will be sailed in GP14's and it is an excellent opportunity to showcase the class in what will be the 70th anniversary of the Championship. Planning for the event is underway and we will be looking to secure 10 boats of equal standard for this high profile event.

Stephen Boyle: President, GP14 Association of Ireland



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Reminiscing about GP14 racing in Libya



Really enjoyed looking at the amazing photographs in this Yachts & Yachts article by Robin Page posted on the 29th January. Would be interesting to know if there is still a fleet at the Benghazi Sailing Club...Curly?

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.

All my school holidays and all my spare time was spent at the club sailing, water skiing, fishing, snorkelling and chasing girls (well, being an Essex boy I did not want to forget my roots). At 10 years old I started sailing at the club in my dad's GP14 number 514 which he purchased in the UK and had sent over. You can imagine the comments I got from older helmsmen when I started winning races.

Most of the races took place in the harbour but I do remember that one of the buoys was called Whisky, with was placed outside the harbour in the Mediterranean and on windy day it was scary sailing, being out at sea and not being protected by the harbour walls.

The harbour was about a mile square, so plenty room for close racing, which was mainly local competition, though on some occasions we did sail against the

Tripoli and Tobruk Sailing Clubs and we would take the long journey to sail in their regattas.

After sailing in the salty waters of the Mediterranean we had to wash down the dinghies and sails thoroughly, especially my Dad's



pride and joy Ratsey sails! Newcomers to the club did get sunburnt due to being on the water in the heat (30-40 degC) and not noticing because of the breeze in their faces.

The club house had many parties and dinners, I remember when HMS Surprise visited Benghazi she and her crew were honoured with a dinner and we sailed all the GP14s out to sea where she was anchored.

We returned to the UK late 1964, where I had a brief time at school, then joined the Merchant Navy at 16. After two and a half years at sea I returned home and lived with my parents. I started sailing again at the London Electricity Board / Erith Yacht Club on the Thames. It was not quite the Mediterranean, but I still had the magic touch and sailed with them for three years, thereafter I went back to sea as a ships photographer on cruise liners.



I have sailed various dinghies around the world, but I never have lost my first love for the GP14.

Robin Page

(Photos: GP14 racing in Libya, circa 1960 - photo © Robin Page)

SPOTLIGHT FEATURE:- Peter Boyle

Usually called: Peter
Date of Birth: 4th May, 2001
Started Sailing: Started at 7, took a break for three years in 2012 and started in the GP14 class in 2015. I started sailing mainly because it ran in my family and I've always been one to try new things.



Crew/Helm which do you prefer and why? I am the helm in the GP. I prefer helming because I think it comes more naturally to me. I have never really enjoyed crewing and having the tiller in my hand feels much more familiar.

First Boat: An optimist, but the first boat I sailed competitively was the GP14

Favourite boat class: GP14, not too heavy and reaches a good speed in strong winds.

Sailing Club: Sutton Dinghy Club

Championship History: In my first year in a GP14 I finished 5th in the Youths and 24th in the Irish Championship. In my second year, I won the Youth Championship of Ireland in 1st overall and finished 10th in the Irish Championship, top youth helm and 1st place in the Silver Fleet in Skerries. Also finished 14th in my first British Nationals in Pwllheli.

Other boats sailed: Apart from an Optimist I have only sailed Firefly's in a team racing event in Dun Laoghaire

Sailing career: I was never big into sailing an optimist and often found myself retiring from races and never fully understanding how to move the boat. I was more there for the craic on the junior courses. After a few years of sailing I took a break as I was too big for my Opi and had no other boat to turn to, I was still a bit small for

the GP at this time. After three years my dad dragged me into the GP and the rest is history. It was only in my second year that I really started to enjoy sailing the GP.

Favourite event and why? Definitely the British Nationals. Last year, and I'm sure every year, there is such a good atmosphere and a mix of ages. There is always quality racing at all GP events but this is the one event I look forward to all year long.

Best memory of a sailing event: Sailing out to the start line in Pwllheli and seeing the size of the waves and the course.

What makes a good sailor? A mix between knowledge, talent and passion for the start. You can't be successful in a start if you don't have passion for it.

Tips for new sailors: Get familiar with your class and boat. Go to as many events as you can and make as many friends and connections as you can. I would also say do as much racing as you can whether it is in your club or just the yearly events because there is not better practice than racing.

Future Plans: To know all there is to know about sailing and do a lot of practising in preparation for the British Nationals and Worlds in 2018.





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