

International GP14 Class
Association

Mainsail

www.gp14.org



Women in GP14's





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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 (2nd collection) will be collected on or shortly after 1 April 2018.

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

**Published by the GP14 Class
International Association
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Editor's Letter

Welcome to the spring edition of Mainsail and what a treat we have in store for you. In recognition of the 100 year anniversary of womens' right to vote, I invited our female members to contribute articles about their experiences sailing a GP14 and they do not disappoint. The articles are informative, interesting, funny and everyone, male or female, will recognise similarities to their own sailing journeys. Finally the Mainsail would not be complete without the spotlight on one of our most successful female helms, Megan Hicklin. Find out how Megan stays at the top.

Big thanks to all who have contributed to this edition, I hope there is something in the magazine for you all. However, if you have something to say, advice to pass on, an interesting story, please send your articles for the autumn Mainsail due out in November. All articles will also be published in full on the GP14 website.

Finally a big thank you to our advertisers and championship sponsors, your continued support is really appreciated.

See you on the water

**Julie Courtney
Editor**

admin@gp14.org



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Melanie & Nicola Brown, Poole YC

President's Piece

I can't believe that I am starting another article off by commenting upon the weather, but with the levels of snow and the 'beast from the east', my thoughts are being pushed towards skiing rather than sailing! Will I make it out of the village to get to the Dinghy Show in London? Seems debateable, considering my car hasn't moved for 3 days and the snow is over my knees in places!



This year the RYA Dinghy Show has allocated a Class Association stage in the Great Hall, the aim is for Associations to showcase their activities and events. As I created the 'script', it made me realise how lucky we are to have an Association which aims to be all inclusive and welcoming to all of our members.

The Association was actually formed on the 11th November 1951, when a group of GP owners got together at Dr. Ryle's home at Drapers Hall in Shrewsbury. The GP as many of you will know, was the result of a prototype made in 1949, which was tested at Aberdovey in 1950. The GP14 was born and the first orders were placed, with at least 10 clubs adopting the GP during 1950 to 1951. Recognition of the classic design, brought international status in 1999. Indeed, we are truly an International Association with branches in Sri Lanka, Australia, Canada/USA, South Africa and Barbados.

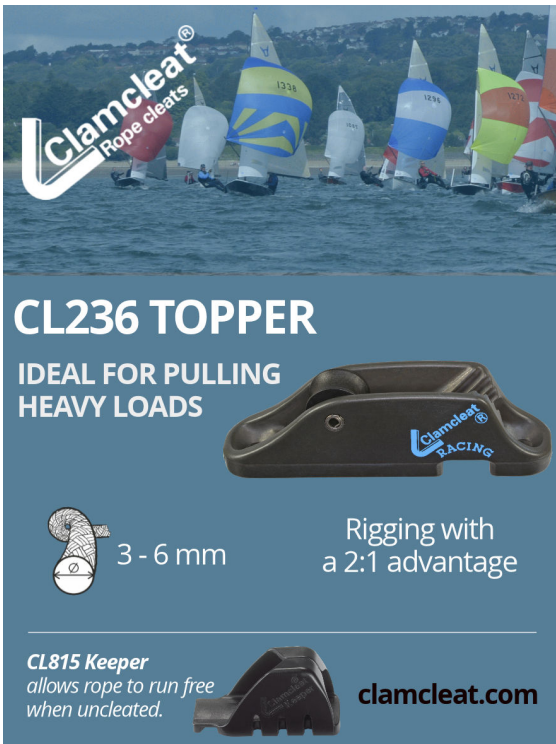
As a general purpose dinghy, the GP14 certainly has stood the test of time, being tested in many situations, including way back in 1959 when it was sailed single handed from Southend to Calais. Then in 1962 a GP sailed from Dover to Ostend and in 1963 some GP's sailed around the Isle of Man. There were also crossings of the Irish Sea and a circumnavigation of the Isle of Mull.

Organised GP14 cruising began in 1988 across the Solent, from Lee-on-Solent Sailing Club to Wooton Creek, Isle of Wight. Cruising is still very much part of the Associations remit. It gives our members a chance to sail at another venue and enjoy the additional safety offered from sailing alongside others and often with the support of a RIB. Check out where the cruising fleet are sailing this year on our website. You will see that some venues are also racing venues. If you are a racer perhaps encourage less confident sailors at your club to come and enjoy some organised cruising.

For our racing fleet, there are great plans for our championships this year. The biggest event of course will be our World Championship at Mounts Bay in Cornwall; where there will be some fierce competition, with top class sailors from other classes joining us in the race to take the trophy. With over a hundred entries, this is shaping up to be another spectacular event. It is also great to see some entries, where both helm and crew are female. Mindful that this year we are celebrating 100 years of women having the right to vote, it seemed appropriate for me as the first female President to donate a trophy. There will certainly be plenty to celebrate and with over 30 sponsors, all our competitors should enjoy a great week. However, there is plenty of racing both before and after the World's, check out the website, or look in your calendar.

This year was the first attempt at producing a calendar, which we hope you have enjoyed receiving this 'thank you' gift for being a member. Thank you to all our sponsors for supporting this new initiative.

The Association continues to develop a relevant training programme, to suit different abilities and needs, which we subsidise. We are also determined to try and provide training in different areas, so it is more accessible. Please check out our website or contact us.



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As always please try and encourage people to join the Association, as it is this revenue which helps us provide the service to you our members. The GP14 will be 68 years old on the 17th June, so let's try and get at least 68 new members. Remember crews can be associate members.

Thank you to the team of people who volunteer their time to continue to promote and develop the Class, both at home and abroad, as your support ensures we remain firmly placed in the sailing world.

Let us look forward to a great year of sailing.

Ann Penny B.A.
International GP14 President

Treasurer Talk



The Accounts of the International GP14 Class Association for the year ended 30th September 2017 are now available to view in the member's section of the class website. Financially, it has been another good year for the Association with an overall surplus of £3162. This compares with a surplus of £10,376 in 2016. The main reason for the reduction in surplus was a one off contribution in 2016 of £5760 resulting from treating racking purchased for the 2016 Worlds as a fixed asset due to its expected future use in transporting boats.

Our income in 2017 has remained broadly in line with 2016 with annual subscription income only slightly less than 2016 at £24342. Our other main income streams, insurance scheme commission, advertising, royalties and boat registration fees have all held up well. Sail label receipts are lower, probably due to the absence of a Worlds in 2017.

On the costs side, our overall expenditure is higher than 2016, however this was planned in accordance with budgets set at the start of the year. Administration, membership, committee expenses and office costs were all lower than 2016 as we try to maintain good value for members. The big discretionary spends are training, both adult and junior (via the E Howard Davies Memorial Fund), the Dinghy Show, to promote our class to the dinghy buying public and Mainsail to keep our members abreast of what is going on in the class. In total we invested a net £8866 in these three activities. Our trainees pay a contribution towards the cost of training and we are very grateful to advertisers and sponsors who support the class with advertising to enable us to produce Mainsail and attend the Dinghy Show. We also continue to invest in the class website and we are grateful to Chris Hearn for his technical knowhow to help communicate our needs to the web technicians.

Looking forwards we are budgeting for a continuation of these discretionary spends, and tight control of other costs. This may well result in a small deficit for the year. We are proposing to maintain subscriptions at the same level for the 5th successive year for 2018/19.

I would like to formally thank Gill Beddow and her team for another year of tight control over the budgets of Championship events. A lot of money flows into and out

of the Association to put on these events, and the fact that these events are so well controlled is hugely important to the finances of the class.

Another initiative under review is our compliance with the new General Data Protection Regulations 2018, and more exciting news on this at another time! If any member has a query relating to the Accounts, please email me at treasurer@gp14.org

I wish you good sailing and fair winds.

Paul Bowmer,
Hon. Treasurer

Secretary Scratchings

Notice of AGM

The 68th Annual General Meeting of the International GP14 Class Association will be held at Mount's Bay Sailing Club on Monday 30th July 2018.

The meeting is taking place during the class's World championship and 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 67th Annual General Meeting.
- b) To receive the Secretary' Report.
- c) To receive the Treasurer's Report and the Annual Accounts.
- d) To appoint Accountants.
- e) To elect Officers.
- f) To elect the Directly Elected Members of the General Committee.

The draft minutes of the 67th AGM are available for inspection in the Member's Area of the web site.

Steve Parry, Hon. Secretary secretary@gp14.org



Women in GP14s: Fit to Sail?

Marrying a sailor means you have three options; either you never see them, you spend your life waiting in club houses, or you learn to sail. I've made my way through all three and settled on learning to sail (as a crew).

I'd always thought a 'dinghy' was one of those blow up boats you get at the seaside, I'd never appreciated they were little sail boats where you sail in wetsuits! That was lesson 1! The second lesson was learning the terminology (I still haven't passed this one yet and often get things mixed up when listening to some conversations!). The third lesson, and probably the one that surprised me the most, was how fit you needed to be.

I compete in long-distance triathlons and train quite hard for them, not only the specific sports of swimming, cycling and running but also in the gym and general mobility and strength exercises. It's the combination of cardiovascular fitness and the gym work that has really helped me with being in the boat and I don't think I could have picked up sailing so quickly if I hadn't had this fitness. Now I'm not telling you all to start doing triathlons but I would like to share with you how valuable the training has been when it comes to sailing and how some specific aspects can help you too.



One of the first things I was taught was to “be light on your toes” - it sounds simple doesn't it. The problem is, you can't be light on your toes and keep moving in a squatted position if you're absolutely knackered! The more tired you get, the slower you become and the more laboured your movements are. This means the boat doesn't move where your helm is expecting it to, because

your weight hasn't moved far or fast enough. Over the winter, I've had a couple of months off training due to illness and I have really noticed the difference when I got back into the boat. Things you can do to improve this aspect is some CV (Cardiovascular) work, it doesn't need to be a lot, just three times a week of 30 minutes at 65-80% of your maximum effort. Short sharp sessions have a fantastic impact and you'll notice the difference to your sailing after just a couple of weeks – so there's plenty of time to get fit before the Worlds!

Strength work has also hugely benefitted my introduction to sailing, as a crew I seem to be either squatting, jumping from one side of the boat to the other, leaning out of the boat hiking, or heaving in the genoa. What is more, you don't need any special equipment to become strong for these specific movements and you can easily do them at home in front of the TV. Things like holding planks and wall squats will help with your general strength and endurance, but if you're looking at moving faster and more powerfully then you should be doing things such as jump squats and jump lunges. These are plyometric exercises and help to build endurance in more explosive movements. The plyometric exercises will also benefit your co-ordination, for example when you're trying to move your weight in one direction, pulling in the sailing whilst looking behind you.

Core strength is also vitally important, not only for hiking but also for keeping you balanced in the boat and helping to pull in the sails. 'Core' doesn't just mean your abs, while they are important and doing sit ups will help, you also need to be strengthening your back muscles, glutes (your bum) and your obliques (your sides). You will find pulling in the sails much easier with a stronger core – it's not just your arm muscles that help with the 'pull'. Some of the exercises to focus on are the 'plank to push-up,' bicycle sit-ups, walking lunges and bridges.



Core strength for hiking out

Improving your overall fitness will also help you with the mental aspects of sailing. How? Well, you might have noticed that you tend to go the right way during the first half of your races, then find you keep making either the wrong decisions or your decision making takes a bit longer than it should towards the end of the day. Why is this? -If you are tired your brain won't necessarily be able to think straight and the decisions you make won't be as good as those from the start of the race. I learnt this in triathlon, when you get tired you forget your tactics, your pacing strategies, you forget to eat and drink as often as you should and you forget how many laps you've done.



Keep brain fuelled for concentration

In relation to the above, you also need to keep your brain fuelled. Your brain burns around 20% of your normal calorie intake. Something else that seems basic but I've noticed is often overlooked; sailing is hard work and burns a lot of calories, if you're out racing all day you need to replenish these calories in order to continue to function efficiently both mentally and physically. Throw in the dehydration factor and your "think-act-reassess"

capability rapidly decreases. Did you know that a review of scientific studies showed that endurance athletes had a performance drop of 7% to 60% when dehydrated. If you're just doing a Sunday morning race then this might not be as relevant because you should be properly hydrated before you start, but get to a two-day event, or more specifically, to the World Championships where you're out on the water all day for several days in a row, it becomes an absolutely necessary consideration. Make sure you drink when you're out there and drink BEFORE you feel thirsty, even when it's cold. Also make sure you are eating enough. Take bananas, flapjacks and jelly sweets or nuts with you to get instant top-ups, also make sure you have a good breakfast and lunch – but nothing that will induce a stitch when you're trying to hike! A small dose of caffeine when you're on the water will also help your mental sharpness, this can be found in some sports



hydration tablets, some energy gels or in a bottle of Coca-Cola (although I would strongly recommend letting this go a little bit flat first so the gas isn't repeating on you whilst you're sailing!).

Whilst sailing and triathlon are like chalk and cheese, there are so many things that cross over. I've got an awful lot to learn when it comes to the technical side of sailing, but triathlon has definitely helped me with the physical aspect. If you'd like to know more about which exercises to do or what to eat and drink whilst out on the water then do get in touch, I'd be pleased to help.

Gemma Hobson

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Technical: Pre-Season Trailer Tips



The towing season will soon be with us again and this might therefore be the moment to take a look at your trailer. I am writing this as someone who tows a delicate old lady all over the country (and occasionally takes the 'old yellow boat' as well!).

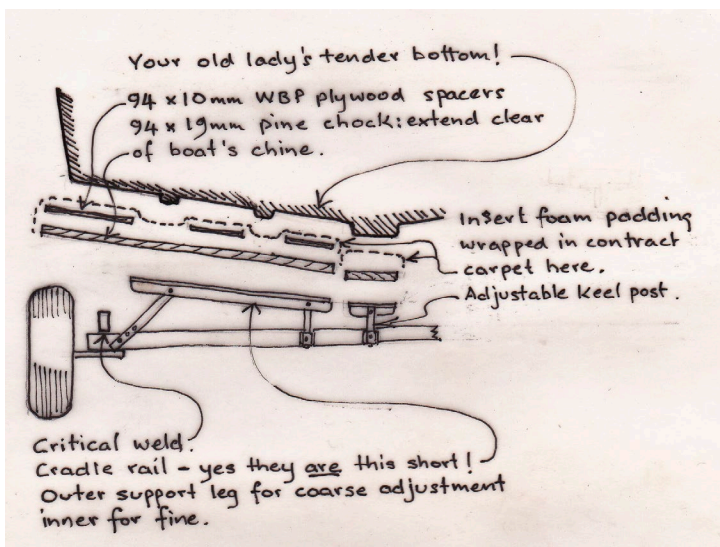
My trailer is one of the early Dragon combi jobs that, like the boat, passed its dump-by date several years ago but with TLC and a recent big overhaul it continues to give excellent service. So if you have one of these, read on!

Firstly the road frame: these are very heavily built and seem to give little trouble but after long service the rubber in my torsion-suspension units no longer held the trailing arms at the correct angle and there appeared to be very little spring left in them. Having obtained new units (readily available on line in a wide range of load options), things are much improved. Fitting is easy but if you do need to drill new holes in the mounting plates make sure that the wheels are properly aligned, if the trailer is 'out of track' you will suffer both tyre noise and rapid wear. The only other weakness that I have found is the mast-post socket. Trailing empty with the post in place causes it to oscillate violently and with time this can lead to hair cracking in the weld at the bottom of the stem. I had to have mine welded (and we added two small bracing bars) many years ago and since then I always take the post out if running empty.

Now the trolley: it is easy to forget that the boat spends the greater part of its life sitting on the trolley so it needs to be both safe and comfortable. The frames are built of relatively light section steel and it is advisable to check the welds occasionally. Take a look at the cross rail in particular as this carries almost the entire

weight of the boat and it is welded to the underside of the side rails. When the trolley is mounted on the road frame and the ratchet straps are tightened these welds suddenly have a massive job to do! The later road frames have a couple of projecting tags onto which the cross rail of the trolley slides but if you have the early version you may one day, like me, find yourself far from home with part of the dinghy trolley dragging on the road and the boat at a precarious angle! Once home, repair was straight forward enough (steel angle reinforcement and welding) but preventative maintenance would have made life much easier!

Finally, how are your chocks? If your trailer is like mine, it still has the arrangement of narrow steel bars covered with green plastic tubing, to which layers of carpet have later been bound in an act of kindness to your old lady's bottom. But when did you last take a close look at the cradle adjustments? I had always assumed that mine were correct but in fact the carpet binding merely concealed the true picture, and it was not until I discovered a suspicious bulge in the floor of the boat that I realised that the angles were too steep. The poor old girl had been riding on the outer points of the cradle, and as the cradle itself stops well short of the chine, this was not good! (I have since checked a colleague's trailer and it too displays the same defect so maybe this is a common occurrence). I have now made what I think is a very worthwhile improvement that was easy to do and has hopefully cured the problem permanently. Start by stripping off the plastic (only held on with feeble aluminium rivets), Lubricate and release the bolts that set the cradle angles and readjust to match properly the shape of your hull. (I made a very simple template to do this and



on it I recorded the position of the bilge keels). Using 94mm x 19mm wrot pine, fashion the two chocks and the centre support and this time make sure the chocks reach beyond the chines. Bolt these to the cradle frames with stainless steel Nylock nuts and bolts. Next add pieces of 10mm thick wet-grade

plywood to create a profile that will accommodate the bilge keels, allowing plenty of space around each. Now double check the setting against your template. Finally apply a layer of 10mm foam (I used an old yoga mat) and then wrap this in carpet, securing it on the underside of the chocks with old pieces of aluminium rubbing strip and s/s screws. This more or less replicates the modern GRP cradles and it is strong and durable.

Last job, check the tyres (and the spare), pop the bearing covers off and if things look a bit dry, bung in some grease. And with that you should be good to go all the way to Looe!

You might of course ask me why I did not simply go out and buy a new trailer? Just take a look at the new EU regulations governing lighting and wiring and I think you too might decide to keep your present trailer going if you can!. Fortunately the new regulations do not apply retrospectively.

Go safe and sail fast!

Steve Parry. The Old Yellow Boat



Winder Boats

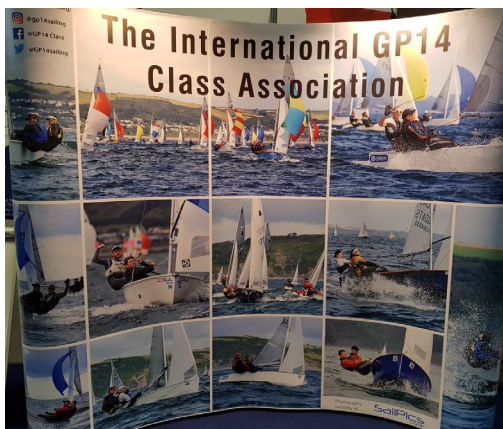
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DINGHY SHOW 2018 BEATS THE BEAST FROM THE EAST

Snow was falling steadily as we built our stand in near-freezing conditions in the Great Hall at Alexandra Palace on the Friday afternoon. But that unquenchable enthusiasm for the GP14 burned within us and by close of play we once again had a stand of which we could be justifiably proud! Thanks to David Winder and Phil Hodgkins, together with David Innes and Nigel Potter, we were able to display superb versions of the boat in both glass and timber.

With the help of Sailpics we had an exciting new backdrop screen and having attracted a goodly number of poster sponsors we were able to dress the stand in style. And thanks to Mark Collingwood and Justin Smith we incorporated our usual video corner. The status GP14 was further reinforced by the presence of Steve Parker with a pair of SP boats on a stand nearby, so the flag was well and truly flying.



With entries for Mount's Bay well over the ton, the success of the GP14 Class was one of the hot topics of the Show and we worked hard on the stand to reinforce the message, emphasising not only the great racing scene on offer but also our cruising and training activities. This year the RYA included a new feature for the Show in the form of the 'Clubs and Classes Stage', upon which all the sailing clubs and dinghy associations were allocated 15 minutes of fame. We landed the mid-day slot on the Saturday and with Justin handling the video

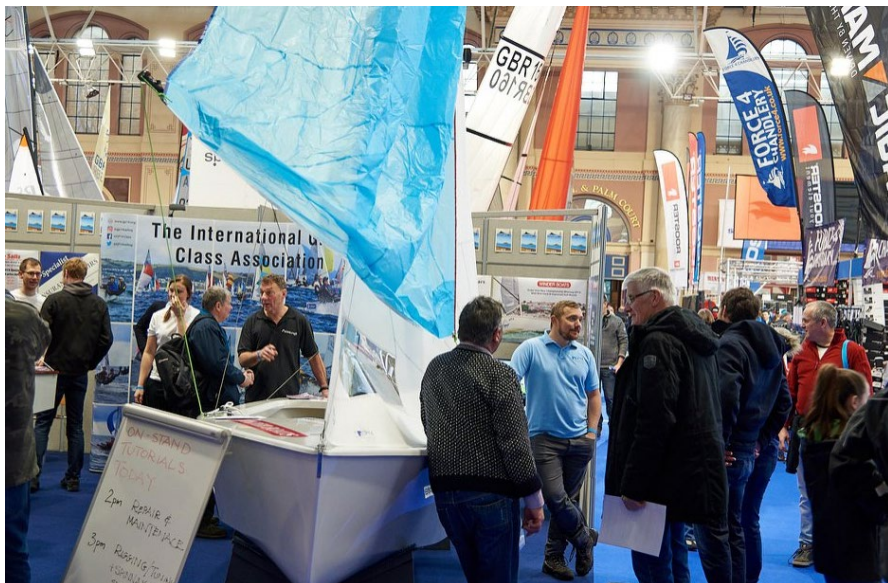
technicalities, Ian Dobson, Helen Allen and I took questions from Ann about all aspects of GP14 life. Again, this provided an excellent opportunity to enthuse about the versatility of the boat, the value of the Association and why we all enjoy being part of the GP14 family. Both the audience and the organisers seemed to like it!

On Sunday we drew the Exe Sails genoa raffle, there had been an enthusiastic take-up so the ticket bag was bulging nicely when the winner was drawn and announced to be Kim Pickering from Winsford Flash Sailing Club, who was in fact at the Show and able to come to the stand for a photo shoot with Ann! Sadly, the weather conditions in Devon had prevented Sam Woolner of Exe Sails from coming to the Show but Kim will be arranging to collect his prize and in the meantime we must thank Sam and his team for continuing to sponsor the Association in this way.

Rather like the snow around Alexandra Palace, the Show and all its paraphernalia melted away on the Sunday evening as we headed home. Was it up to the usual standard? I think so, but the weather did have an impact; several classes either did not make it at all or had to assemble a last-minute scratch team, and public attendance did not seem quite as high as that of past years. Most of the visitors to our stand were either already keen GP14 owners or they were 'front end racers' from other classes who were considering jumping to the GP14 in order to enjoy the big-fleet sailing that will be on offer in Mount's Bay this year! And if that is not a sign of success, I do not know what is!

Thanks to all those who helped to make it happen

Steve Parry



Technical: Do you own or are you buying a SPEED GP14?

Last year after owning a number of series 1 wooden GP14s I decided that I would trade up to a newer glass fibre boat which would hopefully reduce the amount of time I spend each winter varnishing and painting. I was hoping that my winter maintenance would be a wash down and polish with at the worst a bit of gel coat filling. Taking the plunge, I asked around if there were any known problems with the Speed boats and was assured that other than some early boats having a leak around the centreboard bolt they were trouble free.

I decided that boat No 13954 on the GP web site looked good value, arriving to look at the boat I was greeted by a rather sad looking boat which had been left unused for a year or so in the dinghy park. The cover and mast were covered in green deposits from the trees and the exposed rigging needed a good clean up, but underneath the cover the boat seemed to be sound and the owner reassured me that he had had no major problems with the boat other than a small problem on the starboard thwart which had been repaired.

After getting the boat home and giving it a through clean up, polish and replacement of some of the control lines and swapping the sails for the nearly new ones from my previous boat all was good to go racing. After a few weekends with no problems I



Photo 1 – Plywood from thwart.

sat on the rear port thwart and it collapsed at the aft end!! When I got ashore and inspected the damage I found that the plywood insert which reinforces the thwart was rotten. With the boat back home, I raked out all the rotten wood and replaced it with new marine plywood which was first epoxy coated and which I bonded into place with the original piece of fibreglass.



Photo 2 The repaired transom

Some careful work with gel coat filler and rubbing down restored the thwart to full strength. Photo 1 shows some of the plywood removed from under the thwart.

I hoped that this was the end of my problems, a few weeks later I found that the bottom rudder pintle was loose, a simple job, tighten the bolts. Access from the rear pillar inspection hatch is just possible, but once I reached into the transom I found yet more rotten plywood. The transom is reinforced behind the rudder fittings but once rotten the bolts

had nothing to grip on, decided to tighten them any way and planned to replace in the winter!!

Carried on racing until at the end of one race we could not sheet in the genoa, crew made an inspection through the deck slot and reported that the genoa track was not fixed to the boat. Back on shore I removed the rotten plywood to which the genoa track was bolted, checking the other side and that came away in my hands. I thought that with a bit of careful wood work I could make a new track support and would bolt through the deck, not as neat as the original but would work. Before starting work, I spoke to a very helpful Steve Parker, he advised that I should also check under the mast as with all my other problems it was likely that the wooden mast support would also be rotten. Getting a hand into the space under the mast is not easy through the inspection hatches, but when I did get in there the wood was so soft I could push a finger into it.

With so much rotten plywood in very difficult to get to parts of the boat, I decided that the work was beyond my skills of working with fibre glass. So, the boat was taken to SP Boats where all the rotten wood was removed. The under-deck track supports were removed with the boat upside down, the hole was cut into the hull to remove and replace the

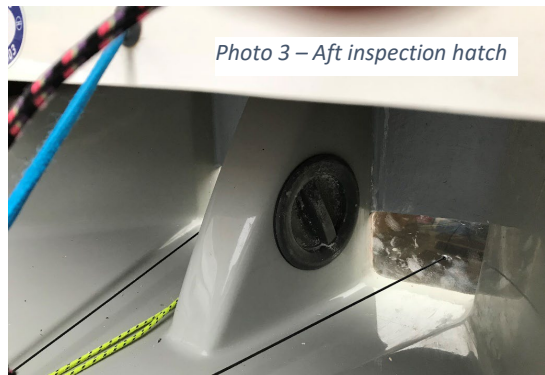


Photo 3 – Aft inspection hatch

mast support and a section of the transom was cut out to replace the rudder fittings reinforcement. The quality of the workmanship is such that the repairs are invisible and hopefully the boat is now better than when it first left the Speed workshop.

Photo 2 shows the repaired transom. Photo 3 shows the aft inspection hatch to check inside the transom. Photo 4 shows the new genoa track support under the side deck.



Photo 4 The new plywood support for the genoa track

The Conclusions

If you own a Speed fibre glass GP14 or are planning to buy one you should check all the areas where plywood has been used to reinforce the boat, so that failures when sailing are avoided or you avoid buying a boat full of problems.

- Under the mast step – look for cracks in the floor around the mast step and get your hand into the under-floor buoyancy area to check the wooden support, try to push in a screw driver.
- Check under all the thwarts that the fibreglass sealing piece is firmly bonded to the plywood.
- Check the lower rudder pintle, and then open the inspection hatch in the aft support to check if the plywood behind the transom is sound.
- If the boat has through deck sheeting check that the plywood genoa track supports are in good condition.
- Check that the pads where the main shroud plates are bonded into the hull are firmly bonded as these have been known to pull out.

Steve Corbet – GP13954

Editors Note: Please note the original boat makers closed several years ago and therefore the plywood inserts are a thing of the past. This article was included as a helpful warning/guide to others who may buy an old hull.

END OF SEASON

BURTON SC

14 & 15 OCT 2017

MIDLANDS AREAS

CHASE SC

21 & 22 APR 2018

SOUTHERN AREAS

ARUN YC

23 & 24 JUN 2018

NORTHERN AREAS

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30 JUN & 1 JUL 2018

INLAND / WELSH AREAS SCOTTISH CHAMPIONSHIP

BALA SC

5 & 6 MAY 2018

LOCH LOMOND SC

1 & 2 SEPT 2018



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Women in GP14s: Non Gender Specific!

Lunchtime at Bassenthwaite is a time to dissect the morning race, and the GP fleet sailors do this better than any; what went wrong? How could we do better at the start? The importance of being first to the windward mark? I put it to the group that if sailing was like golf we ladies would get a start line forward of the men!! This got me thinking, if sailing was like tennis ladies would only have to sail 3 laps to the men's 5 - sounds good! But then if sailing was like Shot Put we would have to use a smaller sail - no chance!



Sailing is one of the few sports where ladies can compete on an equal footing with men, and maybe this is the reason why sailing gives me such a buzz. How many other sports are there where gender can be set aside. Sailing is not just about strength and brawn, but also skill and aptitude. Although I must admit a heavy weight crew can help in a blow.

So why do I love sailing? I love the competition with my fellow sailors, male and female. I love the way the weather and wind constantly change and once you are on the water it demands 100% of your attention and nothing else matters. The fact that no two races are ever alike even when we sail the same course. There are times when it can be the most frustrating of sports but also the most exhilarating and rewarding. And once racing has finished, I love sitting down with my fellow competitors, a glass of wine in hand, a satisfied smile on my face and promising myself to do better next time.

Val Bell, Bassenthwaite SC

UK Training Report

Last year we relaunched the E Howard Davies Youth Training Week at Portland with 12 sailors enjoying an intensive week with top GP14 coaches. This was complemented by training events at Bolton, Welsh Harp, Aberdovey and Looe. In 2017 nearly 60 GP14 sailors benefited from the training that the Association offered. This year we hope to beat that with training events in every Area!

STOP PRESS

CRAFTINSURE AND E HOWARD DAVIES YOUTH TRAINING WEEK

At time of writing we still have some places available. If you are interested or know somebody who you think might benefit from this great opportunity please contact Julie in the office.

Portland 1-6 April	2018 Craftinsure E Howard-Davies Youth Training Week. Enjoy a residential week with top GP14 coaches. Open to all youths who want to sail in our championships. Details on website.
Welsh Harp SC Sunday 15 April	Enter online for an advanced crewing day following the WHSC open on 14 April. This event will focus on crewing skills and is open to any boat with a crew that wants to get better!
Hollingworth Lake SC Saturday 12 May	Enter online and get ready for the HLSC Open 13 May! All abilities welcome.
Castle Semple SC Sunday 20 May	The Castle Semple fleet are arranging this training and cordially invite any other GP14s to join them. Please contact Arthur Logan - arthurlogan@hotmail.co.uk – directly.
Llandudno SC 19/20 May	Enter online and get ready for the 2018 Worlds. We are returning to Llandudno for the third time to offer two full days on the sea at this popular venue!
Midland SC 2 June	Enter online and get ready for the Midland Open on 3 June! All abilities welcome.
Arun YC 22 June	Enter online and enjoy a pleasant evening preparing for the Southern Area Championships.
Mount's Bay SC 27/28 July	Enter online. Immediately before the 2018 Worlds. Hone your skills and get to know the Mount's Bay sailing waters.

Pimpernel: The Renovation Begins

Number 2, Pimpernel was safely transported from Wolverhampton to York and into Hugh Brazier's garage shortly after Christmas. I am pleased to be able to report that her condition appears to be remarkably good. Having been in the Tildesly family since 1950 she was apparently sailed quite hard until around 1967 when she was retired in favour of a newer model



Pimpernel arrives in the workshop, make way Daffodil!

and placed into dry storage, coming out only for 'special' occasions. Unfortunately the wooden mast is long gone and at some point she underwent full deck renewal but she comes with a wooden boom and, among other things, a full suite of original cotton sails.



Floor boards out, and yes, it IS No 2!

So what needs to be done?

We need to strip all the paint from the hull to be sure but selective removal of paint and varnish in the well-known trouble spots reveals nothing more than some localised rot in the centre board case at its junction with frame 2, all other areas look pretty good. John Tildesly tells me that she leaked very badly when last used in a vintage event and though the seal on the centre board bolt was almost certainly part of the problem, I think water must have been getting in at the front end of

the case too. The case itself is no longer very secure in this region and water has

obviously been seeping into the timber for many years. My own boat was suffering in exactly the same way and experience tells me that the only long-term answer is to take the case out. Indent repairs can then be made on the bench properly and the hog can be thoroughly examined and subjected to scarfed repairs if needed. Frame 2 may need minor attention also. Liberating the case necessitates the removal of seats and thwart, the latter can be tricky unless decks are removed.

The decks are sound and though not a very exciting veneer, they have been securely fitted in the style of the day using neat rows of copper nails as well as adhesive. The coamings no longer have the raised edge profile that the original almost certainly had, but they are the right 'super slim' jobs and fixed with a mass of carefully spaced and staggered screws (they are not going anywhere!).

Work has begun to remove the seats and to judge from the severely decayed state of the brass screws I suspect that we shall be making a close inspection of the screws in the hull skin once the paint is off! When the seats and thwart are out we can turn the hull over and get to work in earnest. The decks will be staying in situ so I fear that the thwart will have to be cut into two below one of the seat rails. We did this on my boat, creating a scarfed joint and once it was all put back together with epoxy glue and hidden by the seat rail, you would never know!

Various members have already offered to help with supplying period fittings but if you have any items under the bench that you would be willing to donate, do let me know. So far I have the offer of at least one timber mast and a rudder assembly. I think the cotton main and spinnaker are capable of repair but the jib has been ruined by rusting in the luff wire, I am working on Liz to make us a new one but if by any chance you have a good cotton jib just looking for a home she would love to hear from you!

Steve Parry



Seat removal begins.

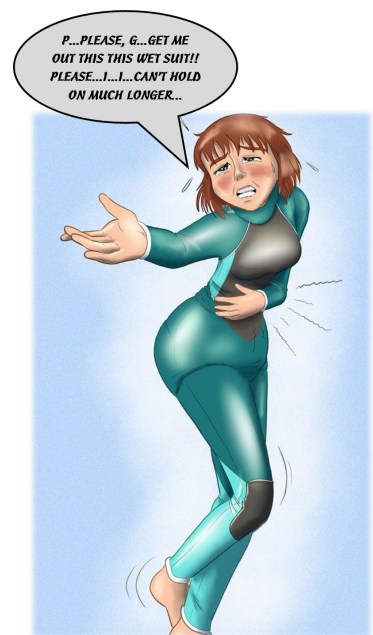
Women in GP14s: We're in the same boat!

Being a twin you become aware that you often stand out in situations whilst people try to work out whether they could tell you apart or not. The same can be said for sailing events in the GP14. However this is unfortunately not the only thing that makes us stand out. Having competed in the National Championships last year we were shocked to see that we were the only female crew and helm team and only one other female helm for the event. So what is it about sailing in GP14 competitions that might stop women from sailing? Is it the struggle to pull a wetsuit on/off? Often there are comments in the changing room about how getting sailing gear on feels like an event in itself. Maybe it's the cold? I have to say wearing a summer wetsuit all year wasn't my greatest plan, even if it did save a bit of money.

Talking to other female sailors last year at the Nationals there were several discussions about how often the bigger events cause more anxiety and nerves, which puts people off, particularly female sailors. The thoughts of: What if I hit the guard boat? Will I manage to stay upright, and if not...Can I get the boat up again? Will I hit another boat? All these questions and more I am sure lead to several competent female sailors choosing either not to sail or take a crewing position, which although also valuable, leads to less all female teams.

One thing has become apparent to me over the last few years is that these and many other questions are things that probably 75% or more of the sailors out there are also thinking, both male and female and females will not be the only ones with some fears. Sailing should be as much about the fun and enjoyment, celebrating your own achievements whether it is that you managed to get round without hitting anything or that you stayed upright. Ladies out there let's see more of us on the water, so that me and my sister don't stand out any more than a quick game of spot the difference.

Nikky Brown, Poole YC



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2018 Gul GP14 World Championships

Sponsor Update

At the time of going to press there were a whopping 30 sponsors signed up for this year's event. There will be more prizes, goodies and free drinks than ever before! As the Worlds Team our aim is to make this the best possible event for competitors and we couldn't run it on the scale we have planned without the kind and generous support of our sponsors. The latest of which is Steve Bennett's new venture Primal Supplements who, with Richard Instone's company Amco, will be making the social on the last night truly memorable!

Gul were quick to sign up to be the title sponsor of the event: *"We at Gul are delighted to be the headline sponsor. This is a prestigious event in Cornwall the county in which Gul has always been based. Not forgetting the fantastic sailing location that Mount's Bay Sailing Club offer. We look forward to working with the Class and the Club to ensure a successful championship."*

All of our sponsors have been very keen to sign up, Harken explain why they wanted to be involved: *"The GP14 remains one of the best sailing dinghies for close, competitive tactical fleet racing and we can't wait to follow the action from the Worlds at Mount's Bay Sailing Club in July."*

Craftinsure were also pleased to continue their partnership with the GP14 Class: *"The GP14 has become an iconic class and remains a great boat for competitive racing as well as for introducing people to the delights and benefits of sailing. Few classes can have had such an impact over the years in getting people afloat, and it's great to see that we are insuring a lot of new boats."*

Full sponsor list:

- Gul (Title Sponsor of the Event)
- Craftinsure (Goody Bag and Event Prize Sponsor)
- Harken (Event Prize and Drone Sponsor)
- Amco Drilling (Social Sponsor)
- Primal Supplements (Social and Goody Bag Sponsor)
- Gurasu (Trophy and Closing Ceremony Sponsor)
- Skerries Sailing Club (Irish Night)
- Exe Sails (Race Day and Spot Prize Sponsor)
- Impact Marine (Race Day Sponsor)

- North Sails (Race Day and Spot Prize Sponsor)
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- Selden (Spot Prize Sponsor)
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- Yachts and Yachting Magazine (Goody Bag and Daily Prize Sponsor)
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- SP Boats (Goody Bag Sponsor)
- HD Sails (Post-Race Drinks Sponsor)
- Winder (Post-Race Drinks Sponsor)
- West System Resin (Buddy Group Sponsor)
- Dinghy Tec (Buddy Group Sponsor)

Visit the event website for more information about the event or to secure your place today with a £30 deposit, www.gp14.org/events/2018-gp14-world-championship.



Fresh faces: Introducing the new class of 2018

The GP14 Class has gone from strength to strength in recent years. The best attended away worlds in 2016 in Barbados was followed up by the best attended Nationals for a decade.

The 2016 Worlds in Barbados has been partly to blame for the resurgence, setting the standard of sailing in clear blue waters and 30-degree heat and a Championship that went down to the wire. Still, even with that impossibly high standard, no one blinked an eye when they turned up to Looe last year for our best attended Nationals in a decade in jumpers.

The 2018 Gul GP14 World Championships is set to be massive for the Class. With five months to go there are 30 sponsors signed up and 107 boats entered. As part of the build-up we spoke to some of the fresher faces that have been tempted in since Barbados to ask them what they are looking forward to about the event.

First up is Southport SC's John Hayes who gave up sailing 20 years ago before the lure of the GP14 was too much! His first season of Championship events in 2017 saw him register a string of top three events, become the Scottish Champion and come second in the Super 8.

"I started sailing at age four in a mirror dinghy my dad built. I then raced an Enterprise and managed to achieve two top ten finishes in the worlds and then a 470 before retiring and taking up golf. Why I did that I haven't got a clue.

It was the 2016 24 Hour Race that got me back sailing, my first time back in a dinghy for over 20 years and it was in a GP14. What a revelation, and a massive wake-up call. I was so happy to be back in a boat and had not realised I had missed sailing so much.



I like the GP14 Class as it has some very good sailors and strong competition. The Worlds will be no exception and I'm expecting it to be very tough. I can't wait."



Our second ‘fresh face’ is one you will only have met if you went to Barbados. Bajan sailor Jason Tindale grabbed the opportunity to take part in the 2016 Worlds with both hands, buying a boat, doing a spot of training and finishing a very creditable 28th out of 105. Now he is making the journey to less warm waters to take part in this year’s worlds. We started off by asking

him what attracted him to the event:

“I’m coming up because I had a lot of fun at the last Worlds and since I don’t compete in lasers anymore it was kind of a no brainer to keep on with the GP14.

The GP14 class out of all of the different classes I’ve raced in (now I don’t know if the weather in Barbados helped this) the people seem to be the most helpful and level headed. From the time I entered this year’s event and my entry went up on the website the number of messages I received from sailors who raced in Barbados was overwhelming.

I’m looking forward to the event to be sailing in a large fleet since at best we only have two others racing back home and the big fleets are what I enjoy. Also, with every different venue it’s a welcome change of scenery so I can tell you I’ll be making the most of that. Most of you may be used to Cornwall but for me I’ll be like a kid with a new toy!

As for the Cornish waters, Dale Knowles and the boys have been winding me up a little but I’m sure I’ll be ok. I used to sail at Lancing YC and also on reservoirs in the southern school’s championship so I’m sure I’ll be fine. I can’t promise but I’ll try to pack some sunshine in my suitcase to bring with me... and if all else fails I’ll be bringing rum!”

Our third fresh face has come into the Class with enough enthusiasm to be able to organise the un-organisable Sam Watson! Ben Swainson from Southport SC tells us how he ended up filling the Andy Hunter void.

“Sam and I teamed up after I scrolled through the entry list for the nationals last year to see he was without a crew. So, I sent him a message asking if he needed a crew. And as they say, the rest is history!”

And not a bad history in their brief time together finishing sixth at Looe in a borrowed boat with borrowed sails.



“Other than the list of close calls, clumps of pulled out hair and putting my nerves to the test, even driving two hours to South Staffs one day to find out he's still fast asleep! But other than that, I can't knock the lad! We've bonded so well over the last eight months. The banter in the boat is always good and we work well as a team. He always looks after me and helped introduce me to most of the people from the class I know now. He's always switched on and is always positive in the boat. Which suits my positive style just as well.”

With the pair set to stay together for 2018 we asked Ben what it was he likes about the Class:

“I love how welcome I've been made into the GP's over the past 12 months. I've gone from not really knowing anyone, to being on friendly terms with everyone! I also love how competitive the fleet is. No two races are ever the same, and it's one of the few classes where a winner won't be decided right until the last race. Which always makes for fun and interesting racing!

With the Worlds, there isn't much I'm not looking forward to! A venue I've never been to, an entry list of over 100 up to now. And a brilliant social calendar. But the venue is what I'm looking forward to most! Always exciting going to a new place not knowing what to expect.”

Look out for more articles about new and old faces on our website in the coming months and if you have a good story about your Worlds preparation you'd like to share from boat restorations to training to what you are excited about, email Michelle at mutch@hotmail.com

Michelle Evans

Women in GP14s: Belmont to Mounts Bay



My GP14, 13933, (known as Monkey to her friends) is not big enough to fit in the amount of enthusiasm and excitement that is generated by its crew. When it was suggested to me that I write this article about my journey from Belmont to Mounts Bay, I asked whether they meant the eight-year spiritual journey of self-development and camaraderie, or the M6 followed by M5 listening to Gloria Gaynor! And oh boy, Leanne has got one ‘crackingly’ good playlist coming on! We can’t wait for the Worlds!

At school, I was never good at sport. I was once told that I “couldn’t even catch a cold, never mind a netball”! My lack of ability on pitch, court and track left me with no appreciation of, or desire for, sporting competition. However, I had worked out that what I did have was a far greater appreciation of the outdoors than some. I seemed to be one of the few children who relished the prospect of cross country; what I lacked in skill, sprinting speed and knowledge of rules I seemed to make up for with a decent dose of stamina and resilience (or obliviousness) to the cold outdoors! This, combined with a childhood love of chess, more likely explains my later love of dinghy racing than any previous sporting prowess.

40 years on, those who knew me then find it astounding that I spend every Sunday competing in GP14 racing either at my own club or at an open meeting. I am hooked! It has taken me all this time to realise why people enjoy competitive sport. Wherever you are in the fleet, whether chasing or being chased, nothing compares to the level of adrenaline that runs through you. No two races are ever the same, and you race not just against competitors but also against the natural elements. And it is one of the few sports where men and women can compete alongside one another; where children can compete against adults, or team up with their parents to compete against others.

Yet when I started, eight years ago, I had absolutely no intention of getting into racing. I wanted to learn to sail so that my husband, Steve, and I could enjoy coastal sailing holidays together. He was keen to take part in the sailing holiday but had no intention of learning the technical details. I had, by now, realised that I did enjoy

most activities on water – windsurfing, kayaking, canoeing and sailing – but had done little more than dabble in any of them. Steve eventually persuaded me to join my local sailing club – and I mean ‘local’! It takes me 10 minutes to walk to my club, Bolton SC, from my house. Sadly, I have lived in the same village for over 25 years and it took me that long to join up!

I teamed up initially with one of our past Commodores, Richard Craig, who attempted to teach me all the basics of tacking, gybing, hoisting and dropping kites, racing rules and start lines. However, it took some weeks before my coordination allowed me to step across such a wide boat without falling in the middle of every tack and finding myself rolling round the bottom of the boat! There was only one thing for it – practice on *terra ferma*! Using my fridge to represent the bow of the boat, and You-Tube to show me where to put each foot and when, I ‘sailed’ my RS 400 successfully round my kitchen, tacking at frequent intervals. I would like to say that Steve was concerned and alarmed to find me performing these strange manoeuvres, but after 30 years together nothing surprises him anymore! I found my sea legs eventually and enjoyed three seasons of crewing with the infinitely patient Richard, whom people may know as the Sailpics photographer.

Now, after a couple of years competing in my Laser, I am now the proud owner of a GP14. I remember Julie Courtney emailing me to say, “If you’re looking for a new boat, Gary Deighan is selling his, and we all know how fast that boat goes!” Of course, it does go fast with Gary in it (and even faster with Dale in the front) but sadly the boat came without any personnel!

When I bought the boat, I had no crew and no idea who I would be sailing with, but I worked on the principle that if I had no boat I would never have a crew. It’s a chicken and egg story! Yet it couldn’t have been a better move. In the first few months about a dozen gold and silver fleet sailors had helped me out either crewing or helming, giving advice, pushing me on, and building my confidence. This is the type of coaching you never get in a single-handed boat. Then, out of the blue, Kaye Tickle offered to crew a few open meetings with me. With all this help, I quickly made progress.

In this year when we are celebrating 100 years of women having the vote, it turns out, by chance, that I sail in an all-female team. A couple of years ago, I was joined by Sue Flitcroft, already a highly skilled and experienced crew in the Graduate class. The spinnaker was a new challenge for her, but she has risen to it admirably, earning herself the title of Spinnaker Sue. We sail together on Wednesday evenings and made such improvements and progress last year that we finished the series wishing

it would just go on for a few weeks longer as I'm sure we'd have won it! (I bet everyone thinks this 😊).

This still left me without crew for Sundays. However, we are lucky to have Julie Courtney at our club and, as you know, she is brilliant at organising people, drumming up enthusiasm, and generally getting people on the water. When she spotted a new member making enquiries, she immediately connected is up.

Leanne Pilkington was not new to sailing; she had been a member of the club several years previously, having crewed a Merlin Rocket with her father and sailed Toppers. Again, we are enjoying the journey of progress; her enthusiasm and commitment are second to none and we are getting some very respectable results now in the winter series.

Having come from a Laser, one daunting challenge was 'fettling'. There's not much to 'fettle' in a Laser, but the GP14 is the diva of the sailing world. Monkey always needs 'new this', 'new that' or something repairing. Yet when something snapped, Gary was there to splice it together; when my rudder broke, John Moulton appeared immediately with power drill and rivets. There is nothing your friends won't do to keep you on the water!

But I've tried not to be complacent about this, not wishing to take advantage of people's generosity and finding that I'm really enjoying learning how to look after



my boat as much as sailing her, with advice from those more expert than me. I've learned how to splice halyards and continuous kickers, replace cleats (not difficult), and rethread halyards. I've even bought a cordless drill and a rivet gun, though I have so far just eyed them up suspiciously and have yet to use them in anger!

Since joining sailing, one of the things I have been most frequently asked is "does your husband sail?" This is sometimes followed by "what

does he do while you're sailing?" I often smile inside at the irony that I never hear anyone ask a man the same questions about his wife when he arrives at an open meeting by himself. It seems that women are still unusual to pursue interests and sports independently of their husbands and partners. I am also glad of these questions – they are asked out of welcoming curiosity and not patronising intent, and I cannot fault the sailing community for the huge welcome that it gives to people coming into it. The GP14 fleet has been no exception to this.

So, have I taken Steve on coastal sailing holidays yet, skippering us skilfully from port to port? Well – not quite. I have completed my Day Skipper and he has done his Competent Crew. The nearest we have come to 'coastal' has been the Norfolk Broads, where we hired a 27' Bermudan sloop, took out a tidal height sign with our lowered mast, crossed Hickling Broad in a Force 6/7 and had a wonderful water-born pub crawl. The sea still beckons, but at present I just cannot prise myself away from dinghy racing for long enough.

I look forward to meeting up with everyone in Mounts Bay!

Zena Martin, Bolton SC

Women in GP14s: Sailing with Men!

All-women teams can be a fantastic combination, but the average sailing club is still only about 35% female, so most women will end up with a man in the boat. These are my tips for happy and competitive sailing if you are a woman – helm or crew.

- If you want to build up your own skills and confidence, avoid sailing with your partner – they are too ready to disagree with you, and one of you will still be sulking at midnight!
- Other women's partners, however, can be better in a boat than men who are single - they are accustomed to strife and have learnt how to forgive and forget.
- But...don't fall for them. (The single ones, maybe...but best not: sex and sailing can be an explosive mix)
- Some men simply do not hear women's voices – wrong frequency – so it's pointless trying to give them advice if you are the crew and even harder to get them to do what you want if you are the helm.
- Never sail twice with a bully.
- Get your own boat as soon as you can.

Not surprisingly this lady wishes to remain anonymous

Area reports

MIDLANDS AREA REPORT

As I write this on March 1st, there is a thick blanket of snow outside and the prospect of our club Spring series getting underway on Sunday seems remote, however it is only three weeks until our first Midland Bell event of the 2018 series at Shustoke on Saturday, March 24th. This will include the prize giving for the 2017 series as well, so let's make it a good turnout.

The final event of the 2017 series at Manor Park was cancelled as it became a victim of Autumn storm Brian, along with a number of other events, so the final series standings remained as they were after the Chelmarsh event earlier in October, with Ian Willis/Keith Dutton the 'Bell winners, Dave Edwards/Gill Marshall picking up the Bronze trophy in 5th place and Nick Brandon/Lisa Carpenter winning the Silver fleet in 7th place. There were 7 qualifying boats/teams from 5 different clubs – overall a successful season.

Moving on to the future, the Area meeting in November confirmed a full set of 11 events for the 2018 season, with Midland SC and Aldridge SC back on the circuit after a few years absence. The End of Seasons Championship in October is being held at South Staffs SC this year, so this will count as a Midland Bell event too. We are retaining the same scoring system as last year and also the starred and non-starred events – qualification will be a minimum of 4 events, 2 starred and 2 non-starred. See the listing below.

So, best wishes for the new season – I know some of you have been practicing at some of well-known winter events - well done!

Charles Saunders, Midlands Area Representative

NORTH WEST AREA REPORT

A training day has been scheduled at Hollingworth on Saturday, 12th May, before their open event. Details available from new Fleet Captain, Les Burns.

York R.I. Sailing Clubs Round Holes Trophy is on Saturday, 22nd September, which is for series one boats only. This will be followed by a cruise on the Sunday.

Adam Chaplin - Northern Area Representative

SOUTHERN AREA REPORT

The SE Area is gaining in strength albeit little steps with new boats being bought and swapped across the circuit! We have an action packed season coming up with 11 events in the SE Area.

The Welsh Harp continues to have a good Saturday afternoon race fleet. Despite the weather, the Dinghy Show went well and being the local GP club I hope we will get some new members. The first week of April will see the WHSC Thursday night beginners training sessions starting at 6pm and Tuesday racing after work at 6.45. We can't wait for those clocks to change to BST!

The first big event coming up in the SE area is the Masters and Youths at Poole (7-8 April). It should be a good event and our first chance to get back on the sea for some practice! Please book in advance on the Association website if you can. This is followed by the Venetian Open (14 April) and the day after we will host the advanced crew training day aimed at improvers and those wanting to crew for open events. Please book and pay in advance for this on the WHSC website – <https://webcollect.org.uk/whsc/event/gp14-advanced-crewing-2018> - as we need to know for catering etc. This event will also be capped to 10 boats so book early! Any northerners wanting to stay south for both events may be able leave their boat at the Harp by prior arrangement – please contact me direct if you are interested so I can clear it with the committee.

It's great to see Frensham SC growing their GP racing activity and three GP teams now entered for Mounts Bay – I'm hoping that enthusiasm spreads to attending the SE area events too as I would love to see bigger turnout at these events.

On the training front we are organising sea training as many of us SE pond sailors feel disadvantaged on the big swell. There will be training the night before the SE Area Champs at Arun - 5pm briefing and 6pm launch – £30 per boat. The SE Champs



at Arun YC will have some limited camping for campervans on site (capacity about 8) for a small fee. As soon as I know more, and we have set up the booking system, we will announce this on the GP Association website.

Helen Tate - Southern Area Representative

GP14 Association Ireland

Alastair Duffin is a Boat builder in East Belfast, following his joinery apprenticeship he joined his father's building firm and followed his father into building boats on the side. In his peak years he built many different boats including Cadets, Mirrors, Herons, Scorpions, Enterprises and Wayfarers to name but some, with his busiest year account for 25 boats, something he admits he would not like to do again.



Changing fashions have seen sailors moving from wooden to fiberglass boats, but Alastair would argue that, each wooden boat is unique, with its own character, allowing you to put your own stamp on it making it special. It's well known that Alastair's boats are special, having won many GP14 World Championships and his GP14s are revered across the UK and the world.

Alistair's sailing ability has seen him at the front of the GP fleet for many years, learning first what would make the boat competitive. He has worked with the GP14 Association and been instrumental in the ongoing development of the boat. Working in wood he had the ability to experiment and introduce new design features within the class rules, making it the attractive fast high performance boat it is today.

A testament to the quiet nature of Alastair could be seen in the protection he received from the nesting Blackbird in the eaves of his building which challenged those who came to visit him.

Another factoid that Duffin Marine followers will know is that Alastair also built a working replica of Harry Fergusons 1909 Monoplane for a BBC Documentary!

Mary Martin, Development Officer. RYA NI

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GP14s in Australia

It seems these days it takes more than just having a friendly tussle on the water with like-minded sailors to get the GP14 fraternity in Western Australia spurred into action! The promise of a fun day sailing on a small dam in a winery located in the famous Margaret River region drew them out the woodwork.



The annual Knotting Hill Winery Regatta saw 3 Geeps from Mounts Bay SC travel the 3 hours south of Perth to join another 3 Geeps from Dunsborough Bay YC resulting in what is always a memorable event.



The now familiar family banter between competing father and son Fowler could be heard across the dam much to the amusement of all. The first late morning race was shortened due to the typically fickle light winds whereby luck was as much a factor as skill but after a delightful lunch imbibing as much liquid as solid fuel, the wind built up for the next three close finishing races.



Morgan and John in Slow Coach took out the first race with Bruce and Steve in La Rousse pipping the post in the next two. A hefty impact at the top mark between La Rousse and Cocktail Cherry showed violence does not always win, relegating La Rousse to the back end of the fleet but it was not enough to lose the title! Final positions were 1st **Bruce** and **Steve** in La Rousse, 2nd **Louis** and **Tom** in Cocktail Cherry and **Morgan** and **John** in 3rd.

As always, grateful thanks to Michael and Sondra of Knotting Hill Winery for their donation of wine, marron and meal vouchers for prizes plus thanks to the DBYC members for organising and managing the event.

Bruce Quail

Women in GP14s: In the beginning...

As I have not made a contribution to Mainsail for some time, seeing as this year celebrates the 100 year anniversary of women having the right to vote, I thought I would make an effort and write an article just to tell you about myself and how I got into sailing.

At school I was always into sport particularly cross country and swimming, but it wasn't until I went to college that I was first introduced to sailing. A friend of mine asked if I fancied going on a weekend away to Knott End learning how to sail. I said yes just because at that age you will



do anything to get away from the parents. The weekend was spent sailing in a Wayfarer on the estuary near the big Pandora ships in quite windy conditions and I thoroughly enjoyed myself. As the college had a few toppers based at Rivington Reservoir, I spent a few evenings just messing about on the water.

After I left college there was a gap due to buying a house, getting married, career progression but you reach a point when you have time for a hobby and the gym is boring and golf did not interest us. One evening we were watching TV and there was a clip on Granada Reports about Bolton SC and taster sessions that weekend. I never knew a sailing club existed in Bolton and we struggled to find it when we went to investigate. We discovered that it's not actually in Bolton but on the outskirts near Belmont Village up in the "sticks" and very remote. It was a beautiful sunny day and we had our first sail in a GP14 in shorts and T-Shirt – I can count on one hand how many times we have sailed in such summer attire since. I think we were

lulled into a false sense of security and joined immediately. A bit too late in the season to enlist in an RYA course, we both got crewing jobs, Chris in a GP and me in an Enterprise. We bought our first boat at the start of the following season GP12628 from Wigan. It was a wooden one with handles on the sides which were promptly removed together with the oar locks. After a while we discovered that it had no self bailers and Chris, being an engineer, expertly fitted two perfectly. Because I had a bit of previous sailing experience, it was only natural to be the helm and for my other half Chris to be the crew. We slotted into these roles and even though I have offered Chris the helm over the years, he has no interest and would much rather use his muscle up front.

Being a husband and wife team can sometimes have its moments/issues but what's done and said on the water stays on the water although some people may have heard us having a domestic! The better you get at sailing, you realise that one small mistake can make a big difference in a race so it can get a bit tense to say the least. On occasions there have been incidents e.g. Chris has given me a cut lip, a bust nose twice usually with his elbow but I have done my bit too. A spinnaker pole in a delicate area left him winded - whoops! I think the worst time was when he had stomach ache and after sailing I took him straight home only to get diverted to the hospital as he had kidney stones.

Whilst, we have never done an RYA course, we have learnt from watching and listening to other people but mainly through time spent on the water. There is no substitute for practice, practice, practice. I believe that we have both progressed over the years although that certain something that makes you a top quality sailor has eluded us. The older you get, the more aches and pains creep in and your sailing kit resembles more of a first aid kit with strapping, deep heat and painkillers. Sailing with a hangover is also a kill or cure!

We now have a lovely Winder boat GP14187 kitted out by Mike Senior which we bought from him after he sailed in the Worlds at Barbados. It has taken a while to get used to the boat having had our previous one GP13791 for 10 years. Sailing is a continual learning curve and I hope that we both continue to enjoy sailing in the years to come.

Whilst being a member at Bolton SC, I have done a stint on the house committee, the general committee, the sailing committee, GP14 Fleet Captain and North West Area Rep. I am currently the GP14 Fleet Captain again and also the GP14 record keeper and this year, I have taken over the role of subscription secretary for the Club for my sins. I am having to cope with a new regular payment system, a new data

base and GDPR requirements. A club cannot run without its volunteers and with increasing pressure on memberships at many clubs, volunteers are becoming few and far between.

The big bonus that has come out of our hobby is the number of fantastic friends that we have both made though Bolton SC and the many other clubs we have been regular visitors of over the years. To be honest, whilst we love sailing, the friendships we have made are more important to us. We will never forget some of the sailing events mainly because of the social scene - Abersoch, Carnac and, of course, Barbados are the ones that will stick in my mind forever.

Whilst I won't be taking part in the Worlds this year (wish we had more holidays), I am sure that everyone will have a fantastic time both on and off the water. Here's to the new sailing season which is just around the corner.

Julie Waddington, Bolton SC - GP14187



The SP2: a tale of sailing lust, envy and value for money



Ever since news spread that the Commodore of Chase Sailing Club, Steve Turner, had ordered the first SP2 to come off the production line he has become very popular with the GP14 sailors at the club. With us all making polite enquiries as to when it would arrive, if he was happy with it and other pleasantries before jumping in to ask when it could be borrowed.

Annoyingly it sat there baiting us for a couple of weeks upon arrival as Steve T wasn't around to sail it but we all had a cheeky look at the inside and marvelled at its ninja black and battleship grey interior. It looked like the kind of boat that would terrify small children and rip through the hulls of its brighter, white counterparts.

With the rig given a thorough once over by Steve T and Pete Tate the day had finally arrived for its launch. Rigged and ready on shore in good time it had more visitors than Madam Tussauds.

Personally, I don't know much about boat bits and fittings and all of that technical stuff but I liked the look of the crew room and the sails looked great. Having used a new set of Elites at the 24 hour race the autumn previously I had been impressed with the shape and how easy they were to get on with.

Unfortunately for Steve T, myself and helm Izzy Tate didn't get to see too much of the boat on the water as we passed Steve down a run in a moment of inspired sailing by Izzy. However, as we passed it and I gave crew Alex Berry a little wave and he was smiling (not something he usually does near a GP) and did appear to be enjoying his sail.

After the race I asked Steve T what he thought of the boat. *"The finishing joint between the deck and hull is very smooth and looks as if time and effort has been put into the finish. There seems more room in this boat than my last GP, for crew and helm. Being on the large side that's a bonus. Fittings are good and seem to be well screwed down. Value for money wise I don't think this boat can be bettered. I am one very happy owner."*

For enquiries about the SP1 or SP2 contact Steve Parker on: 07884 363109 or email: park7@talktalk.net

Michelle Evans

Women in GP14s: Here come the girls!

Fifteen percent of the sailors registered so far for the 2018 Gul GP14 World Championships are female. With so many more racing at a Club level the GP14 and specific ladies training and 'Women on the Water' events the GP14 is definitely an inclusive boat. For the Worlds there will be specific trophies for the ladies, one for first all female boat, donated by Ann Penny and the other for first female helm sponsored by Welsh Harp's Joanna Siduzinska.

Joanna is a great ambassador for the GP14s and is one of the many new faces to have been seen on the travelling circuit in 2017. "Coming back to sailing after a 5-year break and a few regattas in our club, my husband and I decided to do some open meetings together. And, yes, to many surprised faces, we did not kill each other" jokes Joanna.

"We started with the Welsh Championships then the Southern Traveller Series. Papercourt was our first small success together when we won the third race and got a trophy. Tollesbury – after a broken rudder stock during our first race we managed to win the third and take third place overall. Lee-on-Sea ended up with a small success where we won a last race again and a third place overall in a squall. I have to say that this race gave me a huge sense of satisfaction!

"As well as the successes there have also been some contrasts. During the Northern Championships in Bolton we managed to crash in to our son's boat and volunteered to give our boat to him to complete races. Finally, I did the sea training and first day of Nationals in Looe. By now, I caught the competitive bug and regretted not being able to continue crewing for Maciek in Looe.

"In Looe we decided to sign up for the 2018 Worlds in Mount's Bay and do it together. I knew that if we trained regularly, we would do very well next year. It is this fierce competitive spirit which is somewhere deep in me since the time when I was a professional synchronised swimmer.

"I am a designer and manufacturer of fine crystal glassware so the idea of donating a trophy came to me immediately and naturally. The fact that I am to design the trophy for the 1st Female Helm gives me a huge amount of pleasure and a sense of purpose! We want to see more ladies behind the rudder and supporting each other. Through this trophy I feel I play a meaningful part in celebrating women's achievements. The trophy will mark female successes, it will make me very proud for them year after year!

“Regardless of the common opinion that sailing together as husband and wife is a recipe for disaster I have to admit that it has given us huge satisfaction and the pleasure of working together as friends towards achieving a certain goal.

“I got into sailing with Maciek due to the simplest reason, to spend more time together! Maciek tends to spend lots of time either sailing or organising things in our club as a Commodore – so starting to sail with him on Tuesday evenings in our club and doing



quite well was fulfilling. The benefit is that I can talk back if I want which I would not dare do when sailing with someone else (just joking). We are both very committed and competitive. We understand each other in the boat and when we win we feel successful for the whole family.

"I am looking forward to supporting my husband in Mount's Bay. This time I won't be able to do this through sailing with him because we are expecting to grow our family."

Michelle Evans interview with Joanna Siduzinska

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SPOTLIGHT FEATURE

Megan Hicklin



- Usually called: Meg
- Date of Birth: 15/07/1997
- Job: Student nurse (qualifying this year)
- Started Sailing: Aged 7
- Crew/Helm which do you prefer and why? Crewing I find is less stressful – Although I think I’ve only done a couple of GP events as a crew! Last years’ Nationals with Lawrence Creaser and an open with Neal Gibson. For me to be a really competitive crew in a GP I think I would need either light conditions or a helm with more weight. It’s tough when you don’t weigh a lot.
- First Boat: I started out in an Optimist. My first one was a wooden boat which we had from within the club called “Fidget”. My dad spent ages getting it sorted and it probably would have been competitive as it was the right weight. However once I started to progress then I had a new one. Optimists are funny little boats. But at the time the major events were very well attended. In 2009 I had a 194th place out of 235 at the Inland Championships! When you grow up sailing in fleets that size then you’re not that concerned about the first gybe mark.
- Sailing Club: South Staffs Sailing Club – for us it’s a whole family thing. We only live 10 mins away.
- Training History: I was in the Optimist RYA Zone squads for two years and also went to the Howard Davies Memorial training week for 2 years. We also do lots of training at South Staffs from the Sunday morning play sessions to race training for all ages.
- Championship History: All of the Oppie events from 2006 to 2012. Lots of the GP Championships including:- 2012 World Championships- Looe. 2014 Worlds, Nationals, Inlands, Youths. 2015 Nationals. 2016 Worlds
- Other boats sailed: Optimist, Topper, Lark

Most proud of achieving?

There is a photo of Hayley and I at Largs when we had an 11th place after having three bad results and we were just really happy! So if anything I think I am most proud of the way we approach sailing – deal with the disappointment and enjoy those moments! I think/hope we have the balance right. Oh yeah having the lead overnight at the end of seasons in Windermere was nice!

Favourite Event & Why:

Always love the National and World championships, a week-long event where you can catch up with friends and meet new people.

Best memory of a sailing event:

Barbados in 2016, this was my first championship outside of Europe, didn't sail very well but was an amazing place to be.

What makes a good sailor:

Practice and experience. I believe the more time you spend in the boat the more comfortable you become. I've had the chance to sail with some great people from the club so if the opportunity arises then take it. I had some really good advice once which was to let the boat go as fast as it can. What that means is not to over work things – let the boat move and try not to slow it down.

Tips for new sailors:

Don't worry about making mistakes. Every time you get it wrong you learn – that goes for simple stuff like landing on a jetty to gybing on the plane. Speak to as many people as you can, everyone is so friendly in the fleet and are always willing to help you out. I have gained so many useful tips just from a chat over the bar. Set a target, this doesn't have to be first place! It could be anything from trying to win your fleet to trying to stay upright.



Future Plans/Burning Ambition:

Go to the GP14 Worlds this year, hoping for moderate seas and light winds! I have beaten most in the fleet at one time or another and I hope/wish that one day the wind will be in my favour.

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