

International GP14
Class Association

Mainsail

www.gp14.org



Cruise ~ Coach ~ Compete



Spring 2019



Subscriptions 2019

We are pleased to advise there is no Subscription increase in 2019. 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 (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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Cover: Cruising Week Traeth Bychan, Porth Eilian. Coaching at Youghal SC and Northern Area Champs at Bolton SC.

Editor's Letter

Welcome to the spring edition of Mainsail.

Took delivery of our new GP14 at the end of March and perhaps I had mentioned its imminent arrival a tad too many times to family and friends and so my lovely brother sent my husband, Graham, this for his birthday:



Thanks to all who have contributed to this edition. If you have something to say, advice to pass on, an interesting story to tell, please send your articles for the spring Mainsail due out in March 2019.

Also a big thank you to our advertisers and Dinghy Show and Championship sponsors, your continued support is really appreciated.

See you on the water



**Julie Courtney
Editor**

admin@gp14.org

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**Scottish Travellers at Annandale SC:
photo from Paul O'Neill post**

President's Piece

Well what a great time was had by all at a very busy RYA Dinghy Show at Alexandra Palace on the 2nd and 3rd March. The Show this year saw nearly 8,500 visitors. It was once again an opportunity to promote GP14 sailing at our Stand, where we featured a Duffin with a Paintcraft finish, flying Mike McNamara sails and a SP training dinghy, with Elite sails. There was also a scaled wooden model Ginger boat, provided by Phil Hodgkins. Huge thanks however to Steve Parry, as his fantastic GP14 card kit boats proved to be a great success. The



latter were designed for children to take away and build as a prize, as this year we were part of the treasure hunt. Lots of families will now be the proud owners of a GP14!

The Class Association stage was once again in the Great Hall, albeit this time tucked into a corner. The aim is for Associations to showcase their activities and events. I had the pleasure of welcoming on stage our world champion Mike Senior, along with Helen Allen our Southern Area Representative and Steve Parry. Thanks to Justin Smith for sorting all the photographs and videos to complement our presentation. The 'script' this year aimed to highlight that we are truly an international and indeed an enduring Class, the GP14 being 69 years old on the 17th June.

From the Association's beginnings in 1951 it continues to thrive and support our members. The success of the Association is down to YOU our members, who have picked up the baton and have often worked tirelessly to ensure we deliver what our members want. I have been so fortunate to have such conscientious people on the Finance and General Committee and also on the General

Committee, as well as the Trustees and of course Julie Courtney in the 'office'. There is no doubt that teamwork 'produces the goods' and I want to take this opportunity to thank all those dedicated people I have worked with firstly as Vice President and now as President.

Being on Committee isn't too onerous a task. As a racer or cruiser, it gives you an opportunity to be involved in discussions about venues, Class development and training. As a club sailor it gives you an opportunity to be involved in discussions about how the Association can support your club GP14 sailors. As an individual member it gives you the opportunity to be involved in discussions about the Association and find out more about what the Association does to ensure our members get the best possible deal from their membership. It is because of the Association and our various working relationships, that we have been able to guide the price ceilings on boats, sails and spars. Through the Association subsidised training events are organised. We also try and offer financial support for our youth sailors. The Association has also forged good links with Craftinsure for GP14 boat insurance. There is no doubt in my mind that because of the International GP14 Association we have such a strong Class, which is here to stay.

This year there will be some considerable changes on Committee at the August AGM, as people who have been on Committee for many years are stepping down. This indeed will be my last piece as President for Mainsail, as my three-year term of office ends at the AGM, where I shall be proposing Curly Morris to move from Vice President to the role of President. Our strong team would benefit from some specific skill sets which would enhance the Committee. My message to you is that it is possible to hold down a job and work on Committee. Equally if you have retired you may now have the time to take on a more active role. It is because of people giving their time, that we all gain so much. Please, think about coming forward as YOUR Association needs YOU 😊.

One person who stepped up to the challenge and also became a member of the Association is Vanessa Devereux. Once again, we have a packed calendar of events both racing and cruising, with visits to some superb venues. Thank you

to Vanessa for sorting out the 'Super Seven Series' and thanks too to Oliver Shaw, who has come back on to Committee and has sorted the cruising venues.

We are back to Abersoch for the Nationals, which seems very apt for me personally as this was my first major championship, when I crewed for Maurice Cooper, also from Derwent Reservoir Sailing Club and where we competed in the 2003 worlds. I use the term 'competed', rather loosely, however thanks to some fantastic coaching from Neil Marsden prior to the event we did know what we were supposed to be doing and indeed did have some close racing even at the back. This is the great thing about sailing a GP14, it is competitive throughout the fleet.

For our racing fleet, there are great plans for our championships this year. The biggest event of course will be our Nationals at Abersoch in Wales. There will certainly be plenty to celebrate both on and off the water. Vanessa is planning the event to offer the best possible racing but is also very mindful of opportunities for fun family activities. However, there are plenty of racing opportunities both before and after the National's, so check out the website, or look in your calendar.

This is the second year for the calendar, which is bigger and certainly has some super action shots. We hope you have enjoyed receiving this, 'thank you' gift for being a member. A personal thank you to all our sponsors for supporting this initiative. If you have a great photograph do send it to the office and you never know it may find its way into the 2020 calendar.

Of course, some of you have never stopped sailing during the winter, many continuing to sail at your home clubs. I've also spotted lots of names taking part in the Selden Sailjuice Winter Series. This successful Series now in its tenth year and the brainchild of Andy Rice, of Sailjuice.com and Simon Lovesey of Sailracer attracts some of the top sailors from many different dinghy fleets. Great to see Rich Pepperdine up there, although sadly not in a GP14 this time. However well done to the following who were able to represent the GP14 Class at one or more of the events:- Ian Dobson, Neil Marsden, Richard Ham, Hugh Devereux, Matt

Lulham-Robinson, Peter Nugent and Nicky Ogden. A special well done to Maciej Matyjaszczuk who finished 37th and Lawrence Creaser who finished 54th.

Getting the GP14 out on the water is the best way to promote the Class. Some of you may be taking part in handicap racing at your club and indeed some of you may plan to compete in the Great British Sailing Challenge. The goal of the Great British Sailing Challenge is to achieve the same kind of diversity of dinghies on the water which are seen at the Dinghy Show. Organised by Andy Rice and Simon Lovesey the races will use the latest version of the Great Lakes handicap numbers a variation of the RYA PY system, along with GPS tracking. The schedule is for three back-to-back handicap races with a fast and slow start three minutes apart on the Saturday, followed by a pursuit race concluding the regatta on the Sunday. My own club Derwent Reservoir are hosting the Derwent Dambuster event in May. My personal thoughts are, that for some sailors this is the only opportunity to sail in a big fleet, as unlike us, very few classes are able to have a world championship of 130 boats. It is however a chance to showcase the GP14, so perhaps you can fit at least one of the venues into your travelling schedule.

If you are considering travelling and are new to packing up and towing a boat, read the article in this Mainsail and perhaps take a look at our website for more information. As part of our Training Programme the Association is hoping to help support our newer sailors. Training is an area which we invest in for race training our youths and adults, however we are also keen to help support other initiatives and this year we are looking at our new GP14 sailors. We are also determined to try and provide training in different areas, so it is more accessible. Remember the Association is here for YOU so please talk to us directly, or through your Fleet Captain or Area Representative. For more details about Training planned for 2019 check out the website or contact Mark Collingwood, who has over the past few years worked extremely hard to create some super events. Thanks also to Gill Beddow who I know has been instrumental this year in helping Mark with the training.

Next year will be the 70th Anniversary of the GP14, so lots of plans are already under consideration, including the restoration, displaying and sailing of boat no 2, which as you know is currently under the care of Hugh Brazier and Steve Parry.

The plan is to have the boat on display at the Dinghy Show and later perhaps get it displayed at the Maritime Museum in Falmouth. You will also have an opportunity to see it sailing in the World Championship at Skerries, or perhaps sail or see it as it is sailed as far north as possible from the south coast (still in planning stage). The 2020 Dinghy Show at Alexandra Palace will be the launch of the 70th celebrations, so do come and join us next March. It will be an opportunity to meet with current and past sailors of the GP14 and take a first look at the new commemorative book.

As an Association we are here to safeguard the future of the GP14 Class and as an Association we also strive to minimise our impact on the environment. We are committed to developing an environmentally sustainable Class. At championships we are promoting using re-useable water bottles and we have recently sourced and are now using recyclable bags for Mainsail. We also need to protect our waters from invasive aquatic species, many of which can survive out of water for up to two weeks in damp conditions. "Invasive marine plants and animals harm our native wildlife and cause economic damage to boating, fishing and aquaculture, fouling hard surfaces such as hulls and pontoons. They clog up boat engines and props and restrict waterflow and navigation." Please be vigilant and follow the RYA, 'Check, Clean and Dry' recommendations.

Please try and encourage people to join the Association, as it is this revenue which helps us provide the service to you our members. In this our 69th year, let's try and get at least 69 new members. Keep an eye out for extra special membership news in the May e-newsletter. Remember crews can be associate members.

As always 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 international sailing world.

Let us look forward to a great year of GP14 sailing.

Ann Penny B.A. International GP14 President

Treasurer Talk

Treasurer's Report Spring 2019



The GP14 Association is financially strong and the Financial Accounts to the year ended 30th September 2018 are posted on the web site at www.GP14.org. As planned in the budget at the start of the year, a small deficit of £1535 was the financial outcome. Income streams were very close to predicted levels, resulting in a total income of £34083, which is only slightly less than 2017 income. However we are seeing a continuation of the trend over many years where membership is declining, and we are now at the point where deficits will increase unless expenditure is curbed. There is limited opportunity to decrease expenditure on overheads without significant upheaval, and currently the Association is committed to providing member services such as supporting Youth sailing in GP14's, production of Mainsail magazine, promoting the class at the Dinghy Show in London and adult training, as well as providing a superb programme of Championship Regattas around the country. This dilemma will be addressed by the General Committee as we go through 2019. One measure that has been agreed is to propose an increase of £2 per annum on full member subscriptions at the 2019 AGM. This, if adopted, will be the first increase for 6 years.

Our costs in 2018 were £35608, very close to budgeted costs and £4777 above 2017. The main reasons for the increase were Committee expenses submitted late in 2017 and accounted for in 2018. In addition we spent an additional £2867 on promotional activities - This included GPS tracking devices used on competitor's boats at the 2018 Worlds to enable members to follow the racing live on their home computers, and some additional expenditure on display material for use at the dinghy show.

The balance sheet remains strong with significant cash reserves, and we have no bad debt.

Looking forwards to 2019, we are predicting another deficit, and to address the declining membership, the Committee is reviewing various initiatives to improve membership services at lower cost. We do take time to ask members who leave the class why they decided to leave and it is usually because they have sold their

boat or become too old to sail regularly. Our challenge is to capture new members and new boat owners, especially younger sailors into Association membership. So please ask around your dinghy park to see if your fellow GP14 sailors are members, and if not, please try your hand at selling the benefits of Association membership.

As always, I am happy to take questions on the GP14 Association finances direct from members. To contact, please email treasurer@gp14.org

I wish you good sailing for 2019,

Paul Bowmer,
Hon. Treasurer



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Secretary Scratchings



Notice of AGM

The 69th Annual General Meeting of the International GP14 Class Association will be held at South Caernarvonshire Yacht Club on Monday 5th August 2019.

The meeting is taking place during the class's National 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 68th 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 consider a motion to change the Constitution.
- f) To elect Officers.
- g) To elect the Directly Elected Members of the General Committee.

Motion to change the Constitution

Explanation

Our Trustees are appointed on a 'for life' basis and with the passing of the years it is becoming clear that this may lead to difficulties if and when infirmity becomes an issue. The Finance and General Purposes Committee therefore propose that the number of Trustees be increased by one and that the new appointee should of significantly younger age than the current group.

Proposal:

That the opening paragraph of clause 10 of the constitution be changed from:

Trustees – There shall be four Trustees of the Association, any three of whom may act. The first Trustee shall be appointed at an Annual General Meeting.

To:

Trustees – There shall be five Trustees of the Association, any three of whom may act. The first Trustee shall be appointed at an Annual General Meeting.

Reason for proposal

To enable right governance of the Association to continue in the event of two Trustees becoming unable to act at any one time.

Proposed: Ann Penny - Seconded: Stephen Parry

The draft minutes of the 68th AGM are available for inspection in the Member's Area of the web site.

Steve Parry, Hon. Secretary secretary@gp14.org

COMMITTEE VACANCY

YOUR CHANCE TO BE PART OF IT!

Steve Parry will be stepping down from his position as Class Secretary at the AGM in August. This creates a great opportunity for someone new to take on the role, could it be you?

It is a great way to get to know lots of GP14 enthusiasts and become part of a successful team. Yes, it does of course involve a bit of work and commitment but it's low stress and high reward! What's not to like?!

Contact slparry@gmail.com to find out more.



The Dinghy Show 2019

What a Show it was with so many visitors to our Stand, this was the year when we certainly needed more helpers. We have become quite a team, but this year due to illness we missed having Hugh Brazier, Sarah Collingwood and Andy Clewer. We did however have our stalwarts Steve Parry and Mark Collingwood, Helen Allen and Andy Wadsworth and Justin Smith, (who has become my 'technical man'). Additional and most welcome support for the weekend came from Vanessa and Hugh Devereux. We do of course always have the lovely Nigel Potter, from Paintcraft and our boat builders, this year thanks again to Steve Parker and Glynn, for displaying a GP14 training dinghy and to Nigel bringing the Duffin. Phil Hodgkins, Ginger boats, was also on the Stand, with a model GP14, he talked about his CNC cut kits which he now has available for any home boat builders. We also had Mike McNamara, whose sails were on the Duffin, who gave an extremely informative talk about sail setting.

With over 8500 visitors over the weekend to Alexandra Palace, apologies if some of my conversations were rather brief to the many sailing friends who dropped by our Stand. Perhaps in part because of last year's extreme bad weather more visitors were able to make the weekend. There were bargains to be found,



people to meet, sailing tips and much more. Although the Show is costly it is an event not to be missed by the Association. Being part of the RYA treasure hunt, meant we had even more visitors to our Stand and lots of happy children going off with Steve Parry's fantastic card sheets all just requiring some cutting and sticking to make a model GP14. We also signed up some more new members for the Association and enjoyed meeting members who have been loyal to the Association for many years.

The Leprechauns, one hanging off the SP Training boat and the other hanging from the spinnaker pole of the Duffin boat,



created interest for the children and also a reminder that Skerries is just over a year away. The last world championship held in Skerries was memorable, so start your planning now for 2020, when we will also be celebrating 70 years on the water for a GP14.

As an Association we are always looking to the future, so also on display was a pull up poster for Sri Lanka, which was appealing to both GP and non-GP sailors looking to get some winter sun in 2022.

Visitors to the Stand included Mark Lee from Craftinsure and his wife Jane (Jane liked the sound of sailing a GP14 in Sri Lanka). Mark gave me a 'heads-up' on an insurance App, which Craftinsure are planning to launch free to members, so watch out for a text message telling you how to download the App. Craftinsure are great supporters of our Association and are once again sponsoring the Super Seven Series and also the Youth Coaching week at Plas Menai, so thanks again to Mark and Rod Daniels.

At the Show Sam Woolner, Exe Sails, pulled out the winning raffle ticket for the Genoa, which once again, indeed the fifth year, he had kindly donated. The proceeds from the raffle will help boost our Association funds which means we can do even more to help our members. So, thanks again Sam and thanks again for already offering another genoa for next year. Let's hope we see you in a GP14.

The winner of the raffle, Joe Hartigan from Leigh and Lowton Sailing Club, has just bought GP14000 which was the boat donated by the late Richard Estaugh, which was raffled, won and named Golden Ticket by Paul O'Neill. Could this be a good omen for Joe who is new to the Class?

Thank you to all the helpers on the Stand over the weekend and to Mike Senior who joined me, Steve Parry and Helen Allen on Stage to promote the Class.

It was a fabulous weekend so start to put the date in your diaries for next year, when we plan to show off the Class even more. Join us next year in March to celebrate 70 years of GP14 sailing.

Ann Penny, President

Pimpernel's Progress: One year on



Looking back at my photographic records, I am reminded that it is exactly a year ago that we began the job of stripping out the interior of the hull. It seems to have taken a very long time but I am pleased to report that the seats and thwart are all now securely back in place and ready for us to pellet the numerous old screw holes. The seat rails in the Series One GP14 are notorious for coming away from their supports and those in Pimpernel provide ample evidence of increasingly desperate attempts to screw the wretched things back in place! We have resorted to epoxy adhesive to cure the problem once and for all, but the pellets will record the historical fun and games!

The decks have been in a stripped condition for some time so as soon as the weather warms up we shall be applying two-pack varnish to those as well as seats/thwart and centreboard case. In the meantime the repainting and re-varnishing of the interior of the hull has been finished, using single-pack marine products. Crawling beneath the foredeck to reach the stem is not something I shall be volunteering to do again any time soon! Anyway, it is all done and it looks pretty good.

As the summer weather approaches we shall be taking the recently acquired timber mast down from its winter resting place in the rafters of the clubhouse and giving it a thorough 'coat of looking at'.

Roll on summer! **Steve Parry and Hugh Brazier**

CRUISING: Cruising Corner

The programme for this season is now coming together rapidly, and I would like to record my warmest thanks to all who have offered events and facilities.

Full article on website at **About** tab, **Cruising and Vintage Boats** or direct to <https://www.gp14.org/about-the-gp14/cruising/>.

Cruising Week

We are planning a Cruising Week in the Milford Haven Waterway, which was specifically suggested by one of our regular participants as one of his preferred venues. This will be from August 5th – 12th. Our location is at Lawrenny Quay. They are a combined boatyard and tourist facility, extremely pleasant, with a very attractive site in a highly scenic location, with an excellent pub and an upmarket café / tea room on site, and a caravan site as part of their facility. They are not licensed for tents, but there is tent camping available within very easy driving distance. For those who prefer B&B there is also a good selection of establishments in the area. Their charge is on a daily basis so for six nights with dinghies moored to their pontoon plus one launch and one recovery the total would come to £96 for the week. I used them a couple of years ago, and had a truly excellent time, and I am more than happy to use them again. Details of their facilities can be found online at: <http://www.lawrennyachtstation.co.uk/>

If you wish to participate please let me via cruising@gp14.org, and I will then put you in contact with Lawrenny to book individually. But it is most helpful if I am told who is coming, for co-ordination purposes.

Finally, an appeal for feedback. We need to start planning for next year's Cruising Week before the Autumn *Mainsail* comes out, so do please let us know what you would like (including where, and when).



Other Events in 2019

We are also arranging a number of shorter cruising events during the course of 2019:

- Members are invited to a week-long event in Poole Harbour, run by Cody Sailing Club, from **Friday May 31st to Friday June 7th**. This is an excellent and very scenic cruising area: <http://www.codysailingclub.co.uk/ptbo/>. All enquiries to Steve White at ptbo@codysailingclub.co.uk, please; **NOT** to the Association address.
- Members are invited to join an upriver day-cruise on the Mersey on **Sunday June 16th** run by Liverpool Sailing Club. cruising@gp14.org to book, please.
- York RI Sailing Club are delighted to welcome the GP14 cruising fraternity to join them for their annual cruising and camping weekend at Ullswater, which will be held on **28/29/30 June** this year. cruising@gp14.org to book, please.
- See also the information on the Round Holes Trophy, Saturday 28th September at the end of the Vintage Boats section.
- Cruisers are warmly invited to the End of Season Championship at the Welsh Harp (London) on the weekend of **12/13th October**. They are offering a cruise the long way around the lake with afternoon tea at the canoeing club. As with every End of Season event, a particular highlight is a black-tie dinner on the Saturday evening. We like the cruising fleet to join us in as well as provide photos and comments.
- Finally, a member has asked for an Introduction to Cruising weekend with the emphasis on training. We are actively exploring the options for this, provisionally a basic training weekend at Bassenthwaite in August, and perhaps also a more advanced cruiser training weekend in the eastern part of the country probably in the autumn. Do please let us know, with some urgency, if you would be interested in participating in either event. cruising@gp14.org to book, please.

Possible Event in Brittany

We have been approached by a member living in North Brittany, between Paimpol and Perros Guirec, offering to organise an event if sufficient interest.

He writes "It's a marvellous cruising location with many picturesque coastal islands, along with significant tidal variations and currents that need to be taken into account. My club organises an extremely relaxed multi-class regatta in a sheltered lagoon at the beginning of August, along with a few cruises with accompanying security...I could easily try to organise a 3-day weekend of events including the regatta and throw it open to the GP14 Association. After all, there will already be one GP14 taking part!"

We are currently thinking of 2020 rather than 2019, but if anyone is seriously interested in this year he would be very happy to accommodate them. Please respond for either year to cruising@gp14.org.

Vintage Boats

We are very proud of our historic heritage, including our vintage boats, some of them seriously early and still sailing.

Amongst those, boat no. 2, *Pimpernel*, the GP14 with the earliest surviving sail number in the world, is now owned by the Association and is currently undergoing an overhaul preparatory to an attempt to sail (and row) the full length of the UK as part of our 70th anniversary celebrations in 2020. We are then hoping to take her to the World Championship at Skerries in 2020. (see article on page 15)



Meanwhile, for the current year, York RI Sailing Club invite members with Series 1 boats for the Round Holes Trophy at their club on **Saturday 28th September**. Further details from Steve Parry via cruising@gp14.org

Looking ahead to 2020, we are gauging interest for the possibility of arranging some separate racing for the vintage fleet. We are also starting to look into a 70th anniversary vintage boats event at Aberdyfi (Dovey SC), where the class started; either racing or cruising or a mixture. And then we also hope to offer a Vintage boats event in conjunction with the End of Season Championship. If you are potentially interested in attending any of these events, with a vintage boat, please let us know.

Cruising Log Trophy

Some years ago, when I was previously in harness as Cruising Rep, we instigated a Cruising Log Trophy, for the best cruising log submitted each year. Sadly this did not really take off, but I think it is time now to offer it again and invite entries.

So if you do some cruising this year, may we encourage you to consider writing up a log of the cruise, complete with any photos / drawings / paintings you may wish, and submit it for the trophy. Closing date for entries **30th November**.

The trophy itself is a bound logbook with the winning entry each year written up in hand done calligraphy, supported by whatever artwork forms part of the entry. Over time we hope this will become a treasured trophy.

Please feel encouraged to have a go!

Oliver Shaw

CRUISING: Why Go Cruising? (part 2)



A Capella sailing over Low Water at the DCA Holy Island Rally 2010. The flat water is because of the shelter provided by the banks the reefs were entirely appropriate in the gusts (Photo by Ed Wingfield)

We left the previous article with the seals in Holy Island Sound, when we were sailing in a Dinghy Cruising Association rally there, but they were only one of the features of interest in that cruise.

On our first day there, the Saturday, the tides were such that by the time we had had breakfast it was already low on the falling tide, and the harbour was already dried

out. So we launched outside the harbour, using the rather roughly surfaced fishermen's slipway and then going across the beach; driving a Landrover makes launching in such situations easy, when without such a vehicle it would be extremely arduous. Then we sailed around in the low water channels for an hour or two, and faced with the need for frequent tacking and gybing in fairly confined waters and in quite a strong wind it wasn't long before I decided to put a reef in.

Although I can and do reef at sea when needed, as a matter of routine, in any procedure in a boat (not just reefing) I am a great believer in using the best method in the particular circumstances, rather than sticking to a single "drill". In this instance we had sandbanks all round us, and I had an inexperienced crew, so I took advantage of the banks to do it the easy way; I took the boat upwind until we almost ran out of water, nudged the bow ashore, pulled down the reef, and then sailed off again. Then we paid a call on Ed Wingfield, the rally organiser, an erstwhile dinghy sailor who by then had turned yachtsman, and who has now become a good friend; he was anchored in deep water in his rather nice 10m Beneteau yacht, and we tied up astern of him for a chat and a beer.

Then with the tide now starting to flood we set off again, meeting up with another rally participant for a chat, and then picked our way across a bank with only a few inches depth of water over it, until we reached the main deepwater channel back to the harbour. That gave us a broad reach back, against a very strong flood tide. Experimentally I had shipped the chartplotter from my yacht aboard the GP14 for this event, so it was interesting to see that on this leg of the sail we were consistently making almost seven knots over the ground, against that strong flood tide. I don't know the speed of the tide, but I would guess it to be at least 3 knots, so we were probably making a good ten knots through the water, possibly eleven, and this was without really trying, with an inexperienced crew, not flying a spinnaker, and despite being reefed.

The Sunday was the last official day of the rally, and Ed had previously suggested that skippers might like to sail out to the Farne Islands and back, which is a serious open sea passage for a dinghy, and with some interesting navigation and pilotage involved. However in the event several participants who had arrived a day or two early chose the Saturday to return home, leaving just three of us plus Ed, and when Sunday morning came it was blowing a hooligan, so there were no takers for that sail, and instead a group of us had a lengthy and interesting morning walk around the island.

I remember evaluating the possibilities of the sail and deciding that in those conditions it was too far for the risk to be acceptable, and that sparks an interesting reflection on the question of whether one needs a safety boat. DCA do not normally (if indeed ever) provide a safety boat, and I evaluated the passage on the basis of us being solely responsible for our own safety. But would my decision (not to sail) have been any different had there been a safety boat? Probably not; had we sailed, with a safety boat, and had we then got into trouble the far side of the Farne Islands and needed assistance, the 8-mile passage back in perhaps force 6 wind conditions - whether under tow or otherwise - would have been fairly horrendous. So I would very probably have made exactly the same decision even if a safety boat had been available and on duty.

Instead, we enjoyed our round island morning walk, then had lunch, and then with the tide out we just rested for a little time over Low Water. Then when the tide returned, we found that the wind had moderated, so my crew and I launched and went for a sail in the Sound. In the distance we saw a gaff-rigged boat with tan sails, so this was a bit of a magnet and we sailed over to her; she

turned out to be a Cornish Shrimper, a very popular and rather nice 19-ft trailer-sailor cruising boat. We passed astern of her, altered onto her course (which was heading back towards the harbour, by now perhaps a couple of miles away), and in due course we overhauled her, and had a chat with her skipper and crew as we did so.

By this time both boats were heading back to the harbour, sailing across the now strong flood tide, and we made a better fist of choosing our course across the tide than did the local boat - for it later turned out that she was indeed local. We ferry glided across the tide on an improvised transit, first as we crossed the shallows and then we still followed the transit later when we entered the deepwater channel, whereas she sailed a heading more perpendicular to the tide. So when she reached the deepwater channel she found herself downtide of her destination and in the full strength of the tide and had to buck the tide all the rest of the way home. We were ashore, and with the boat on her road trailer, before the Shrimper came into sight entering the harbour.

There was a delightful sequel. As we were ashore and packing up, first the skipper and crew of the Shrimper, and then subsequently another couple of local residents each went out of their way to come across to us for a chat. All of them knew all about the Rally, which at that time was a well-established annual event, and they could tell us something about which boats and which skippers had participated in previous years, and what had exploits people had got up to in previous years. And both said in effect that a long weekend was too short a visit and pressed us to return on another occasion when we had more time available. You can't beat that for a welcome!



And a little bit of fun, albeit only by courtesy of photo-editing

And I did indeed return the following year, for the inside of a week, albeit in the "big boat" rather than the GP14.

Oliver Shaw

Technical: The Revelations of Repairing an Old Boat

It will not have escaped your notice that No 2 has been undergoing major restoration and for those who have been following Pimpernel's Progress on E-News, here is some more detail about our discovery when cutting out the sheared screws from the stem. The findings explain why older boats (and the Old Yellow Boat is a case in point) end up with so much entrapped moisture in the stem post, making the 'heavy at the ends' syndrome much worse.

It is all down to a simple deficiency in construction that many home-builders back in the days of Bell Boats kits would not have appreciated, see my sketch for details. In deed Bell Boats themselves obviously did not anticipate a problem when they built Pimpernel. As you will see, the fitting of the side skins tends to create a small void at the front edge of the stem post through which the screws holding the stem band then pass.



The side skins only just 'kiss' at this point so the screws churn their way into the void and achieve very little grip. When the stem band is next disturbed the screws invariably have to be replaced with something longer that will reach into the post, or worse still, the old screws are refitted with a stripped thread and a prayer!

Above the waterline this doesn't really matter but poorly fitted screws lower down can obviously allow water to pass into the enclosed void and soak into the untreated joinery. 4615 was unbelievably damp in this region and took ages to dry out when we did the big rebuild. If you are renovating an old boat it might be advisable to indent small blocks of timber in the stem to receive the screws that secure the band, as we have done on Pimpernel.

Steve Parry, The Old Yellow Boat

Technical: Anchoring

A member has recently asked us for an “Introduction to Cruising” weekend, with the emphasis on training. That prompted the thought of a series of tips on individual topics, and he specifically requested anchoring.

Choice of Anchor: ideal size for a GP14 is about 2 kg, or a little more; certainly not less for a steel anchor. However there is one exception to that guide, discussed later.

Good designs include the **Danforth** and the best of the variants on it. The “new generation” anchor which is made in dinghy size is the **Mantus dinghy anchor** looks excellent, although I have no direct experience of it.



Rode: 2 m of 6 mm chain shackled to the anchor, then 30 m of nylon warp, at least 6 mm diameter (any narrower is painful and potentially dangerous to handle under load). Use a spanner to tighten the shackle and then mouse it (or alternatively use superglue or Araldite on the threads) to ensure that it won't come undone. Tie the inboard end of the warp securely to the boat then starting at that end flake the warp into a bucket, followed by the chain.

The preferred material is nylon because of its excellent stretch characteristics; stretch is highly desirable in an anchor warp, to smooth out shock loads and nylon stretches more than any other rope material. That is marine quality nylon, not the very much looser laid nylon rope available from domestic DIY stores.

Depending on the anchor design you may be able to stow it in purpose made chocks in the boat, or just place it on top of the warp in the bucket.

Fittings: Have at least one anchor fairlead fitted on the bow, as near the stem as reasonably possible, and it is helpful to have a cleat mounted somewhere convenient so that the warp can be secured once the anchor is deployed. I personally like to have a low-profile horn cleat on the kingplank, and ideally it should be through bolted (to ensure maximum strength), but this location does entail the small risk of the jib sheets very occasionally fouling it. I have found that in practice it fouls the sheets only exceptionally rarely, but that might be an unacceptable risk if you also race the boat. If you are concerned about that risk you could mount the

cleat somewhere convenient in the cockpit, perhaps on the forward coaming, through bolted into the deck beam.

Deploying the anchor. Aim to deploy a length of rode equal to about four times the depth of water; more in strong wind or strong tide conditions and up to ten times the depth in storm conditions. Since the length of available warp will be limited to what you can conveniently carry, that limits the depth in which you can anchor; choose depth of water not more than one-quarter of the length of your rode, after allowing for any further rise of tide. Place the warp (just before the chain starts) in the fairlead, pass anchor and chain over the side (forward of the shrouds, obviously(!), keeping the chain off your pristine varnished deck) and then allow to drop - while also holding the warp to ensure that it doesn't immediately all pay straight out in a run, then smoothly pay out the warp until the anchor is on the bottom. Slowly pay out yet more warp as the boat drops back with the wind or tide.



Tie off the warp when you have paid out as much as you intend; it helps to have a cleat for this purpose but improvise if you have no cleat (e.g. tie it round the mast, or other strong point).

Raise the centreboard and consider raising the rudder (unless you are deliberately using it to give the boat a sheer to one side).

Then choose some clear marks, either on shore or other moored boats, or navigational marks, which you can use to monitor your position; and as you tidy up the boat at the end of your passage just check after a few minutes that you are still in the same position. If you find that you are dragging, and it can happen, either pay out more warp or haul up the anchor and sail off and have another shot at it.

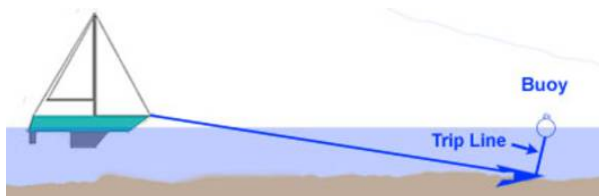
Avoid at all costs deploying the anchor abaft the shrouds at right-angles to the boat - in a strong tide that is a very quick way to capsize! It absolutely must be deployed from the bows, and as close to the stem as practicable, so that the boat is completely free to line up to the pull of the line.

Depth of water / Height of tide: The chart will give you what is called the charted depth at any given position; that is the depth related to "chart datum", and the height of tide then needs to be added to this to give the actual depth. If the figure on the chart is underlined it denotes a drying height, the height above chart datum to which the bottom dries out at Low Water; you can treat this as a negative figure, so subtract it from the height of tide to give the actual depth.

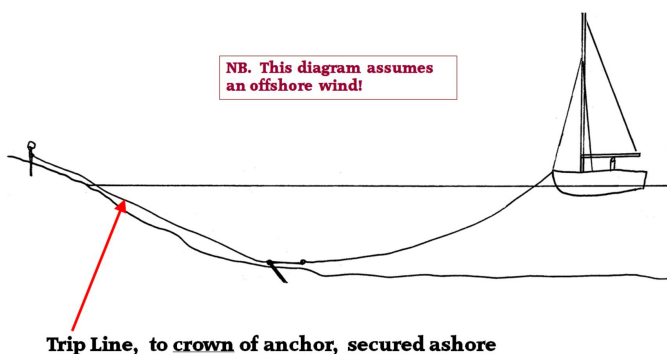
If you don't have a chart with you, aim to anchor sufficiently well inshore to have a generous margin of safety.

For day-sailing when I am at home I find it convenient to print off both the hourly heights of tide from my computer software and the weather forecast before I leave home. (If you don't have tidal software, you can get tidal heights online from the Easytide site, above.) Then I laminate the sheet and put it aboard the boat.

Trip lines: Finally, it is worth mentioning trip lines. This is a second line, attached to the *crown* of the anchor, specifically to assist in pulling the anchor out if it becomes stuck on the bottom. If then you discover when you come to weigh anchor that the anchor is foul on the bottom, slacking off the anchor rode and pulling on the trip line will often dislodge the anchor, and enable you to bring it aboard.



Another and very different use, which is sometimes very useful to the dinghy sailor. This is when you sail to an attractive beach, and then anchor off - perhaps on a rising tide - while you have lunch ashore or whatever. There is a good chance that when you return to the boat she may be in deep water, especially if the tide has risen, or if she has swung to an offshore wind. A long trip line attached to the anchor crown before you drop the hook and led ashore (and tied to a tent peg driven into the beach or to a bush) will enable you to pull the boat ashore when you are ready to re-embark. But do



attach this line to the crown of the anchor only, otherwise you will end up fighting the strength of the anchor as it digs in against your pull - and one hopes that it will be the anchor which wins that fight!

Oliver Shaw

Full version of this article can be found at

<https://www.qp14.org/wp-content/uploads/2019/03/ANCHORING.pdf>

Technical: Travelling with your GP14

This can be a daunting prospect, when packing up to travel for the first time. Hopefully the tips below will help. More detailed information can be found in the cruising section of the website. So where to begin...

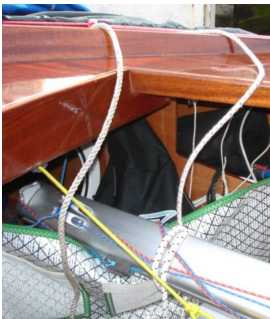
Importantly check your trailer particularly tyres and bearings and also the lighting board prior to packing up your boat. It is also a good idea to carry a spare wheel for the trailer.

Note most trailer boards aren't fitted with reversing lights, however these can be added. If you are using the "continental" 13-pin connector system it already includes the reversing light circuit, but if you are using the older 12N system it doesn't, so you also need the 12S (i.e. Supplementary) plug and socket in order to add that circuit.

How to pack the boat.

Starting with things inside the boat. Loose gear needs to be stowed in a way which prevents it moving around and either becoming scratched or doing worse damage. Put the **rudder**, which ideally is being protected by a cushioned rudder bag, in the bottom of the boat, so it is wedged and can't move around. (Alternatively, it can go in the car.)

The **boom** rests on the thwart, suitably cushioned by a sponge, pulled downwards at the forward end (by a heavy shock cord attached to a fitting on the cockpit sole, in this case one of the toestraps eye plates), or simply use the control lines for the Cunningham over the top of the boom, pulling it down and cleating; this forces the after end up hard under the aft cockpit crossbeam, where again it is cushioned by a sponge. *The boom could alternatively be strapped to a side bench and/or the thwart, again with suitable padding.*



Most other kit that is normally carried aboard while sailing can travel in its usual position without special preparation. Making sure that the **spinnaker pole** is either clipped or tied so it can't move around.

Sails, ideally in their bags, can then be placed in the boat. Sails, e.g. spinnaker could be left in situ and the main could be left on the boom, but especially the latter is not recommended.

Boat Covers

Some owners like a full cocoon cover, specially designed for travelling, however the majority of sailors have a separate under-cover and top-cover.

Other owners leave the underside of the boat uncovered and in normal circumstances it shouldn't suffer from anything worse than mere dirt..

For the top cover, some owners tow using the overboom cover which they also use in the dinghy park, but this isn't ideal to travel with. Far better, for towing, is to use either a flat cover or a "trailer cover" (which the latter has no aperture for the mast and no split forward of the mast gate) which is used solely for road use.

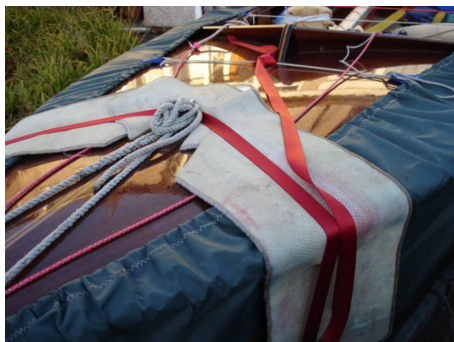
Securing the boat to the trailer.

If you have a combination trolley/trailer, simply pull into place, remembering to lift out and then slot back in place, the pin. Then tie the boat on the trolley to the trailer.

The fundamental requirement is lashing down amidships, supplemented by a second one at about the location of the forward chock or cradle. It is perfectly viable to use rope; but modern ratchet straps are quicker, easier, kinder to the boat (because the load is spread over a broader surface) and nowadays they are probably also cheaper than buying the necessary rope of the right size and quality. Provide a heavy duty means of cushioning them and make sure that the metal hardware is well clear of the boat. The photographs show the ratchet straps in place and the interior of the boat fully stowed for towing; boom secured, sails aboard, spinnaker pole and oars and masthead buoyancy all in place, etc. NOTE in these photos this sailor puts his top cover on after tie down, however most sailors put top cover on before using ratchet straps and/or ropes, however the same principles apply. The



padding under the midships strap in these photos is offcuts of carpet, with the pile towards the boat and another soft mat at the forward strap.



The forward strap may tend to drift forward, to the point where it has the shortest route and therefore it loses tension in doing so. If your boat is used primarily for cruising, she will probably have a mooring cleat on the kingplank, which can be used to forestall this, as in these photos; if she is used only for racing, she probably won't have such a cleat and you will then need to devise some other means of addressing this. Possibly identify the shortest route at outset and tension the strap in that position, or possibly rig a retaining strap joining the centres of your two ratchet straps to each other (for example), thus restraining the forward one from moving forward.

The bow snubber will normally be adequate to prevent the boat charging forward on the trailer when braking, even in emergency braking, or when descending hills; however you will probably need some means to prevent her moving aft when accelerating or when going up hills, although the forces there are much smaller than in emergency braking. The painter may be one way of restraining movement aft, (photo), but only if you have a means of securing it to the boat **and also** have anchor fairleads on at least one bow. A possible alternative is a line diagonally aft from the trailer axle and secured to a point on the boat.

Fix the **lighting board** to the transom pintle and gudgeon, ideally padded. It is perfectly possible to mount the mast before fitting the cover if you so wish. (see photo).



Securing the Mast

It is easier to tie halyards etc, when de-rigging when the mast is in the boat. Put loose shrouds through metal loop on mast and pull rope halyards tight, tying off where possible so there are less wires and ropes moving around as you lift the mast from your boat. It is sensible to tie back the rigging to the mast using shock cord or Velcro straps for example, but don't use tape. Don't forget to remove all those ties before you step the mast on arrival; otherwise you may find only after you have stepped it that the rigging is tied to the mast somewhere that is now out of reach, up high, and you have to drop the mast again to untie it!

Lift the mast on to the trailer, securing at both ends. To prevent the mast whipping around laterally as you drive it is a good idea to now add a taut lashing up from one side of the trailer, round the mast close to the spreaders (one complete round turn) and down to the other side of the trailer. The tension for this does not need to be large, so a non-ratchet strap is perfectly adequate; it is simply there to restrict sideways movement.

Don't forget to plug in your lighting cable, remembering to check the trailer lights before you move off. It is also useful to stop after a little while to check all ropes are secure and doing their job and to once again check tyre pressures.

Finally, driving with the boat in tow. Allow for the extra length and the reduced acceleration at junctions, and again when overtaking. Take tight corners a little wider allowing for your extra length and also for the trailer tracking slightly inside the track of the car.

Be aware of the lower speed limits when towing; in the UK these are **50 mph on single carriageways** and **60 mph on dual carriageways and motorways**, except where a lower limit applies to all traffic anyway. **Never even be tempted** to exceed the 60-mph limit; your trailer tyres are almost invariably rated for 62 mph maximum, so exceeding the higher of those two legal speed limits also means you are exceeding the speed rating of your tyres. Also remember on a motorway you can't go in the outside lane.

As part of our Training Programme we are aiming to support our newer sailors, hopefully giving them the confidence to join the travelling circuit cruising or racing. Recently Chris and Gill Beddow visited Trimpey Sailing Club to offer some expert advice. If you think that sailors at your club would like support from the Association do contact the office. I have no doubt that there will always be someone to offer help as we all know GP14 sailors are simply the best. ☺

Ann Penny (Taken from an article written by Oliver Shaw in the Cruising section on the website)

TRAINING

The 2019 UK training calendar is nearing completion with a strong line-up of events.

For racers there are events planned in all areas, including sea training at Llandudno before the Welsh Championships and at Abersoch before the UK National Championships. On-line entry will be opening soon for these popular events.

For youths our Gold Standard Craftinsure and E Howard-Davies GP14 Youth Training Week returns to its spiritual home at Plas Menai and continue to provide the highest quality training to the next generation of sailors. Details are available on-line or from Julie in the office. We are accepting applications and preference will be given to those received before 25th February. New for 2019, Non-racers and improvers are invited to Bassenthwaite SC over the August bank holiday for a weekend focusing on cruising and boat handling. Those attending are welcome to camp on-site. If you are interested please contact Julie in the office ASAP and we will look to arrange a feeder event at your club.

Gill Beddow & Mark Collinwood

DATE	TYPE OF TRAINING	VENUE
Saturday 16 Mar	Race Training	Papercourt Sailing Club
Friday 26 Apr	Sea Training	Llandudno Sailing Club
Sunday 9 Jun	Race Training	Castle Sempie Sailing Club
Sunday 28 Jul & Friday 2 Aug	Craftinsure and E Howard Davies Youth Training week	Plas Menai
Friday 2 Aug & Saturday 3 Aug	Sea Training	Abersoch
Saturday 24 to Mon 26 Aug	Cruising & Boat Handling	Bassenthwaite Sailing Club
Date TBA	Northern Area: Race Training	Budworth Sailing Club
Date TBA	Midland Area: Race Training	Club TBA

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NEWS FROM THE INSURANCE FRONT



Craftinsure is delighted to be heavily involved with the Association again in 2019, with sponsorship of the Super 7 Series, Irish Leagues, and support for the Youth Training Week.

As usual at the start of a new year, we reviewed our results for the GP14 Class scheme, which is showing an increase in numbers from 2018, no doubt helped by premium reductions we were able to apply early in 2018. After a low claims count in 2017, claim numbers also increased in 2018, although surprisingly few occurred during the World Championship or WLYC 24 Hour Race.

A high proportion of claims are due to collisions or following capsizes as expected, and accidents will happen. But there are ways to help reduce the risk of having to claim and losing time on the water. The following advice focusing on just three specific areas may help.

Collisions

Remember Rule 14 = Keep clear!

You must avoid contact with other boats if possible. Even if your boat has right of way you must avoid contact, but you don't need to act until it becomes obvious that the other boat is not going to keep clear.

We do see examples of sailors ploughing on regardless because they are on starboard with no intention of trying to avoid contact! This might be understandable when racing in some cases but it may mean that you will still lose your NCB if you have to claim!

Trailers

We have seen a surprisingly high number of claims for stolen trailers recently (sometimes just left for months and then 'discovered missing'). If you are going to leave a trailer in a park for long periods, make sure it's secured – either wheel clamped or at least chained and locked to something immovable. That should prevent opportunist or 'convenience' theft at least.

We also see problems due to poor trailer maintenance – including bearings not serviced or changed when they should be. People sometimes arrive a bit late for

an event, dunking the boat and trailer straight in to cold water after a long, fast drive when the bearings are still hot, causing almost inevitable damage.



Corrosion, especially around the hitch lock, is another common problem.

A more surprising risk comes from securing straps becoming brittle due to exposure to ultra violet light. One of our own team found out about this when his RIB left the trailer whilst being towed after the straps failed! So check these for wear and any damage.

Boats blowing over in dinghy parks

Must make sure your boat is tied down to the ground (and not just to the trailer!) when left in a dinghy park. They need to be checked on a regular basis. Remember that not only your boat is likely to be damaged if blown over, but others too. You could well compromise your popularity at the Sailing club!

We hope you have a great summer season, and don't forget that you can obtain an immediate quotation or cover at www.craftinsure.com, or by calling us on 0345 2607 888 (ROI 188 844 100).

Rod Daniel ACII, [Craftinsure.com](http://www.craftinsure.com)





UK National Championships

August 3rd 9th

Abersoch SCYC

PLUS 3 OTHER EVENTS TO QUALIFY!

Midlands Area Champs

April 13th 14th

Staunton Harold SC

Welsh Championship

April 27th 28th

Llandudno SC

Northern Areas Championship

May 11th 12th

Hollingworth Lake SC

HARKEN Inlands Championship

May 18th 19th

Bristol Corinthian YC

Scottish Championship

June 1st 2nd

East Lothian YC

Southern Areas Championship

August 31st Sept 1st

Leigh - on- sea SC



Photo credit :

SailPics
.co.uk

Championship: Welsh Championship

As the sailing season starts for those who haven't sailed through the winter and the championships and opens begin; it is time to check through the trophies you have won and think about returning them or defending your silverware.



27th to 28th April

Following a meeting at the Dinghy Show I need to inform you that places are limited to this event across all classes. To avoid disappointment book early.

There is entertainment on the Saturday evening in the form of an inter class variety! Any insider knowledge of this from last year would be very welcome – we are a competitive fleet. Motorhomes – LSC have promised to act on this and update us soon.

Friday training info – please bring your own food -hot drinks will be available. Friday evening the club will be open for us to bring in our own food or take away and to catch up - *if this is of interest you can book a place via the shop_and improve/hone your skills before the racing!*

Also the Welsh Championship DYFI Bowl has been returned to the Association, as those of you on Facebook will be aware. We are in the process of updating the engraving ready to award it at the Championships at Llandudno at the end of April. Enter soon as the number of boats is limited.



We have a no questions asked policy if you uncover a trophy from under your bed or behind the sails and return it to us.

Championship: **National Championship**

We are delighted to announce that



have agreed to be the title sponsors for the National Championships held at

South Caernarvonshire Yacht Club, Abersoch between the 3rd and 9th of August. Other sponsors at present, include; Impact Marine, HD Sails, SP Boats, Gibson Sails, Ginger Boats, English Braids, Marine 13, Tim Harper Boats, and Dinghy Shack. The racing is all sorted and the social events are coming together. Entry is £200 per boat with the usual discounts for Youths helms and Youth boats.



Championship: **Inland Championship**



The Inlands is returning to Bristol Corinthian Yacht Club, in the beautiful Cheddar Gorge and is being generously sponsored by



during the weekend of 18th and 19th of May.

There is camping and motorhome parking on site from the Friday night. Entry opens soon.

What do you get for your entry fee?

I've been asked a few times about the entry fees; so here is a breakdown of how we decide the price.

The starting point is how much the club is asking for to launch each boat. This varies from club to club -for this you get the Race team, fuelled rescue and mark laying boats, use of club facilities (showers, heating, galley and most importantly, the bar). The other costs which need to be added include those for prizes and keeper trophies, meals and socials. We do understand that not everyone can stay for the evening meals when these are included, but please feel free to share on Facebook and the spectators and family members can buy these from you.

Area reports

MIDLANDS AREA REPORT

We've just had a really windy week which has prevented sailing at many clubs, but calmer weather enabled the Midland Bell 2019 series to get underway on Saturday 23rd March, including the prize giving for the 2018 series.

The final event of the 2018 series was the End of Seasons event at South Staffs sailing club where there was an excellent turnout of 27 boats. This did not change the overall rankings in the 'Bell', but added an extra qualifying boat, making 13 in total for the year from 7 different clubs – a record in recent times. Overall the 2018 season has been a good one with turnouts up at most of the participating clubs. Once again Ian Willis/Keith Dutton from South Staffs won the Midland Bell counting 4 wins from their 7 events, with Chris Martin/Sam Bailey from Midlands SC taking the Silver fleet trophy and Jo Bellingham/Richard Binns from Nantwich taking the Bronze. It was a close fought series with the winner being determined at the penultimate event at Chelmarsh where Ian and Keith just pipped Mark McKeever/Kevin Hopkins to the top spot and thus the 'Bell'.

The 2019 Midland Bell series consists of 11 events for the season, with all the 2018 participating clubs putting on an event. The Midland Area Championship is traditionally an early event and will be at Staunton Harold SC this year on 13/14th April. We are retaining the same scoring system for the Midland Bell series 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.

Best wishes for the new season – and if you managed to get in some practice at any of the big winter events, well done!

Charles Saunders
Midlands Area Representative



GP14

Southern Travellers Series 2019

17th March—Papercourt SC (Training 16th)

6th April—Venetian Trophy, Welsh Harp SC

18th/19th May—Inlands, British Corinthian YC*

16th June — Tollesbury SC

20th/21st July—Poole YC

31 Aug/1st Sept—Southern Areas, Leigh on Sea*

15th Sept—Erith YC

22nd Sept—Hampton SC

6th Oct—Frensham Pond SC

19/20th Oct—End of Season, Welsh Harp SC*

(*Super 7 – Inlands, Southern Area & End of Season Champs)

GP14

Midland Bell Series 2019

March 23rd—Shustoke SC

April 7th—Chase SC

April 13/14th—Staunton Harold*

May 5th—Nantwich & BC SC

May 12th —Midland SC

May 18th—Tamworth SC

June 15th—Trimley SC

July 6th—Aldridge SC

July 13th—North Staffs SC

Sept 1st—South Staffs SC

October 5th—Chelmarsh SC*

November 2nd—TBA

(*Super 7 – Midland Area Championship)

GP14

Northern Bell Series 2019

31st March – Burwain SC

(prize-giving for 2018 series)

11th-12th May – Hollingworth Lake SC

(Northern Area Championships)

2nd June – Budworth SC

9th June—West Lancs YC*

16th June – Royal Windermere YC

22nd June—West Kirby SC

29th September—Bolton SC

(Note of 125th anniversary regatta, will be separate GP14 start)

GP14

Scottish Travellers Series 2019

April 13th/14th—Annandale SC

May 25th/26th—Castle Semple SC

June 1st/2nd —East Lothian YC*

TBC

3 events to qualify

(*Super 7 - Scottish Champion-

GP14 Association Ireland

Curly's 75th Celebration

Twenty-two brave GP14 sailors and 11 boats from Skerries, Sutton Dinghy Club, Newtownards Sailing Club, Donaghadee Sailing Club, Greystones Sailing Club, Youghal Sailing Club, Royal St George Yacht Club turned up in the chilly waters in Skerries on Saturday shaking off the holiday cobwebs for a funfilled afternoon to celebrate one of the class's legends, Curly Morris, who was celebrating his 75th birthday.

There were three short races pencilled in by Officers of the Day Olive Rooney and Sam Shiels. However, the sailors were so keen they requested



a fourth race, as the eleven GPs enjoyed near-perfect conditions with 8-12 knots from the north west providing ideal conditions for sailors who may have been worried about some off-season rust!

Gerbil Owens and Melanie Morris showed great form for the start of the season winning all the races in comfortable style, with Curly Morris, Hugh Gill and Michael Cox proving consistent as usual. With boats travelling from both the north and south of Ireland there was fantastic competitiveness with tight racing

A vertical advertisement for Duffin Marine. The background is a teal color. At the top, the text 'Duffin Marine™' is written in white. Below it, the words 'A WINNING TREND' are written in large, bold, white capital letters. To the right of this text is a small illustration of a white sailboat with a red hull and orange boom. Below the sailboat, the text 'Boats available from bare hulls to ready to race.' is written in white. At the bottom, there is a white horizontal line, and below it, contact information is listed in white: 'CONTACT Alastair Duffin 2A Manderson Street Belfast, BT4 1TR' and 'CALL 079 8997 0116 028 9045 7381'. At the very bottom, the email address 'EMAIL: duffinmarine@gmail.com' is listed.



from start to finish. All sailors returned to shore for some well-earned drinks and toasties in the clubhouse.

We wrapped up Curlys 75th with a super night in the Red Bank, Skerries. With Curly family 36+ sat down for what was to be former GP14 sailor Terry McCoy's last meal as chef-proprietor of the famous Red Bank Restaurant. Curly said a few words, Hugh Gill said a few words on behalf of the GP14 Ireland fleet and Terry said a few words. A great night and we all left hoping we would be back somewhere in 5 years time for something similar. Congratulations Curly (#gp14legent)

The afternoon's sailing kicked off an exciting programme ahead for Skerries and the GP14 class. Skerries Sailing Club is due to host the Irish Nationals later this year over the 16, 17, 18 August. The Nationals will be a great warm up event for the World Championships that are due to be held at the Club on 25-31 July 2020. Both events are sure to attract sailors and their families from far and wide in what promises to be two great regattas.

Andrew Johnson



International Focus

Despite the allure of sunny 35-degree days, warm waters and a gentle 15 knot sea breeze we continue our struggle to attract new sailors to our class. Ignoring the natural attrition due to age related mobility and other issues arising amongst our members, we still submerge ourselves in the enjoyable sport of GP14 cruising interspersed with some jovial and mildly competitive racing.

The new calendar year started off with a 10km cruise in mild winds down the Swan River from our home at Mounts Bay to Freshwater Bay, an ideal outing for two 'newbies' to experience the serene art of GP14 travel. In an attempt to get more boats on the water, one of our skippers took the trip solo in his Geep and provided a display of flying and even gybing the spinnaker single handed on the return journey.



Cruise to Freshwater Bay

Over the Australia Day long weekend in January we then dragged our boats the 400 odd kilometres south to the port of Albany on the West Australian south coast where we had heard of a training fleet of GP14s.



Rigging our boats on the club grounds in Albany

Indeed, the Princess Royal Yacht Club had 7 of them, all having been produced from the WA Branch mould over 30 years

ago and now showing signs of their age but still being seaworthy. As training boats they were no longer being kept to GP14 specification, using locally acquired masts and smaller sails from another local class due to the generally higher winds on the south coast. We did manage a couple of friendly races against the locals, who admittedly were disadvantaged by their smaller sails and lack of spinnaker rigging, but nevertheless we donated a number of our old GP sails to the training fleet in the hopes they would see fit to upgrade the rest of their fleet. Their training officer is an ex-GP14 sailor from the UK so we remain hopeful.

More recently we took great delight in letting our 'newbies' take out our Association owned boat, under escort of course, for a cruise under the traffic bridge – which provides around 1m clearance - and into Perth Water for an exquisite view of the Perth City skyline and a relaxing coffee on the South Perth foreshore. An enforced capsizing drill on the way back did not appear to deter them so we are hopeful of having some regular new faces in the future!

Bruce Quail
Mounts Bay, Western Australia



Cruise to South Perth

West Lancashire Yacht Club 53rd 24 Hour Race on Southport Marine Lake



If you've never been to the WLYC 24 Hour Race - what can you expect?

Each year despite the mix of light airs, gale force winds, torrential rain and light drizzle; the memories are of blue skies and a warm sun. Last year was no different with a start of torrential rain and light airs, sunshine between and a wild finish with a squall coming through just before the guns sounded. The number of laps sailed is dependent on the wind conditions, and in 1997 the team from Blackpool & Fleetwood Yacht Club achieved a record 126 laps in their GP.

Over the weekend we interviewed Clubs on the reason they come to the WLYC 24 Hour Race and overwhelmingly the answer was to consolidate their membership by spending time together, getting newer and more established members sailing together in a convivial atmosphere. Also they liked catching up with friends and sailing acquaintances from other Clubs.

The entertainment on the Friday night is always very well attended and guaranteed to get everyone up and dancing, from the live band to the disco finishing off the evening, and once again Friday night will be rocking. We will also be introducing a more relaxed feel for the Saturday evening in the main marquee with showings of a BBC film taken in 1983, featuring more than a few capsizes and famous faces, as well as other films made over the years by Club members.

Last year we made a concerted effort to reduce the amount of plastic on site as well as more recycling, and this is also our aim this year, with the introduction of souvenir pint pots and the return of the corn starch food containers and cutlery.

So if you've never been or are an old hand – the notice of race and entry form can be downloaded from the website www.wlyc.org.uk

Look forward to seeing you



SPOTLIGHT FEATURE

Curly Morris



- Usually called: Curly
- Date of Birth: 03 Jan 1944
- Marital Status: Married - Ann - crewed for 25 years - still together, still think she's wonderful.
- Children: *Melanie*: Sailed for IRL in Optimist Worlds. Has now been sailing with Ger Owens for about 20 years - team racing initially then GP14s and has as many Irish titles as her mum!
Amy: Also sailed for IRL in Optimist Worlds. Double blue for sailing at Cambridge - sailed international events in Europes and Laser 2s before teaching husband to sail in a Laser 4000. Her granddaughter Emily is a water baby, competitive swimmer and now has RYA level 3. Her son Rory is looking forward to his first sailing course, and both are familiar with my GP14!
- Started Sailing: Age 13
- First Boat: Larne sharpie. 12-foot pre-war single hander designed pre world war 2 with metal centreboard and single cotton sail on stayed mast
- Favourite boat class: The GP14 of course. But the Europe dinghy is an amazingly sensitive boat to sail (or maybe I'm a little too big to be sailing it). I also have a long attachment to the Optimist class and am an International measurer for the Class and have served many years on its executive committee.
- First Sailing Club: East Antrim Boat Club
- Championship History: Launched first GP (3772) just in time to sail 1960 Ulster Championships. Won most events in Ireland several times and have sailed 15 GP14 Worlds - best results 6th (1975) 10th

(1983) and 3rd (2011) Have also been Irish Finn Champion twice and won Irish Helmsman's Championship (now Champion of Champions) event in 1967 and was runner up in 1987. I've also sailed World and European Championships in 505s, Finns and Wayfarers. I was reserve on the Irish Olympic team in 1972 and ended up crewing on the Irish Dragon when one of its crew went down with glandular fever.

Other boats sailed:

505, Finn, first Laser in Ireland, Wayfarer. Also part owned / raced a Beneteau First 32 for a couple of years but have always owned a GP14 throughout. I'm now on my 7th GP14

Career:

Haematologist (medic specialising in blood diseases) with particular interest in malignant diseases of the blood. Personal Chair in recognition of my research work and OBE for services to medicine in NI. Recently fully retired.

Most proud of achieving?

Impossible question. How do you weigh up having two well balanced children who still like sailing against things like sailing success or academic achievement (MD thesis) or just helping sick people?

Who do you admire and why?

Volunteers. Also people who sail because of sheer love of the sport, particularly if they put something back into the sport. I remember sailing against Ernie Mawhinney (796) and Frankie Abbs (2111), two guys from North Belfast Yacht Club who had built their own boats (and Frankie his own sails) - it was a good day if you could beat one of them and a brilliant day if you could beat both as they were clever sailors. But what I liked was that they always had time for us young upstarts and a clear love of their sport. I also learnt a lot from some of my bosses when I was a trainee about both research but also how to build a team and a department.

Favourite Event & Why:

I love events which bring together people from different counties and backgrounds. So I enjoy the Optimist events I officiate at, and equally enjoy our World Championships and would love to see more sailors from more countries taking part. Other events I have great memories of is when we had

week long Irish Championships including two we ran at my Club, East Antrim. Prior to the 1986 event I sailed across the North Channel with Simon Relph and three other boats from Bolton on a RNLI fundraiser.

Best memory of a sailing event: There are lots but maybe Sri Lanka 2011. Warm water, good wind, good result, great craic ashore - what's not to like? Also one of the few times I've sailed against my wife when Dave Young hauled her out of retirement to substitute for his very sick crew. Winning my first Irish Championship at Skerries Yacht Club with Ann crewing is also a great memory. We were often successful there - maybe that's why I go back there for my birthday parties although Terry McCoy's cooking was also a big attraction.

What makes a good sailor: The ability to multi task while focusing on a longer-term goal. Practice.

Tips for new sailors: Talk to the people who finish in front of you. Most of them are happy to talk about what they do. Practice.

Future Plans: Season by Season. Enjoy my sailing for as long as I can.

Burning Ambition: I still like winning yacht races so a few more wins would be enjoyable. Also to try to match up to the standard set by our current and many previous Presidents.



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