

# Mainsail

International GP14  
Class Association

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photo taken by Claire Devlin, Countryside Ranger

## Autumn 2020



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## Editor's Letter

Welcome to the autumn edition of Mainsail and regardless of what you might think not only does it include racing news, but also boat building (large and small) and a packed calendar for 2021 that we all hope and pray will go ahead.

No prizes for guessing what I got up to when allowed out of Bolton (clue in the photo below). As PPE goes worked well but got pretty hot when we hit southern France.

Thanks to Rik Nedlam for providing the crossword. If you've managed to end up in a tier that keeps you at home all winter, then why not stretch your brain cells and enter with a chance to win a GP14 70<sup>th</sup> Anniversary Burgee. Good luck!

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 2021.

Also a big thank you to our advertisers and Championship 2021 series sponsor, your continued support is really appreciated.

See you on the water...! *hope!*

**Julie Courtney**  
Editor

[admin@gp14.org](mailto:admin@gp14.org)



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**Lambros Trim and crew  
enjoying the November  
sunshine in Athens, Greece**



## President's Piece

The pace of change in our pandemic situation is almost breath taking. Many of us are, or have been recently, living with “lockdown” measures to control the spread of the virus and reduce the COVID related deaths which accompany increased infections. However, November has also seen the announcement of no less than three apparently highly effective vaccines, produced at unprecedented speed by the application of impressive scientific methodology.



While a roll-out of the vaccine may well commence before the end of 2020, I believe this will start with the most vulnerable and their carers, before rolling out to the very elderly and health care workers. The logistics of vaccinating whole populations are challenging. My own opinion is that it may well be the summer before most of the people who sail GP14s can be offered a vaccine, and we return to more normal living conditions.

With this in mind your committee has taken three decisions. In conjunction with Skerries Sailing Club we have now postponed the 2020 World Championship to 2022. We believe that this will allow sailors to book ferries and accommodation with confidence and sponsors to feel assured the event will attract the entry we would all hope to see. We appreciate we will now have to review International events beyond 2022.

Secondly, as indicated in the November newsletter, we have cancelled the proposed British Nationals at Brixham. We have had useful and friendly discussions with the officials of Brixham YC, and during the course of those discussions it became apparent that local businesses believe that 2021 will be a “staycation” year, making weekend accommodation bookings (especially last minute ones) difficult. COVID regulations which might still be in place were making the event expensive and there was no guarantee of any social events. Finally, with school (and possibly university) exams being held later than usual we might effectively exclude this part of our entry. We nevertheless hope to return to Brixham at some time in the future.

With these two decisions in mind the Committee believes that 2021 will be a “big” year for local sailing. Even with restrictions, many Clubs saw record turnouts in August and September this year. We expect next year will be similar and therefore in the UK will be focusing on our regional events which can easily be called off at short notice and our class events such as inlands, youths and masters. In Ireland, where the chances of running an Irish championship are more realistic, we will focus on our regional events.

I appreciate that in some places such as Australia, where the sun may be shining brightly, measures to control COVID have been more successful and a normal sailing programme may well be possible. Enjoy - those of us in the Northern hemisphere will be especially envious this year!

Finally as the (not so) festive season approaches I urge you all to stay safe, in the expectation that before another year passes we will be able to sail and socialise together as we did before. For those able to get afloat, make the most of your opportunity. To all of you I wish you season’s greetings with the hope we will all be able to meet and compete in 2021.

**Curly Morris**, International GP14 President



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# Secretary's Scratchings

Just when you thought you had seen the back of that Steve Parry bloke he turns up again with his old yellow boat! Unfortunately Les Burns had to pass the Secretary's post back to Committee in the run up to the AGM so I have been holding the fort while we look for an enthusiastic volunteer to take over, and I am delighted to be able to tell you that we believe that we have found just such a person. At the time of writing they have only just come forward and have yet to be co-opted into the post so I shall leave you in suspense for the moment and leave it to Julie to nobble them for her 'spot light' feature in the spring edition of Mainsail.



As we are all only too well aware, 2020 has been a very strange and difficult year for everyone but we have adapted as best we can in order to keep the Association active and responsive. Committee meetings have all transferred to Zoom or similar virtual platforms and if nothing else this is saving expense and cutting our carbon footprint! The AGM was held in this manner and in combination with a very user-friendly voting programme, discovered by David Rowlands, we had a very successful meeting.

Your General Committee for the coming year comprises:

- Curly Morris, President
- Dave Young, First Vice President
- Steve Parry, Second Vice President and acting Secretary
- Charlie Cotter, Treasurer
- David Cooke, Irish President
- Vanessa Devereux, Championship Secretary
- Gill Beddow, Training overseer
- David Rowlands, Past President, Trustee and Chairman of Technical and Rules Committee
- Graham Knox, Past President, Trustee and class insurance scheme liaison

- Jon Close, Chief Measurer
- Oliver Shaw, Cruising Representative and Classic boat specialist
- Chris Hearn, Website overseer
- Leanne Pilkington, directly elected member without portfolio
- Justin Smith, directly elected member without portfolio

Our Area Representatives also serve on General Committee as well as forming the backbone of the Championship Committee. The names will all be very familiar but to remind you they are:

- Arthur Logan: Scotland
- Adam Chaplin: Northern Area
- Charles Saunders: Midland Area

We have vacancies for both a Southern Area and a Wales Representative. We have been struggling to fill these posts for some time and this is a real shame as the Area Representatives play such a crucial role in linking the grass roots with the centre of the Association. If you would like to find out more or feel that you would like to have a go at one of these roles please do get in touch with Curly, Vanessa or me. And do not be put off, you will be joining a great team!

At the time of writing we are seeking to attract a Youth Representative to join the Committee, not only to introduce new blood, but new young blood! We are very keen to attract young people into the Class and we feel that they ought to have a voice at the centre of the organisation. If you are under 25 and interested why not drop an email to Curly?

I would normally sign off on this edition of Mainsail by saying "see you at the Dinghy Show" but as you are no doubt aware by now, the 2021 Show has been cancelled and is likely to be replaced with some form of virtual event. The RYA are going to be telling us more over the next month or so and we'll keep you posted via E-news.

Stay safe and look forward to getting together next year.

**Steve Parry**

# Treasurer's Talk

## New blood mentored by an old hand

After 7 years of expertly overseeing the association's finances, Paul Bowmer has decided to step down to spend more time enjoying what life has to offer. He has kindly agreed to advise me in the role during my first year and I am very grateful to him for his support during the transition.



My background is that I learned to sail at the Welsh Harp as a teenager, re-joined Welsh Harp SC in 2018 and have since been appointed as vice-commodore. I was introduced to GP racing as a teenager and eagerly got back into it as an adult, very generously being lent the exact boat I sailed as a wide-eyed young girl. In normal times I'm a regular on the southern circuit; I hope to see many of

you on the circuit once events start running again. I shall endeavour to fill the rather large shoes left by Paul Bowmer during his masterful tenure!

**Charlie Cotter, Hon. Treasurer**

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# Obituaries

**MARGARET MCCAIG** passed away on Friday, 3rd April in a Nursing Home, in her nineties. Margaret crewed for her husband, Roy, when he took up sailing in a GP14 in 1955. Roy began an enormous involvement with the Association in due course becoming President in 1970 and subsequently becoming Secretary. He held that post to 1985. In all this time, Margaret was the quiet supportive backbone, for Roy had a very busy working life.

Our sympathy goes to daughter Anne and to sons Donald and Keith, who used to crew for their father. **Graham Knox**

**H A V HOLDEN** (Tony or Ant to his friends) of Combs Sailing Club).

Just as the Spring Edition of Mainsail was published, we heard, with great sadness, of the death on 29th February 2020 of H A V Holden a Life Member of the class.

Tony was a stalwart of the GP14 Northern sailing scene in the 60s and 70s. His family were friendly with Searson Thompson at Bell Woodworking who supplied his first dinghy with which he enjoyed great success at his home Club, Combs S C, before moving on to his second GP, Sail No:5555 built by RR Sills.

He honed his sailing skills at Combs with the likes of Ricky Lord (a past National Champion), David Smith (previous GP Association Northern Area Rep), Chris and Andrew Howard and Paul Bowmer (Current Treasurer). He expanded his sailing expertise firstly in the Northern Area GP scene at Clubs like Burwain, Budworth, Hollingworth Lake and Bolton, and further north at Windermere and Bassenthwaite at their open meetings as well as in team racing fixtures with some of these clubs. He then progressed to the Area Championships and the Nationals where he was a consistently high finisher. He won the NE Area National Championships in 1971 in his new green boat "Hot Yot," Sail number 9666. You could also be sure to see him (and sometimes his boat as well) competing in the annual Southport 24 Hour Race from the date of its establishment. The Combs team finished 3rd in 1972 in the GP Class.

Tony was also instrumental in setting up the Northern Bell racing series, the first traveller series for the class, and he commissioned and arranged funding for the original Northern Bell Travellers Trophy. Other regions followed this lead with their



*Tony and Pip Henson at the Menai Straights Regatta in 5555, built by RR Sills of Liverpool)*

own "Bell" traveller series which continue to this day. He also was a keen supporter of the annual Menai Straits Regatta held on Anglesey, spending his annual fortnight's holiday there with his wife Barbara, crew Pip Henson and three children, Louise, Tim and Charles.

**VALERIE RICKERBY** died at the great age of 95. She had a life-long love of sailing which started when she was a young married woman called Valerie Banner-Mendus. Her husband Ieuan and she, along with his brother Elwyn and his wife Enid (plus Joan and Basil Lloyd and the Hatricks) together founded Bassenthwaite Sailing Club in the lakes which continues to thrive to this day. There is still a challenge cup in my father's name. He died prematurely in 1958, though they did go to the national Championships on the south coast before I was born I think. I know that my mother won something at Llandudno at the national Championships in the late 60's - it may have been the women's competition. She was a very competitive person and named her last boat 'Circe', who in Greek myth turned all men into swine - which is what she thought happened to them when they got in a boat to race!



I have quite a lot of photos of her sailing on the lake from the 50's and 60's. Their first boat was called 'Lawless' (my father was a solicitor, so more humour about boats and behaviour there I think). The sail number was 197 - which must make it quite an early model I presume ?

She worked as a journalist for the Whitehaven News during her years as a single parent and had a piece published in the Guardian in the 60's about a day's sailing trip with my brother and myself down to the end of Bass Lake and back. In later years she re-married and started to sail the West Coast of Scotland - but not in GP's ! When her second husband died she continued every year for the next 30 to sail the Western isles with her old friends from her sailing days at Bassenthwaite.

She managed to avoid the pandemic, for which I am grateful. Sailing was her great love and featured musically at her funeral. Despite her advanced years she remained of a lively mind and kept her connection to the origins of her passion, at least in part, through your magazine.

I thank you for your attention, Clive Mendus

Our thoughts and prayers are with their families.

## Pimpernel's – long-term home needed

Now that she is fully restored we need to find a good home for Pimpernel for the long term. Ideally this would be a boating museum and a number have already been contacted but to date none have been able to help us and the prospects of success are beginning to look rather thin. If you have any suggestions or better still, museum contacts please get in touch with Steve Parry (see below). Similarly if you are able to offer secure dry storage facilities Steve would welcome an email from you. The boat is safely stored on a temporary basis at the moment but this is **only temporary** and we must find a long term solution soon if her future is to be assured.

Steve Parry [slparry@gmail.com](mailto:slparry@gmail.com)



# The Story

My name is Christopher Godber and I am the eldest son of Geoffrey Godber the Founder of the Shropshire Sailing Club.

When my Father called a Public Meeting in Shrewsbury in October 1950 it was resolved to form the Shropshire Sailing Club and established the Club on a site at Whitemere. Very shortly after the initial meeting the Committee adopted the Firefly and the GP as SSC Club classes. Members were invited to join Groups that were definitely interested in purchasing Boats. Eight Members signed up to buy Firefly's. Twelve Members signed up to buy GP's. It was left to Geoffrey Godber to negotiate the deals with the Manufacturers.

Geoffrey visited Dusty Pollock at Bell Woodworking and a deal was struck at a discounted price for the 12 GP's to be fully manufactured and supplied complete with sails. As you correctly state in your Forum the Sailing Club at Aberdovey had adopted the GP Class and Geoffrey was advised that they had been allocated Numbers 1 to 12. Therefore SSC was the second Club to adopt the GP and numbers 13 to 24 inclusive were allocated to their boats. My recollection is that all the GP's arrived at SSC in either May or June 1951.

When the GP's arrived the numbers were on the Sails but there was no BELL symbol on the Sails. So this suggests that the Aberdovey Boats had the Bell symbol put on the sail by request of the Club. As you have correctly stated the Bell issue was resolved at the GP Association Meeting held in Shrewsbury in November 1951.



My Father always maintained that the driving force behind the founding of the GP Association was Dr John Ryle and that the first meeting was held in his house in Shrewsbury. John Ryle owned a GP and was one the SSC group of 12 purchasers of GP's. To prove my story here is a photograph GP 14 at SSC at Whitemere with sails up and no Bell symbol!

## THE FESTIVAL OF BRITAIN STORY

The Bell Woodworking Company had a stand at THE FESTIVAL OF BRITAIN in London in 1951. During the course of the Summer of 1951 while The Festival was in progress they built a GP14 on their stand a Shropshire Sailing Club Member Humphrey Morris who had joined the Club too late to be part of the 12 boat GP purchase did a deal with Dusty Pollock to buy the Festival of Britain GP and he arranged for it to be transported to SSC at Whitemere. Humphrey called the boat South Bank and as there were no numbers on Sails he put Number 7 on the sail. This of course clashed with an Aberdovey GP Number 7 so this anomaly had to be sorted out when the GP Class was formed and a Boat number register established. I think Humphrey Morris was allocated something like 177 and he was not happy.

## THE FIRST GP NATIONAL CHAMPIONSHIPS – OCTOBER 1952



Geoffrey Godber acted as Officer of the Day at the first GP National Championships held at The Shropshire Sailing Club. I cannot recall the winner but in second place was SSC Member

Janet Fenn-Wiggin sailing a GP called Madame X for Fred Williams an SSC Member who owned the boat. The GP Association were so pleased with the resulting Championships they asked Geoffrey Godber to help them run the 1953 Championships.

**Christopher Godber**



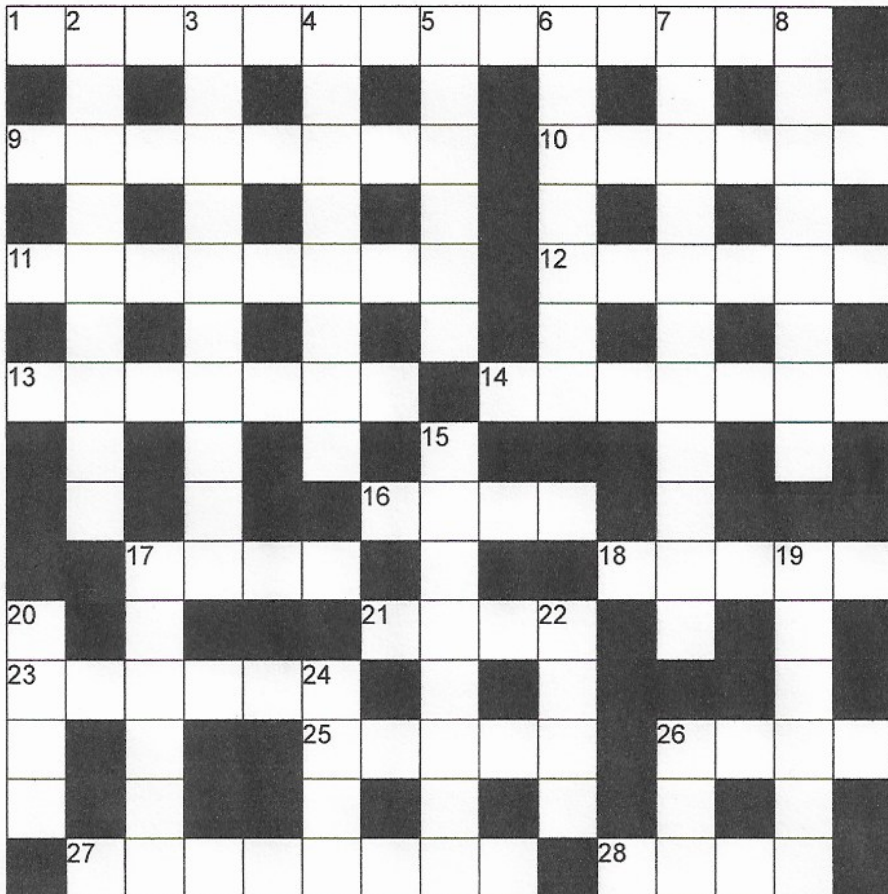
# Win a Burgee

Thanks to Rik Nedlam for putting this together.  
 First correct entry out of the bag on 1<sup>st</sup> February  
 is the winner.



**Maritime WHSC Finished**

**Rik Nedlam**



## **MARITIME GP14 – CROSSWORD**

### **ACROSS CLUES**

- 1) Cook supper, large one, but not for any special function (7,7)
- 9) Army will invade farm building – ok for briefing? (8)
- 10) The language used by 51 in a battered cage (6)
- 11) Changes frantics to be not comparable (8)
- 12) In France, you darn ensemble – it's always frozen (6)
- 13) Reflects what is deceptive with smoke (7)
- 14) Artist returning breakfast item, extremely dry, poor in appearance (7)
- 16) Next call goes down well with sailors (4)
- 17) Early England invader (4)
- 18) Composer tours English coast (5)
- 21) Outrigger sailboat (4)
- 23) Ancient Mexicans (6)
- 25) Crew at sea coming along side prow of keel in ruined ship (5)
- 26) Ready to be plucked from pier (4)
- 27) Strange bairns be in Oz (8)
- 28) Deneb or Antares (4)

### **DOWN CLUES**

- 2) Uncomfortable feeling when running into one's former partner (9)
- 3) To gain access use a jemmy showing boldness (10)
- 4) The Cabalero makes a yacht (8)
- 5) Make happy delight (6)
- 6) Great at being at sea, then this is for you (7)
- 7) Motel patron, usually (11)
- 8) If not very unverified for motor (8)
- 15) Score six below (8)
- 17) The man with the shears has a boat (6)
- 19) Sounds like an informal drink (6)
- 20) Pin down boat's course (4)
- 22) Tip off the police informers they are sacred vessels (4)
- 24) Clean up for the lubbers (4)
- 26) Animal from a pirate ship (3)

## CRUISING: Cruising Corner

For very obvious reasons in this exceptional “COVID” year the organised cruising programme, like much else, has been a casualty. However I have been delighted to hear from a modest number of owners during the year that they have nonetheless been able to get a little sailing, albeit somewhat limited, and I myself did manage one day with my godson in *A Capella*, my erstwhile highly bespoke modern cruising GP which I passed on to him about three years ago.

Meanwhile your Cruising Rep has been “sailing a desk” for much of the year, and this has included a lot of support by way of correspondence with Members, ranging from cruising to vintage boats to repair and maintenance, etc.

COVID permitting, for 2021 we are currently planning at least the two events postponed from this present year.

Unfortunately the knock-on effect of the pandemic presents me with a personal problem of my availability next year, because my examining commitments are as yet unknown. We know that at least some UK exams are to be postponed, with the International papers which I more usually mark still an unknown situation, and even for the UK we have absolutely no firm information on dates as yet. So I don’t know what part of next summer I will be tied to a desk, and probably won’t know for many months yet. I am therefore planning on the basis of what I hope I will be able to manage, but I am also trying to build in some contingency plans.



### Other Events

We did have offers over 18 months ago from a member prepared to organise a cruising event at Llyn Tegid (a.k.a. Bala Lake), and likewise from a member in North Brittany offering to organise one there. However despite flagging these up at the time, both in Mainsail and on the



website, and asking for indications of interest, there was nil response to both; and then COVID intervened anyway.

However **if there are expressions of interest from Members** (but not otherwise) I shall sound out whether these might still be available for 2021, and if they are

indeed still available we will then publicise them electronically. So please let us know, ASAP, if you are potentially interested!



## CRUISING: Cruiser Week

COVID permitting, we will be hosted by Restronguet Sailing Club, where Richard Moore, my oldest sailing friend and an erstwhile GP14 sailor who is also very well known within the GP14 cruising circle, is Rear Commodore. The location is on the Fal estuary, in West Cornwall, which is a superbly scenic cruising area, and deservedly popular. It also makes for a family-friendly holiday, with plenty of other attractions in the area as well as the sailing.

Dates Wednesday to **Wednesday 21 – 28 July**, i.e. arriving afternoon or evening of 21<sup>st</sup> and departing morning of 28<sup>th</sup>, with actual sailing Thursday to Tuesday, and with the possibility of a lay day if people so wish. The mid-week travel is in order to avoid the potential nightmare of travelling on a Saturday in the peak holiday season.

The costings have not yet been decided, but 2020's costings should be a good guide, and then allow for a slight increase. The biggest cost is the safety boat, with the secondary item being temporary membership. On the 2020 figures, if we had had 5 participating dinghies and used RIB support throughout that would have worked out at £170 per boat, inclusive of temporary family membership, for 5 sailing days (plus one lay day) in the week. It would have been slightly cheaper for single-handers, and significantly cheaper if we used either Richard's Cornish Shrimper or my Privateer 20 as a safety boat rather than a RIB; but both are slightly slower than a GP14 to windward in brisk conditions, and well below GP planing speeds, so not ideal.

That is admittedly more expensive than some past Cruising Weeks, but after adjusting for inflation it is very comparable with the cost of previous events in Poole or Abersoch, for example, and is not vastly above the cost for Brixham. I am sure that it also compares very well indeed with the cost of a full week's racing event.

It will be significantly cheaper if we have more boats, of course, since the cost of the RIB is fixed and is to be divided by the number of boats.

We hope to see you there, but please book now to reserve a place; [cruising@gp14.org](mailto:cruising@gp14.org)

## CRUISING: Cruiser Training

Following the success of what may have been our first ever Advanced Cruiser Training Course last September, on the non-tidal Graffham Water, a second iteration was to have been held in 2020 on the intensely tidal waters of the Mersey, hosted by Liverpool Sailing Club. Again COVID permitting, this is now in the process of being re-arranged for 2021, **provisionally Friday 16 - Sunday 18 July**, to include a downriver day-cruise; in the event of my examining commitments ruling out the preferred dates, the **reserve dates are Friday 24 - Sunday 26 September**, to include an upriver day-cruise.

This is very specifically an Advanced course, designed to equip participants with the skills to plan and carry out independent day-cruises, in which you may often be the only boat on the water; and to do so safely and enjoyably. Importantly that includes being able to cope with adverse weather if caught out despite all your care in checking the forecasts; gale force 7/8 on a benign forecast of only force 3 has occasionally been known to occur (more than once and the occasion when I experienced it was exacerbated by our being off a major headland), and if that happens one needs to be able to handle it. I can confirm that a GP14 will indeed cope with such conditions, provided you have the relevant skills to safely and effectively reef the boat at sea, and the boat is suitably set up for it.

The course borrows a certain amount from RYA Yachtmaster, albeit tailored specifically to dinghies, plus a certain amount from the Dinghy Cruising Association, and also from many decades of experience.

Of course it will, as a by-product, also equip participants for the much less demanding cruising skills needed for cruising in an organised fleet event, since those who have the skills to cruise independently can take our sort of organised cruising events in their stride.

Expect the course to be fairly intensive, and to include reefing systems (and much practice in using them), masthead buoyancy, alternative propulsion, communications systems, MOB recovery, tiller brakes (etc.), tide predictions, charts, keeping up the position, passage planning, Colregs (a.k.a. “rule of the road”), use of transits, anchoring, mooring, heaving-to, lee shores, and much else.

See the Autumn 2019 of Mainsail for fuller information, and photos, and for trainees’ views of last year’s course.

Again, please book now to reserve a place; [cruising@gp14.org](mailto:cruising@gp14.org)

**Oliver Shaw** [cruising@gp14.org](mailto:cruising@gp14.org)



# Technical: GP14 Self Build

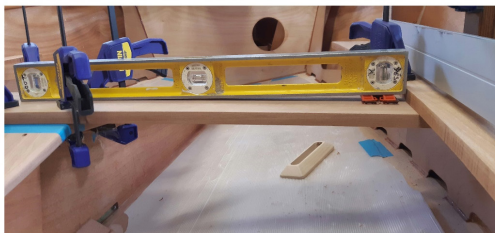
## The internal fit out

Started January and completed end of June. This involved a good deal of thought regarding measuring once, twice and once more just to make sure. Also involves quite a bit of dry fitting (once again just to make sure, if you've not done it before)

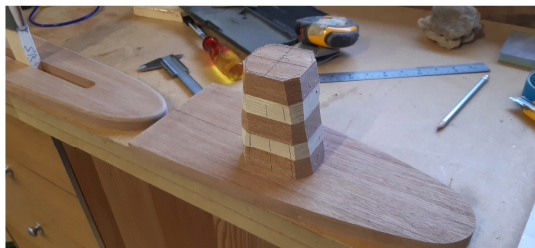
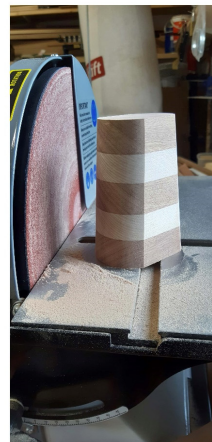
Forward deck beam, king plank and stringers all glued in ready for cleaning off to take forward deck.



Rear deck beam, king plank and stringers ready for fixing. Notice the side tank panels not yet fixed as easier to work out position of rear curved beam and then cut slots in side tank panels. Slots need to be neat as these are the rear buoyancy tanks. Care is also taken to ensure all regulations are adhered to regards deck widths and depths.



The Plate case top, thwart and seat positions all need working and setting out beforehand as they are all interlinked. Also, the mainsheet post needs forming and fixing before the plate case top is fixed into position.



The Thwart curves down at the bench ends. This gives support to the side-benches midway. I must say this takes some working out with patience needed.



The thwart ends are fixed to the side tank panels via beveled and slotted Maple blocks. Forming items like this gave me much pleasure.

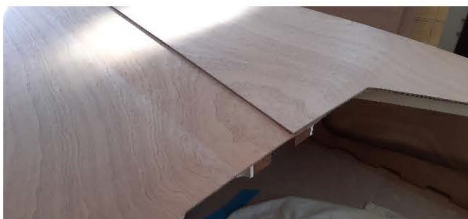
It was decided to take advantage of the new rule that came out earlier this year that allows the spinnaker to be stored through the decks. All measurements kindly supplied by Phil Hodgkins of Ginger Boats. These were used in conjunction with the rules about widths of side decks etc.

Forming and fixing the coamings around the mast chock was an interesting job involving laminating maple blocks to obtain depth of timber. Then routing and boring to form two curved sections. I cut a few spares, just in case!! Inner coaming support and one piece outer rubbing bead support have been sourced fairly locally and once these are all in position the 4mm deck panels can be sorted and rough cut ready for gluing.



Thankfully Phil had sent me two 4mm sheet for the decks that were mirror images of one another, the grain was of matching flower (joinery term). This gives a very pleasing look, helping to make the dinghy attractive.

Fore, rear and side decks are all mirrored.



Once the decks are fixed it's time to source the inner coaming material. Maple is probably best here as it's quite dense but, I'd used ripple sycamore for a table a couple of years earlier and liked the effect of the grain. This I managed to source at the end of an 8hr return drive to Ipswich and in the process pick up a session on a driver training course.

This sycamore was used on all inner coamings except for the pieces around the mast chock. Maple was used here.

The outer rubbing strips were single length pieces and I manage to attach these without temporary screwing them to their supports.



With all timber edges sweetened (rounded off) and necessary holes bored the process of cleaning up (sanding) begins and continues as I contemplate taking my three 2 year old grandchildren for gentle rows on the sheltered waters of the Solent next summer. Also thinking about paint and varnish coats as I'm told that finishing the hull and topsides can cost up to £4000 if done by a professional, so me thinks I need to invest in some rollers and tipping off brushes.

If anyone is thinking of venturing down the route of a self-build then I would be willing to help provide information and photo's once you've sourced a kit from a supplier. I think the work involved is within most people's grasp as long as you have some proficiency with wood cutting tools. Don't forget measure twice, cut once lol.

**David Rabbitt**



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Congratulations to the GP14 Class on reaching 70 this year and in such great shape! Craftinsure is proud to have been a partner of the Association since 2012 but our connection goes back much further...

The idea of an insurance scheme for the GP14 class can be traced back to 1955, when a chance meeting between a staff member at Navigators & General's office in Manchester and a local GP sailor led to what was probably the first such scheme designed to ensure that policies and terms were tailored to a particular dinghy class. From there on the scheme grew from strength to strength, and many others followed.

As all Craftinsure policies are underwritten by N&G (now part of the Zurich Insurance group), the link has never been broken. The connection is reinforced by the fact that prior to joining Craftinsure in 2006, Rod Daniel worked for N&G for many years. During that time Graham Knox did a great job as insurance administrator for the Association, liaising with Rod and his colleagues, often helping members with their claims as well as generally representing the interests of the Association.

Graham used to visit the N&G office in Brighton at least once a year. The photo shows him on one of these visits where he was surprised to be presented with a half hull model of his own GP14 by Rod and his predecessor as head of N&G to commemorate 25 years of working with them. This was at around the time of the Association's 50th anniversary. I'm sure any of those who know Graham and Rod will agree that neither has changed (much) over the years!

Looking ahead, Craftinsure is keen to continue liaising closely with the Association and welcomes any feedback. We are also delighted to be a sponsor of the 2021 Championship Series and hope to see at one or two of the events.



**Rod Daniel**





Midland Championship  
Staunton Herald - April 24/25

Northern Championship  
Derwent Res SC - May 1-2

Inland Championship  
Bala SC - May 15-16

Southern Championship  
Brightlingsea YC - May 22-23

70<sup>th</sup> Anniversary Welsh Championship  
Dovey YC - June 5-6

Scottish National Championship  
Largs YC - August 28-29

End of Seasons Championship  
Royal Windermere YC - October 30-31

Masters & Youths - TBC

## Racing 2020:

### Hampton SC Open Meeting

The first Southern Travellers Open Meeting of the season on Sunday 27 September was held at the Club under strict compliance with Government COVID Regulations. We were limited to 13 boats but due to various factors we had 9 entries with six from the Hampton Fleet and three visitors being Richard Ham from Wembley and David Innes and Kate Whyatt from Frensham.



The forecast was for a strong wind from the North and indeed at times it was strong but being from the North it seemed to come from all directions. The rain held off and a good but challenging sail was had by all. Local knowledge was invaluable and the results were:

- 1<sup>st</sup> Kevin & Charles Anderson in 10737 Red Rampage
- 2<sup>nd</sup> Stuart Jenkins and Nicola Scadden in 8678 Genisis
- 3<sup>rd</sup> Richard Ham and Charlie Cotter in 14166

Thanks goes to the duty team and to the outside socially distanced bar!

**George Bell, GP Captain, Hampton Sailing Club**

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### Frensham Pond SC Open Meeting

The annual GP14 Open meeting was held at Frensham on Sunday 11<sup>th</sup> October in a fairly steady Force 3-4 Northerly. Because of cancelled events earlier in the year the event was shared with Enterprises and Larks. 11 GP14's attended with 33 boats overall all of whom had to pre book on the Event website page which also included the Club's COVID plan, Risk Assessment, video briefings and other event information. The club carefully managed risks with Meet and Greet briefings, separate launching areas with Marshall's monitoring launching and rigging. The club appointed an Event Safety Officer for the day who worked together with the club's Duty Officer Jon Denyer to manage all aspects of risk.

Race Officer Keith Videlo supported by Rebecca and Charlotte Videlo ran three races back to back to remove the risks of people congregating on shore over lunch. With a northerly Keith set a standard Frensham Course with two beats, a run and two reaches and the buoys set as carefully as possible to minimize interactions between the fleets.



All three races used committee boat starts with a well-set line to spread the fleet. The first race was led by Bryan Taylor and Andrew Todd from Frensham pursued by Richard Harding and Simon Lomas Clarke (Frensham), Richard Ham and Charlie Cotter (Tollesbury/ Welsh Harp) and Paul Trubridge/ Robert Harmer (Frensham). Ham/ Cotter came through to take second behind Taylor and Toddy with Harding/ Lomas-Clarke taking third. In the second race Harding led all the way in his first GP14 open since 2007 pursued by Andy Wadsworth and Cathy Howard from Welsh Harp in second. Ham/ Cotter came through to take second with Taylor/Toddy taking fourth. With the lead finely balanced with three boats in the hunt Harding/ Lomas Clarke got off to a bad start hitting the Committee Boat letting Taylor and Toddy away to lead the race and take first overall. Special mention to Hannah Carruthers(15) taking 7<sup>th</sup> Overall in her first GP14 Open Meeting

### Results

- 1st 13864 Bryan Taylor and Toddy - Frensham SC
- 2nd 14020 Richard Harding/Simon Lomas-Clarke - Frensham SC
- 3rd 14166 Richard Ham/Charlie Cotter - Tollesbury/Welsh harp SC
- 4th 14157 Paul Trubridge/Robert Harmer - Frensham SC
- 5th 14234 David and Wendy Innes - Frensham SC
- 6th 14014 Andy Wadsworth/Cathy Howard - Welsh Harp SC



## Victor Trophy, Welsh Harp SC

The Victor Trophy was contested by sixteen crews in testing conditions culminating in 25 knot gusts, and short sharp showers. Four races were closely fought back to back save for a short break for on-the-water snacks. A Committee Boat peppered in red and green meant a challenging course, set by Race Officer and resident sailing guru Norman Brown, that included two long beats and a ripping reach, making the most of the predominately SSW wind cutting across the lake.



While capsizees were frequent and frequently spectacular, COVID conscious safety crews kept everybody safe. Despite periodic bouts of weather induced chaos visitors Sam Watson and James Hockey (Nantwich SC & Lough Foyle SC) closely followed by James Goodfellow and Richard Cornes (Harwich SC & Burghfield SC), serenely dominated proceedings, with our own Commodore Maciek Matyjaszczuk and Chris Lomax taking a well-earned third place honours.

Other notable performances/events/recollections include: Sue Tomkins being propelled off the stern and groping in vain for the mainsheet as her crew Denise Vale pressed on singlehanded on the beat to 2S; Scooter and Michal Szady breaking their mast in Race 2; the strangely ever present yellow of Alastair Fry and Matt Johnson's boat reflected in an impressively consistent set of results for 4th overall; Helen Allen delicately berating her crew Johannes Menzel while he remained semi submerged and to all intents and purposes barely conscious in his efforts to re-attach the rudder; nip and tuck racing throughout the series between Tomasz Szakola/Charlie Cotter, Steve Cooper/Joel Schrire, and Keith Street/ Hannah Liptrot; the havoc caused by Yasmin Hales and Romek

Kowalewski when, caught by a ferocious gust, they capsized at 7P; historical tales of the unexpected relayed by Robin Imray in the safety boat; the good humour of Andy Wadsworth and Kathy Howard; the grim determination of Andy Shrimpton and Roger Jeffs; and last but not least, Alistair Lambert





and Caro Mitchel gaining a credible and seemingly effortless fourth place in Race 3. Finally, mention must be made of the half time sustenance (cake, fruit and beer!) despatched at a distance and with gloves, from the safety boat by Liz Guest - which was universally welcome.

**Gareth Wilson, Maurice Futerman  
Photographs Luke Howard**

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**Publicity and media Role** - To prompt events through social media forums and updates from events. After events, pull together the statistics into a report for sponsors and make sure event reports are written and posted on social media and other platforms

**Trophy person** - To co-ordinate return of trophies and investigate; where required, to find missing trophies. To ensure that engraving is up to date and new bases sourced when required.

For further information or to express an interest in either of these roles please email

# Area Reports

## MIDLANDS AREA REPORT

Normally at this time of year we reflect on the season just gone and start planning for next year. Of course 2020 has been a year like no other, so if you managed to get some sailing in – well done! In a GP14? – even better.

Despite the uncertainty, the planning for the 2021 season in the Midlands is well in hand with the Area Championships programmed for Staunton Harold SC on the weekend of 24th/25th April. Most of the clubs on the Midland Bell circuit have offered dates for next year and all will be published as soon as the calendar has been finalized. Meanwhile it looks as though lockdown 2.0 is going to stop club sailing in the run-up to Christmas - even more reason to look forward to 2021!

In the meantime – well done to all those club committees and officers who managed to get us sailing again in whatever boats we could lay our hands on, over the summer. Keep safe.

Charles Saunders



## Midland Bell Series 2021

- April 11—Chase SC
- April 24/25—Midland Champs, Staunton Harold\*
- May 9 —Midland SC
- May 22—Tamworth SC
- May 30—Nantwich & BC SC
- June 13—Bartley SC
- June 19—Trimpley SC
- July 10—North Staffs SC
- Sept 4—South Staffs SC
- Sept 25—Chelmarsh SC
- Oct 2 —Shustoke SC

Charles Saunders  
07554 432649  
charles.saunders@talk21.com

## NORTHERN AREA REPORT

The 2020 Northern Bell series ended up being cancelled in its entirety because of the COVID-19 outbreak. The North-West was particularly badly affected by the “second wave” meaning that clubs were still unable to hold events late in the season when other area of the UK were more active.

For 2021 we have a full series of events, slightly more spread out than in previous years, so we should still be able to hold some races even if the spring events are impacted by ongoing restrictions.

**Adam Chaplin**



## Northern Bell Series 2021



**Adam Chaplin** [adamchaplin@hotmail.com](mailto:adamchaplin@hotmail.com)

# GP14

Southern Travellers Series 2021

## SOUTHERN AREAS

2 Apr—Venetian Trophy, Welsh Harp SC

25 Apr—Papercourt SC

22/23 May—Brightlingsea SC

Southern Area Championships

10 Jul—Leigh-On-Sea SC

14/15 Aug—Poole Weekend (Round Island/Open)

19 Sept—Hampton SC

2 Oct—Victor, Welsh Harp SC

10 Oct—Frenscham Pond SC

TBC—Maylandsea SC

TBC—Training—Frensham Pond SC

TBC—Tollesbury SC

TBC—Erith SC

*David Innes*

*DavidInnes@campbellreith.com*

## SCOTTISH & BORDERS AREAS

# GP14

Scottish Travellers Series 2021

May 1/2—Northern Champs - Derwent Res SC

May 22/23—Bassenthwaite SC

Aug 28/29—Scottish Champs—Largs SC

August 24/25th—Largs SC

Arthur Logan

*arthurlogan@hotmail.co.uk*



## Irish Autumn & Youth Championships

So we had an event at Blessington SC. From a personal point of view, a lot led up to it. Massive help and encouragement from all involved. COVID 19 protocols for visiting the club were outlined and everyone made a great effort to stick to them. We are incredibly lucky where we sail, we have a lot of land at our club, two slipways and a great beach to spread out along.

The sailing was,...stunning. PRO, Joe Crilly, flew back from Australia no less,( he did his quarantine ) and with all his able assistants ran four races on Saturday, and just a single one on Sunday morning.....there was a lot of swimming on Sunday, and a lot of very good sailors leaving spinnakers tucked up in their bags. Much to the joy of those of us featherweights who threw them up and gained back, and more, all we had given away struggling up the beats. Saturday was hard work, didn't ask for windspeed measurement so don't know what it was actually blowing but at a crew weight of 125 Kilos , the main was largely inverted, kicker full on, cunningham hard down, board kicked up, genoa cracked slightly ( any other suggestions...?) and we were struggling, but when you turned the corner...oh what fun!

Sunday there was more, the runs, and particularly the final reach home were just awesome. The only thing that could have made it more perfect would be a house sized swell chasing you. The lake ain't famous for that.

Standouts? blocked out at the favoured committee boat end in race one, James Hockley and Alan Thompson, a new pairing in a brand new Winder, circled, came through late , flipped onto port, held their breath and hitched into a great big righty. They were gone. Alan's well used to them, but chalk up a first ever event race win for James....all that beer drinking with Sam Watson did no harm...

Ger and Melanie won three races, and the event, physically not a heavy crew...but so good..., they were also racing their new Winder for the first time, and both really happy to be out on the water competing . Mel's dad is our President , Curly Morris , and if you want a heavy air education, watch him march that boat up the beat.

The other big win of the weekend was Ed Coyne crewed by Colman Grimes, Ed notched up his first event race win and also took the Youth title in the last year

it was available to him. Ed and his sometime helm Adrian Lee stepped into the class from a club that they started themselves in their hometown as sixteen year olds and only a few years later are pushing to rule the national roost. Brilliant!

Ohand Norman Lee port tacks the fleet , the wily old dog was gone... the big breeze meant the younger fitter crews reeled him in but it was a spectacular sight, not allowed say how old he is ,but himself and the RO raced GPs together back at the dawn of time when Curly was but a nipper.

Fleets wax and wane all over the world all the time. Right now we've got a good crew coming together at our club. To all of you out there I can only say, get kids involved, get them to events , the improvement in their abilities after only a few events, has shone through for us as they race what is supposed to be a heavy old boat straight through the local pack of newer (faster?) dinghies. And the rest of the kids cop on and see the light.

To E Howard Davies - you were a genius mate, that was money put to good use.

It was great to be able to host the Youth Championships here in Blessington and get an opportunity to remember and honour one of our former Commodores, Peter Hannon. Peter was the man who encouraged the likes of myself and Simon Cully into GP14 here in Blessington when we were starting out and the Youth Championship trophy is named in his honour.

A big thank you to all who travelled to Blessington. We had Youths from Youghal, Blessington, Lough Foyle, Sutton and the Royal Irish. A particular thank you also to our Class President Curly Morris who raced all 5 races.

I really hope that somehow the rest of you (GP14 sailors everywhere) get back to doing what we just did. It was really good fun !

**Richard Street**



### **Autumn Open & Youth Championships**

Gold – Ger Owens & Mel Morris (Royal Irish)

Silver – Ed Coyne & Colman Grimes (Youghal & Skerries)

Bronze - Edie & Lily Thorup (Blessington)

Youth Championship (U22) – Ed Coyne & Colman Grimes (Youghal & Skerries)

U19 Champion – Peter Boyle & Shanre McLoughlin / Joe Doherty (Sutton Dinghy Club)

U16 Champion – Max Cully & Ollie Lloyd (Blessington)

### **Race Winners**

Race 1 - James Peter Hockley & Alan Thompson (Lough Foyle)

Race 2,3 & 5 - Ger Owens & Mel Morris (Royal Irish)

Race 4 - Ed Coyne & Colman Grimes (Youghal & Skerries)



# What's happening in Guernsey

We have been extremely lucky in Guernsey to have a "moat" some 50 miles wide around us and a very good team leading the COVID crisis resulting in us being free of the virus in the community and no living restrictions.

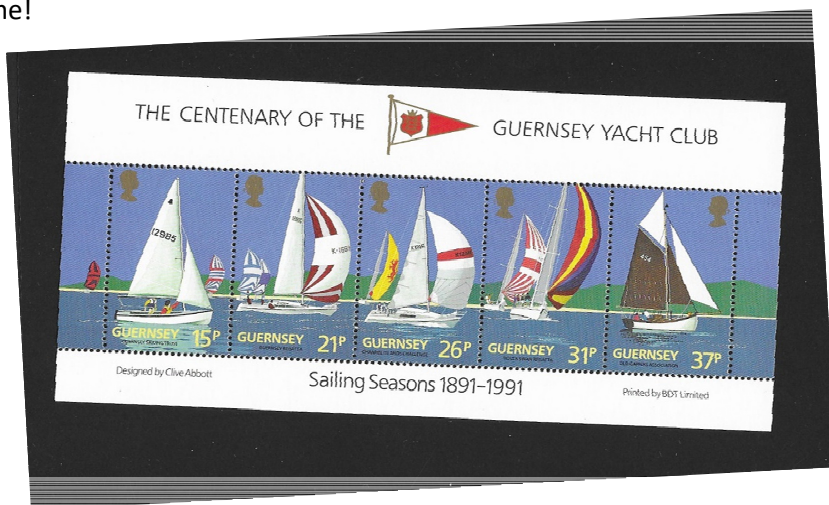
Sailing has been unrestricted since April so, along with an exceptional Summer, has been great for us. I've attached a few photos.

**Dave Le Page**



**Editor:** *Shortly after the above went out in the E-newsletter I had an interesting email from **Graham Knox** as follows:*

I enjoyed reading about sailing in Guernsey. Back in 1991, a GP14 was featured in a set of stamps issued to celebrate the centenary of the Yacht Club. It was my predecessor as Secretary (Peter Sandbach) who alerted me to this as an occasional stamp collector. I did get two of this special souvenir issue so if there was anyone with real interest, I might agree for one set to go to another good home!



# What did you do in the lock-down Grandad?

Like everybody this year I have been on the look-out for projects around the home to keep me from going mad, or more to the point to prevent me from driving Liz mad! One such was the de-cluttering of the attic room, that had become a comprehensive dumping ground over the past 35 years for all the surplus family clutter. And it was there I rediscovered, hidden and forgotten under the model railway benching, the sad remains of a model yacht that I acquired some 55 years ago. Another boat to restore, yippee!



The model was passed on to me as a schoolboy by family friends who knew that I was mad keen on sailing and they in turn had received it from an ancient relative (if my memory is correct), who built the boat in his youth. I therefore recon that she dates to around 1890. Unfortunately the model had already suffered severe neglect by the time it reached me and my own efforts to bring it back to life were amateurish to say the least.

Having successfully avoided the skip for so many years, now seemed like the ideal time to give the boat a full make-over. She is intended to be a yawl and the hull (the only original part) is about two feet long and beautifully carved from Douglas fir or similar. Having no other information about the class of boat she is



intended to replicate, other than knowing that the maker almost certainly lived on the Sussex coast, I took a look on the internet for inspiration. There I found loads of information about the yawl 'Germaine', a superb gaff rigged racing yawl, built in 1882 by Camper and Nicholson and restored from a total wreck some 8 years ago. Length and beam scaled down to match my model almost exactly and the two boats certainly

looked very similar, so I decided that my builder could well have based his model on Germaine and I would therefore do the same.

Stripping the paint from the hull revealed all the past efforts at repair: the stem had been bodedged with balsa wood (by me) and the stern counter had been remade with pieces of pine and loads of putty (well before my time). A large shrinkage crack had also opened up on the starboard side amidships. Fortunately the Hugh Brazier school of boat repair has taught me well and remedial work was soon underway, using well-seasoned Douglas fir from my stock of 'wood that is too good to throw away', (it annoys the hell out of Liz!). The stern counter was modified slightly to give the boat a mahogany transom to match that of Germaine and a new and heavier keel was made from iron and lead, quite a challenge but I think it should do the job and it looks something like the real thing.

With the basic work done, I turned to the fun stuff of replicating Germaine's deck layout and fittings as well as her spars. With the help of the internet and our local classic model yacht club and a great deal of patience I eventually produced what I think is an 'okay' result. It was good enough to persuade Liz to join the project team and produce some great looking sails anyway!

So now baby Germaine is finished and waiting to be sailed. I am not expecting



her to be that successful on the water as I wanted the rigging and sails to look like the real boat and where model yachts are concerned, it seems that such things have to be very different if they are to perform properly. But hey ho, it has given me hours of pleasure in these COVID-cursed times, and I never intended to buy the anorak anyway!

**Steve Parry**

## SPOTLIGHT FEATURE:

### Gill & Chris Beddow



**Into:** Married for 33 years and have 3 children between us. 3 boys all in their 40's and each have 2 children of their own, so 6 Grandchildren , 2 girls and 4 boys.

**Started Sailing:** In 1987 we joined South Staffs Sailing Club essentially for the boys to learn how to sail. However, the following year I decided to enroll in the Learn to Sail course at the Club and was immediately hooked. Chris had no interest as he was well into Motorsport, owning a Rally car and taking part in many forest stage events.

- First Boat:** “Rubber Duck” 8524. It turned out to be a very good wooden boat and we kept it for 5 years. It became a well-loved boat within the Club and changed hands several times over the years within the Club with everyone having fond memories of it. It had huge sums of money spent on it. About 10 years ago we organised a “Rubber Duck party” and everyone who had owned it was invited and asked to bring with them all the invoices. About £10,000 was the total sum and too many hours of work to count. About 6 months after I did the course Chris reluctantly agreed to sit in the front of the boat and crew for me, deciding the next year to also enrol in the Learn to Sail course and that’s when we swapped ends of the boat. Rallying started to take a back seat and Chris’ competitive edge was swapped to sailing. A lot cheaper as well I might add!
- Favourite boat class:** GP14’S having never sailed any other boat, and we have always sailed at SSSC where the competition was immense with 20 odd GP’s being on the water back in the 90’s
- Championship History:** We sailed our first Nationals at Abersoch a year after Chris had started to sail and came 99<sup>th</sup>. It was a baptism of fire, as we had only done a few Open meetings on puddles prior to this. But we survived and we had caught the bug! Following on from this we sailed many Open meetings, Inlands, Masters, Nationals and Worlds and took the boat twice to Carnac.
- Of course sailing opened up a new World and in 1997 we did our Day Skipper course and have regularly chartered, sailing the Channel, Scotland, Greece, Croatia, Corsica and Sardinia, BVI’s
- Committee Career:** We have always taken an active part in both the Club and the GP14 Association
- Committee Career Chris - Commodore of South Staffs 1995, Sailing Captain 2002 – 2014;



GP Association – Served on the Committee from 1996, 1997 – 2001 Vice President for Training for the Association , Chair of Technical and Rules for a short Period 2002 and Treasurer 2003 – 2007.

Gill -Social Secretary for South Staffs, GP14 Fleet Captain, Trophy Secretary, Commodore 1999- 2000; House Committee for 10 years

GP Association - Championship Chair 2010 – 2018, Training Coordinator 2019 - ....

Most proud of achieving?

Sailing together for 24 years and not getting divorced! Apparently attributed to Chris' easy going nature!! And for late starters in the sport managing to get to the middle of a good Silver Fleet.

On the organising front for me getting 100+ boats to a Worlds in Barbados and the 2018 Worlds Mounts Bay having achieved my wish list . Voted 2<sup>nd</sup> only to the Olympic Games in the Yachts and Yachting's Best Event the Year Award for the 2012 Looe Worlds. None of this of course could have been achieved without my 3 Championship Committees and my Racking and Packing Team for Barbados.

I was Honoured to be proposed by South Staffs Sailing Club and supported by the International GP14 Association and awarded with the RYA Community Award in 2015 and meeting HRH Princess Royal at the Award Ceremony.

Favourite Event & Why:

Winning the Banner Mendes several times, Carnac European Championship. Abersoch Worlds with 130 boat entry awesome!

Who do you admire and why?

Most admired sailing person for Gill is Biddy Colbourne. When we first stated to race women were few and far between at the front of a GP14. It was considered that a gorilla was required in that position. However Biddy who sailed with her husband, Nick, similar age to us, were brilliant sailors and were often up

in the top ten at Nationals proving that you could do it and so much is down to technique and working as a team. My greatest compliment when we were sailing at our best a few years ago now was to be referred to as a gorilla.

The other person I admire is Liz Senior, a brilliant sailor, poetry in motion watching Mike and Liz in a boat. Again a great ambassador for women at the front end of a GP14.

Chris also greatly admires Mike for his professional approach and Richard Estaugh for their sheer skill and natural ability in any boat.

Tips for new sailors:

Tips for new sailors Lots of time on the water, regularly sailing Open meeting away from your home Club against different GP sailors. Try and sail with a regular crew who has the same ambitions and goals. Practicing good technique. Accept offers of crewing for someone who is better than you. Boat preparation ! ask for advice. For new sailors you don't have to be the helm - try crewing





With lockdown many sailors from all types of boats found the art of eSailing helped to reduce their withdrawal symptoms.

The GP14 held a one-off event followed by a Nationals and Worlds Series of 3 events, which was sponsored by Craftinsure. Other prizes came from the Association. The nature of eSailing gave many of our GP 14 sailors the chance to compete against World class sailors, along with the relaxing of our entry stipulation from Association members to active GP14 sailors. This gave many more grass roots sailors a chance to compete.

The banter around the races via Zoom calls added to the enjoyment and the excuses were as original as on the water. The best ones were from the one off event with Richard Craig missing the start of a race because he went for a beer and Ian Dobson being distracted on a run by the need to change a rather fruity nappy – not his own. Another comment was “whose this Nick Craig?”.

Below are some comments from our First Youth, first female and Nick Craig:

*“It was a great fun event run very well with 5 close races in not much more than 30 minutes. The racing was super tight with inches making the difference between clear wind and a top few finish or a tussle in the pack, just like real GP sailing. Donnie showed us the way, he was a class apart with better starts and smart tactics. Whilst real sailing is a thousand times more entertaining, it was great fun with friendly banter via Zoom. I think we are all very excited to see the latest guidance should hopefully mean a return to GP14 sailing and 2 person sailing in general soon.”*

*“the events have been well run and fun to compete in, and it has given me the one and only chance to beat an ex-World Champion on the ‘water’. Also, thank you to the GP14 Association for running the events, and let’s hope we are back on the water sailing double handed soon.”*

The success of these events has encouraged the Association to consider running more events, possibly over the winter. Looking forwards to seeing more of you on line.

# SP BOATS / ELITE SAILS



## NEW MODEL SP2 ON SALE

The new SP2 will use the old Boon moulds and be flatter on the transom with a more open deck layout than the SP1. Production of the SP2 will start over the winter, please contact us to pre-order.

Sailed throughout the fleet, the SP1 is a proven winner. Built, developed and raced by Steve Parker, SP Boats is the largest builder of GP14 boats. Wide range of customisation available with boats built in epoxy and polyester, any colour available.

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