

International GP14
Class Association

Mainsail

www.gp14.org



Spring 2020



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Front top: Nationals 1955 Southampton

Front bottom: Nationals 2019 Abersoch

Below: Lee shore at Southampton



Editor's Letter

Welcome to the spring edition of Mainsail.

I thought Steve Parry would be great under the spotlight for this first Mainsail of our 70th anniversary – nothing to do with his age, not quite there yet – just the fact he embraces all the areas that are unique to being a GP14 sailor: Cruising, Classic, Renovation and Racing, not to mention the years he has spent on the association committee – with all this going on what else could he possibly be doing with the other 10 minutes he has spare - find out on page 37.

It seems provident also that our World Championship entry hit the magic number of 100 with GP14 No.2 Pimpernel, an amazing example of Steve Parry's and Hugh Brazier's renovation projects.

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 autumn Mainsail due out in November 2020.

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

See you on the water

**Julie Courtney
Editor**

admin@gp14.org



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GP14 No.1



President's Piece

Just home from the Alexandra Palace RYA Dinghy Show as I write this. Pimpernel (GP14 No.2) may not have won the Prix d'elegance but the number of people who stopped by to have a look and reminisce was amazing - there always seemed to be a crowd on the stand. The restoration work done over the past two and a half years by Steve Parry and Hugh Brazier to restore Pimpernel is awesome and she looked as good as new.

We had a great display covering the seven decades the GP14 has been in existence. The many milestones in terms of the boat's development, our World Championships and "famous" sailors was beautifully put together by Leanne Pilkington. A big thank you to Vanessa Devereux and her team for all the time and effort put into making sure we were well represented on our 70th birthday.

The gales of February stopped almost all weekend sailing for the entire month, so the new season will be upon us before we know. If you're not a winter sailor time to start getting the boat ready and let's hope there'll be some good sailing weather to come.

Preparations for the Skerries 2020 World Championships are going well and Skerries SC now have their main sponsors in place, the entry list has just hit 100 with entry coincidentally with GP14 No.2 Pimpernel, which will be crewed by Patrick Murphy of Sutton Dinghy Club in Ireland and Michael Easton from Queensland, Australia. Great to see the overseas entries are starting to appear. Looks like being a great event.

We also "launched" the 2022 Worlds in Sri Lanka at the Dinghy Show. We will return to Negombo and you will have had the opportunity to checkout if all the tales about wonderful sailing conditions, good racing and wonderful Sri Lankan hospitality are really true. (They are but check it out yourself.) Keep time free in February 2022 to take part and allow some extra days to see some of the sights and culture of Sri Lanka.

Finally don't forget the anniversary event(s). As well as the one taking place in our spiritual home of Aberdovey, the oldest of the Irish Championships, the Ulster Championships will be taking place on the same weekend in

Newtownards SC. So I'm looking forward to an amazing combined entry to celebrate our 70th birthday in style!

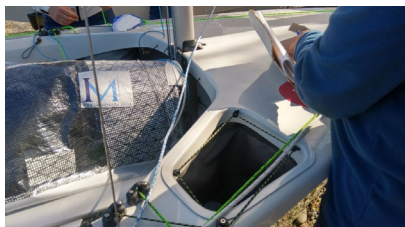
Curly Morris, International GP14 President

Update To Class Rules

The Class Rules, which control the build, fittings, spars and sails have been updated at a class association meeting on 11th January.



An optional fitting has been added to the list of permitted fittings - deck apertures at the forward end of the side decks on each side. This is to allow launch/recovery of the spinnaker and sail storage below deck.



This rule change is detailed in the Class Rules on the website and will apply from 1st March 2020. An updated set of Class Rules will be put on the website before that date.

David Rowlands, Technical & Rules Committee

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The advertisement features a photograph of a white GP14 sailboat with two crew members racing on the water. The boat has the name 'zhik' on its hull. The background shows a coastal town with colorful buildings.

The Secretary Scratchings

This is my first “Scratchings” since being elected to take over from Steve Parry at the last AGM at the Abersoch Nationals. Steve now sits on the Technical and Rules Committee and is one of key players in the Dinghy Show team who have recently done an excellent job representing the class at Alexandra Palace. Together with his many other duties, Steve has taken an ex-officio role on the Finance and General Committee in the absence of a second Vice President and to help ease me into the role of Secretary. Thank you Steve!

I was initially very nervous about taking up the role of Secretary. Having only taken up sailing in 2016, my understanding of the class and it’s inner workings were somewhat limited. Fast forward 6 months, and with several F&G and a couple of General Committee meetings under my belt, I feel more relaxed about things. I have to thank the members of various committees for welcoming me into the fold. They’re a great bunch who are both talented and motivated and do a great job of representing the interests of the class. For those who don’t know me personally, I am the beardy chap who rescued 13420 “the varnish boat”. You’ll no doubt see it amongst the fleet being crewed expertly but helmed rather inexpertly (my seat is in the back!).

Please take a look at the members area of the website. You’ll find the minutes from November’s General Committee Meeting there. Giving these a read is a great way to get up to date on what happens at Committee meetings. Along with info on the recent rule change decision, you’ll find details of international matters, preparations for major events, the training program and reports from our Area Representatives.

Notice of AGM

The 70th Annual General Meeting of the International GP14 Class Association will be held at Skerries Sailing Club on Monday 27th July 2020.

The meeting is taking place during the class’s World Championship and is scheduled to begin at 8.00pm 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:

1. To accept the minutes of the 69th Annual General Meeting.
2. To receive the Secretary's Report.
3. To receive the Treasurer's Report and the Annual Accounts.
4. To appoint Accountants.
5. To elect Officers.
6. To elect the Directly Elected Members of the General Committee.
7. Any other competent business.

The draft minutes of the 69th AGM are available in the Member's Area of the web site.

Les Burns, Hon. Secretary

Treasurer Vacancy

I announced my intention to step down as Treasurer for the GP14 Association in the last e-newsletter. So far I haven't been overwhelmed with applications for this interesting role within the GP Committee. After several years I can honestly say that the role, whilst important, isn't technically demanding and I can chat through what is required with anyone interested in helping out. If you would like to find out more, please give me a ring on 017687 80582, or email me at

paul_bowmer@hotmail.co.uk.

Paul Bowmer, Hon. Treasurer



Spring offers for GP14 sailors from Robline Ropes and Mersea Trailers

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Genoa Sheets 6mm or 8mm – From £29.99
Tapered Spinnaker Sheets – From £39.99

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Find Boat/Crew

You may have noticed this symbol next to the events posted on the website calendar.

The GP14 Association is pleased to announce that it is now working in conjunction with Tendrr.

Tendrr is the destination site for sailing opportunities in the UK, Ireland and Netherlands. Now the opportunities that Tendrr are able to offer include all of the events listed in the GP14 Calendar. This crew matching website is a fantastic facility which helps match shorthanded helms with willing crews. Tendrr are able to match crews for sailing events all across the UK with the ultimate goal of getting more boats on the water and increasing participation.

Tendrr are partnering with yacht clubs, class associations and training schools to build a first port of call for all sailing. Find out what's on with our comprehensive listings of regattas and races and get involved by connecting with your fellow sailors with the ultimate goal of increasing the participation.

If you're a boat owner, tendrr can help manage your season, organise existing crew and find new ones. Never miss another day's sailing! The website has the functionality for you to add your sailing CV so that sailors can match themselves appropriately, whether you're an old salt or a new hand.

Tendrr is building a comprehensive listing of all One Design class events held throughout the UK.

Justin Smith



Eddie Ramsden - An Appreciation

The Winter edition had a brief note to alert members to Eddie's death. Eddie made such a huge contribution to the Class that it is worth recording in greater detail in these pages, and especially as he edited Mainsail twice, once in the 70's and later from 1980 to 1982.

Eddie started sailing as a youngster with South Shields Sea Cadets and ultimately graduated to the GP14 which he sailed at Greenlee SC (a lake sadly no longer available for sailing) to the west of Newcastle. There was an active GP14 fleet there and its remote location involved staying there for the weekend, with his wife Jean and their children actively involved. In no time, as a competitive sailor and competent administrator, he became involved in the Association as North East Area Representative in 1971.

Work took him to Swansea as Director of Environment for Swansea City Council where he joined Mumbles YC and having been chairman of the Technical Committee also became an Association Vice President in 1975. He quickly became Commodore of Mumbles YC and in 1976 rose to be President at the time of the World Championship held there in 1988.

Eddie then became involved with the Welsh Sailing Association and its integration into the RYA fold. Soon he was into the national scene and became Chairman of the Royal Yachting Association. He received an MBE in 1996 for his contribution to sailing. He remained a great advocate for the GP14 Class and became a trustee in 1995 and continued to play a role as the leader of the Trustees until his death, retaining a strong connection with the Class, even

though no longer "on the Circuit" for many years.

The strength of the Class owes much to his work and leadership in the 70's and 80's and his continuing interest and advocacy in subsequent years. We have lost a good friend, wise council and a great guy.

Curly Morris/Graham Knox



Obituary

David Mawhinney - RIP

It is with sadness that we heard recently of the passing of David Mawhinney. David was crew and son of well-known GP14 stalwart Ernie Mawhinney. David passed away late in 2019. David is pictured with Ernie in Ventura (796) in 1995.

The photo shows the pair preparing for the 1995 Championship of Ireland (Newtownabbey Boat Club) and was taken by Bob Torrens and featured in the 1995 Reflections magazine produced to mark the 40th anniversary of the Class.



CRUISING: Cruising Corner

Apologies for a delay in the forward planning for this season, caused by unforeseen circumstances, but we do at least have outline plans to offer.

Cruising Week

The very limited response to my previous request for feedback as to what members would like resulted in a (small) majority in favour of Cornwall. So, we will be hosted by Restronguet Sailing Club, which Richard Moore, my oldest sailing friend and very well known within the GP14 cruising circle, is one of their Rear Commodores. The location is on the Fal estuary, in West Cornwall, which is a very scenic cruising area, and deservedly popular - <http://restronguetsc.org>

We are looking at a week in late July and with mid-week travel in order to avoid the potential nightmare of travelling on a Saturday in the peak holiday season; provisionally Wednesday to Wednesday 22 to 29 July. I hope to be able to confirm the dates imminently via the website, and by individual email to those who enquire, but unfortunately that won't make Press Date for this issue.

The costings will depend in part on the number of participants, and on what safety or escort boat cover we choose to use.

- Temporary family membership with dinghy parking is £18/day or £81/week.
- Temporary single membership with dinghy parking is £14/day or £59/week.
- RIB support would cost us £87 per day; however, if we were to use his Cornish Shrimper as an escort vessel instead the cost would be buttons.

So, if we had 5 participating dinghies and used RIB support throughout that would work out at £168 per boat (inclusive of temporary family membership) for 5 sailing days in the week. It would be slightly cheaper for single-handers, and significantly cheaper if we used Richard's Shrimper rather than a RIB.

That may seem more expensive than some past Cruising Weeks, but it compares very well with the cost of a full week's racing event.

We hope to see you there, but please book now to reserve a place; cruising@gp14.org

CRUISING: Cruiser Training

Advanced Cruiser Training

Following the success of our first ever Advanced Cruiser Training Course last September, on the non-tidal Grafham Water, we are now planning a tidal version on the intensely tidal waters of the Mersey, hosted by Liverpool Sailing Club.

This will be aimed at those who are already basically competent dinghy sailors and the intention will be to now equip participants with the specific additional skills for independent cruising. The course involves both shore-based training and time on the water and will include at least one short day-cruise.

In passing, it will also equip participants for the cruising skills needed for cruising in an organised fleet event, since if you have the skills to cruise independently you can take organised cruising fleet events in your stride.

The date is currently set for the weekend 18/19 July (arriving at your convenience on Friday), but I would hope to make it a 3-day event from Friday 17 to Sunday 19 July. I would hope and expect that we will be able to do it at about the same cost as last year's event at Grafham Water (£60), but that has still to be finalised with the club.

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 last issue of Mainsail for trainees' views of last year's course.

Oliver Shaw cruising@gp14.org

Technical: GP14 Self Build (Contd...)

How many cramps do I need? - Following on from the last article. The chine and gunwale stringers have all been planned to shape with care being taken on the chine stringer towards the stem to accept the two ply sheets that butt together. The stem itself has been carefully planed until the leading edge is quite fine allowing for the regulation width.

Attaching the ply skin - Starting with the aft bottom sheets work out where the scarf joints will be and place a solid support fitted flush between the hog and chine stringer.



This is done in preparation for fixing the forward bottom sheet at the scarf joint and so making sure this joint is tight when glued.

With both aft bottom sheets fixed I turned my attention to the dreaded front sheets which need to bend nearly 80 degs in toward the stem (An impossible task I thought at first, then I remembered many Wooden dinghies have been

built) A cheap wallpaper stripper was purchased so as to apply steam and heat to the forward part of the sheet. I realised that the steam would only penetrate through one laminate of ply but all help is going to be appreciated. I did a dry run (no epoxy) on port and starboard sides and in doing so wondered How many cramps do I need. Twelve more were promptly purchased.

Care needs to be taken at this stage as during this dry run I knocked one of the starboard cramps off near the stem. This resulted in a split appearing in the ply (approx. 7 cm. long) The Assembly notes say not to worry about





splits and so this proved not to be a problem during the epoxying of the forward skins.

Once the epoxy on the bottom skins has set the centre joint needs to be planed to accept the keel and once it is fixed in place with s/steel screws I decided to fix the bilge keels before attaching the side skins as access under the assembly would be desirable as the bilge keel screws fix to blocks glued to the inside of the skin.

The side skins can now be attached with careful attention given to the stem end of the forward sheets where the side and bottom sheet butt together. The dreaded split can be seen between the first and second washer.



A little careful attention is given to the keel at the stem to form a pleasing curve for the keel band to attach to. With all the keels faired in and the skins all sanded it is time to turn the dinghy over ready to fit the floor.

Although turning the dinghy could be turned over by one person I employed the help of a neighbour (Just in case) I was able to place strops around the hull and hoist the hull aloft and then turn her in the strops. She was lowered into a cradle that mirrored the baseline to keel measurements meaning that the dinghy is (Level) and the inside fit-out can commence.

Before the floor goes in strengthening for the mast foot is required along with extra cedar timber strips to take all the floor joints. Once the floor has been dry fitted it's time to coat up all the under floor components with 3 coats of epoxy. At the same time 18 mm ply blocks are strategically fixed to the underside



of the floor to take the foot strap fixings.





Before gluing the floor into position the floor bearer positions need to be marked on the insides of the hull ready for the side tank bulkheads as these must sit directly above the floor bearers.

Being mid-summer and as temperatures have risen I was soon to learn that large amounts of mixed epoxy have a short pot life. If there are two of you then one

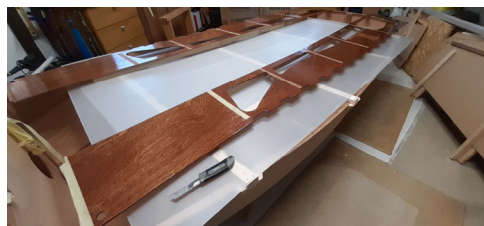
mixing and one spreading is the way forward. Unfortunately there was just me so, how to keep mixed epoxy cool. I poured an amount of cold water in a bowl with a little ice and mixed three separate smaller containers of epoxy and kept this in the bowl of water until it was required, I found this to work. Once epoxy is spread thinly it can't heat itself up so quickly (by exothermic heat).



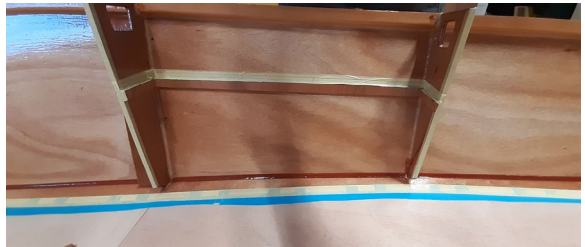
Floor in-all side tank bulkheads are glued and filleted into position directly above the floor bearers ready to take the side tank panels.

Although I read the instructions regarding fixing the side tank panels I decided instead of joining the two sheets together first before fitting into the hull it would be easier to first fit the forward panel and then the aft panel. Big mistake. Although easier to handle on their own for fitting purposes I ended up with a gap of approx. 20 mm at the joint. This necessitated the purchase of a new 8' x 4' x 4 mm thick marine ply sheet from Robbins, not cheap!! Clearly I hadn't thought through the implication of departing from the instructions. Lesson learned. LOL

The actual fixing of the side tank panels into the final positions with epoxy is best done by two persons as was the case. I tend to use a lot of masking tape to keep the epoxy from getting spread everywhere



A dry fix run just to make sure all is ready. Back side of the panels all epoxied before fixing into position. Where the panels join the bulkheads its best to leave the



epoxy off until the final fix.



I decided to epoxy the inside of the hull walls before fixing the side tank Panels as less room behind once in position. All taped up and ready to rumble. (Epoxy). Side Panel fixed and filleted. Side tank panel to Transom showing the Bung hole in the rear air tight tank.

David Rabbett

Autumn issue of Mainsail will show the internal fit out.

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Adopt a Boat Scheme

If your club have one or two old GP14's sitting unloved in the corner of the compound and you don't know whether to sell it, or wait for Bonfire Night, you may be able to make use of an Adopt A Boat scheme, or some variation of the scheme. The idea behind the scheme was to get old boats back on the water and enable those who might not otherwise have considered taking on the responsibility of a boat to do so at minimal cost.



At Castle Sempole Sailing Club near Glasgow we had some old club boats which we were struggling to maintain and weren't being used as they should have been. Members were given the opportunity to adopt a boat. No payment was requested. The fee for the boat space only became due at the time of normal membership renewal. At that time the boat was also removed from the club's insurance policy. It was a very cheap route into having a boat, and for the club it's another boat on the water, and potentially a source of new crews. It was expected that the member would have to do some work to bring it back to a reasonable condition, and of course other GP owners were more than willing to help.

With the boats already being in the compound there were no transportation issues which would otherwise be an obstacle.

The condition of the adoption is that the member doesn't have the right to sell the boat. If they no longer want the boat, it is returned to the club. This could be varied so that the member owns it after a year or two.

One old GP has been substantially improved and used for family outings. If it wasn't for the scheme, it would probably now be a planter. Another one is being treated as a winter project. In that case a donation was given to the club so that the member immediately became the owner.

Arthur Logan

Training

Improvers Training:

Venue	Frensham Pond Sailing Club
Date	Saturday 28 th March
Cost	£20 per boat – Handicap race in afternoon
Trainer(s)	Chris Beddow
Contact	Kate Whyatt kate.whyatt@btinternet.com
Note	Combined training for Frensham Pond S/Papercourt SC. Restriction on numbers

Midland Area Training day:

Venue	South Staffs Sailing Club
Date	Saturday 14 th March Arrival 09.30 for Rigging. 10.00 start First race 11.30am
Cost	£12 boat to include teas and coffee; £15 for non-Association Members
Trainer(s)	Mike Senior am; Jim Hunt pm.
Contact	Gill Beddow gillbeddow1@gmail.com to register interest
Note	Lunch will be available at £2.50 head. All are welcome to leave their boats overnight and join in with Sunday's racing. Several local B&Bs are available

Race Training:

Venue	Castle Semple Sailing Club
Date	Saturday 4 th April
Cost	£10 per boat
Trainer(s)	Peter Collings
Contact	Arthur Logan - arthurlogan@hotmail.co.uk
Note	Race training, but for those less confident in helming in a race.

Sea Training at Weymouth & Portland National Sailing Academy

Venue	Andrew Simpson Foundation based adjacent to Academy
Date	Thursday 25 th & Friday 26 th June. 10.00am Start
Cost	Entry £20 pp per day. Limited to 8 boats.
Trainer(s)	The Andrew Simpson Foundation experienced coaches
Contact	On line entry open at www.gp14.org
Note	We have previously used the facility very successfully, for the E Howard Davies Youth Training weeks.

2020 Craftinsure and E. Howard Davies Youth Training Week

Venue	Skerries Sailing Club
Date	20-24th July
Cost	£250
Trainer(s)	Sam Watson and many others
Contact	Gill Beddow gillbeddow1@gmail.com Colman Grimes - cgrimes@colmangrimes.ie

Application form and more details now available on the GP14 website.

Northern Area Training Day

Venue	Budworth Sailing Club
Date	Saturday 6 th June 2020
Contact	David Morris - bkm349@virginmedia.com
Note	Open Meeting at Budworth on Sunday 7 th June.

Cruising, Boat Handling, Spinnaker work

Venue	Bassenthwaite Sailing Club
Date	August Bank Holiday Weekend, Sat 29–Mon 31 Aug
Contact	Paul Bowmer - paul_bowmer@hotmail.co.uk
Note	A relaxed weekend with the option of Camping on site

If you have any comments on training or requests please fill in the Survey form found on the website under About; Help with your GP14?

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GP14's 70th Anniversary commences in the centre of London in the beautiful setting of Alexandra Palace. Set-up on Friday afternoon consisted of drying the boat and finding some strong helpers to lift it onto its stands. Setting up our decades interactive game. The design and different theme of the stand attracted many comments and Pimpernel No2 boat at 70 years old had lots of strokes and some disbelief about her entering the World's later this year and not looking her age.

Saturday started with a request from Simon Lovesley for us to attend the Selden SailJuice prizegiving 15



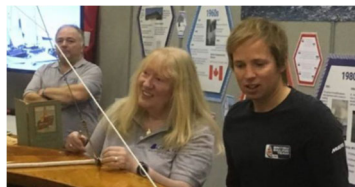
minutes into the show. As a class we were 3rd overall; well done to all who took part in the largest winter series. Ann Penny and Curly Morris, our past and present Presidents, were on hand to collect the prize.

The stand was busy all of Saturday with old friend coming and reminiscing over Pimpernel and the images from our walls. Members of the Classic and Vintage Racing Dinghy Association also came to see the refurbish Pimpernel.

There were new members being signed up and advice given on repairing boats bought by 16 year olds and older sailors. Steve Parry having restored Boat no2 was in great demand to share his knowledge of how he did it and the history of pimpernel. Indeed, having such a carefully restored and beautiful boat there created a lot of interest so watch this space and many others as she is bound to be out in public and being reported on for the rest of 2020.

The Association hosted interviews with sailors who had started in GP14s and gone onto the Olympics. Curly Morris and Stu Bithell were interviewed by Ann Penny. Ann also interviewed Jonny McGovern asking him about how to go faster in a GP14

Leanne, Ann, Stu, Curly and Justin



Jonny wondering what to say about finding speed with Pimpernel

following on from his talks on the main stage for the RYA. Nick Craig was interviewed as were Jack Lewis and Szymon Matyjaszczuk with Ellie Devereux. All these and other photos and quotes can be viewed on the website or YouTube shortly.



Curly Morris was in demand and Planet Sail came to interview him. We'll inform you of how to see this interview.

Exe Sails donated a Genoa to be raffled to raise funds for our Youth Training funds. Many thanks to Sam for this and



we wish him all the best and hope he is better soon. The winner was Ben Roberts (underpants spinnaker) from Timperley SC. Many thanks to Exe Sails for this generous gift.

Late on Sunday afternoon the stand was visited by the son of Jack Holt's niece. He chatted about Jack's boats which are in museums.

Whilst putting up the display we came across this photo, which shouted out to be posted on Social media as a Caption competition. Responses came in thick and fast-the winner being submitted by Dale Knowles.

"Neil has always been frugal - refusing to pay for dental floss when there was a ready alternative"



Many thanks to all who came to see us on the stand and all who helped man or resource the show in any way. See you all at events throughout the year – Pimpernel will be on tour and even racing at times. Wishing you all a good year in all your sailing.

Vanessa Devereux

Championship:



It is the start of 70th Anniversary of the dinghy you all love to sail. As I compose this, the final touches for the Dinghy Show are taking place.

Congratulations once again, to Peter Gray and all GP sailors who have taken place in the Selden SailJuice Series. For many the Dinghy Show is the start of the season with the new kit being purchased, so the show is bubbling with excitement and anticipation.

The Championships this year are hopefully taking the GP14 back to some favourite venues for competitive and exciting events. The first in March, with the Midland Areas at **Chase SC** and continue with **Dovey, Bala, Weymouth, Derwent Water** and **Leigh on Sea** as well as Weymouth and Skerries, until October's End of Seasons at **Windermere**.

The **Craftinsure Super 7 Series** needs **4 of the 7** events to qualify. Can we beat the nearly 100 entries we had last year? Those boats which enter will receive a memento for the 70th year as well as those entering the Worlds in Skerries.

The Southern Areas are at **Brightlingsea** giving an excellent opportunity for practising with tides and waves over the weekend of May 6th and 7th.

Many thanks to **Bala SC** for agreeing to host our Inlands 16th and 17th May. Included in the entry fee for the sailors is a BBQ (veg options will be available). This delightful venue in North Wales is a great place for a weekend away, so bring the family. Racing is usually able to be viewed from the club house.

The sandy beaches of the **Dovey estuary** are another beautiful venue for the Welsh Championship weekend of June 13th and 14th. This week, Walkers fish and chips have agreed to supply our Saturday Supper in the club House whilst we have a social. With pewter tankards up for grabs and a title sponsor agreed but not yet confirmed in writing, it is not one to miss. The race officers



for this event include a previous owner of no. 2 Pimpnel, which may be making an appearance as well!



The Nationals with 7 races from 27th to 29th of June and is returning once again to Weymouth. An early finish and prize giving on Monday should allow a quick getaway. Registration will be open on Friday evening for those who can arrive early. Once again title and most race sponsors have been verbally agreed yet to be confirmed in writing.

The 4th and 5th July gives those in the Midlands a second opportunity and Northern's more sea practise at the **Llandudno** open and the Northern's and Scottish an excellent event at the site of last year's Masters' and Youths' at **Bassenthwaite SC**.

The Southport 12 Hour race for the under 20 year olds is on Saturday 27th June a great event for getting the youths into racing.

The **Masters' and Youths'** is on September 5th and 6th at **Staunton Harold**. More about this in later e-newsletters.



The 19th and 20th of September sees the 54th 24 hour race at WLYC, Southport. Read more about how we are joining forces to celebrate the 70th Anniversary of GP14, the largest fleet at this fun and social event, on page 32.

Our year of celebration concludes at the **Royal Windermere YC** with our End of Season Championship over the weekend of October 17th and 18th– places are limited for the event which will have our black-tie dinner and Special awards evening. So book early!!

Vanessa Devereux

UK National Championships:

27 – 29 June

Weymouth and Portland Sailing Academy

4/5 July—Irish Nationals—Lough Erne YC

World Championships:

25 to 31 July

Skerries YC

Grand Prix and Irish Series

28/29 March

Midland Area Championship at Chase SC

4/5 April—O’Tiarnaigh—Howth YC

2/3 May—Munsters—Culluan SC

16/17 May

Inland Championship at Bala SC

23/24 May—Leinsters—Mullingar SC

30/31 May

Northern Area Championship at Derwent Reservoir SC

6/7 June

Southern Area Championship at Brightlingsea SC

13/14 June—Ulsters—Newtownards SC

13/14 June

Welsh Championship at Dovey YC

29/30 August

Scottish Championship at Largs SC

5/6 September

Masters and Youth Championships at Staunton Harold SC

12/13 September—Autumn & Youths—Blessington SC

10/11 October—Hot Toddy—East Antrim BC

17/18 October

End of Season Championship at Royal Windemere YC

Championship: Worlds in Skerries

Entry 100!

Plans are going very well so far, lots of work involved but we plan to put on a top event for you all both on and off the water. Current weather forecasts are predicting a long sunny week with winds in between 10-18 knots. Hopefully it stays that way!

Not entered yet?

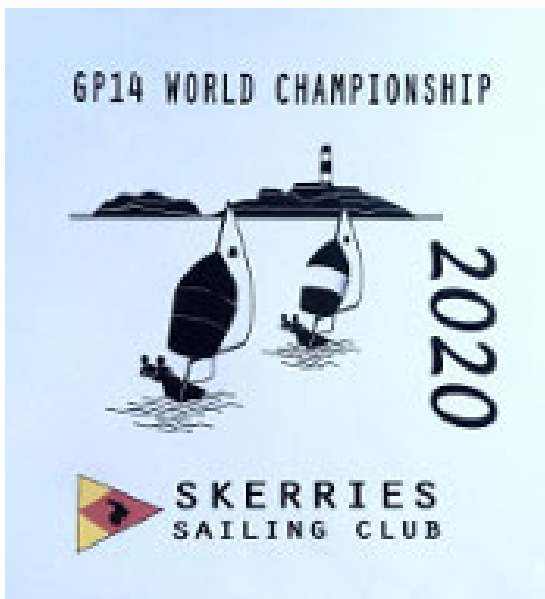
What!!! If you haven't entered, we kindly ask you to do so as it helps greatly with organising and getting sponsors etc. We've hit 100 with GP14 No 2 Pimpernel (recently seen in all its refurbished glory at the RYA Dinghy Show in London – see earlier photos). So, a pint of the black stuff goes to Patrick Murphy and Michael Easton – see me in the bar at Skerries SC!

Need accommodation?

We have a full list of rooms, houses and apartments available in Skerries so get in touch and I will email you the current list.

Sponsorship opportunities

If your company would like to get involved in sponsoring the event, please get in touch to discuss.



Colman Grimes - cgrimes@colmangrimes.ie

Classic Fleet at Skerries 2020

The entry list for the World Championships at Skerries is beginning to look very impressive and it is great to see some old boats in the mix, but we need MORE, particularly from the host nation! Number 2 will be there as an Association entry with local boy, Pat Murphy, at the helm teamed with his long-standing friend and mentor, Michael Easton, and I shall be digging out my 1950's terylene sails for the Old Yellow Boat to make sure that Jens and I sail on equal terms to try and beat them! And that is the idea, the fleet will be as far as possible in 1950s trim so ideally. small jibs, no spinnakers and terylene sails will be deployed (wooden masts optional!). I have collected several suits of older sails so if you have a Series One boat but no early sails, just give me a shout. We shall of course be racing and we shall start with the main fleet but finish one lap early. (I am hoping that those who find themselves well placed in the main fleet will be allowed to carry and take a finish there as well if they wish). The intention is simply to have some gentle competition and lots of fun, if we all decide that we would prefer to take in a cruise one day, then (rescue facilities permitting) we shall do just that.

So, come on all you old boat sailors, help us make it 'the more the merrier'!

Steve Parry, The Old Yellow Boat



Area Reports

MIDLANDS AREA REPORT

There has been a good turnout of GPs at some of the big winter events this year and congratulations go to Peter Gray of Staunton Harold, crewed by Richard Pepperdine (and others) who finished third in the Sailjuice series. The GP14 was also third in the Sailjuice “Top Class” standings and the leading double hander, quite a tribute to a boat design in its 70th year.

Looking forward, the DinghyTec Midland Bell series gets underway in March with the first event at Shustoke SC on Saturday 21st. This will also see the prize giving for the 2019 series at the end of the event. The Midland Area Championships then follow

on the week after at Chase SC on 28th/29th March, always a popular venue. The DinghyTec Midland Bell 2020 series consists of 10 events spread across the season and the region with all but one of the participating clubs from 2019 putting on an event – please support them as much as you can. The same scoring system is being retained and, as for 2019, qualification will be a minimum of 4 events, 2 starred and 2 non-starred. All events can be found on the Association Calendar and the website.

Best wishes for the new season, all the reservoirs are more than full!

Charles Saunders - charles.saunders@talk21.com



GP14

Midland Bell Series 2020

21st March — Shustoke

28th/29th March — Chase SC *

(and Midland Area Championship)

25th April — Staunton Harold SC

3rd May — Nantwich & BC SC *

10th May — Midland SC

16th May — Tamworth SC

20th June — Trimpley SC *

11th July — North Staffs SC

13th Sept. — South Staffs SC *

3rd October — Chelmarsh SC *

2 Starred, 2 non-starred to qualify for the series

NORTHERN AREA REPORT



Northern Bell Series 2020

29th March - Burwain S.C
18th April - York RI (river race)
26th April - Hollingworth Lake S.C
30/31st May - Derwent Reservoir
(also Northern Area Championship)
7th June Budworth S.C
4/5th July - Bassenthwaite S.C
(also Scottish & Borders Bell)
12th July - Royal Windermere Y.C
27th September - Bolton S.C
4th October - West Lancs Y.C

The 2020 Northern Bell series starts very soon with the Burwain open on 29th March. With all of the recent rain there will be plenty of water in the lake, and if last year is anything to go by it should be a great event.

New for 2020, York RI have opened up their river race to all boats (not just vintage ones), and this race will also be part of the Northern Bell series.

This year there are 4 events to qualify for the series, and we welcome sailors of all abilities. There are always plenty of people around to help novice sailors with

anything from boat rigging to where to find the best wind. If you haven't been to any of these events before, why not give it a go? The racing generally starts at around 11am (but do check with the club) to give competitors time to rig their boats and finishes around 3pm with a break for lunch. There is also a Facebook group for the Northern Bell series (search for "GP14 Northern Travellers").

The Northern Area Championships will be held at Derwent Reservoir SC on 30-31 May, with the large sailing area well suited to a Championship event.

Adam Chaplin - adamchaplin@hotmail.com

SCOTTISH AREA REPORT

Events for this year's Scottish & Borders Bell start with Castle Semple SC on 23rd and 24th May. It's a holiday weekend, so come and make the most of it, and recover on the Monday. We then head to Derwent Reservoir SC on 30th and 31st May to join the Northern Championship. 4th and 5th July see us in Bassenthwaite SC where we are part of the Northern Bell. On 29th and 30th August we are at Largs SC for the Scottish Championship. This is part of the Largs Regatta Festival. It will be around the cans on the Saturday, and around the island of Cumbrae on the

GP14

Scottish & Borders Bell 2020



Sunday. People taking part in the Northern Bell series at Derwent Reservoir and Bassenthwaite only need to come to Largs or to Castle Semple to qualify for the Scottish & Borders Bell. Only three events are needed to qualify.

We also have some training at Castle Semple SC on Saturday 4th April. This is not exclusively for GP14 sailors but is aimed at those who might not be confident helming in a race. Numbers will be limited, so please contact me if interested, and please also let me know if you are planning any cruising in Scottish waters this year. Happy sailing.

Arthur Logan arthurlogan@hotmail.co.uk

SOUTHERN AREA

GP14

Southern Travellers Series 2020



(* ** Does not count towards 2020 Travellers)
Contact: davidinnes@campbellreith.com

Irish News

The season kicks off in Howth Yacht Club on April 4/5 with a revised format O’Tiarnaigh Challenge. The Committee would really like to see a big turnout for a couple of reasons. Firstly it’s an opportunity to kick start your campaign and preparations for Skerries in July. With the Ulster Championships (Newtownards) the only other event being held on the sea before the Skerries Worlds in July, the Committee have agreed that this year’s O’Tiarnaigh will be run as a standard GP14 event rather than usual separated fleets, flights and sail-offs.

Secondly, it also marks the 20th anniversary of the passing of GP14 sailor Riocaird O’Tiarnaigh for whom the event honours. Riocaird was a huge presence in the fleet both as a sailor (Sutton Dinghy Club) as well as an administrator (President of both GP14 International Class & GP14 Ireland Class as well as Hon. Secretary of the Irish Sailing Association). With the event in Howth we expect to see Riocaird’s family at the event and there is even talk that Ruan might jump back in a boat for the occasion.



The **NOR** race will be posted on both the GP14 Ireland and Howth Yacht Club websites next week. Please remember that it will be Online Entry only.

GP14 - One Day Open Event - Saturday 21st March - Skerries Sailing Club

With the weather the last few weeks a tad windy to get your seasons underway, Skerries Sailing Club are proposing to hold a one day event with 3-4 races to get us warmed up for the season. If you are interested in this you will need to confirm in advance.

WLYC 24 Hour Race Celebrates the 70th Anniversary of the GP14 Association



At this year's 24 Hour Dinghy Race, West Lancashire Yacht Club is pleased to help the GP14 Association to celebrate its 70th anniversary.

Originally designed by Jack Holt in 1949, the GP14 is easily recognised by the distinctive bell on the mainsail. This is thought to be either a reference to the legendary bells of Aberdyfi, North Wales, where Jack Holt is alleged to have designed the GP14 or, perhaps more likely, it relates to the original manufacturer Bell Woodworking. The formation of the GP14 Association quickly followed in 1950.

The idea for an endurance race was dreamt up 54+ years ago by the WLYC Sailing Committee who were looking for an event to celebrate the Centenary of the Borough of Southport in 1967. Initially we considered a 12 Hour race but, having chosen September as the preferred month (to fit in with other Southport Centennial events), it was realised there was barely 12 hours of daylight to fit the race in; so why not 24 Hours? Hence, the 24 Hour Dinghy Endurance Race was born. GP14, Enterprise and Firefly were the dinghies of choice for the Clubs invited to the first and subsequent Races; however, at the turn of the century we also added Larks into the mix.

Ranked 4th in the Yachts & Yachting top ten sailing events to do before you die, the GP14 class and Association have always been strong supporters of our race. As of 2019 six clubs had entered every single 24 Hour Race since 1967, and 4 of those sail GP14s. There are also still a very select few sailors who have sailed in every single race! The event has always attracted the GP14 sailing legends: Simon Relph, Mike Senior, Neil Marsden and Ian Dobson to name a few (apologies if your name is not included here!). Simon sailed every race 1971 – 1993, winning in 1971, 1976, 1978, 1980, 1985, 1987, 1989, 1990 and 1993!



Also, as an aside, our very own WLYC sailor Andrew Read won the 1971 GP14 World Championships as well as sailing in the winning WLYC team in the very first 24 Hour Race. Throughout the race's history there have been many different winning clubs, but none have been as dominant as Bolton Sailing Club, winning a pretty amazing 15 races; however, catching up fast is the recently dominant South Staffs Sailing Club; they have managed 9 wins (all in the last 12 years). Both these clubs won their races sailing GP14s, which confirms the GP14 as one of the UK's most popular sailing dinghies for close, competitive tactical fleet racing.

In the early 1990s a new internal layout to the GP was introduced, with built-in underfloor buoyancy. Commonly known as the "Mark 2" design, one of the great benefits that this introduced is that following a capsize the boat comes up with very little water in it; as some of the sailors competing know this is definitely a plus on the occasions where the wind whips up and the uninitiated are caught unawares.

Never been and are intrigued? - The race is for boats entered by clubs and sailed by teams representing those clubs. Only entries by clubs or other organisations affiliated to a national authority are eligible for acceptance. The concept is simple - the winner is the team that has sailed the furthest distance in 24 Hours (midday to midday). However, the 24 Hour Race weekend has developed into more than a sailing event, and Clubs come along to consolidate their membership by including young and old, experienced and novice with some entering several teams. Where else could you compete in such a friendly environment against (or sail with) national champions / Olympic medalists. One club has even brought along a "Lord St Shopping team"! However, no club team could sail continuously for 24 Hours without shoreside support from their own club members; it really is a huge event that helps any club gel together. And it is not just racing, the whole weekend is a massive social event where you can

renew friendships and make new ones. Over the years a strap line has been coined for the race: **“Sail, Social, Sleep, Repeat”**

But this year a theme running through the event is celebrating 70 years of the GP14 Association; plans are still being developed between the Association and ourselves. We look forward to welcoming regular clubs yet again but also hope we can attract GP14 clubs who either we haven't seen before, or we can welcome back after a break.

Let's all aim to create a memorable weekend, to ensure the GP14 Association has a fitting 70th Anniversary.

If you want more information, go to <https://wlyc.org.uk/24-hour-race> or see our Facebook page www.facebook.com/Wlyc24hrRace/

I hope to see you and your club next September

Rob Pickering, 24 Hour Race Organising Committee - WLYC

Thanks to the GP14 Association for additional information



Technical: It's a Game of Chess

My interest in boats started around 1947 with models sailing in Barn Hill Park, Wembley and watching the dinghy sailing on the Welsh Harp. In my 30's, a GP14 came my way which was built by students of Aston University. I did a spell at South Staffs SC then moved to Lichfield Cruising Club.

Not being familiar with why we tension rigs to 450 lbs, how Genoa and Main react, mast angles, level hulls, centre board positions and running downwind, I decided to go on a course. There I met a glider pilot, he and I spent a lunch hour concentrating on air flows. I came away with a reading list including "Applied Hydro and Aeromechanics" by L. Prandtl and Tietjens and "Elementary Fluid Mechanics" by Vennard and Street. These will not give you all the secrets but an understanding of air and fluid flows, all the little things pointing to sailing. Also, Derek Pigott wrote books on gliding, which gives more things to help a sailor.

Frank Bethwaites' book on Hull speeds, for example, states 9 feet boat speed – 4 knots, 14 feet boat speed – 5 knots, 20 feet boat speed – 6 knots and so on. Getting a boat planing, these can be doubled, not that every racecourse or wind allows this.

1. Keep the boat level, fore, aft and side to side. My suggestion is "a caravan spirit level". Put a fully rigged boat in the water on a calm day using a spirit level to check the boat. Find a place to fit the "caravan spirit level" for ease of checking. Eric Twiname in "Start to Win" states in the first 3 pages, that if you sail level, you will go from the back of the fleet to the middle without doing anything else. "Sweeping statement, but it works".
2. Eric also states, "using a rudder is the last thing to use turning a boat". That takes some believing. An aeroplane should fly level, but at 16 degrees, nose up will fly but uses excessive power from the engines to keep it in the air. Therefore, a rudder at say, 16 degrees is setting up drag, "no" paragraph (1) wants you to keep the board level, but coarse alterations can be achieved by trimming the boat and keeping the rudder in line.



Even sail alteration will do the same. I will add a rider to this if the winds are above 16 knots, the last suggestions are difficult. Also, altering a boat angle will reduce water line length and speeds?

3. Frank Bethwaite gave instructions to have keel & rudder highly polished. The Hull does not want knocks and scrapes. Local repairs, keeping it smooth and polished should keep speeds up.
4. This point is not to do with sailing itself, but how the boat is rigged. For example, pullies and ropes should run freely with a gybe or tack and must not tangle or get around your legs or be stood on.
5. Uffa Fox stated that if you take an extra 20 yard around each buoy and there are 20 marks in a race, that will put you back 400 yards. If all boats are doing 5 knots, you are now well down.

If you are improving in club racing, then fantastic. You need a new boat? And keep things smooth all the time. Carry on reading the books that I found helpful that are listed, there is a lot to learn:

- Start to Win – Eric Twiname, Adlard Coles.
- Small Boats Sails – Jeremy Howard-Williams, Adlard Coles.
- Tactics and Strategy in Yacht Racing – Joachim Schult, Nautical Publishing & Co.
- Glenans Weather Forecasting – David & Charles.
- High Performance Sailing – Frank Bethwaite, Waterline.

Extra reading:

- Begin Gliding – Derek Pigott, A&C Black.

End of lecture at Manor Park S.C, Richard Estaugh stated *“what I have shown you will not put you yards in front. All you will get is half a length in front, but that’s all you need to win!”*

Andy Chapman, Manor Park SC

SPOTLIGHT FEATURE:

Steve Parry



Usually called:	Steve
Date of Birth:	21 May 1952
Marital Status:	Married 1978 and still going strong!
Children:	Katherine, married to Ben, with our first grandchild, Amber and living in Scotland. Matthew, happily settled here in York with his partner, Maria.
Started Sailing:	1961
First Boat:	Cadet 2326 Maid Marian
Favourite boat class:	This has changed over time but is now quite definitely the GP14
First Club:	Pevensey Bay SC
Championship History:	1965 International Cadet week at Plymouth, crewing in 1308 which had just been acquired from a certain Phil Morrison. 2001 GP14 Nationals at Pwllheli as a very nervous 'returner' in 4615. Back for more at the 2003 Worlds at Abersoch with the same boat and then almost every Nationals and Worlds since. Always in the old yellow boat and always at the far end of the starting gate!
Other boats sailed:	Cherub with my Dad in the early '60s followed by a Mark single hander.
Career:	My sailing career has been very much in two parts. Back in the 60's at Pevensey Bay I raced enthusiastically and particularly loved my Mark, in which I managed to gain reasonable success at local level. In 1972 I became Sailing Secretary, PBSC was a busy and expanding club and I found myself for the first time having to handle a demanding volunteer job while at the same time studying hard for a diploma in Architecture at Brighton poly. The clash became too great and in 1974 sailing stopped, when I moved to York on a 12 month placement.



	There I met Liz (my wife) and following marriage, qualification, children and career building (back in York) I eventually discovered the delights of the York RI Sailing Club with its GP14 fleet in 1997. The rest, as they say, is history.
Most proud of achieving?	It has to be the family, nothing else in life matters as much and all too often I overlook this!
Who do you admire and why?	One of my past bosses, Dick Sharp. He was a dedicated architect who had suffered a severe illness in his early career (just after WWII) that had left him paralysed on the left side of his body. But this did not stop him and Dick could outdo all his colleagues in his professional life. I was just a newly qualified rookie at the time and I learnt a huge amount about producing good outcomes and NEVER giving up from Dick. He died many years ago but I still remember our hair-raising high speed road-trips to various sites with Dick behind the wheel of his 2ltr Capri!
Favourite Event & Why:	GP14 World Championships are always the best and of those I think the sheer size of the entry at Abersoch in 2003 makes it the most memorable for me. There is something about getting to a start line, miles out to sea with a fleet of some 180 boats that makes you think 'this will be something to tell the grand children!'
Best memory of a sailing event:	Winning the handicap class at Bexhill Regatta in 1970 in my Mark. It was blowing the clappers and I managed to beat all the opposition, including a Flying Dutchman. The trophy was a disproportionately large and ornate silver cup!
What makes a good sailor:	Someone who takes advice from the best; prepares carefully; allows plenty of time for EVERYTHING; plans their race strategy; is not afraid to put on the small jib if it's blowing the clappers and remembers that it is never over until the finish line!
Tips for new sailors:	Never be afraid to ask, the GP14 Class in particular seems to attract really friendly and knowledgeable

	types. Everything from boat set up to tactics can be improved by talking to the people at the front of the fleet.
Future Plans:	To delay taking up bowls for as long as possible!
Burning Ambition:	To finish a Championship at the top of the Bronze Fleet before I die! And finally to master my lovely baroque violin.
What do you do when you're not in a boat:	Riding my 1960 Velocette Venom motorcycle, purchased in 1971 from one of my friends in Pevensey Bay SC and after many rebuilds, still going strong and rattling the windows down our road! Also playing in our local branch of the Cobwebs open access orchestra. I am total rubbish but I love it and having acquired the c1750 baroque fiddle in 1967 I think it deserves playing, even badly!
Is there a common thread to your story:	Yes, it seems to be keeping, mending and restoring stuff, be it historic buildings (this became my specialist field professionally), repairing old GP14 (which gives me a great buzz) or maintaining and fixing a beautiful piece of oily British engineering. I like old stuff and I tend to hang on to it (makes Liz feel very safe!!).



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