

International GP14 Class Association

MAIN SAIL

www.gp14.org

Autumn 2023





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Albert House, 42 Seymour Road
Astley Bridge, Bolton BL1 8PT
T: +44 (0) 1204 590325
E: admin@gp14.org**

Front Top: Howard Davies Training at Plas Menai - Front Bottom: Youth Champion at South Staffs SC (SailPics)

Editor's Letter

Welcome to the autumn edition of Mainsail.

At the end of a season its always good to reflect on how things went and its important to the Committee to understand how the members feel about the events. The turns out this year do speak for themselves, however, why not ask. So I invited those youths who attended either a training or championship event this year to comment on their experience and was delighted with the response. Big thanks to **Robyn Taylor, Sam Street, Harriet Temple, Frederick Cosby, Adam Torrens and Oscar Hault.**

Also, 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 next Mainsail due out in the spring.

Finally thanks, as always, to our advertisers and sponsors, your continued support is much appreciated.

Great sailing!

Julie Courtney
Editor

admin@gp14.org



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Above:
Youth Championships at South Staffs SC
(SailPics)

President's Piece

The 2023 season is drawing to a close and plans are being put in place for a wide ranging programme of events next year culminating in our World Championships at Plas Heli in North Wales. Most importantly your association's commitment to youth training remains strong with the E Howard Davies week at Plas Menai already fixed in the calendar. This heavily subsidised event



allows developing GP14 youth sailors to have a weeks coaching by top GP14 helms and crews for not much more than the cost of the accommodation. It is a feature unique to our class, I think, and we should all be proud that we can put on such an event – can any other class do that? It is, of course, partly due to the legacy that started it off but also due to the generosity of many individuals, both coaches and house parents, who give freely of their time. The EH Davies week was formative for my two sailing children (some years ago) and for many others, so have a look around your club – are there some budding GP14 youth sailors who could benefit from this event? Get them signed up!

Looking back over the year there has been a great program of events, racing, cruising and training, in a wide variety of locations in both Britain and Ireland with GP14 sailors featuring strongly in the two National “Champion of Champions” events. Congratulations to all the prize winners at whatever level you sail at. In Great Britain we had a most enjoyable “Nationals” week at Looe in Cornwall (a long standing favourite location for the GP14 class) and an Inland Championship at Frensham Pond SC, who hadn't hosted a big GP event for many years, and the winner there last picked up that trophy 20 or so years ago. Turnouts at events seem to be getting back up again (40 boats at the Northern Championship at Budworth!) after the Covid hiatus despite the increased costs of travel. Let's hope that trend continues in 2024 despite the continuing troubles around the world.

On the International front GP14 sailing in Ireland is thriving under their new President Andy Johnston, and in Sri Lanka great progress is being made towards building their first GRP boat. The class Technical and Rules sub-committee are currently re-drafting the class rules into World Sailing format which should make it easier to recruit judges and measurers for our big events in future.

Finally, I would like to thank the association committee members and the office staff for all their hard work and commitment over the past year – without their dedication and effort none of these things would happen.

Charles Saunders, International GP14 President

Update to Class Rules

The Class Association holds the intellectual property of the name and design of the GP14 dinghy. The one design nature of the boat is controlled by a set of Plans and Class Rules with new and updated boats being checked by trained measurers against a measurement form/checklist.

The Class Rules date from the 1950s and have been amended from time to time to reflect new materials or new fittings which the Class has adopted. The GP14 Class Rules are unique to the Class and are somewhat difficult to follow for the boat owner. They are a mixture of administration procedures to obtain a Class Certificate with multiple references to certain parts and fittings under different Rule numbers.

In addition to being difficult to follow for the owner, a measurer who often covers several dinghy classes, has difficulty in verifying that the boat meets the Class Rules without specific training in our Class.

For several years there has been a Standard Class Rules Format available from World Sailing and much used by the RYA. Adam Parry, Technical Manager of the RYA and a long time GP14 sailor, has recommended that the GP14 Class adopts this standard rule format. The main advantages are that GP owners and sailors

who sail in several dinghy classes will find the re-formatted rules familiar and simpler to understand and that volunteer measurers for hulls in other hard chine dinghies, will be able to measure GP14 hulls with confidence.

In the UK most of the National Dinghy Classes which are managed through the RYA have their Class Rules in this format. Within the International Classes, registered with World Sailing, all the Olympic Classes and the majority of non-Olympic Classes have their rules in this format.

At a recent meeting of the Class Committee, the principle was adopted that the GP14 Class Rules be updated to conform with the World Sailing SCR format. Rule drafts in this format have been prepared and have demonstrated that much construction information in the current Rules can be transferred to the Plans and that much duplication and parts definition in the current rules can be reduced by reference to standard terminology in the Equipment Rules of Sailing. The latest draft of these Rules is available to any members interested by emailing the Bolton office.

The final draft of GP14 Class Rules in SCR format will be put for adoption by the Class in early 2024.

David Rowlands

Chair of Technical & Rules Sub
Committee

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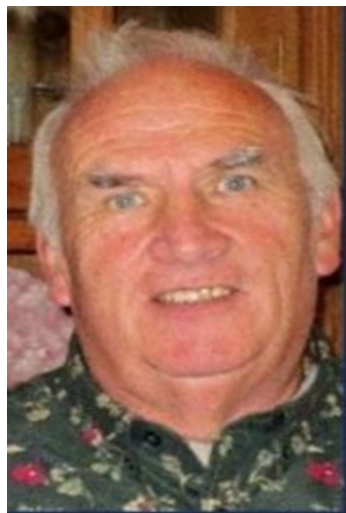
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Obituaries *our condolences to family and friends*

DAVID EDWARDS

Very sadly Dave Edwards from Nantwich and Border Counties Sailing Club passed away over the weekend of the 1st/2nd of July following a stroke. Dave was a member of Nantwich sailing club for over 30 years and a long time GP14 sailor. He competed in many of the Midland Bell events as well as compiling the results for the Midland Area in recent years.

Dave was always willing to give you his time and any advice you needed. He was beach master for several GP national events, including Abersoch in 2019.



JENS KHUN

It is with a sad heart that I have to tell you of the death of Jens Khun, whom many will have come to know through our participation together in events over recent years. At the age of just 53, Jens's death in July was very sudden and totally unexpected, leaving his family devastated and the members of York Sailing Club deeply shocked.

Jens was an enthusiastic sailor and member of our Club for more than 12 years, including serving a term as commodore. We sailed the Old Yellow Boat together in week-long events at Abersoch, Mounts Bay and Skerries as well as competing

in various weekend events around the country. Jens had lived much of his life in Sweden, where he spent all his spare time sailing a small day-boat around the archipelago and this made him seriously good at laying the windward mark on the first beat and occasionally surprising the opposition! But when we dropped back down the fleet on the reach, he would complain that "my spinnaker lets the wind through!". Whether it was capsizing off North Berwick or staying in the grottiest B&B imaginable



at Loch Lomond, Jens was great fun to know, both on and off the water; he is much missed.

Steve Parry

IAN NICHOLL OBITUARY

After having had a stroke, a week earlier Ian Nicholl passed peacefully away on Friday 20th October 2023 aged 91years.

Ian became an honorary member at Derwent Reservoir Sailing Club in recognition of the contribution he had made for many years at the Club. First and foremost a GP14 sailor, Ian then went on to be a Council member, a Sailing Committee member and was without doubt the Club's 'in residence' Wednesday night race officer. At the beginning of the season, he would run a race officer session, including how to tie the halyards correctly on to flags. He ran the bar, organised the dinghy park and even did the banking. In addition, Ian was for many years on the Derwent RYA Training Team. He had a wealth of knowledge about the Club and especially the GP14 Fleet. He was able to recall the history of ownership of most boats, but especially the GP14's. Ian was an official GP14 Sail and Boat Measurer.

As Ian got older, he never lost his enthusiasm for sailing, although he no longer got out on the water, he was still a very active participant in Derwent Week and at the yearly Southport 24hour race, where he was the team timekeeper. His rather bedraggled orange/yellow tent was often a feature in both camping fields. Certainly, a character, the seasons marked by him changing from shorts to trousers and his biannual haircut (usually one before Derwent week). He was a constant at the Club and even in later years despite struggling to walk he was always up in the crow's nest to start the Wednesday racing.

In 2013 Ian was awarded the RYA Community Award for Lifetime Achievement for his support for Derwent Reservoir Sailing Club since 1978, the ceremony was on the 22nd November in London.

It is because of people like Ian who selflessly give their time that Clubs can continue to flourish. Ian is survived by his daughters Susan and Amanda, grandchildren Christopher (Chris) and Deborah (Debs), and great-granddaughter, Chloe.

Ann Penny

Youth Sailing: Robyn Taylor

I attended the Youth National Championships at South Staffs Sailing Club this September. It was my first ever competition I have ever attended, as I had only started sailing last summer and had only spent at least 10 hours in a GP14.

South Staffs Sailing club were incredibly nice and let our Trimpley sailors borrow their GP's.

I was very nervous at first as I had never raced at a venue before, with so many skilled people and in a boat, I did not own. However I had the time of my life and did much better than I thought I would. With thanks to my amazing crew, David, and his spinnaker skills we placed 13th out of 17 boats overall. Even though only 5 races were held due to lack of wind on the second day.

Even due to the lack of wind the moral was still high, the other sailors were lovely, South Staffs members were very welcoming, and the food was glorious!!

Well done Jacob and Mathew, fellow Trimpley Sailing club sailors, who placed 10th overall we are very proud of you and hope to beat you soon! Thank you for the training with Oli I learnt so much that I could take into the racing.

This whole event has given me so much confidence with my sailing ability and motivated me to push on even more to do better. We hope to attend the Youths at Winsford Flash next year with even more sailing experience under our belts!



Now and Then – Then and Now

Driving home from a memorable British Nationals in Looe I reflected that while it had been sixty years since I sailed my first British Nationals as a teenager, my finishing position was exactly the same - 16th overall. There had however been a lot of changes in the meantime.

The entry at Llandudno in 1963 was a little over 220 boats. We shipped our six boats to the venue by British Rail - it was the cheapest as ro-ro ferries were in their infancy and still expensive. Most of the boats were home or amateur built. With so many boats most launched down the beach. The easiest way to get the boats up and down the beach was to carry them.



Roughly centre spot and about to pole out spinnaker



I believe we did have spinnakers (recently introduced) but the genoa was still to come so we sailed with the original small jib. The gate start had not been introduced. The starting line was a very long line with a buoy in the middle which was part of the line. A lot of sailing needed to establish the best place on the line to start.

We sailed one long race per day. The first two days were lost to a gale leaving three races to sail. Despite only three races a discard was allowed, so the event was won with results of 3, 3, and 50, beating 1, 6 and seven by 3/4 of a point. The Irish

1960-nb wooden mast & boom, jib with hanks, lifting handles on fored and aft deck. Early attempt at centre sheeting. Lucas sails.

contingent finished with results of 2nd, 4th, 8th 10th 16th and 25th. Irish participation in the event has been regular ever since.

The people we meet at the Championship nowadays are every bit as pleasant and fun as they were then. The biggest difference is the standard of the boats and



helmanship and crewing. I believe that almost every sailor competing at Looe would easily have finished in the top half of the fleet in 1963.

Carrickfergus R&SC Regatta-61 or 62



My crew at the event was one of my oldest friends, Graham Gingles, then an art student, now one of Ireland's leading gallery artists. Also sailing in the event from Northern Ireland were Burton Allen, who would win the title in 1965 and Bill Whisker who went on to win the 1975 World Championship. Eric Twiname was also competing (at much the same level as myself) as GP14s were in his family, although he was probably better known in Fireflies.

Looking back everything was simple and cheap - no roller blocks, minimal sail controls, plywood foils, and wooden masts. Sailing clothing was also basic - the first wet suits (mostly made from kits in thick neoprene) were appearing, decent life jackets were also coming on the market and waterproof clothing was mainly yellow oilskin smocks. RIBs were only being invented in the 60's so we always had to take responsibility for our own safety and that of those out sailing in company with us.

Coaching was non-existent. I was fortunate enough to be young and to be able to spend all my summer holidays (at school and Uni) at my sailing club, often

Sailing with Ann in Larne Lough, still jobs, now with transom scupper, Bruce Banks sails.

sailing morning, afternoon and evening. Even if sailing to a distant beach or small harbour with the idea of getting an ice cream, we were competitive to arrive there first but also took great pride in doing things in a seamanlike manner. Great criticism could be heaped on someone failing to complete a complex manoeuvre correctly, so even without coaches we were forever attempting to improve our standards. It was a different time but the only thing I would really want to salvage from it is my youth.

But it was fun back then too.

Curly Morris



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Technical: Tango in the Boat

Double handed sailing psychology

The tango scene in 'Scent of a Woman' tops many people's lists for their favourite cinematic dance scene. Al Pacino plays a blind Marine who gives a tango lesson to the young Gabrielle Anwar, who doesn't fare too badly for someone who's never tangoed before. As they go on the floor Al Pacino says to allay her fears: "No mistakes in tango my dear, not like in life, if you make a mistake and get tangled up, you just tango on."

What's an Argentinian ballroom dance originating in the gay bars in Buenos Aires, got to do with double handed sailing you might be wondering? Well in the original tango format, unlike in the film, the lead partner could swap places, sometimes you lead and sometimes I follow. That's the key to understanding the relevance to our sport.

The first lesson from Al Pacino is, it's a sport, if we get tangled up, reduce recovery time, and just sail on. The other lessons from leading and following each other as we adjust to the dance in the boat is much more profound and will require a bit of thinking through together.

Take for instance tacking and gybing that we need to do in a race upwind and downwind. No matter how many times we may have practised together as a team, sometimes we do get that foot or that body weight or that pull of the sheets, a bit too much or a bit too little. Whatever it may be, it's unexpected and throws the partner at odds with expected practised movement in the boat. Usually, we just adjust to each other and don't even talk about it. Maybe a sigh of relief or a passing thought of 'why did the partner do that move too little or too much?'

Similarly, rites of passage like mark roundings are also places which we have been at a thousand times in practice situations, but just in the heat of the regatta it may happen that one of the partners, helm or crew, does something unknown putting their partner on the spot to react physically, by adjusting their weight, their sail or their footwork. Hopefully, we adapt without making a fuss and we sail on.

Every wave upwind and downwind we interact with the movements of the boat's bow lifted up and down and we react and we adapt to the changes hopefully together as a helm-crew pair. We have all been in situations where the crew or helm has come forward a bit too early assuming the planning is done with for the wave they were on. And how we adjust, follow the lead and move on.

The take home lesson, while in tango the lead initiates the movement through the dance, in sailing however we mostly work in unison with each other's practised movements. It is the unpredictable moves that, when they do occur, create a lead/follow dynamic. The crew or the helm must adapt and adjust and get out of a tangle and tango on.

Sail on my friends. Sail on. It's only a sport after all.

Adeel Khan



Editor: Matt Mee & Chris Robinson, demonstrate their moves at the National Championships.

GP14 Allrounder

Announcing the

Over more than 70 years the GP14 has become a popular choice for learner and expert alike, its varied specification offering a safe and stable platform for the beginner and a challenging racing machine for the expert.

The Class Association is excited to announce the addition of a new variation of the all-glass GP14. This versatile model is aimed at the beginner and training market as well as the cruising and budget racing sector, with a specification that includes:

- 🚩 A fully self-draining cockpit.
- 🚩 Reinforced gunwales and stem.
- 🚩 Optional fendering to gunwales and stem.
- 🚩 An inverted vang in lieu of the traditional kicking strap.
- 🚩 Loose footed heavy-duty mainsail with two sets of reefing lines. Kicking strap option with 'in-boom' mainsail.
- 🚩 Midi jib as standard (genoa option available).
- 🚩 Optional mast head float.
- 🚩 Launch trolley and cover.
- 🚩 Spinnaker option (all masts will include halyard sheave)
- 🚩 Optional hull reinforcement points to receive additional cruising fitments



SEE OVERLEAF FOR ADVICE ON TAILORING THE BOAT TO MEET YOUR NEEDS

Contact the International GP14 Class Association at admin@gp14.org
for a full specification and builder's details.

Visit website at www.gp14.org to see just how great the GP14 experience can be!

The GP14: a boat for life, not just for learning

GP14 Allrounder

TAILORING THE BOAT TO MEET YOUR NEEDS

The Allrounder is intended to offer the widest possible range of options to the prospective owner. Below are some of the variations, please discuss any others with the builder.

Gunwale and stem protection:

The polyester construction of the hull makes it resilient to minor bumps. The addition of the gunwale and stem protection is available if the boat is to be used for training or cruising. The added protection will need removing if you wish to enter the boat in the Association's championship racing events to bring the boat into conformity with current class rules. For racing the boat at club level, we recommend that you request a dispensation from the club committee which, following advice from the GP14 Class Association, should be upheld.

Gnav or kicking strap:

The gnav option will maximise the clear space within the cockpit to accommodate three or more people. The option is likely to appeal both for teaching or for family cruising. The boat will be supplied with a loose-footed mainsail, that will also feature two sets of reefing lines. As with the gunwale protection, to enter the boat in one of the Association's championship racing events, the gnav will have to be replaced with a traditional kicking strap and an 'in-boom' mainsail substituted. The spars supplied with the boat can be readily converted between the two systems, but a second mainsail will be needed. If you wish to race the boat in club events using the gnav system, local dispensation must be sought.

Spinnaker:

The starter package for the boat does not include the spinnaker or the fairleads and cleats but the mast is fitted with a sheave ready to receive a spinnaker halyard. For an additional cost, the boat can be supplied with a spinnaker and all the associated fittings.

Optional hull reinforcement points:

For extended cruising trips, for which maximum secure on-board storage facility is needed, the hull can be built with localised reinforcement, tailored to the customer's needs, for bespoke fastening points.

Mast-head float:

For teaching novices or family cruising, there is the option of a mast-head float with your purchase. The floats offered with the boat are standard proprietary items.

**The GP14:
a boat for life, not just for learning**

Training

The International GP14 Class Association offer a unique opportunity to its young sailors to participate in a residential weeks training – The E Howard Davies Week. Originally set up by a bequest from the Howard Davies family it has continued for quite a number of years and looking back through history many of our top sailors have trained on this week and have stories to tell. Plas Menai Outdoor Pursuits Centre has been the base mostly, but we have also visited The Andrew Simpson Centre down at Portland, Weymouth.

Besides having the expertise of an in house Senior Instructor a Guest Coach is invited each day to give these young sailors their experiences to draw on in future years.

Next year, 2024, we have Adam McGovern, Ollie Goodhead, Fergus Barnham and Sam Watson to put these talented youths through their paces. It is a challenging week but over the days it is so satisfying to see how they take on board the level of coaching and maximise their skills.

Beside this week in 2023 a Training day was organised pre the Youth National Championship, which attracted 17 boats from across the country.

Application forms are available for the Howard Davies week on the website and more opportunities will unfold in 2024.

Best wishes **Gill Beddow**

Below are the GP14 sailors who have coached at the E Howard Davies week and other training events:

Coach	GP14 Event result	Coach	GP14 Event result
Sam Watson	Nat Champ	Mike Senior	World/Nat Champ
Chris White	Worlds winning Crew	Jane Kearney	Top 10 Nat
Ollie Goodhead	7th Nat, 2nd Hot Tod.	Adam McGovern	Top 15 Nat, RYA Coach
Fergus Barnham	Top 10 Nat	Ian Dobson	World / Nat Champ
Neil Marsden	World / Nat Champ	Phil Hodgkins	Top 10 Crew Worlds, Nat
Paul Simes	Youth Champ, RYA	Ed Bradburn	Top 10 Worlds/Nat

E Howard Davies Training Week - How it all began

In May 1988 those present to give thanks for the life of Howard thought that we should remember his contribution to the Class in some way. His contribution to the development of the Class Association was outstanding. Something special was required.

Those who knew Howard well would know that a Trophy would be inappropriate. Something more creative and linked to the concept of his own interest in teaching young people to appreciate going afloat was required.



From an early age, Howard loved being in boats and became a cadet at HMS Conway and went on a marine career. A change to join the seamanship staff of the Outward Bound Sea School, at Aberdovey, and interest in the formation of The Dovey Sailing Club, showed his interest in training young people. (*I was at that centre in 1959*). He later joined HMS Conway again. Any memorial the Association Committee at the time decided should be a Fund to support the training of young sailors, or set up courses specially, was the right way to honour him.

During 1989 ideas formalised to organise a week long course at Plas Menai during autumn half-term. Applications were invited from helm/crew teams over the age of 16 and under 23 who regularly race in GP14s. A recommendation

from a Club Commodore and history of their sailing experience were needed. The Committee's thoughts were to help develop potential future



champions in the Class. The first course would be for six boats provided by the applicants.

In charge of Plas Menai then was Bob Bond who had been the RYA Nat Sailing Coach and had written *The Sailing Manual*. He readily supported the scheme. In due course, the first cohort of young sailors were selected. Plas Menai were impressed with the keenness of the students and their care of their boats. A year or two later, the Principal of Plas Menai had become Alan Williams. Many years earlier, he had been a regular crew in GP14s racing at Southport (*he remembered me as a competing helm!*). Alan's support, and the skill of his team of coaches with our own imported coaches created the successful scheme that we have today.

Graham Knox

Editors comment: Earlier this year Howard's widow, Helen, passed away surviving another 35 years after her husband. She kindly bequeathed £1,000 to the £ Howard-Davies Memorial Fund.)



Youth Sailing: Sam Street

For us youths, the GP14 season got off to a brilliant start with the week of training in Plas Menai. There was a great turnout of youth talent ready to be honed by the incredible coaches that were lined up for the week. We had the privilege of being return visitors to Plas Menai and once again we were blown away by the hospitality of the staff, as well as how well run the whole venue is.

Over the course of the week we got incredibly lucky with wind and weather, getting to practice our heavy air manoeuvres and boat speed, as well as the more finicky light wind stuff. The amount that we learned and the fun that was had needs someone more adept at writing reports than me.

Overall, I cannot say enough good things about the E-Howard Davies training and would highly recommend it to any youths looking to improve their skills in GP14s. On top of the amount we learned on the water, the coaches and Harry (who is a local legend and a massive part of what made the week so enjoyable) were really good about analysing our sessions on the water, pointing out what was good and where we need to improve. The theory sessions were packed with an abundance of useful tips and tricks to help us get around the course faster.

Overall, the amount of entertainment and knowledge and practice against each other in the water was of great benefit to us and the rest of the youths in the 2023 GP14 season.



Sam Street and crew Josh Lloyd

Cruising Corner

It has been another great year for the GP14 cruising fleet. There was a lot of interest in two organised events, and for a while before Milford Haven I thought we would be massively oversubscribed. Fortunately, everyone who wanted to come was able to and we had four boats at Coniston and eight at Milford Haven. Still slightly less than we could have safely managed. Although there is still a lot of interest in cruising, I'm seeing it doesn't necessarily translate into numbers attending. Crews for both events were pretty much made up of regulars. I have spoken to a number of sailors who wanted to join the cruising fleet but were running out of time to prepare their boats. If you are one of them, please keep in touch for next year!

Coniston

At the end of May, we were hosted by Coniston Sailing Club. Temporary membership gave us the use of all facilities over the long weekend, including their fabulous bar and balcony overlooking the Lake and mountains. We had two full days sailing in variable winds from flat calm to blustery gusts all within the space of a few minutes, but in glorious sunshine throughout.

We sailed the Lake from top to bottom, including the beach and café at Coniston Boating Centre, John Ruskin's home, Brantwood and a quiet beach just south of Peel Island (aka 'Wild Cat Island') where we had a picnic and even an afternoon nap. Us cruisers do like to take things easy...

With the great weather the crowds also appeared on the water and we had to dodge a scattering of swimmers, dogs, paddle boarders and other boaters. We had hoped to try to land on Peel Island in 'Swallows and Amazons' fashion but it would have been impossible to get the boats in. Boats which attended were *Famous Goose* (Frank and Ewan Whitley), *Custard Pie* (Charles Clayton), *Green*

Stripe (Andy and Anne Rushton, Susanne Williams), *Lady Sarah* (Rob Bailey and Sarah Roberts). Stewart Elder made a surprise visit in *Aeolian*



The only mishap of note was a broken centreboard early on Friday which would have ended *Lady Sarah's* weekend. After returning home overnight Rob Bailey appeared the next morning having crafted a magnificent repair. Good to go!

We camped at Coniston Hall, I confess with some trepidation because one can't book ahead. We knew it would be busy, and of course it was. Manoeuvring boat trailers in traffic jams would be fun. Fortunately, the thousands of campers all crammed themselves in nearest the shore at the far end of the site. We of course wanted to be nearest to the sailing club so had plenty of space for our tents. As it transpired, the only noise which interrupted our deep slumber was the cacophony of very early morning birdsong.

Overall, this was a fabulous shakedown for things to come...

Milford Haven

For those who don't know the huge Milford Haven estuary, Neyland Yacht Club is centrally positioned for up or down river cruising. NYC also has the fabulous Alumchine Restaurant on its top floor (effectively the Club Bar, serving food throughout the day). It was the obvious choice for the annual cruising dinner, held later in the July week.

Our fleet of eight GP14s basically alternated up and down the river each day, working the tides and wind where possible to our advantage. We sailed as far as Llangym on the Cleddau River for a shore picnic, though I daresay the best upriver destination was the nearer Lawrenny Quays which has a pontoon and pub at the top of the slipway. The cruising fleet based itself there in 2019. Also up river, we made good use of the Jolly Sailor at Burton Ferry which made for a convenient thirst quencher, just before touching down on the Neyland slipway. This is all under the towering Cleddau Bridge, around which swirling winds, river and tidal currents wreak havoc on your intended course.

Down river, we sailed to Angle where again, there is another lovely pub above the shore. Over lunch on our first of two visits, conditions looked perfect for the rest of the day, so Angle became merely a stop-off for Dale. The fleet had a hard beat into Dale Bay, all the while giving the oil terminals, mighty tankers and Ireland ferry, a very wide berth. Cakes, tea and ice-cream made it worthwhile. The ultimate reward was the return downwind run home in the evening

sunshine. Most of the fleet clocked up well over 20nm. It was an epic cruising day.

I should like to say that none of this would have happened without our 'mothership', the *Harold Salvesen*, an 11 metre historic ex RNLI lifeboat, built in 1973. She is now owned and skippered by John Paine, who kindly offered to join us and keep a watchful eye on the fleet. John's great company, local knowledge and patience were invaluable. I would like to place on record my huge thanks on behalf of the Association. It would be lovely if John could join us again in the future. Simon Conway actually toured the *Harold Salvesen* and has recorded the whole week on his 'You Tube' Channel 'Sailing Skismo'. A far better account than any Mainsail article could ever be!

Most of the crews camped locally at Green Park campsite where we were very well looked after by the enthusiastic new owners.

Thanks to all who attended and made it a safe and enjoyable week. We had with us *Vertigo* (Ivan and Ed Washington), *Skismo* (Simon and Sue Conway), *Lady Sarah* (Rob Bailey and Sarah Roberts), *Custard Pie* (Charles Clayton), *A Capella*, (Oliver Shaw), Famous Goose (Frank and Ewan Whitley), Simon Fletcher, John Cookson, Peter James, Richard and Tamsin Moore, all on un-named boats. Remarkably despite very tough conditions at times, and sea miles clocked up, there was not a single capsized. Good skills everyone!

A final thanks to the Commodore and Committee of Neyland Yacht Club for hosting the GP14 fleet and allowing us access to their facilities and boat parking.

Looking Ahead

The fleet has an invitation to 'cruise' at the GP14 World Championships next year, which are to be held at the Welsh Nat Sailing Academy, Plas Heli, Wales from 10-16 August. Currently I am thinking of taking up this offer for the cruising fleet. Any thoughts or opinions by all means let me know. I am still working on another cruising week, though at this time dates and venue are still to be



confirmed. Watch out for the next monthly bulletins for more details.

Frank Whitley

Cruising Corner: The Galley Box

Six years ago I purchased a bare-bones 1976 GRP GP14 and so my journey began to morph it into a capable coastal cruising vessel.

The grand plan was to be able to spend a number of days afloat, self-sufficient and off-grid. I needed to make a galley box that was both practical and space-saving. The latter being the difficult element of the project. A 1976 MKII GP14 has a plethora of sloping surfaces and converging spaces that do not lend themselves at all well to an orthogonal box.



Trangia: My research led me to Trangia. Made in Sweden for almost 100 years, this lightweight aluminium cooking set looked to be perfect for my needs. Knowing it is a spirit stove I also ordered a safety container for the methylated spirits (required to fuel it) and being the tallest item it would determine the height of the galley box. The lid, when not being a lid, becomes a lipped tray, this is used for eating off and placing hot pans on during any cooking process. I purchased the Trangia 25 (the largest one).



Design: The main compartment for the Trangia stove is behind a removable front door (not watertight), allowing easy airflow to the burner. The burner sits on a shelf and the space underneath that shelf houses a small sieve, a small plastic waterproof box and a few small pots containing salt, pepper, spices and coffee. The small container's contents are a flint, box



of matches, a hob lighter, scissors and some food bag clamps. The three methods of ignition are just for a double level of redundancy. There is a fire retardant covering on the underside of the lid, the shelf and the walls surrounding the stove.

To the left of the stove compartment are two full-height compartments. One is for the spirit bottle, which now houses my smaller cutlery items and the other houses long utensils. There is a thin chopping board that sits on top of the Trangia stove when it is all packed away.



Safety: It was quite clear to me, not long after using the spirit stove, that there was a good chance I would burn myself, my boat or my tent trying to operate the spirit burner. There was indeed a moment in the Lake District during a GP14 association event where I had to quickly carry the galley box out of my tent because the flames were about 2-foot high! It was at that precise moment that I decided to spend a little bit more money on the project and obtain the gas conversion kit for the stove. Controlling the flame size is infinitely easier and safer with a gas regulator external to the stove. The galley box is also ideal for use in a normal tent. The galley box has become a mobile kitchen for me and is probably the most used add-on during my camping/sailing adventures (which can be seen by the way on YouTube @sailingskismo). It is there where you will also find a more detailed review of this galley box.



Having since changed to the gas burner the design isn't quite right for housing the gas container which now sits externally. So a MKII is being constructed (at the time of writing), which will be very similar but the compartment sizes will be different so I can accommodate the gas container inside the box. The whole thing has two layers of West Systems Epoxy and a handful of layers of varnish for UV protection. Two flight-case handles are fitted for ease of carrying.

Details of the Trangia stoves can be found on their website <https://trangia.se/en/>

Simon Conway

Youth Sailing: Frederick Cosby-Gunship

GP14, the old general-purpose boat, never has let us down and never will hopefully. I got the boat in January 2022 from Hender and Cat. Its name is Gunship after Pirates of the Caribbean.

Believe me it is not a racing boat. As the people in Looe know particularly because when the crew leave the bungs out you are soon knee deep in water. We have taken it to Ullswater and those of you who know the lakes will know that the weather changes amazingly fast sometimes. It was choppy and sometimes you have 3 motorboats coming at you side on and they never understand that they will run you into the bank without realising. This is all part of being in a small boat on a big lake.

Windemere was the latest challenge for the GP14 even though the new helm was a bit sceptical at first, by the end he was singing its praises despite the bitterly wintry weather. We have also been to the Youth National Championship, not with Gunship, but with the new Butler boat. We were not professionals but with the GP14 whisperer, Ed and co, it was soon set right.

Looe was another challenge for the small vessel, but it handled it beautifully apart from the floor shaking, apparently this is a standard feature of a series 1. It was windy for the old boat and she handled it well with no casualties apart



from the launching trolley.

I bought the boat with the money from my own logging business. Turns out that boats cost a lot of money as I have now invested in a series 2.

Next year York Sailing Club is hoping to get 4 boats out including the old yellow boat (whom Gunship is yet to defeat) and the new series 2 with myself and Oliver Gabbitas (Gunship may be making an appearance).

Classics Capers

York Sailing Club continues to be something of a hot spot for Series One GP14s and we were delighted to welcome 8524 Rubber Duck into our fleet in the spring. New owners, Sean and Bailey, are making good use of the boat including outings to Ullswater and an unbelievably windy day in Bolton! Gunship and The Old Yellow Boat have also been travelling, not only keeping Rubber Duck company but also venturing down to Looe for the Nats. And to close her season, Gunship made the trip to



Quiver awaits reassembly. No 3 will live again!

Windermere for the final event in the Northern Bell Series in the hands of Oliver Gabbitas and Freddie Cosby. And I should also give a mention to 8921 Michelangelo, owned and raced most weekends by club stalwarts, Mike and Angela Craggs. Owned by Mike and Angela from new, this has to be the best example of an almost fully original Series One plastic boat still in captivity, and it still beats most of the opposition!

The classics have also been in evidence at our cruising events this year with Stewart Elder and number 28 making an adhoc addition the gang on the Coniston adventure. And though not a GP14, I feel that I must mention the 'mothership' that escorted the fleet for the cruising week at Neyland; this was Rother-class lifeboat that has been restored by GP enthusiast, Simon Conway. Quite a step up from the usual RIB!

Talking of restoration projects, Quiver (number3), now in the capable hands of John McIntosh, has found someone with the time and enthusiasm to take her on. As you will see from the photos, this is not a task for the faint-hearted but with the support of fellow enthusiasts I feel confident that this boat can be rescued. John will, I am sure, be keeping us updated in future editions of Mainsail.

The Old Yellow Boat and Rubber Duck will be taking part in the World Championships next year and we would love to have some more competition from the Series One fleet. And if racing isn't your thing, then why not join the cruising gang; I am hearing that Frank and his team are planning some great days out. So do not be shy, load up the old boat and give it a try!

Steve Parry, The Old Yellow Boat-4615

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Thanks to Richard for
covering the Youths, Inlands
& Nationals this year.
To see all photos go to:

<https://sailpics.instaproofs.com/gallery/#events>



Youth Sailing: Harriet Temple

As I reflect on the recent GP14 Youth National Championships, a rollercoaster of emotions comes to mind. The weekend of September 3rd at South Staffordshire Sailing Club gave us sailors a taste of what it truly means to navigate the whims of nature. With limited wind and fleeting sunshine, the event turned out to be a test of skill, resilience, and camaraderie that I'll never forget.

The atmosphere was set on Friday, a day that foreshadowed the challenges ahead. Despite the teasingly light breeze and drizzle, our coach Olly led a session on rigging and boat tuning that was invaluable.

This made sure our boats were in tip-top condition for the days ahead. We took to the water in the afternoon to focus on spinnaker handling. It involved land drills and learning new techniques of hoisting and dropping, crucial for the impending races.

As the sun began to peek over the tranquil waters of South Staffs on the Saturday, a sense of excitement and anticipation hung in the air. The GP14 Youth National Championships were about to kick off, promising a thrilling weekend of sailboat racing. Yet, the sailing gods had a whimsical agenda for us that weekend – limited wind and copious sunshine.

The usual hubbub and commotion of the racing preparation resonated throughout the club as young sailors, all brimming with ambition, readied their GPs.

The anticipation reached its peak as we gathered for the sailor's briefing. It was clear that the wind gods had conspired to challenge our mettle.

The forecast promised a day filled with light airs, and while the sun shone brilliantly, the wind's enthusiasm was, at best, half-hearted. As any sailor will



attest, navigating these conditions requires not only expert technical skills but also a well of patience and strategic cunning.

The races themselves were a test of wits, as we competed not only against each other but also against the capricious wind patterns of South Staffs. The limited wind became the great equaliser, placing a premium on tactics, strategy, and boat handling. Competing for wind pockets, my fellow sailors showcased their understanding of the subtle nuances of sailing. It was a thrilling, albeit slow-motion, spectacle, where each move was measured and calculated.

The first race of the event kicked off with Mia and Andy Hateley leading the way, closely followed by Rosanna Joyce and Siân Baird, narrowly edging out Emily Page and Matthew Williams for second place. As we moved into the second race, the wind began to dwindle. Starting the race in a very light breeze, the shifty nature of South Staffs quickly became apparent when George Jacobs and Jonathan Hill raised the spinnaker during the first beat – a daring move indeed! After 15 minutes of nail-biting anticipation, the windward mark was rounded first by Oliver Hateley and Oliver Roger. The wind for the third race mirrored that of the second, with Emily and Matthew making a tactical decision that raised some eyebrows – they started the race on the wrong side of the line!

Sunday morning presented little hope for racing, with a still lake, only disturbed by the graceful movements of ducks – far from what we'd hoped for. An early lunch allowed the race team to make a quick decision to start race 4 while the wind still held. The light breeze resulted in closely contested racing, and the winners were Rosanna and Siân, with Emily and Matthew securing another well-fought second place.



The fifth and final race was characterized by tricky shifts and gusts. Emily and Matthew, perhaps fuelled by their earlier challenges, brilliantly seized an opportunity at the starting line and reached the windward mark in first place. They held that lead throughout the race as the breeze built. The final race concluded with another victory for Emily and Matthew, solidifying their dominance in the competition.

While the weekend posed challenges with its limited wind and unpredictable weather, it also showcased the resilience and determination of my fellow sailors who participated.

As the sun dipped below the horizon, casting an orange hue over the placid waters of South Staffs, the sailors gathered once more. Exhausted but elated, we shared stories of the day's trials and tribulations, offered tips, and cheered on their fellow sailors. It was a testament to the sportsmanship and community spirit that makes sailing so unique.

The GP14 Youth National Championships at South Staffs will be remembered for its testing conditions, but it was also a testament to the spirit of youth sailors who never let adversity get in the way of their passion for sailing.

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Youth Champions



**Emily Page & Matthew Williams
Youth National Champs 2023**



**Finney Waterhouse & George Spence of Budworth
& Ripon SC 2nd overall and 1st > 16**



3rd overall, 1st female boat & >18 Rosanna Joyce & Sian Baird of Budworth



**Youth Helm & Adult Crew Shield Mia & Andy
Hately South Staffs SC, winners of race 1**



**Endeavour prize Kyle Timmins & Matthew Gayler
South Staffs SC**

Championship: Racing 2023

The 2023 Series started with the **Midland Area Champs** started at Staunton Harold SC in April, incorporating the Masters Championship. The 11 entries travelled from as far afield as Bolton and Derwent Reservoir. Mark Platt sailing with son Sam, took both trophies home from this event.

The **Southern Areas** returned to the popular venue of Brightlingsea, the conditions for Saturday were favourable with the RO opting to push for 4 races. Sharing the course with 2 other fleets made for interesting racing with boats coming at you from all directions, another father and son pairing, Fergus and Jasper Barnham, won every race, to become the Southern Area Champions.

Thanks to the persuasive skills of the Budworth SC team the **Northern Areas** had 41 entries, more than 50% were home boats, including 3 youth boats. The sun shone and many families came to socialise and catch up. The team put on an evening social with sailors providing the entertainment. There were five different boats crossing the line first over the 7 races; Matt Mee and Chris Robinson won the Northern Championship, with Dave and Lynn Lawson Runners up and Adam McGovern /Ellie Wheeldon in third place, And Sam Watson/ Matt Birks in fourth.



In August, the **Nationals** returned to the popular venue of Looe SC in Cornwall, with 43 entries. A week of close racing, great socials and fine weather provided an excellent event. Five boats shared the nine race wins, with Matt Mee and Chris Robinson taking the overall Nationals title. The mixed title was closely fought with Ollie and Ellie and the Cormacks regularly swapping race bibs. The Youth boat of Jude and Oscar was regularly battling with youth helm Fin and Dad Nigel for the Bronze fleet title. Many thanks to all the support of our sponsors for prizes and post-race refreshments.

The **Scottish Nationals** took place within the Largs Regatta with 5 boats took part. John and Jack Telford taking the Championship.

September saw the **National Youth Championship** at South Staffs SC, 18 boats entered which is a sixfold increase since this event became a youth focused one. With other classes cancelling events due to lack of wind this event held all races. The youths had a great time socialising, camping in the boat park. Budworth sailors took first, second and third place. Watch out for some of these sailors at the Worlds in 2024. This growing group of youths both sides of the Irish Sea is encouraging for the future of the class.

The season ended with the **Inlands** at Frensham Pond, their first GP14 Championship in over 50 years. Once again there were plenty of local boats experiencing their first championship event in the 21-boat fleet. It was a great end to the Season although for many the fickle winds of an inland pond frustrated many.

Full reports and results can be found on the website.

There were 11 boats who qualified for the series entering three events or more. John and Jack Telford travelled the most which paid off for them winning the series over Mark and Sam Platt.

Vanessa Devereux

Championship: Looking ahead to 2024

2024 promises to be a busy year, new boats being built and rumours of who is swapping fleets abounds. As this is being written much is going on behind the seasons and as soon as sponsors and entry prices are confirmed then they will be announced.



Inlands - Staunton Harold SC - 6-7 April

Midland Areas - Nantwich & Border SC - 20-21 April

Northerns - Bassenthwaite SC 18-19 May (with Solo fleet)

Youths - Winsford Flash SC - end of May

Scottish Nationals – East Lothian – 1-2 June

Sunrise to Sunset - Leigh & Lowton SC - 8 June

Junior 12 Hour Race - Southport SC - 29 June

Worlds – Plas Heli SC – 10-16 August



The International GP14 Clas Association 2024 World Championship



**Plas Heli, Pwllheli
Wales**

10th-16th August

masters - vvestrii nairp 50 - 12-15 October

Championship: **How the Association supports youths of the class**

The GP14 Class is very supportive of its youths. We are the only class which has a dedicated week of training for youths. This concentrated week of learning brings the sailors on in leaps and bounds. The class funds the coaching both at the centre and by bringing in our top helms and crews to do a day or two of coaching each. Having travelled around the venues I am often regaled with comments from sailors who have attended and how much they learnt and enjoyed it; along with the friendships made there. It is our version of a squad camp.

Another heavily subsidised event is the National Youth Championship with its pre-event training day. This 3-day event is coach supported and a fantastic learning curve for all sailors. By publicising these events to our youths and encouraging them into GPs to practise they are learning what a fantastic boat and class we are.

Youth sailors are also supported by the Association at events. Youth helms have a 25% reduction in their fees and youth boats have a 50% reduction on their fees.

For sailors travelling outside of their home country to participate in a Worlds event the Jack Austin Fund is available to subsidise their costs. Details can be found at <https://www.gp14.org/members/grants-and-funds/>



Area Reports

MIDLANDS AREA REPORT The **2023 series** included six club opens and the Midland Area championship. Fifty four different boats participated from fifteen clubs, nine completed races were required to qualify which nine boats achieved. Participation was up by 25% from 2023 and we hope this trend will continue in 2024.

This year the series was won by Mark Platt from Bolton SC (*photo*); thus the Midland Bell is now in Northern hands! Oliver and Harriet Dumbleton took second and Pete Thoms and Dawn Frost third both, from Nantwich. The Bronze fleet trophy was also secured for Nantwich and Borders Sailing Club by Richard Binns and Lesley Dixon.



Special mention should go to Lesley Freeman and Sue Webb from Trimpley who completed 22 out of 25 races and finished 5th overall.

The challenge for 2024 is to bring the Bell back to the Midlands.

Plan for 2024 - The Midlands will host the Inland Championship this year, which along with the Area Championship will both count to the 2024 series along with

five midlands club Opens and one shared Open with the Southern Series at South Cerney (date to be confirmed). To qualify ten races will be required and at least two club open meetings must be attended in addition to the Inlands and Area Championships.

GP14 Midland Bell Series 2024

26 Mar	Chase SC
6-7 Apr	Staunton Harold SC (Inland Champs)
20-21 Apr	Nantwich & Borders SC (Midland Champs)
18 May	Tamworth SC
16 Jun	Midland SC
6 Jul	Trimpley SC
28 Sep	South Staffs SC - prize giving

We have an active Midlands travellers WhatsApp group – if you want to join, please email me your mobile phone number. midlandarea@gp14.org

Keith Budden, midlandarea@gp14.org

Keith Budden
midlandarea@gp14.org

SCOTTISH AREA REPORT Congratulations to John and Jack Telford, winning the 2023 Scottish Championship, and to Alan Jones and Sue Watson on winning the 2023 Scottish & Borders Bell. More details can be found on the GP14 Scottish Fleet Facebook page or do join our WhatsApp group.

The 2024 Travellers starts off at Bassenthwaite on 18th /19th May, and we then head to East Lothian YC at North Berwick on 1st /2nd June. That event will include the Scottish Championship. Largo Bay SC, Fife, on 22nd /23rd June is next, and then the final weekend will be at Loch Lomond SC on 7th /8th September. The Scottish Championship is an excellent opportunity to boost chances of success in the 2024 Grandprix.



18/19 May Bassenthwaite SC
1/2 June East Lothian YC (Scottish Champs)
22/23 Largo Bay SC
7/8 Sept Loch Lomond SC

Arthur Logan
scottisharea@gp14.org

Arthur Logan scottisharea@gp14.org

NORTHERN AREA REPORT

This year's series was well attended and more closely contested than in previous years. Five events were held with best 3 results to count. The Windermere and Budworth events were particularly well attended with 19 and 40 boats respectively (the latter also being part of the Northern Area championships).

Congratulations to Dave and Lynn Lawson of Bassenthwaite SC who won the series by a single point from Mark and Sam Platt, after winning the final event at Windermere.

The bronze fleet trophy was also closely contested with Hender Blewett / Josh Ryznar (DRSC) beating Paddy Lambton/Liam Dempsey (Bolton), again in the final event of the series. Well done to both teams who only recently started sailing.

Adam Chaplin

Position	Helm	Crew	Fleet	Club	Results
1	David Lawson	Lynn Lawson	Gold	Bassenthwaite SC	1,3,1
2	Mark Platt	Sam Platt	Gold	Bolton SC	(7),2,2,2
3	Kieran Inman	Paul Jenkins	Silver	West Kirby SC	6,3,9
4	Hender Blewett	Josh Ryznar	Bronze	Derwent Res SC	8,(27),8,8
5	Julie Waddington	Chris Waddington	Silver	Bolton	11,7,7
6	Paddy Lambton	Liam Dempsey	Bronze	Bolton	9,(37),5,13
7	Steve Parry	Oliver Gabbitas	Bronze	York SC	30,4,6

Bronze prize snatched at Windermere!

Josh and I were delighted to receive the West Kirby cup for top Northern Bronze fleet result at Windermere.

We enjoyed a close battle all year with the cave ladies from Bolton; Liam and Paddy, but after a good event in Windermere at the last in the series we were happy to watch it slip through their fingers and rightfully land in our lap.

The start lines were very pin biased in R1 and R2, and we failed to get down the line to reach the Pin in time, so effectively started last in R2 but sailed well through the fleet to get up to 8th from 19 boats. After a long delay to reset the course R3 was less biased, but the rain and waiting around made it quite cold. Josh forgot his wetsuit boots and in trainers, his feet immediately froze for the day, whilst I, out of courtesy, had to stay tight lipped about how cosy I was in the dry suit.

The trophy represents a net gain of two new bearded mates who are equally eccentric and share a love of table tennis. It also represents improvement over the year, asking lots of questions from the more experienced sailors and working



out that doing 720's is never the fastest way around the race course. (Nor is T-boning a phantom at Hollingworth) Thanks Craftinsure for your prompt and professional service in fixing that one.

We also dedicate the trophy to our quest to find the UK's most uncomfortable, least value for money hotel during our travels. All in all, we have had a fantastic year of sailing, and lots of great laughs along the way.

All the best for 2024 - Hender & Josh

SOUTHERN AREA REPORT

Congratulations to Maurice Cheal and Romek Kowalewski (Wembley SC/Welsh Harp SC) both for winning the Travellers series for another year and for attending all the events. Runners up were Steve Cooper and Lucy Street from Welsh Harp with a 1st at the Venetian and a 2nd at the Victor. Tomasz Szakola with various crews had a really strong start to the season with three top 3 results

in the first four events. Fourth, again from Welsh Harp, was Keith Street and Hannah Liptrott. So a clean sweep from the Harp but it was great to see the highest numbers of qualifiers for a number of years. The eleven teams included two from Frensham, one from Papercourt and a special mention to Andy Wadsworth who got to six of the events with Cathy Howard, despite being based down in Brixham.

The Jaldi Cup is competed for annually and is awarded to the highest placed team who are either new to the Southern Travellers or who have returned to us after flirting with childcare or other activities! You can only win the Jaldi Cup once and it was great to see three teams fighting for this cup this year. The deserved winners were Quentin Drain and John O`Sullivan from Welsh Harp who went to nine events winning a trophy at Hampton with a 3rd place. Second was Paul Trubridge and Matt Hall from Frensham beating Andy Shrimpton and Roger Jeffs from Welsh Harp on countback.

Many congratulations to the Southern Travellers who travelled out of area this year and qualified for the GP14 Grand Prix 2023. Of the eleven qualifiers nationally six were Southern boats winning both the Silver and Bronze fleets. Well done all. Some key facts for you all

- 10 Opens (including areas and inlands) with 4 tidal events.
- 57 boats participated from 11 different clubs.
- Eleven qualifying including 3 “new travellers”.
- Average attendance at events was 13.5 boats
- Average visiting boats per event was 7.5 which is the highest since 2016.

The calendar for 2024 will be published shortly. We are hoping for an Area Championships at Chichester with other sea events at Leigh (Weekend event), Maylandsea and Poole. We have re-established contact with Tollesbury and are hopeful of reinstating this popular event for 2024. We will repeat the success of last year’s joint Midland Bell/ Southern Traveller event at South Cerney and are trying to negotiate an event of some sort at Llandegfedd in South Wales

Thanks to Mike Abbott at Chichester for compiling the results again and to all who helped with this successful 2023 season. Have a great Christmas and enjoy your winter sailing

David Innes, Southern Area Rep - 01306 249609 or innesd142.0@yahoo.com

Irish News

The Junior Champions Cup

took place in October in Schull, West Cork. The event had been postponed a few weeks ago due to strong winds. The event was successfully held over 2 days and the GP14 Ireland representative was Max Cully from Blessington Sailing Club. Max had qualified after taking the U19 Championship at our Youth Championships held in Rush back in September.



The event was sailed in Fireflies with ILCA4, Toppers, Optimist, 420s, Mirrors, Team Racing as well as GP14 classes represented. This is a Junior version of the prestigious Champions Cup, formerly known as the Helmsmans Championship. The Junior event has been run since 1972 and former winner include Ger Owens who won back in 1996 and 1998.

Max had Freddie Nelson, a young Blessington clubmate as his crew for the event. The lads had a good day Saturday with 2 race wins to safely make the finals on Sunday. Max and Freddie had another good day, winning the medal race to end on the podium taking the Silver medals behind Junior Champion Russel Bolger representing Team Racing. This is a major breakthrough and builds on the fabulous improvements we have seen from our Youth sailors in the regular events this season. Brilliant result for Max, Blessington Sailing Club and GP14 Ireland who have worked very hard on introducing youth into the Class.

Andy Johnston

DATE	EVENT	CLUB
May 18/19	O'Tiarnaigh Challenge	Mullingar SC
June 1/2	Leinster Championship	Howth YC
June 28/29/30	Championship of Ireland	Newtownards SC
Sept 14/15	Autum Open & Youth Champ	Sligo YC
October TBC	Hot Toddy	Lough Erne YC
TBC	Ulster Championship	TBC
TBC	Munster Championship	TBC

Youth Sailing: Adam Torrens

Earlier this year, me and a group of young sailors from across the UK and Ireland took part in the Craftinsure E Howard Davies training week. The quality of training there was fantastic, with guest coaches such as Phil Hodgkins and Adam McGovern, giving us excellent advice on how to improve our racing abilities.

The facilities at Plas Menai were outstanding, with a fry every day for breakfast and an unlimited supply of hot chocolate to keep us ticking over. The sailing area proved to be an interesting challenge as well, the tide was strong enough to put a bow wave on the mooring buoys. If you were sailing against the tide, you may as well have been sailing on a treadmill.

I thoroughly enjoyed the course overall, not just with the training but with the craic to be had with the other lads on the course. It's a great way to expand the GP14 youth fleet, and to promote the class to a younger audience. It was an amazing experience that I would thoroughly recommend, and I would like to thank everyone who made it possible. I will definitely be applying again.



Irish lads from Newtownards & Blessington SC

Spotlight Feature: Oscar Hoult

Usually called: Oscar

Age: 17

When/Why did you start sailing or who encouraged you to start sailing? It's a family affair so I couldn't really avoid it! I've grown up with countless boats always on the drive (which really annoys the neighbours). I've probably learnt by osmosis.

First Boat: Mirror - it was called "box of frogs" (as in 'as mad as a...')

Favourite boat class: GP14 obviously :)

Championship History: Couple of Topper nationals in which I was rubbish. Then moved to the front of the boat for the 2022 Fireball nationals and did much better when someone else did the steering stuff.

GP14 Training History: Pretty new to the fleet, I took my Dad and sister's boat for a shake down sail in Ireland last year and was hooked. Jude and I were then really lucky to take part in the E. Howard-Davis training week in Plas-Menai with the Irish lads this Easter - a fabulous week.

Other boats sailed: Optimist, Topper, Laser 4.7 (loved it), Laser Radial (didn't love it), Fireball, RS200

Most proud of achieving? Actually it was the removal of sailing during Covid which gave the family a temporary need for an alternative sport and we all went cycling together. My mother had a significant birthday the following year and, rather than a bunch of

flowers, decided to cycle from one end of the country to the other. 15 year old at the time, I spent 10 days covering the 990 miles with her! There's a surprising crossover between the sports and I have met a couple amazing sailors (Ben Elvin for instance) who also ride. In April I came 2nd in my cycling club's host race which was really cool - so close it was painful. Just like sailing, cycling gives a purpose to visit different areas



of the country and even into Europe.

What do you do in your spare time?

Have I mentioned the cycling? - this winter I'm focussing on some Cyclocross, which is road cycling mixed with cross country running, steeplechase and wrestling (oh, and lots and lots of mud).

I'm studying for my A-Levels at the moment, and after that... who knows! Probably a degree in economics but I'm also interested in the Armed Forces.

Who do you admire and why?

Some of the legends from the fleets I race in. I camped next to Neil Marsden and Derek Hill in Ireland and met super-crews like Andy Tunnicliffe and Toby Lewis and watched them on the water - they were so humble and approachable ashore and absolutely amazing to watch - I learnt a lot! Also any of the 'rock stars' who have the time to sail over for a

couple of words between races like Tom Gillard did at the Fireball Worlds (the following week).

Favourite Event & Why: GP14 UK Nationals 2023. Two Teenage boys left to their own devices for a week - what could go wrong! It was a great event and superbly run.

Best memory of a sailing event: Rounding 2nd at the GP Nationals this year. Had an awesome start and tussled with some of the best in the class for the race, was fantastic being right at the front of the Race. I remember halfway up the first beat looking back and seeing Matt and Chris a way back and thought "we're a little out of our depth here lads."

Tips for new sailors: Try both ends of the boat! Helming didn't really work for me but crewing really gave me a new perspective. Keeping fit off the water is crucial too; I've found my cycling means I can hike harder and longer when it starts to get rough.

Future Plans: We're heading to Pwllheli in 2024 for the Worlds, hopefully with a 3 boat fleet, which should be awesome. Camping is booked, just need a couple more boats for sisters and parents ("cos me and Jude are having 14167, obv.)

Burning Ambition: Winning a race at a National level event or similar would be awesome, it would also have to include a heap of luck and probably a banged corner with a 45 degree wind shift.



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