

**International GP14 Class Association
Minutes of the General Committee Meeting**

January 2021 2017

Date: 15 April 2023

Time: 9.30 am

Location: By Zoom

	Item	Action by:
1.	<p>President's Welcome: Charles welcomed all members to the committee</p>	
2.	<p>Members Present. Charles Saunders, Roger Jeffs, David Rowlands, Oliver Shaw, Keith Budden, Adeel Khan, Steve Parry, David Bower (Late due to software issues), Gill Beddow, Curly Morris, Joseph Kenny, Bruce Idleman, David Innes, Rob Bailey, Vanessa Deveraux, Frank Whitley, Adam Chaplin, Graham Knox, Andrew Johnstone, Arthur Logan</p>	
3.	<p>Apologies for absence: Jon Close, Julie Courtney</p>	
4.	<p>Minutes of last meeting: To receive and accept the minutes of the meeting held 7th January 2023 (DR noted that the minutes were incorrectly dated as 2022, This has been corrected)</p> <p>DR suggested that although the minutes are correct, some of the comments should not be published on the website regarding the proposed change of accountants. The Treasurer will check these through and send his comments to the committee before publication.</p>	RB
4.	<p>F&G Committee:</p> <p>The February Minutes will be will be downloaded to Dropbox.</p> <p>The committee met in March but the minutes have yet to be approved. CS confirmed that there were no items at these meetings that will not be covered elsewhere.</p>	DB

5.	<p>T&R Committee: There was a meeting between DR, SP & Jon Close at the end of March, These minutes are on Dropbox, together with those of a later meeting between DR and Andrew Johnstone of the Irish GP Association.</p>	DR
	<p>The reports of a new mould being built by Precision Composites in Colombo were discussed. A plug has been created from which a mould can be made. A measuring session has been held using Zoom that has allowed DR and Jon Close to oversee the checking of the key hull dimensions. Precision Composites make hulls for other classes of boat</p>	DR
	<p>International Measurer for the GP14: In accordance with World Sailing's request to all WS classes, we are moving ahead with this.</p>	DR
	<p>Jon Close and DR have attended the RYA sponsored tutorial at HLSC on sail measuring to the new WS standard method, and JC is willing to obtain full IM status as soon as the necessary training course can be found in an accessible location. In the meantime, Curly Morris already holds IM status for the Optimist Class and, if needs be, it would possible to extend the qualification to encompass the GP14 Class without undue difficulty.</p>	JC
	<p>There has been a rule change to allow a wedge cutaway at the bottom of the outer end of the boom to fit a block to allow the mainsheet to be carried inside of the boom to the centre point. The rule change has been dimensioned, but discussion with Dave Butler (Boatbuilder) has shown that the dimension of the cutaway is insufficient. This will be rectified. It was confirmed that there will be 2 blocks to be fitted to the boom, one entry and one exit.</p>	DR
	<p>The subject of boat weighing has been brought up, with mention of how popular the pre-race boat weighing system used at Skerries was.</p>	
	<p>Frensham Pond and Welsh Harp have expressed an interest in having a boat measuring forum. As with Skerries, it was found that several boats at Welsh Harp had either too much or too little lead correction.</p>	DR
	<p>Progress report on redrafting the class rules into the WS format.</p>	
	<p>DR was able to have a fruitful discussion with Dave Chivers (WS Measurer) at the Dinghy Exhibition. The rule changes have now reached draft 4-5.</p>	DR
	<p>We will have a final draft of the rules by the end of the season, that will have been looked at by sail makers and boat builders. This will also have been checked by the Committee and the RYA. It is expected that the new rules will be practical and useful, and be adopted for the next season (2024).</p>	DR
	<p>Andy Davies of HD Sails has taken accurate measurements of a certified set of sails using the WS method and supplied these to DR for inclusion in the rules update. DR will publish the new rules to members of the committee for checking, before presenting the final draft for publication.</p>	DR
	<p>CM commented that many other classes were discussing the use of Carbon Fibre reinforcement for better distribution of hull weight. He asked would a Carbon Fibre centreboard and hull be viable. DR confirmed that it could mean a large increase in the cost of a GP14 and that the committee could easily legislate against it should the need arise.</p>	DR
	<p>Butler Boats wish to produce grp centre boards that incorporate carbon fibre reinforcement. DR commented that grp centre boards have occasionally been found to have insufficient strength in the capsized situation.</p>	DR

8. GP14 International Representatives reports.

To receive any reports or business concerning these organisations.

Joseph Kenny (Sri Lanka)

DR has already given a good report on the current glass fibre hull project that is being carried out in Sri Lanka.

There is a company (Future Fibres) in Sri Lanka that is already building catamaran type hulls for the Australian market. This company is now looking at building GP14s from advanced fibres such as Kevlar. It is currently a small 'cottage industry' type of business, but they are looking to move into a larger premises. He is hoping to have boats ready for the World Championship and they will be available to charter.

Joseph commented that the economy is starting to pick up in Sri Lanka with inflation coming down and that things are starting to look a lot more viable for the World Championship 2026. The Sri Lankan government are looking at tourism as the main building block for this and sports tourism is a central pillar. This should make the prospect of sponsorship a lot better, which should help with getting the boats shipped to Sri Lanka, as well as the new hulls to be exported. The only club currently sailing GP14s is CMYC. They have a new commodore who is bringing in a lot more GP14 sailors with their boats, enough to have class racing.

North Sails are also manufacturing GP14 sails in Sri Lanka. There is a club associated with this project which is training GP14 sailors and this is good news.

Joseph also asked for feedback for planning the 2026 Championship, and what kind of support that potential overseas competitors will need.

Joseph also commented that there is interest from other Asian countries and they are looking to the market in India, and to a lesser extent, Singapore.

Curly asked about the second hand boat market in Sri Lanka. This is very small, but they are hoping that the introduction of new boats will create a new market, not only in Sri Lanka but other countries such as India and Singapore.

Joseph also commented that he was hoping that they will get sail measurers and hull measurers qualified to measure boats in Sri Lanka. Curly pointed out that sail measuring was relatively easy, but hull measurement is a lot more difficult.

JK

Bruce Idleman (USA)

CM asked about his new boat and Bruce was able to confirm that he had received the boat about 2 weeks ago, this after 2 1/2 years of waiting.

There is not a lot to report, except the biggest problem is still the supply of boats. It costs about £2500 to ship a boat from the UK. This is prohibitively expensive relative to the cost of the boat.

BI is looking to local boat builders to see if they are interested. This is a difficult situation, because low numbers of boats means little activity, so the local builders are currently showing a low interest. There is a series 2 hull currently in the area and it is Bruce's hope to use this to gain interest.

BI

There are a number of older boats in the country. People who stopped using them during covid don't appear to be starting sailing again, but he thinks this could be a pool of viable hulls which could be used for cruising.

CM said that he was in the Duffin workshop last week. Alastair has a number of templates that could be used to build new hulls and he is looking for a new home for these. This would be a huge 'leg up' for anybody who wants to build new series II boats. Bruce has already seen a number of potential builders and he has made them aware of these opportunities already. He thinks there is potential to get the USA GP14 fleet to get back on its feet with this help. He is doing his best to find a builder who can take up the offer.

Curly Morris (Ireland)

Andy has confirmed that the EGM is finished and the new constitution is in place. He has asked that thanks be given to DR for his help with this task. He is looking to have a conversation with AK regarding website and other means of interactive communications.

The first event is next weekend at Blessington, and hopes to see the fruits of the time spent at the HDW at this event.

GP14 UK area representatives' reports:

Arthur Logan: Scotland

The four events for the Scottish & Borders Bell are as follows;

13th/14th May Bassenthwaite SC (<https://webcollect.org.uk/bass-sc/category/open-meetings>)

24th/25th June Largo Bay Sailing Club (<http://www.largobaysc.org.uk/index.htm>)

26th/27th August Largs Festival Regatta, Scottish Championship. (<https://largsregattafestival.com/>)

2nd/3rd September Loch Lomond SC (<https://www.lochlomondsc.co.uk/event/dinghy-open-weekend>)

There are a few extra people who have intimated that they will support some of these events and he is waiting to welcome these , especially from across the border.

Adam Chaplin: Northern Area

2023 Northern Bell Dates

13/14th May - Bassenthwaite

3/4th June - Budworth, Northern Area Champs

2nd July - Bolton

16th July - Hollingworth

14th October – Windermere

There are fewer events this year, with clubs such as Burwain pulling out. Adam is hoping that with the pandemic behind and more interest in local sailing that there may be an improvement in interest this year.

David Innes: Southern Area

The first 2 events have been completed.

Papercourt; 9 entries (2 did not turn up)

Welsh Harp: a very successful day 22 entries

David is still reasonably positive that they will have a successful season.

Keith Budden: Midlands Area

First event completed at Chase with 17 entries (1 did not compete due to Covid). A really good, competitive event.

The WhatsApp group for the region is working really well. This has led to competitors encouraging each other to attend events. It has made a better 'community' of sailors.

Keith recommended all area reps should go around the dinghy park at events and recruit competitors on to the regional WhatsApp groups.

They are looking to attend Staunton Harold next w/e.

They are experimenting with counting races to qualify, thus it would be possible to qualify with a 3 race open meeting and the 6 race area championship (9 races to qualify). This is experimental, but they are hoping to increase the interest in traveling.

David Innes asked if there is any interest in the joint events between the 2 regions.

Keith replied that there is interest, but the restricted female changing room issue is not popular among the lady sailors especially because it is almost a brand new club.

David said he would pass this on.

13 Website and Social Media: VD confirmed that the Social Media report is on Dropbox.

14 **Date of next meeting:** The next meeting will be the AGM. To be held at the National Championship, Monday 7th August as according to the constitution.
CS confirmed that the Hon. Secretary will be sending out the nomination papers for officers and that he hoped that all current officers will be remaining at their positions.

The next General Committee meeting will be held Saturday 21st October. It will be attended in person, and a Zoom meeting will be set up for overseas representatives

Julie will look for a suitable venue.

GB said that it was difficult to hear comments from the floor via the Zoom link, DB agreed with this.

AK said he should be able to help with this.

AK

15 **AOB.**
CS said he had seen a Zoom meeting advertised on dinghy racing, hosted by Andy Rice, (DR confirmed that he is a journalist). No one has seen anything about this.

Close of Meeting: CS thanked everybody for their attendance and closed the meeting.