

MAINSAIL



MAINSAIL MAGAZINE

SUMMER ISSUE 2005



THE GP FOURTEEN CLASS INTERNATIONAL ASSOCIATION

www.gp14class.org.uk

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Front cover photograph: Downwind at the Masters. Photograph by J. O'Neill

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Disclaimer: The views expressed in this magazine are those of the contributors and not necessarily those of the Committee.

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Editor's Letter

Hello Everyone,

I keep all my old Mainsails – or so I thought. I went to the pile of them today to check out the comments made by Peter Guest when he first took over as Editor - but frustratingly I seem to have a gap between Summer 2000 and Spring 2001. So I will have to imagine what he said when faced with the awesome responsibility of producing this excellent class magazine three times a year. I hope I can come up to the challenge of keeping it lively and literate, a publication that all GP sailors will read with pleasure and keep for reference. We owe Peter a huge vote of thanks for his five years of service.

The important factor in the continued success of the magazine will of course be the contributions from you, the members of the Association. The Officers and Area Reps can all (usually) be relied upon to come up with their regular reports and articles, and you can help them immensely by providing them with information and interesting news. The extra 'spice' of Mainsail will be the articles and letters from the general readership, dealing with all aspects of this wonderful boat of ours.

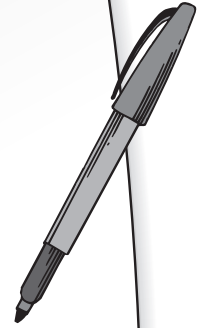
So please keep your contributions coming in – and don't forget photographs too. Since the change to the larger format (brought about by Peter), the principal improvement to Mainsail in my opinion is the number and quality of the photos, especially those that appear in colour. They reflect the liveliness of the class and will help to attract advertisers.

I'm on broadband, so send me your best shots and your written contributions at any time (with a copy to the Office). Alternatively, write to the Office for my attention.

Look forward to hearing from you and enjoy your sailing this summer.

Liz Hall
lizhall@care4free.net
Editor

**COPY DEADLINE
FOR WINTER ISSUE
9th October
2005**





Committee Matters

President's Piece

Hi everyone,

It's that time of year again; wow, where does the year go? This piece is for the Summer edition of Mainsail and, owing to work and other commitments, I've only sailed my GP14 five times this year and not once against another GP – until the Masters! The Midland Area Championship has been and gone, as has the Scottish; hopefully all of you that were lucky enough to go had a great time at the respective events and, yes, I was envious when I looked at the weather whilst in work. Now that work seems to be loosening its grip, my son is doing his 'A' Levels, so it never rains but it pours.

I was pleased to be able to get to the Grand Masters and Masters Championship at the Welsh Harp. It's been a while since this event was held in the London area, and a great weekend was had by all the competitors, with some good winds and pleasant sunshine. Don't be fooled by the title of the event: the competition is always fierce at the front of the fleet, but we all enjoyed friendly competition and good times off the water, whatever our position in the fleet. By the time you read this, I hope to have been able also to attend the North Wales Area Championship at Aberdovey, the spiritual home of the GP14. When we last went there in 2003, the club put on a splendid event both on the water and socially. I also hope to have seen many of you at the South Wales Area Championships in Cardiff the following weekend.

As I write this, the Nationals entry stands in the low 60s, but with quite a few of the usual suspects remaining absent so far. I appreciate that people have other commitments, but please don't miss a great event just because you don't want to try something different. If we don't try new things, then we'll never know whether what we're doing can be bettered, will we?

Maurice Cooper has stepped into the breach and taken over the role of Training Co-ordinator and I'd like to thank him for doing so. If you want to have training organised at your club, just let Maurice know via the office and he'll try to arrange the right level of coach for you.

Finally, may everybody reading this, whether a current or a past GP14 sailor, have fair winds and calm seas throughout the rest of the year and perhaps I'll see some of you somewhere during the season. If I do then please feel free to stop me and have a chat.

Paul Simes



Secretary's Comments

In this year of celebrations, I would like to add my congratulations to the Association of Ireland on their 50th Anniversary; the GP14 building programme based in Belfast has just exploded afresh with the launch of the wooden series 2 alternative floor layout, which bodes well for the immediate future of GP sailing in Ireland. The Championship of Ireland this year is being held at Sligo Yacht Club at the end of July, which makes for a "taste" of what's in store when the Worlds are destined for Sligo in August 2006. Navigators & General also celebrate 50 years of our GP14 Class insurance scheme and will be one of the sponsors of the U.K. Nationals held at Poole Yacht Club. Poole Harbour is a delightful setting for this event, ideal for both newcomers and veterans in either racing or cruising.

The championship season is well underway, and Tim and I have enjoyed participating on the serene Staunton Harold reservoir in Derbyshire and on the charming Loch Ken in Galloway. Both of us qualify for the Grandmasters championship, but I won the toss to helm on the Welsh Harp reservoir in London. The hospitality at all these venues has been exceptional, and I feel privileged to meet so many friendly GP14 sailors on our travels. I hope to meet more of you at the Nationals at Poole YC and the Inlands at Burton SC and, in return, welcome the youth competitors, their friends and family to Chelmarsh SC in October.

Your Committee members continue to work hard. Dave Rowlands has prepared the standard Notice of Race and Sailing Instructions in line with the updated RYA Racing Rules of Sailing, in preparation for all championships. The RYA Racing Charter, highlighting acceptable codes of behaviour at racing events, has been received and endorsed by the Association. Maurice Cooper of Derwent Reservoir has volunteered to become the GP14 Class Race Training Co-ordinator; training is a vital element of GP sailing, so please support Maurice in his new role. Liz Hall has taken up the baton of editorship of Mainsail, a worthy successor to Peter Guest. At GP Headquarters, Sue has very quickly learnt the Office routines, owing much to the expert guidance of Irene. I thank both ladies for their cheerful and loyal service.

Sometimes we take for granted the GP14 events which have stood the test of time and still bring enormous pleasure to those taking part. The 24 Hour Race organised by West Lancs Yacht Club in September is the envy of many other classes. The Howard Davies Memorial Training Week for young racers is the opportunity of a life-time; see the centre pages for further information. Moreover, the regular outings to your local sailing club - be it to race, cruise, train or socialise - can be spiritually uplifting for yourself and your fellow sailors.

Hilary



ANNUAL GENERAL MEETING 2005

The 55th Annual General Meeting of the GP Fourteen Class International Association will be held at Poole Yacht Club, Poole Harbour, Dorset on Monday, 8th August at 19.00 hours.

AGENDA

1. To receive apologies for absence
2. To receive the Minutes of the 54th Annual General Meeting
3. To receive the Hon. Secretary's Report
4. To receive the Hon. Treasurer's Annual report and Accounts
5. To elect the Officers: *President*
Vice Presidents, including Branch Presidents
Hon. Secretary
Hon. Treasurer
6. To elect five duly nominated members to the Committee
7. To elect a non-Racing representative to the Committee
8. To elect the Accountants
9. Any other business competent to the meeting

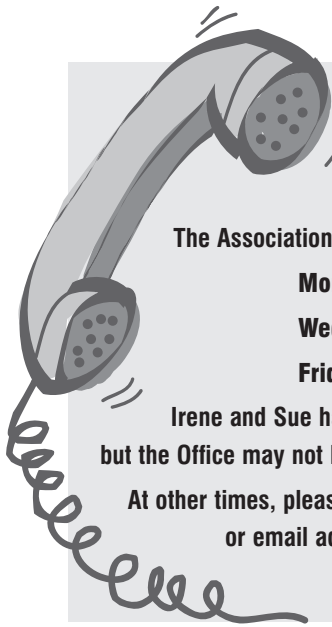
Volunteers Needed to Serve on Your Committee

The Association is very much dependent on members volunteering to serve on the Committee, either as Officers or as Directly Elected members. There are vacancies for Vice-Presidents, suitable for those prepared to take on the responsibility of shaping the future of the Association. There are vacancies for Directly Elected members, suitable for those prepared to get involved with one aspect of running the Association.

The Association is only as good as the people running it. The Committee members often only want to serve for a few years and then pass the baton on. Are you willing to run in this team?

If you would like to volunteer to give some of your time to serving the GP14 Association, please contact **Hilary Davies 01746 862652** or email hilarydavies@supanet.com or the Office for a proposal form, or for further information about Committee matters.





Association Office Hours

The mornings are the best times to phone for information.

The Association Office at Crewe is currently manned on:

Monday & Tuesday	9 am to 1 pm
Wednesday & Thursday	8.30 am to 4.30 pm
Friday	8.30 am to 3.30 pm

Irene and Sue have agreed to work extra hours during each others' holiday weeks, but the Office may not be manned every day at such times.

At other times, please leave a message on the Ansaphone,
or email admin@gp14class.org.uk

Hon. Secretary

INSURANCE

Following a recent visit to Drewe Insurance, I am pleased to find that a similar number of members have renewed their GP 14 insurance as at the same date last year. I know that some members did not remember that a letter was sent to all insured members in November last year to tell them that the business was having to be transferred, due to new regulations for the selling of insurance. And some members do not read Mainsail, it appears! So, if you read this, and have not renewed your GP 14 Insurance, please do it now, contacting Drewe Insurance at Bewdley. The telephone number is 08454 56 57 58.

While the overwhelming majority of members dealt with their insurance renewal without difficulty, Drewe and ourselves are aware that there were one or two 'teething' problems. In part, this was due to the transfer of data from our software programme to theirs. Members on non-racing cover found that the special discount was applied before the no-claims discount. This resulted in the premium calculation showing an increase, which was not intended.

If you are changing your boat, or buying a new one, and require new insurance cover,

please contact Drewe Insurance during the business week, before picking up the boat.

Clubs participating in the 24-Hour Race at Southport in September will, as usual, be able to get extension of cover. Again, contact Drewe Insurance well before the event. It will not be possible to have insurance extension cover at the event.

This is our 50th anniversary year and it is opportune to thank everyone for their support for the GP 14 Fleet Insurance Scheme over the years.

Graham Knox



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ROY LUPTON

Our Hon. Treasurer 1993-96, Roy Lupton, passed away on 26th April. Many members in the North West particularly will have known Roy as an active member of Winsford Flash SC. He was aged 84.

Roy spent most of his life working for the Inland Revenue. He was also Treasurer of Winsford Flash SC for 20 years. He was a highly respected member of his community, being very fair-minded and kind. He was very proud of his garden and visitors to his home had to be ready for a look around and to see his tomato plants in the greenhouse.

When Roy first expressed an interest in sailing, his wife told his daughters that they should let him get it out of his system in a short while, but it never left him. When, after a heart-attack, he was placed in a side ward in hospital, he said 'Good, now I can watch the snooker!' He was 'on the ball' to the end.

Our sympathy goes to his daughters, Jenny, Heather and Bryony. He will be sorely missed.

FRANK CHAPMAN

The death of Frank Chapman has recently been reported in Yachts and Yachting. Many of the current membership will not know what an important role Frank played in our sport and how helpful he was to our Class. As a journalist who covered rugby football in winter and sailing in summer, primarily for the Daily Telegraph, Frank was one of the earliest sailing reporters. Based in North Wales, he always came to GP Nationals at Llandudno and wrote the reports, and got results to the Press. He was particularly sympathetic to the GP14 and was a good friend to the Class leadership, when he was active.

SLIPWAY CHAT

RNLI GOLD MEDAL AWARD

We hear that Alan Butler, a Past Association Area Representative and Vice-President, received a Gold Award at the recent RNLI AGM for his fund-raising activities over many years. Alan was very much involved at Thorpe Bay Yacht Club where the second World Championship was held in 1971. He also looked after Press and Media contacts for some time to the benefit of the Association. Well done, Alan!

OFFSHORE CAPSIZING

RNLI Offshore members, looking at their special newsletter for Spring, may be surprised to see a capsized GP 14 and a crew member demonstrating the use of a flare! It looks as if the boat is about to 'turtle' on top of the helm. No doubt this sort of thing happens regularly at Poole YC! No prizes for members of Poole YC able to recognise the participants.



A Note from the Channel Islands

The racing season is well under way with some very tight racing for the GPs. Last Tuesday saw the three GPs finish within 10 seconds of each other! Tuesday nights seem to be the preferred sessions, and it would be great to see you all out on the water.

The offer for a UK expert to come over for a training weekend remains open, but the date has yet to be fixed. Rumours are that two people are looking at new boats and it makes sense that the trainer would bring the boat/s over and stay the weekend for training.

This will help us get in shape for the Nationals. Running from August 7 to 12 at Poole Yacht Club, it could not be more convenient. Over 100 boats are expected so it should be a great event. See www.gp14nationals2005.com for details. Accommodation needs to be booked now so if interested in sharing, give me a ring/drop a line.

Trips to beaches and maybe Herm are also on my agenda but again no dates have been fixed. I'll let you know when and as things are organised.

Also let me know if you have sold your boats, or changed them or know of anyone new so that I can get in touch and bring them into the fold.

That is all for now, so get those boats out of your gardens and down to the club.

Good sailing,

Dave Le Page,
Dorothy K13434

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Preparing for an Open Meeting

by Richard Estaugh

Going off to an Open meeting involves a different approach to turning up as usual for club sailing and can be daunting, especially for those new to travelling, but in fact the things we need to do to improve our performance are simple and obvious – although even the experienced don't manage to do them all of the time!

What was wrong with the boat last time you went out? Get this fixed beforehand; you'll only make a mess of it if you have to do it on arrival.

Find the directions to the Club and the Start time of the first race. This information is dead easy to find on the internet, or by making a phone call to the organising club.

On the way to the club, discuss your aims for the day with your crew and set realistic targets – for example, if you were 15th last time, aim to come within the top ten on this occasion, or to finish one race in the top ten. It depends on the event and the circumstances – do you need to sail conservatively to get a reasonable result to secure your place in a Series, or can you risk going for glory (with the possibility of it all going pear-shaped)?

Try to arrive one and a half hours before the start time: this is a comfortable amount of time to rig the boat, sign on, have something to eat, etc.

Rig the boat first – plenty of time to chat later. You can sort out any hitches or replace anything that's fallen off on the way.

Enter, and collect the Sailing Instructions and, if available, the map of the course or lake.

Now you can have that cup of coffee, walk around, familiarise yourself with the area, perhaps locate the marks, check out the

competition – when you see who else is sailing, you might want to re-evaluate your targets for the day.

Change before the briefing – this is often delayed.

Make sure both crew and helm attend the briefing – this can help later if there's something you've forgotten.

Check that there has been no change to the Sailing Instructions.

Check where the course will be displayed – on shore or from the Committee boat?

Write down the course. On the back of the crew's hand will do, as the onus is on him/her to give you the information, but displayed in the boat where you can both see it is a better idea.

Aim to launch with the first third of the fleet.

On the way to the start, if the wind allows, fly the spinnaker, and stow it and the pole on the correct side of the boat for the first hoist. If you don't yet know the course, remember to do this later.

Locate the course marks. The most important one to locate is the windward mark.

Check the bias of the line. The position of the first mark can be critical to your choice of end to start. If the line is biased to port, but the mark



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well to starboard, a conservative approach would be a mid-line start.

Decide your tactics on the first beat. For example, if you are going for glory, you might choose to attack on one side of the beat from pole position on the line, rather than go up the middle, the safer option.

As you approach the windward mark, you or your crew should get a fix on the next mark to decide your tactics on rounding the windward mark – whether to go high or low, whether you might even have to gybe. At this stage of the race, there are still lots of places to be lost or gained – if you've not done as well as you hoped so far, there is a real chance of recovery at this point, before the fleet spreads out, as it will later.

Don't get onto the lay-line for the mark too early – there is as much likelihood that there will be a wind-shift in the last 50 yards before the mark as there is earlier and you could easily end up over-standing the mark.

Don't forget that the port boat has no rights within the two-boat length circle. If you tack within the area and a starboard boat has to avoid you, you are in the wrong.

As you round the windward mark you may have very little time to think, especially on inland waters. Try not to just follow the boat in

front but to take the initiative – go high, go very low, whatever it takes to get clear of the bunch.

It may be worth being patient, staying behind the boat in front, perhaps even shouting that you are not going to attempt to sail over him/her. This might prevent a luffing match that would allow all the boats behind to get through.

Don't try to get back at someone who has messed you up before – this is a great way to keep yourself confined to the same part of the fleet.

At leeward marks it often pays to slow down round a bunch of boats so that you can make a close rounding. Drop the spinnaker early to get into a good position. At the start of the next beat it is critical to have your options open – if you are very high you can tack or not, as you choose; a bad rounding on the other hand will put you in the hands of your enemy.

Going to an Open meeting is something to enjoy, and you will get much more out of it if you plan for it with care. It will help you to break free from the club pecking order. You will meet people, see how the better sailors do things and, hopefully, the more often you travel, the more often you will get to savour those moments when you are ahead in a really hot-shot fleet.





CHAMPIONSHIP REPORT

It doesn't seem five minutes ago since I was penning my Spring Mainsail article. Summer is here, or so I am told - the outside air temperatures still haven't reached double figures, my two-pack deck varnish is refusing to dry and the first area championship has been and gone. The Midlands Area Championship was well attended with an entry of twenty-eight boats. This was slightly down on last season's figure, but the reduction in the entry was down to numerous reasons, mainly unavoidable personal problems that prevented some of last season's competitors from entering. In spite of the early calendar date, the Midlands Area Championship still holds the same competitor appeal.

National Championship. The entry list has grown at a steady rate. Over the first three weeks following Mainsail's publication, we managed an average of 19 entries per week. Poole YC has made a marvellous effort, not only in promoting the event through their superb web site, which has been developed and regularly updated by Ian Wall of Poole YC, but also in the number of their members who have actually entered the championship; a total of 16 Poole boats have entered this year's event, with the possibility of a couple more, and at least two teams are expected from Guernsey. A further eight entries have been received from clubs on the Welsh Harp. I am reliably informed there could be another five or six entries from other clubs in the South of England - 30+ boats from this area is, to say the least, a magnificent effort. Well done to all who have done so much to encourage others to participate in this the flagship of GP14 Championships.

The number of entries from the Midlands and North West has, however, been something of a disappointment - fewer than 30 entries from the largest and most active GP14 areas in the country. I do hope the competitors from these areas will lead the second phase of entries expected through the office door from the middle of June onward, arriving before the date

of the late entry fee, which is the 5th July. Last, but certainly not least, our friends from the Emerald Isle have already dispatched one entry for Tim Corcoran and Brendan Brogan from Sligo YC. I hear on the grapevine that there could be at least another double-stacker or two travelling from Ireland. I can see from this there is some serious preparation from the Irish competitors for the forthcoming Worlds at Sligo next summer.

The response to the trial of a flight system has had nothing but very positive feedback via Mainsail. The web site for the Nationals has had 5000 hits since early April, an average of 700 hits per week; the interest is definitely there, but as yet this interest has not transformed into a serious level of entries.

The North West Areas at Royal Windermere YC on the weekend of the 10th - 11th September is sure to be a very well attended event; Windermere is always a popular venue, because of the professional organisation of Royal Windermere YC, combined with the abundance of local hotels, B+B's and campsites, all close to the bustling town centre of Bowness, with its tourist shops, numerous restaurants to cater for every taste, and plenty of attractions to entertain the non-sailors.



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The Inland Championship this year is being held at Burton SC over the weekend of the 1st and 2nd October, the first time ever over two days, rather than over a three-day Bank Holiday weekend. Burton sailing club is well advanced with the planning for this epic event; this year it has the added excitement of being the last event in the Grand Prix competition, making the event a must for all potential qualifiers. Whatever level you are within our fleet, bring a fellow club-mate with you to the event and encourage them to have a go, and experience the excitement of our premier GP14 Inland event.

The Youth Championship Chelmarsh SC is hosting our youth National Championship over the weekend 29th – 30th October. If you (or any young sailor at your club) will not have reached your 21st Birthday by the 31st December in the year of the event, you should send off an entry without delay. I am sure one

of your club members will lend you a boat for this competition - we have deliberately organised this event so that it doesn't clash with any other GP14 event, so they have no excuse for not lending their boat! The youth championships I have sampled over recent years (not as a competitor I might add) have made me very envious - how I wish I was under-21 and know what I know now!

Ian Sinclair

Championship Chairman

Specialist

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Round The Class

News from London and the South East

The new weather forecasting on the BBC seems to be quite useless for giving wind-speeds, and their website's not much better, but fortunately they both seem to err on the cautious side. Despite regular threats of next to nothing, we've actually had fantastic winds on the Harp this summer, especially in the afternoons and evenings. Fleets have been fantastic as well, with 25 to 30 boats the norm rather than the exception.

How do we do it? There are three short answers: limiting the classes of boat allowed on the water, doing virtually all our adult training in GPs and, last but not least, having two races at a time and making the crew helm the second race. These options (which I will maybe expand on in a future issue) are not all available to other clubs, but they have been proved to work for us and have hugely increased the GP fleet over only a few years, with many of the new intake being younger sailors, some of them even teenagers. And they are keen.

So we were a little disappointed by the entry for the Grand Masters and Masters Championships held here for the first time since 1998 – the entry of 32 was considerably down on then and would have been much lower if we'd had the same stormy weather as last time. Fortunately, many local sailors decided to give it a go at the last minute, and I don't think they regretted their decision, as we had beautiful weather, good, if shifty, winds and great competition. We had planned to run a flight system, to give everyone practice for the Nationals, but 32 boats made a simple start line feasible, although the black flag had to be put up for every race.

The visitors took most of the honours, although Richard Lord from Seahorse SC (with crew Amy Wilson) won the over-sixty trophy. Hilary and Tim Davies won the Ton-up Trophy, the Master's Trophy went to Richard Instone crewed by James Goodfellow, and the Grandmaster was John Dixon with his son Leo from West Kirkby.



Richard Lord and Amy Wilson at the Masters. Photo by J O'Neill.



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This is a good opportunity to thank all those people who gave their time and effort to making the weekend such a success - apart from a few people missing their complimentary glass of wine and an unexpected postponement on Sunday morning owing to certain alarm clock 'issues', the sailing and catering went very well, with all four Welsh Harp clubs involved. There are too many people to thank by name, but I'd like to make special mention of race officers, Steve Janering, assisted by Janette and Thomas O'Neill, for dealing with some tricky winds and over-eager sailors on the start lines, John Shepherd and his safety crew (not overworked, despite Paul Simes' best efforts!), and all the caterers. The Saturday night meal was cooked by ex-chefs Keiran O'Farrell and Karl Kahofer, assisted by Jo Morse, who worked phenomenally hard all weekend, and Bert Hicks - who went well beyond the call of duty by flying over from Spain to oversee all the catering arrangements (not easy when sailors

who go to bed in the early hours are up with the geese in the morning and hungry for breakfast!). Music was provided by our homegrown jazz band, Boom, who gave their services for free.

There were a lot of other people involved behind the scenes and we are grateful to our sponsors, especially Speed Sails and local chandlers the Welsh Harp Boat Centre, who between them donated the principal prizes. Also to Tamasin Cole and Craig Sanderson who designed and produced the classy-looking programme, without charge. Without the generosity of these people and our other sponsors - Fullers Brewery, Harken, Sailing Holidays Ltd - it would have been absolutely impossible to fund such an event from entry fees alone.

A disappointment to me was the lack of entries from the Clubs in the Southern area and I think this is indicative of the problem that we have all seen growing gradually for years. The



The Masters on the Welsh Harp with the new Wembley Stadium. Photo by J O'Neill.



Hilary and Tim Davies presented with the Ton-Up Trophy by Brian Turgoose, chair of the WHSA . Photo by J O'Neill.

GP14 is big on the Welsh Harp, but dwindling elsewhere, particularly on the coast, but also even at former strongholds like Frensham Ponds. The Clubs where it is still strong, Poole and to a lesser extent Hampton, don't have much of a travelling ethos.

A consequence of this is that Harp boats are doing well in the Travellers Series so far. Open meetings have been held at Crawley Mariners, the Welsh Harp, Papercourt, Leigh on Sea and – by the time you read this – Brightlingsea, the venue for the Southern Area Champs this year.* Mike Abbott is looking very good so far, as is Roger Walton, and James Ward from Papercourt is not far behind. There are still plenty of opportunities to qualify. Full results are on the SE Area website.

Sorry, this article has all been about racing, one way or the other, but that's partly to do with the time of year. Please let me have information about your clubs and about the

other things you do, especially training, for the next Newsletter in the autumn. It would also be nice to hear from those of you who join the cruisers, either at Chichester (organised by Brian Bostock: 01293 882 732) or at Poole.

One last thing: when I agreed to take over the Mainsail editorship, I was expecting to be relieved of the duties of Area Rep – but this still doesn't seem to have happened! If you would like to head our excellent area committee, please let me know.

Liz

020 8731 8083, lizhall@care4free.net

**Since I wrote this, the Southern Areas have taken place and, although the number of visitors was low, we were delighted to see 4 GP's from nearby club Tollesbury. Their F/C George Rogers issued a general invitation to GP's to visit the club, a good base for exploring the rivers and creeks of this lovely area.*



Report from the Midlands & East Coast Area

The Midland Bell Travellers series is now well under way, with over half of the events having been held. Despite altering the qualification from the starred event system to one of attending any 6 events, to date John Salomonson, with Tracey Knight-Stanley and others, is the only boat to qualify. There are several boats which have completed four or five events, so John's place at the top of the list will soon be challenged. It is noticeable that there do not seem to be so many Silver and Bronze fleet boats attending regularly this year, so if you are a member of one of these fleets there is still time to qualify and compete for the trophy.

In April, 28 boats competed in the Area Championships which were held at Staunton Harold Sailing Club. A good easterly wind held steady at force 3/4 over the two days to give fine sailing conditions, with Sunday having the added bonus of bright sunshine. The first race was won by Graham Flynn and Frank Nickless of Dovey YC. But Justin Jones and Liz Pugh of South Staffs SC claimed the event by winning the three remaining races. The Silver Fleet was won by Neil and Hannah Davies from Chase SC, whilst the bronze fleet was won by the leading Staunton Harold pairing of Geoff Kelham and Pete White.

On the social side, the club staged a Ceilidh and Hog roast on the Saturday night. This was well supported by the visitors and club members alike. I would like to express my thanks to the members of Staunton Harold SC for the hospitality which they extended to us both on and off the water throughout the weekend.

Later this season, the Inland Championships will be hosted at Burton Sailing Club on the 1st & 2nd October, whilst Chelmarsh are hosting the National Youth Championships on the 29th & 30th October. There is still plenty of sailing to come in the later part of the year, and I look forward to seeing you at some of these events.

Steve Ellison

North East Area Report

The North East remains an outpost of the GP 14 empire which is just about holding its own. The main club Derwent unfortunately lost its best sailor to the ever-strengthening RS200 fleet, but has gained one regular racer to compensate. There is some indication that other new racers might appear, but it is too early to say. Yorkshire Ouse is finding it more difficult to get people out owing to a shortage of crews, whilst Scaling Dam remains static, although asymetrics continue to make inroads at that club.

The area is to send boats to the Nationals and to the Birkett.

GP 14 sailors were treated to light to moderate winds during the open meeting held

at Derwent Reservoir Sailing Club On 18th and 19th June. Andrew and Duncan Greenhalgh from Annandale Sailing Club showed their expertise, winning every race with a clear



lead, with second and third places being closely fought.

Enjoying the good weather, the OOD's Keith Robson and John Oliver set excellent courses with 2 races back to back on the Saturday and 3 on the Sunday.

Winners were Andrew and Duncan Greenhalgh, Roy and Kati Russell in second place, Bob Skelly and Peter Harding in third place and lady helm Ann Penny and crew Alex Milburn in fourth place.

In July we are to repeat our area-only team racing event at Scaling Dam, which proved a lot of fun last year, and it is hoped that Derwent will have learnt something from its remarkably incompetent (or should we say unfortunate) performance last year, which in no way diminished the enjoyment for the team.

Maurice Cooper

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North West Area Rep Report

The Northern Bell Series started at Combs SC on 17 April 2005 on a windy shifty day. Ten boats took part, including five visitors, and Matt Mee from Hollingworth Lake SC took the honours by winning the first Open event of the season.

The next Open was at my home Club, Bolton, on 8 May 2005 and the sight to greet the sailors on that morning was white horses on the exposed reservoir. One of the first visitors

I saw that day was Jon Close from Winsford Flash, who said he was going to throw me in the lake for mentioning he was 50 this year. What I didn't tell you was that he is also going to be a Granddad! Anyway, Jon got his wind indicator out of the back of his car and it came up with a force 6 on the car park, which is partly sheltered. Obviously this was too much for the old man, as Jon Close and Mandy Mitchell decided that the weather was just too windy. They were not the only ones, as a

*Gary Deighan & Dale Knowles at the Bolton Open.
Photograph by Richard Craig.*



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number of Club sailors and other visitors decided to spectate for the day.

Ten boats therefore took to the water, including three visitors, and as we were rigging we were treated to a flurry of hailstones that stung your face – nice. As a result, a number of us were late for the start, although Ian Platt was only a few seconds late, allowing Bill Kenyon and Chris Bowmer from Budworth SC an early lead. However they had problems with their kite, and Ian Platt and Chris Jolly took the lead which they held onto until the end of the first race. The main battle ended up being between Bill Kenyon and Gary Deighan, with Bill coming through in the first. Chris and I managed to capsize twice in the first race and decided to retire, owing to the rudder coming up, giving me severe weather helm. That's what I blamed the capsizes on anyway.

The second race was even windier, touching on a force seven. With my newly pinned rudder, I had to make sure that I didn't run aground and managed to complete a race without capsizing. Meanwhile, Gary and Dale reached the first mark first with Bill and Chris close on their transom and Ian and Chris in third. However there was some confusion over which way to round one of the marks on the course, and both Gary Deighan and Bill Kenyon went round the mark the wrong way. Gary went back to unwind and re-round the mark correctly, allowing Ian through to win the

second race, with Gary second. Bill suffered a broken kicker and had to retire, so the incorrect mark rounding wasn't an issue.

So for the third race, Ian Platt and Chris Jolly, with two firsts, didn't need to bother and retired to the bar, taking a well earned rest. They weren't the only ones, as only five boats sailed the last race. Gary Deighan and Bill Kenyon, however, were on equal points and so had second place to fight for. Many spectators watched in the still windy conditions as they had a closely fought duel, with the lead changing on several occasions. Gary and Dale were in front towards the end, but then capsized, to let Bill and Chris through to gain that hard earned second place overall, with Gary and Dale third. In fourth place overall was Dave Briggs and his son Philip from Bolton, who came first in the Bronze Fleet and actually beat the Silver Fleet winners, Mike Critchley and Lindsay Bird from Bolton, into fifth place. Dave and Philip were one of the two crews that actually finished all three races and they have improved a great deal over the last year. No doubt you will see them at other Open Meetings.

Best capsize of the day goes to Mike Critchley and Ian Walker from Bolton SC. Ian Walker usually helms with Derek Jolly as the crew, and Lindsay Bird crews for Mike. As Derek and Lindsay decided not to sail, Ian Walker volunteered to crew for Mike Critchley, but a force seven is not the time for a change of crew, especially if they don't normally sail together. With Derek Jolly and Lindsay Bird watching, Mike and Ian duly capsized right in front of the Clubhouse on a spinnaker run - to much clapping and cheering. They capsized on two further occasions and in the end decided to retire .

The Northern Bell results can be found on my website at www.gp14nw.org.uk and you

*John Moulton and Andy Foxcroft from Bolton SC.
Photograph by Richard Craig.*





Julie & Chris on the point of no return at the Bolton Open. Photograph by Richard Craig.

can view some excellent pictures on www.sailpics.co.uk. Don't forget to write your reports after an Open and send them to Yachts and Yachting and any other dinghy sailing magazines. Also send the £1 per boat entry levy to the Association to the credit of the Northern Bell Account which is used to pay for the prizes for the Series.

Open Meeting numbers are down so far this year, and hopefully this is due to the windy spell of weather. You only have to sail in 4 Northern

Bell events to qualify, and there are various locations to choose from.

If there is anyone out there who would like to take over as the North West Area Rep please contact me. I have done it for a number of years now and feel that someone new should take over the position.

Enjoy your sailing

Julie Waddington

Email jwadding13115@ukonline.co.uk



Breeze at Bolton! Photograph by Richard Craig.



Scottish Area Report

The 2005 Scottish Area Championship was held on beautiful Loch Ken over the weekend of 21st & 22nd May. Loch Ken is over 12 miles long and for most of this length is very narrow, but at its northern end opens out to provide ample width for racing. The Galloway Sailing Centre hosted the event, which was organised by Annandale Sailing Club. This first Championship to be run from Galloway Sailing Centre attracted 19 entries, which included 2 visitors from Ireland, several Midland entrants and boats from throughout Scotland and the north of England.

Ideal conditions prevailed for Saturday's two races, with plenty of sunny intervals and a pleasant south-westerly breeze. After the only general recall of the event, a close and competitive race ensued, with action throughout the fleet. Andy Hateley & Frank Nickless led from the start, enjoying the marginal planing conditions to record a convincing win. It was a good day for the consistent Luke Shaw & Steve Parker, who scored second in this race and third in the next.

The wind decreased slightly for the start of race 2, but despite an extended first beat, racing was just as competitive as before. The shifty wind suited Dave & Lynn Lawson, who were challenged only by Andy Hateley & Frank Nickless. The close order of the racing resulted in positions changing regularly throughout the race, several collisions and a protest. After this was resolved, Galloway

Sailing Centre provided an enjoyable evening meal, and the photos and videos of the day's racing made entertaining viewing.

Sunday morning dawned windless, but after headaches were overcome with the aid of bacon rolls, the wind had begun to fill in from the south-west. Conditions were ideal for the 10.30 start, but 3 minutes into the sequence, the wind swung 30 degrees west, forcing a postponement. The course was relaid during an exceptionally heavy shower and, with the shorter beat, a tight and hard-fought race was on the cards. Andy Hateley & Frank Nickless led the way round the first two laps, until the wind died to virtually nothing. When it returned from the north west, those that headed left on the run benefited, and Dave & Lynn Lawson, as well as John Telford & Andy Smith, managed to overhaul Andy & Frank.

This north-westerly breeze built into a steady force 2 for the start of race 4. The Championship could be won by either Dave & Lynn or Andy & Frank, so the start was to prove crucial. The Lawsons were over the line, but Andy & Frank, who had a bad start, needed to score 1st or 2nd to win. John Telford & Andy Smith were clear ahead and won easily, but Andy & Frank were in a close battle with Bill



*Scottish Area Championship winners Dave & Lynn Lawson.
Photograph by Alan Henderson.*



Kenyon & Chris Bowmer and Luke Shaw & Steve Parker for second position. After the wind swung round to the south and strengthened to force 3, Luke & Steve sailed the wrong course, leaving Bill & Chris to take second with Andy & Frank in third.

This meant that, after a very hard fought competition, Dave & Lynn Lawson of Bassenthwaite SC were Scottish Area Champions. Andy & Frank were second and, after a much improved second day, John Telford & Andy Smith finished third overall. Bill Kenyon & Chris Bowmer were the leading Masters in fourth place. The silver fleet was won by the Irish partnership of Simon Cully & Richard Street, who had excellent results on Sunday, and the Annandale team of Colin Midgely & Neill Smith took the Bronze fleet. Leading ladies were Ann Penny & Alex Milburn of Derwent Reservoir SC.

A special prize was awarded to Paul O'Neill & Stephen Anderson who have only recently started sailing and, competing in their first open event, managed to finish every race. Paul & Stephen were fresh from a GP14 Race Training Day run at their club, Castle Semple. This club is rebuilding its once strong GP fleet, and several new sailors enjoyed a sail in a modern boat with advice from Duncan Greenhalgh.



Andy Hateley & Frank Nickless, runners up at the Scottish Area Championships. Photograph by Alan Henderson.

RESULTS

David & Lynn Lawson, <i>Bassenthwaite</i>	6 pts.
Andy Hateley & Frank Nickless, <i>S Staffs and Dovey</i>	6 pts.
John Telford & Andy Smith, <i>Bassenthwaite</i>	8 pts.

BEST MASTER:

Bill Kenyon & Chris Bowmer, *Budworth*

BEST LADIES: Ann Penny & Alex Milburn,
Derwent Res.

BRONZE FLEET WINNER:

Colin Midgely & Neil Smith, *Annandale*

SILVER FLEET WINNER: Simon Cully & Richard Street, *Blessington, IRL*

What's in Your Sail Loft?

Remember the experimental sails project about six years ago? Five sets of sails were commissioned; the mainsail has a larger area and a wider leech, putting it outside the class rules, but the genoa was smaller - like the midi - and is still legal. The Association would like to recall these sails; three sets have already been located. If you are in possession of either of the other two sets, or know of their whereabouts, please could you contact the GP14 Office. Thank you.



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Conditions apply. Full policy details available on request. Navigators & General Insurance Company Ltd is a member of the General Insurance Standards Council up to and including the 13th January 2005. 14th January 2005 onwards, Navigators & General shall be authorised and regulated by the Financial Services Authority. Navigators & General is a limited company registered in England and Wales whose registered office is at the Zurich Centre, 3000 Parkway, Whiteley, Fareham, Hampshire, PO15 7JZ (registered number 00173444). A member of the Zurich Financial Services Group.

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South West Area Report

Great Start to 2005

Boy, what a super start to 2005, the winds here in Poole have been terrific so far this year, with screaming 3-sail reaches being enjoyed by all. The GP class continues to be the most active in the club, with an average turnout of 16 for both Monday and Tuesday evening races. On the down side, Sunday racing is under review, following poor turnouts. Some days volunteers have out-numbered competitors, and the consensus is that other demands on time are to blame.

Racing has been tighter than ever with no boat dominating, but the usual suspects are all still right up there. With hot shot Matt Burge away at Uni and also contesting the 420 Worlds, his place in the "Big Floater" has been taken by several guest helms, but this seems to have made little difference as the boat is still competitive. A guest appearance by ex Commodore "Lucky Jim" MacGregor in "White Heat" also proved the old boy's lost none of his dinghy expertise, showing everyone a clean pair of heels.

The organising team for the Nationals in August have been working hard, with everything falling into place and with 64 entries as I write in June, it looks to be lining up to be a good one. Our fund-raiser is David Brann, whose day job is Director of fund-raising for the RNLI. He's used to raising millions of pounds each year, so it goes without saying that he has put the event on a sound financial footing which should see all entrants receiving great value for money, and he still hopes to provide more, in the form of cheap beer from a local brewery. Those who attended the Masters 3 years ago may remember the free beer at the top of the slipway as they came ashore!

Our dedicated Nationals web site: gp14nationals2005.com has been up and running for a couple of months, and should be

your first point of call for any information you may require. It contains lots of information about Poole, accommodation, the week's programme, (racing and social), as well as a jokes page and an on-line game for which there will be a prize for the highest score achieved before the 6th August. (Personally, I think Tony Moore and Matt Valentine have too much time on their hands).

If you're not yet in the digital age, you can always ring me at home on 01202 698092 (before 9.00pm please) or my mobile number is 07967 136103, but please remember I am out sailing on Monday, Wednesday and Thursday evenings.

Wednesday is junior training night when I drive a rib for the coaches training our 420 race group. It is very interesting watching how other classes train and observing their techniques. It must work as, Lucy MacGregor, 19-year-old daughter of the aforementioned "Lucky Jim", took the Silver medal at last years Ladies 420 Worlds in Australia. Personally, I find it a bit of a drag - after all, who wants to spend a whole evening with a bunch of 18-year-old girls in tight rubber suits? It's a hard life.

**Barry Southam.
13149 "Chavirez!"**


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South Wales Area News

Everything is on hand for the South Wales Area Championship in Cardiff on July 9th/10th. There will be an evening meal provided for all of the competitors as part of the entry fee and for those of you who came last time and remember the social rather than the wind, this year I'm making sure that the social is as good (Justin and the bar staff have already been asking about you), and hopefully the wind will arrive as well! (This weekend we had 35 knots). Camping will be available on-site and for the non-sailors the delights of Cardiff are within a short bus ride, and for good measure there's a World Food Fayre on that weekend in the Inner Harbour.

There is a new access road to the club; from the Penarth turning off the link road, turn 1st left at the roundabout, left at the traffic lights, left at the mini-roundabout, right at the traffic lights and follow the road to the security hut.

Hopefully the Neyland crowd will return the Midland sailors' commitment to them by travelling to Cardiff, and a great time will be had by all.

That's all for now, see you either in Aberdovey or Cardiff.

All the best

Paul Simes
2/6/2005



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Western Australian News

Yes, there are still GP14 fleets in the far corners of the globe. In fact we now have two fleets. The Perth-based Mounts Bay Yacht Club fleet and the recently formed and now larger Dunsborough Bay Yacht Club fleet. Dunsborough is 250km south of Perth and one of our major holiday destinations. The region boasts surf, wineries and a sheltered bay with a magnificent sandy beach to launch many GP14's from. So if anyone is visiting, be sure to look up either of our fleets.

It is, of course, our off-season now (Far too cold, there are some days when it doesn't even reach 20°C!) so I have time to write and tell you about our state championships held in March at Dunsborough.

AND THE WINNERS WERE (by the smallest of margins).....Emily Spinks and her crew Rob Spinks. From Perth's Mounts Bay Sailing Club! They beat the biggest and classiest field of Western Australian GP 14s seen in 25 years in the most "difficult" of race conditions. With 8 boats from Mounts Bay, 8 from Dunsborough and a regatta format this was our first "true" state championship for many years (ie boats from more than one club). It is worth noting that Emily is our first female state champion and at 21 possibly the youngest ever.

Special mention must also go to Bruce Quail and crew Tegan Sullivan, who were beaten into 2nd place by a fraction of a point. In only 4 seasons, Bruce has gone from a beginners sail-training course, through the "upside down on the Swan River every weekend" phase, to within spitting distance of being state champion, with the most consistent performance of the weekend. Our usual suspects, Charles Jackson and Louis Procksh, were beaten into 3rd and 5th place with Barry Boudins from Dunsborough giving Mounts Bay a big scare by taking 4th (no doubt helped by the purchase of many-times champion Murray Rann's beautiful old (but very fast) wooden boat AEOLUS 111). As a new club and new fleet Dunsborough did a magnificent job of

continued on page 26 ➤

*The beach at Dunsborough,
Western Australia.*





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organising the regatta and keeping us on our toes. As they rapidly improve in standard, future regattas will result in even more intense (but very friendly) rivalry between us.

The only thing that could have been improved was the weather. 0-5 knots with sloppy swell is the greatest test of sailing skill, but at times could be as exciting as watching the last day of a cricket test headed for a certain draw between Bangladesh and Zimbabwe. In the first race, by the time the 6th boat had rounded the windward mark, the force of the swell was exceeding the force of the wind, making it physically impossible for any other boat to round the mark. So, in 2 hours, 10 boats didn't round any marks! On the other hand, there is no better feeling than picking out a little patch of private wind and scooting past 5 other boats like they were standing still (which they were).

In case any of you who know us are wondering why Ron Stigant's name unusually

does not appear on the list of winners, it is because he decided to retire from sailing this year as he has now turned 80! (It certainly wasn't because of ill health; I think being beaten into 2nd or 3rd place too often must have been the reason - he wasn't really used to it).

STATE CHAMPIONSHIP RESULTS:

- 1st** Emily & Rob Spinks in *Eshowe* (MBSC)
- 2nd** Bruce Quail & Tegan Sullivan in *La Rousse* (MBSC)
- 3rd** Charles Jackson & Des Pellagi in *Buster Bill* (MBSC)
- 4th** Barry Baudins & Gerry Herd in *Aeolus III* (DBYC)

Handicap winners for the series were :

- 1st** Bruce Quail & Tegan Sullivan in *La Rousse* (MBSC)

David Curtis
GP14 12064 "Andiamo"



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Cruising Corner

Cruising Week at POOLE YACHT CLUB, 6-12 August 2005

The prospect of some excellent cruising at Poole Yacht Club has produced a fair amount of interest. When I last checked, the cruising numbers were already up to seven boats. However I would still hope for a few more, and if you have been thinking you might like to join us then please do. I know Poole members and all the other cruisers will give you a warm welcome, and you will be looking forward to an interesting and enjoyable week of cruising and supporting activities.

If possible, check out the Nationals on the special Poole website. It gives cruising as well as racing information, the social program, and lots of other interesting and useful stuff, from accommodation guides to zany jokes. There is also a welcome from Philip Hoath who is in charge of the cruising week. He is very keen to make it a splendid week, and quite proud of all the excellent places he wants us to visit. Go to www.gp14class.org.uk and click the icon for the Nationals at the bottom of the home page.

Cruising boats should bring an anchor with line (nylon is best because it sinks), a tow rope long enough to tie round your mast and reach the mast of the boat in front, say ten metres of cheap polypropylene; and do not forget to bring a paddle.

Also useful are an extra long painter, a bailer, odd bits of rope, sail ties for when you drop your sails, and fenders if tying to jetties (bring if you have them, but do not buy unless we find we need them).

Cruisers rarely capsize, but be prepared. Always make sure everything is tied in, including the anchor itself (e.g. beneath the thwart) - and do tie the end of its warp to the boat. Fit a retaining cord on your rudder. Do have suitable clothing - it is always colder on water than on land, especially if you get wet with rain or sea spray. Even if you decide against a wet or dry suit, remember the weather can change for the return journey. Take a sweater, a waterproof spray top or mac, and possibly waterproof trousers. For spare clothing, consider a proper waterproof bag or plastic bag and clip. Add sandwiches, drink, sunblock and cash for possible refreshments; all must be secured.

If the wind gets up, we can drop our sails and be towed. We can also just drop the mainsail. This is a strong point of a GP; it can beat to windward quite well on the genoa alone, whereas boats with a small jib do not. The sail ties are useful here to secure the dropped sail,



and also if being towed or when leaving the boats during lunch.

Do come along, and enjoy a great week cruising at Poole.

Toddbrook Sailing Weekend at Bala Lake

9-10 July 2005

Join with our club members, camping and sailing at Bala. Let me know you are coming. Please book yourself in at Glanllyn campsite, telephone 01678 540227 or email info@glanllyn.com. Ask to be with the Toddbrook party. Request a brochure or see www.glanllyn.com. I suggest you arrive Friday night.

Cruising on the River Tamar

27-29 August 2005

Several of us are planning on going to Weir Quay Sailing Club again for the August Bank

Holiday weekend. If you are interested, then either contact WQSC, or let me know and I will find out the details for you.

Crawley Mariners - various coastal cruises

If you are interested in joining one of their trips then contact Robin Bromley on 01737 843983 or email bromleys@whitholme.freemove.co.uk. Dates and venues are published on their web site, www.cmyc.co.uk.

And a date for next year:

Cruising week at the Worlds, Sligo, Ireland 29 July - 4 August 2006

Happy Sailing

Ivan Washington

Cruising Rep. GP 8015/13744

Tel: 01625 873646, e-mail: ivan@no9.co.uk



Cruisers in Llanbedoc Bay at cruising week 2004. Photos by Des Young.



Promoting GP14 Sailing

Taster Day

Only ten days left to the scheduled “Open Day” and response is looking bleak. Just one interested customer, well-matched to the single volunteer signed up on the “Help Wanted” notice. Sounds familiar, but don’t panic, as Corporal Jones would say; it’s time for more persuasive measures.

Flyers have already been distributed to members, and posters displayed in leisure centres and libraries. Three mentions in the local daily press and another in the weekly rag, not to mention the local radio station. I expect the phone to start buzzing soon. Better email the club members on how much fun can be had on these Taster days, and add a bit of a bribe, like a free BBQ thrown in. Email all the visitors who have enquired about sailing over the last two years, and telephone the ones still resisting the PC revolution.

Two days to “launch time” and the outlook is more promising, with 12 eager participants and 6 willing helpers. At all stages I ask for bookings spaced out at hourly intervals, and provide a variety of my contact details. In reality, the visitor bookings double to 24 during the morning as fortune favours us with the

perfect weather forecast of sunshine and force 3 winds.

The GP14 is an ideal craft to introduce novices to sailing. We can keep the casually-dressed almost dry, and there’s room inside the boat to move around. Our club has built up a fleet of 6 plastic GPs with under-floor buoyancy, all in very good condition. These GP14s are used on adult training courses, as well as on the Taster days and for loaning to club members until they acquire their own boat.

At “zero hour” I’m ready armed with the admin of club prospectuses, training programmes and application forms for adult and junior beginner courses. Extra arrivals on the day of both visitors and helpful club members make for a very pleasant and fruitful afternoon for all, culminating in a well-deserved BBQ.

Grand Prix Series 2005

***You can find the updated Grand Prix results on the website
www.gp14class.org.uk***

After only two events, Andy Hateley of South Staffs SC with crews Andy Thompson and Frank Nickless is leading the Gold fleet with 2004 champions John Telford and Andy Smith of Bassenthwaite SC in second place. Chelmarsh SC is prominent in the Silver and Bronze fleet placings, but this may change as more scores are counted.

The rules are that the Total points are the sum of the best three scores, at least one of which must be the Inland or the National Championship. The other six events are the UK Area Championships. The full set of rules, including the tie-breaker, is available from the office.



Youth Nationals 2005

Chelmarsh Sailing Club is preparing to make the 2005 Youth Nationals a superb weekend event. Chelmarsh Reservoir is situated in the heart of rural Shropshire, with plenty of boat parking and car parking on site. With two slipways and three pontoons, this deepwater reservoir is ideal for such an important Championship. The newly refurbished clubhouse (see Summer Mainsail 2004) provides first-rate facilities to meet all the needs of competitors and visitors. The organisers intend to provide a meal and social gathering for all ages on the Saturday evening. There is a wide range of accommodation available, including campsites, B&B, farm guesthouses and inns. For further information log on to www.chelmarshsailing.org.uk

Chelmarsh SC has a group of enthusiastic racers keen to compete amongst the best in Britain. Come along on the 29th/30th October and make this a Youth Championship to remember.



Chelmarsh Clubhouse.

Youth Race Training



The Howard Davies Memorial Training Week of high quality race training at Plas Menai is scheduled for 22nd to 28th October 2005. This is a fantastic opportunity to build up your confidence to sail in all weathers, hone racing skills and learn new tactical skills in a challenging environment, whilst fostering valuable friendships with other young candidates. Previous participants who have benefited from the training week include top helms Mike Senior and Carl Jeffs. The application form and further information about this course can be found in the centre pages of this edition of Mainsail.


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Boatmart June 2005

These descriptions are supplied by the advertiser and the Association cannot accept liability for any inaccuracy in description.

Any fully paid up member wishing to advertise in this Boatmart may do so. Please send brief details and £10.00 advertising fee to the GP Fourteen Class International Association, 129b Nantwich Road, CREWE, Cheshire CW2 6DG.

A monthly update of the Boatmart is available from above address.

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Steve Makin (24/03/05) Tel: 0121 353 0955 or 0796 390 861

10104 Wooden boat built from Bell kit. Alloy spars, main and jib, built-in buoyancy bags and self-bailers. Cover, four life jackets and light board. Good condition; has been under cover for 20+ years. **£550 ono**
Robert Barker Stafford 01785 247241 (07/04/05) Email: robert@barker3.wanadoo.co.uk

10368 GRP, wood trim, complete suit sails, trolley and trailer with spare wheel, Certificate, spinnaker pole, anchor, lifejackets available. **£800**
Bill Baines Helsby, Cheshire 01928 723534 (01/06/05)

10409 Wooden Mk 1 hull, stripped and refitted in 2002, rigged for racing. New mast fitted 2004. Sails in very good condition (2 seasons use) and spare set of sails. New fairleads, and many new cleats and halyards 2005. Combi trailer/trolley and boom up cover. **£1100**
Nick Devereux Llangorse (nr Brecon) 07989 700496/ 01432 344727 (29/04/05)

12304 Professionally spray painted wooden mark 1 hull, dark blue over white, new spars and Speed Sails over last 4 years. Dry stored. Cover, combi trailer etc. **£950**
Tim Mack Worcestershire 01562 777343 (15/06/05)

12557 Series 1, Bell built, wooden with certificate. Good condition for age, race rigged, two full set of sails, new mast and rigging in 2002, boom up cover, combi trailer. **£1150**
Bill Colombi Guisborough, N Yorkshire 01287 636232 (23/06/05)
Email: enquiries@BillColombi.co.uk

12629 Series 1, Bell built, wooden, and certificated. Very good condition for age dry stored, race rigged, full set of sails with extras, new boom up cover, old but sound combi trailer. **£1000**
Alistair MacKenzie South Lakes 01539 732613 (11/04/05)
Email: alistair@castlesteads.co.uk



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- 12634** FRP-construction GP14. Available with class certificate, very new mast & rigging(2004), 2 main sails, 1 genoa & spinnaker, spinnaker & whisker poles, Silva binnacle-mounted racing compass, newish launch trolley & cover, New floorboards, anchor, Lee on the Solent 2005 berthing pre-paid (possible transfer subject to club rules). She's an absolute bargain! **£1200**
Bob Squirrell Lee on the Solent 02392 554287 (17/06/05)
Email: bob.squirrell@kognosys.co.uk
-
- 12557** Series 1, Bell built, wooden with certificate. Good condition for age, race rigged, two full set of sails, new mast and rigging in 2002, boom-up cover, combi trailer. **£1150**
Bill Colombi Guisborough, N Yorkshire 01287 636232 (23/06/05)
Email: enquiries@BillColombi.co.uk
-
- 12821** Series 1 wooden, good condition, certificate, Race rigged. Main, two genoas, Spinnaker. Boom-up cover, Combi trailer. **£1100**
Derek Fleming Stafford (H) 01785 212668 (15/06/05) (M) 07747 802447
Email: derek.fleming@ntlworld.com
-
- 13037** Mk 1 Wooden, Blue hull. Two full sets of sails, Cover, Combi Trailer, Certificate **£1950 ono**
John Bailey North Derbyshire/Cheshire Border 07877 502254 (18/05/05)
-
- 13054** Race rigging, Spinnaker, Combi trailer, good condition. **£1050**
J. Wareing Southport Area 07719 576400 (day) (15/06/05) 07719 576373 (after 5pm)
-
- 13136** Duffin Series 2 good condition New Mast and Sails this year, 2nd suit sails, Spare Rudder. Fast boat. **£2200**
Jim Faulkner West London 0208 868 5758 (10/03/05)
-
- 13299** "Humbug", built for display at the Dinghy Exhibition in 1994. Steve Boon Series 2, Paintcraft finish (re-sprayed 2002/3), championship rigged, full suit of sails plus midi Genoa, cocoon and boom up covers, combi trailer. **£2800**
Janet Nettleship Nottingham: 07887 578029 (27/04/05)
Email: schmanet@blueyonder.co.uk
-
- 13308** Mk 2 Duffin, Race spec. Just been revarnished and Hull has been sprayed. **£3000**
Jane Alexander Midlands 07813 821222 (01/06/05)
Email: janealexander@gilluk.com
-
- 13334** Professionally built Series 1, with top quality 1088 multi-veneer Gaboon ply, New Bruynzeel Sapele ply deck, New cover, 2 suits of sails, Painted and varnished ready for Season, Road and launching trailers (not combi), Extremely well maintained regardless of cost, in truly outstanding condition. Very rare opportunity to purchase such a beautiful boat. **£3500**
D. Gladdis Tel: 01983 299288 (05/04/05) Email: daveandevgladdis@hotmail.com
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Away Weekends

The GP14 is not just a dinghy but also a splendid excuse to leave behind the daily chores and head for the seaside with friends and family. Such is the sentiment of Chelmarsh SC's away weekend by the sea. This epic journey to Aberdovey is organised weeks in advance. It reminds me of the meticulous planning that goes in to the Welsh rugby fans' trips to Lansdowne Road, except that for the sailing event the wife, kids and pets are also invited. Just like the rugby trip, the sailing weekend starts in the pub, which gives rise to various consequences the following day. As Saturday dawns, some wives head for the beauty parlour, a few husbands head for the golf course, but most rig their GPs, bracing themselves for the force 5 winds. This is very similar to the number of rugby fans who fail to actually reach the ground in time to watch the match.

As the weekend unfolds, our persevering sailors are covered in salt, sand, bruises, suntan oil and ice-cream in various measures, whilst relating a catalogue of thrilling moments interspersed with tales of woe. Friendships are reinforced as comrades assist the bedraggled and comfort the unfortunate capsized victims; soon laughter is the universal tonic spreading throughout the fleet. At the final

gathering and prize-giving, the weekend is hailed a success with grateful thanks extended to our hosts at Dovey Yacht Club. Fond farewells are expressed with promises to return again next year – long live the GP14.

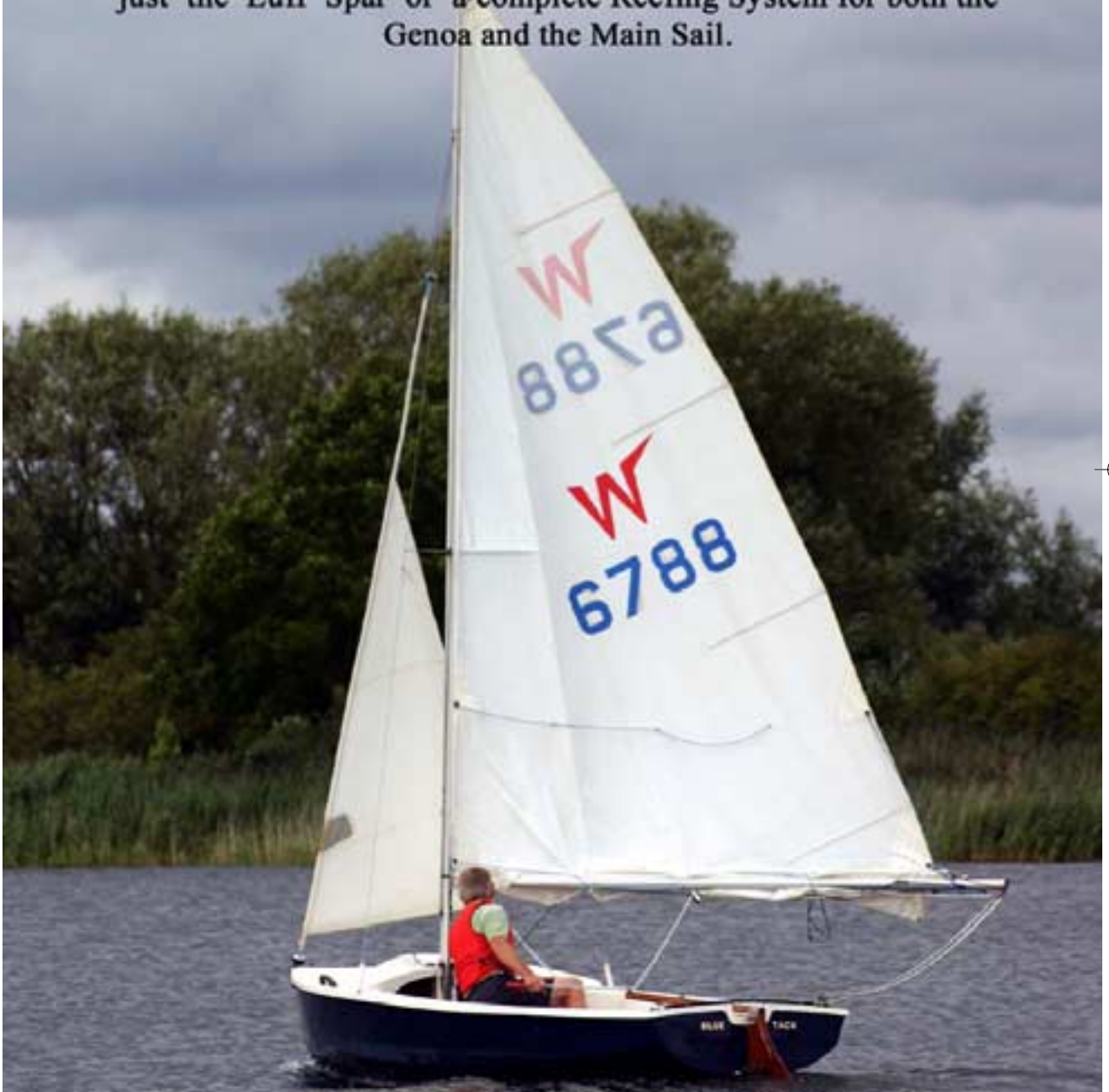
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Chelmarsh sailors at Dovey.

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For further details contact *Rob Helyar* at *Flexible Reefing Spars*.
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e-mail: robhelyar@hotmail.com Patent No: GB 2355703
Fitted as standard equipment on Topper International's OMEGA



MAINSAIL

-
- 13372** Derek Jolly Series 2. Excellent condition. Includes combi trailer/trolley, new cover, main, genoa and spinnaker. **£2850**
Rick Hurst Southport 01704 574889 (20/04/05)
-
- 13386** Derek Jolly Series 2 in wood. Recently re-painted and re-varnished by Paintcraft. Race rigged. 2 suits of sails and midi sail. Combi trailer/trolley. Overboom/ under cover. Spare centreboard and rudder. Dry stored **£3100**
Chris Rhodes Surrey 01428 654261 (23/06/05)
-
- 13401** Duffin series 11 wooden. Two suits sails, two spinnakers, combi trolley/trailer over-boom cover & undercover. Little used last two seasons. Excellent condition. Certificate **£2750**
Dave Mabbutt Northampton 01604 880308 (15/06/05)
-
- 13560** Speed FRP, in excellent condition, racing spec, 3 suits sails, one cut down professionally for strong winds, 2 spinnakers, cover, trolley (no road trailer) Ill health forces sale - practically brand new dry suit etc also available (extra) **£3,500**
John Martin Wembley S.C. Welsh Harp, London 0208 429 2395 (29/06/05)
-
- 13673** T. Harper Mark 2. Excellent condition. Full racing spec. One suit of sails Top cover. Brand new combi trailer. Garaged over winter. **£3250 ono**
Mike Butler Halifax 01422 366868 or 01706 648755 (15/06/05)
Mobile: 07970 592203
-
- 13700** A beautiful wooden boat built by Denis Nissen, finished by Paintcraft. Excellent racing record – 2004 winner of 2 opens and 3rd in the Boat Show Pursuit Race (see Spring Mainsail). Through deck sheeting, Speed sails, Superspars mast and boom. Trolley; Top cover, spoon and straight rudder blades. **£3995**
Richard Lord 01895 234210 / 07803 605413 (29/04/05) Email: 4lords@tiscali.co.uk
-
- 13791** 2003 Speed FRP, Full racing spec, 2suits Speeds (1 new) u/o covers, combi etc **£5300 ono**
Phil Smith Workington, Cumbria 01946 830260 (01/06/05)
-
- 13812** Wood Series 2, Harper built. Full Racing Spec. Cover, Cocoon Cover, Combi trailer/trolley. Excellent condition **£5250 ono**
Stephen Graham Nelson, Lancashire 01282 613004 (14/03/05)
-
- 13862** Oct 2004 Speeds FRP. For sale due to crew problems. Immaculate condition. Full Harken fit out. Carbon pole, fixed rudder. Two sets of sails. One set never used. Under and over covers, combi trailer. Only used 10 times. Garaged. Lying Nottingham. Can deliver. **£6000 ono**
Ross Kenny 0115 9141172 or 07913 517494 (25/05/05) Email: kenny505@aol.co
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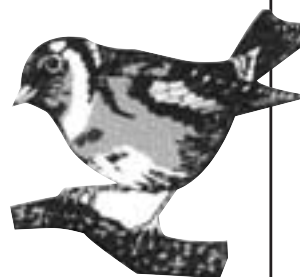
MISCELLANEOUS FOR SALE OR WANTED

Omega Spinnaker - 3 years use on inland water **£50**
Omega Genoa - 3 years use on inland water **£50**
Omega Main - 3 years use on inland water **£100**
John Booth Cheshire 0161 368 9000 (15/06/05)
Email: boothjd@tiscali.co.uk

WANTED Metal mast for GP14 preferably with all necessary fittings
Peter Archer Herefordshire 01568 720152 (27/05/05)

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GP14 2004 Results

2nd, 3rd
UK Nationals

1st, 2nd, 3rd
UK Inlands

1st, 2nd, 3rd
Irish Nationals

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