

GP14 Class  
International Association

# Mainsail

[www.gp14.org](http://www.gp14.org)



Cruising  
Championship Racing  
Classic & Vintage  
...its all available inside

Spring 2015



## Subscriptions 2015

We are pleased to advise there is no Subscription increase in 2015.

Full members: £31 (£29)

Associate members: £22 (£20)

Youth members: £15 (£13)

The figure in brackets is the discounted subscription rate for payment by direct debit. Direct debit payments will be collected on or shortly after 1 January 2015.

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

**Published by the GP14 Class  
International Association  
Albert House, 42 Seymour Road  
Astley Bridge, Bolton BL1 8PT  
T: +44 (0) 1204 590325  
E: [admin@gp14.org](mailto:admin@gp14.org)**

Cover:  
**Cruising with Friends  
Ed Washington**

## Editor's Letter

Once again I've tried to gather a range of articles which will hopefully be both informative and interesting to our members. Cleats interview (will hopefully bring a smile) along with Oliver Shaw's cruising article, will be continued in the Autumn. This edition's 'Spotlight Feature' is on Mike Senior, one of our most accomplished racers. Mike has worked hard for the Class, with the Championship Committee, the website and recently coming to a General Committee Meeting, where he led a workshop on how to further develop and promote GP14 sailing, whilst raising the profile of what the Association offers – 'Value Added'. Since coming on to the executive committee I am personally much more aware of the commitment and time people give to ensure our members get the best possible 'deal' from their yearly fee. Liz Hall is one of the many, who have worked tirelessly for the Association. It was a pleasure to see her surprise for the flowers, champagne and gift vouchers presented to her at the Dinghy Show. You may recall that Liz is also the recipient of a RYA Lifetime Commitment Award.

Mainsail is an opportunity to promote the Class and of course the Association, so please use it to help encourage those non-members to sign up, preferably using direct debit! Association Membership is looking healthy, with 8 new members signing up to join at the Dinghy Show. Interest in sailing the 'Worlds' in Barbados, (which looks like it is going to be a fantastic start to the 2016 season) is perhaps also helping drive the increase, as more people sign up for container space. We appreciate that everyone has busy working lives, but by developing sub-committees the ideas and work can be shared.

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Above:  
**Sailing at Poole YC**  
**Chris Hawkes**

Gill Beddow, is currently looking for the future Championship Committee and Hugh Brazier would really appreciate support with the website.

Membership is our main source of revenue, which enables the Association to provide the support, and cohesive infrastructure for you, our members. To find out more about our membership you will have recently received an email asking you to complete an online survey. Please help your Committee make the right decisions by completing and especially adding any skills that you could bring to help further growth or to assist current Committee members.

Research work has started (thank you Steve Parry and Phil Green in the 'old' yellow boat) on creating a 'Log Book'; which will include the 'Measurement Certificate' and a history of past owners, as well as major championship wins. The aim is to help promote the Class, also to maintain an accurate record of every boat manufactured and a list of all owners/members.

When you are in the dinghy park, please continue to promote membership, remember to race you must be a member.

Here's to a great year of sailing.

*Ann*

**Ann Penny** Vice President and Editor: 07702 307371 [annpenny70@hotmail.com](mailto:annpenny70@hotmail.com)

## **ALL NEW OVEN BAKED EPOXY FOAM SANDWICH GP14**

Using the now modified Hull and Deck moulds we have made new moulds for the tray and thwart/case top/seats.



The tray has improved buoyancy, is completely self draining and has good non slip and a kick step to aid tacking.



All the controls run down the central tunnel keeping the boat clean and free of clutter. The deck is glued along the seat with a cut out for the jib sheeting which is mounted on the seat.

Contact the workshop for an up-to-date price: we also stock chandlery and spars and carry out a repair service.

*Phone* 01535 604980 *Email* [david@winderboats.freemove.co.uk](mailto:david@winderboats.freemove.co.uk)

## **WINDER BOATS**

*Builders of world championship  
winning racing dinghies*

# President's Piece

Welcome all GP14er's and readers to the first edition of Mainsail in 2015. We have to thank Editor Ann Penny (Vice-President) and all the contributors for putting together another great magazine covering all the various aspects our class can muster.

We are fresh back from the Suzuki Dinghy Show organised by the RYA at Alexandra Palace. For anyone not able to go this year we had a fantastic stand demonstrating two gleaming boats built by our most recent builders to be licenced (Gingerboats - Phil Hodgkins and SP Boats - Steve Parker), flying Goacher and Elite Sails. The boats and the displayed posters attracted a lot of attention from visitors to our stand including both old and new members.

Congratulations to Colin Quint winning the Genoa generously donated and drawn by Exe Sails, Sam Woolner. Thank you to all the hopeful raffle ticket purchasers – better luck next time. The proceeds will help us expand our youth training programme.

The Dinghy Show was the perfect place to extend our thanks to Liz Hall, on behalf of the Association, for all her hard work over many years whilst serving on the Committee. Liz was presented with flowers, champagne and gift vouchers.

Isabelle Jackson-Langlois from Navigator and General also visited the Stand and made a significant announcement. After 60 years supporting our Class insurance scheme, which is handled by Craftinsure, Isabelle announced that Navigator and General, were marking the anniversary by waiving the additional insurance premium on boats travelling to Barbados.

It was good to meet Chris Roberts from Geest Line who are supporting the 2016 Barbados Worlds. He announced that in addition to the current support, Geest Line will be donating a new Endeavour Trophy for the event.

Last and by no means least of our 'photo shoot' visitors, was Ian Dobson, our current World Champion. Ian made some reflective comments, when interviewed for a RYA Show feature video – something to look out for.

A big thank you to all the helpers, contributors and visitors, who made the Stand such a success.

Congratulations to the hardy winter GP14 sailors, plucking some good results in club and the infamous winter open series! If you are looking forward to even more sailing or like me the first sailing this year there is a full calendar of events ahead. Whether you are looking for world class championships or social cruising, all are guaranteed to be followed up with friendly feedback and chat at the social gatherings later in the bar or around the BBQ etc. There is something for everyone in a GP14. Check out the list of events and get some dates in your diary – hopefully see you all at some event. I am particularly looking forward to the 2015 Brixham Nationals. Comparisons to Looe I believe are well founded; it has good cruising and racing water accessed from a quaint fishing village atmosphere. Hosted by Brixham Yacht Club, it has the fantastic facilities expected of a big sailing club.

The Grand Prix gets going again this year with Chase Water Midland Area Championships at the end of March – need to give my sailing gear an airing!

Your Committee are as ever, tirelessly working away in the background organising events and looking after the Class and Association on your behalf. A recent initiative planned is to hold a Youth Training weekend at West Kirby SC on 11 & 12 April, partly financed from the Howard Davies Fund and proceeds from Exe Sails Genoa Raffle. If you are lucky enough to qualify or know of any deserving youths please pass on the details you'll find here or from the Office.

At a recent meeting we had a presentation from Mike Senior regarding using the Association reserves to develop and invest to ensure the longevity of our class goes on. If you are willing to help or have any ideas or thoughts on the direction the Association Committee should be steering, please do not hesitate to contact me or any member of the Committee or simply email us all through the office. Can I give a final vote of thanks from me to all the volunteers, on and off Committee that keep our class at the top where it belongs and long may it continue.

I couldn't finish without mention again about Barbados 2016 World Championship; news is there are already about 90 boat spaces reserved in the containers, soon to be a ton-up? A lot of talk and promise of many others going including myself when I get a team mate sorted. It's assured to be one of the best International Worlds on and off the water – watch the website for news. Thanks to Gill Beddow and her team for organising what is going to be a world class event, and remember the only way not to miss out is to be part of it so enter now!

Well folks enough from me good reading and hope to see you all through the year.

**Duncan Greenhalgh**  
**(GP14 International President)**



# Treasurer Talk

## Class Development

At our last General Committee meeting on 31st January we dedicated the afternoon session to forward planning and invited Mike Senior, well known GP14 racer and professional Independent Financial Adviser, as a guest to lead the session.

The subject was to discuss how best we serve the diverse needs of our members and if we are to invest in class development, where is the most effective use of funds. It was a very lively discussion and we identified 4 key types of GP14 sailor; the cruiser, the club racer, the championship racer, and those new to the class looking for some training assistance or indeed anyone needing help with their boat.

We identified some quick wins and some longer term goals, all of which are going to be ranked and budget costs worked up, together with the resources to deliver these. Later in the spring we hope to be able to report out on some of the quick win actions taken. What was clear is that each of the 4 types of sailor have different but equally important needs. If you want to contribute to the class development debate, we would be delighted to hear your ideas at

## Trophy Amnesty

The Association owns a lot of valuable trophies for Championship events but an increasing problem in recent years has been the embarrassment suffered by organisers and the disappointment of competitors when a trophy is not available to present at the prize giving. We would like to offer a trophy amnesty to all members in the hope that we can track some of our missing trophies.

If **YOU** have a trophy lurking in a cupboard, in the loft or even on the mantelpiece that should have been returned by now, please will you let the office know at [admin@gp14.org](mailto:admin@gp14.org) and we will make arrangements with you to collect it. No questions asked, no cost to you. Please do this now as we would like to improve the situation for 2015 events.

## Maximum Prices

The Constitution of the GP14 Class Association requires that the Committee set maximum prices for sails, moulded hulls and spars. The intended purpose is that the Association takes a commercial view as to the prices that can be charged and hence protects members from suppliers making excess profits for these items. The Committee discussed this at the last meeting in January, and a proposal was carried to remove the requirement for the Association to set maximum prices. As a result a motion will be put to the AGM in August to ratify this change, and a separate article in this edition publicises this motion. The

Committee is keen to involve the wider membership in this debate because it is a sensitive issue and one which often causes considerable debate when raised.

We would encourage all members that have an opinion on this to make your views known, either by email to [admin@gp14.org](mailto:admin@gp14.org) or make a comment on the members forum thread entitled "Maximum Prices". This will then give those voting on the issue at the AGM a clear view from the membership at large.

Some of the arguments for and against maintaining maximum prices are as follows ;

#### **For**

- Members benefit directly from the Association controlling prices to make the boat and equipment more affordable
- Suppliers are supposed to request permission to increase prices above the maximum, and the Committee will sanction provided sound commercial reasons given, and other suppliers make similar claims ( for example a sharp increase in price of sailcloth)
- The Committee is bound from time to time to review maximum prices and this forces dialogue with suppliers which can be good for long term relationships
- Review of max prices with suppliers ensures price rises are in line with inflation and material cost increases
- Prevents the situation where a small number of suppliers could artificially manipulate the market price to the disadvantage of members
- Ensures a consistency of the standard offering, and prevents a competitor paying a price premium for an unequal speed advantage

#### **Against**

- Some suppliers may decide not to supply the class if prices are set too low, thus reducing availability
- The Association does not have the commercial knowledge to know for sure if maximum prices are realistic in the current market
- Some items ( masts or moulded hulls for example) are usually bought complete with rigging and fittings, making it difficult for members to know if they have purchased below the maximum price set
- It is possible that suppliers may sacrifice quality to keep prices low
- Technical development of products may be compromised to maintain a low price
- There are controls in place for moulded hulls, but not for wooden hulls
- A healthy competitive market place with suppliers competing for members business should ensure prices remain competitive without the need for price controls
- Difficult for the Association to control manufacturers prices

**Paul Bowmer**  
**Hon Treasurer**



# Secretary Statement

## AGM and Forum – Monday 3<sup>rd</sup> August, Brixham Yacht Club

### Notice of 2015 AGM

The 65<sup>th</sup> Annual General Meeting of The GP14 Class International Association will be held at Brixham Yacht Club on Monday 3<sup>rd</sup> August. The meeting is scheduled to start at 8pm, but may be delayed to ensure it does not begin within two hours of the last boat coming ashore.

The business to be transacted thereat shall be:

- (a) to receive the Secretary's Report
- (b) to receive the Annual Report and Accounts
- (c) to elect officers
- (d) to elect accountants
- (e) to consider two motions to change The Constitution
- (f) any other business competent to the meeting.

### Motions to Change the Constitution

These motions to change to the Constitution are proposed by the Committee of the Association after discussion at the meeting held on 31 January 2015.

#### **Proposal 1 - Change of Name and Short Title of the Association to Fully Reflect our International Status**

This proposal, first put forward from the floor at the 2014 AGM, is to update the Name and Short Title of the Association to bring it in line with other international classes.

#### **Motion 1**

Item 1 of the Constitution shall be changed from:

*1. Name - The name of the Association shall be 'The Yachting World General Purpose 14ft. Sailing Dinghy Class Association and the short title which may be used on all occasions shall be The GP14 Class International Association'.*

to:

*1. Name - The name of the Association shall be 'The International Yachting World General Purpose 14ft. Sailing Dinghy Class Association' and the short title which may be used on all occasions shall be 'The International GP14 Class Association'.*

This proposal will change the name of the Constitution to 'THE CONSTITUTION OF THE INTERNATIONAL GP14 CLASS ASSOCIATION'

## **Proposal 2 – Removal of Setting of Maximum Equipment Prices**

It is difficult for the Association to set and police maximum equipment prices and this motion removes the requirement from the Constitution. Additionally, as we own the design there is no need to seek approval for changes from the owner of the copyright.

### **Motion 2**

Item 2 of the Constitution shall be changed from:

*(b) From time to time to determine (subject to any necessary approval by the owner of the copyright) the maximum cost and the specifications of the hull, sail plan, weight, spars, rigging and fittings of the Boat.*

to:

*(b) From time to time to determine the specifications of the hull, sail plan, weight, spars, rigging and fittings of the Boat.*

### **Forum**

As usual, after the meeting has closed, the Officers will welcome the opportunity to answer questions from members. We invite questions/topics to be sent in advance, so we are able to provide fuller replies. Please send your questions to [admin@gp14.org](mailto:admin@gp14.org) by Monday 20<sup>th</sup> July.

**Mark Collingwood, Secretary**



The advertisement is a diagonal banner with a white background and blue borders. The text is arranged as follows:

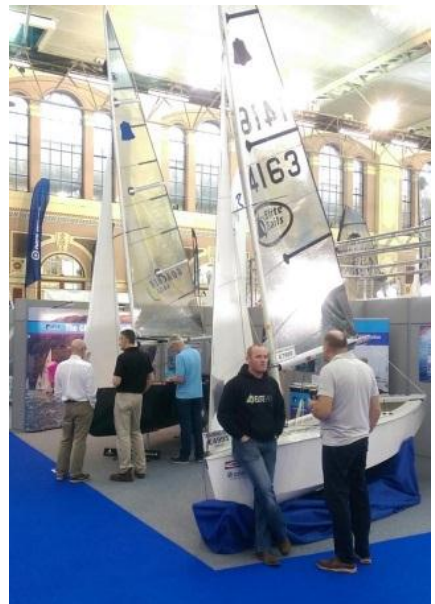
- Specialist** (top left, white text on blue background)
- INSURANCE REPAIRS** (center, large blue text)
- Wood and G.R.P. topped up with a special paint sprayed finish* (diagonal, black text)
- Paintcraft** (bottom right, white text on blue background)
- Nigel Potter  
01159 754302  
[www.paintcraft-boats.co.uk/](http://www.paintcraft-boats.co.uk/)  
[paintcraftinsurancerepairs@hotmail.co.uk](mailto:paintcraftinsurancerepairs@hotmail.co.uk)

# Dinghy Show 2015

Another successful year at the RYA Dinghy Show at Alexandra Palace.

With over 9,500 people visiting the annual RYA Suzuki Dinghy Show at Alexandra Palace, you can understand why this is an important venue to showcase the GP14 Association. The Show is the only one in the world which is totally dedicated to dinghy sailing. It is the place to promote what the Association offers to its membership and of course to exhibit the GP14.

The Stand once again attracted plenty of visitors, with 8 new members signing up to join the Association. The 2 GP14 dinghies drew in admiring crowds, as both boats were displayed in beautiful condition. Thanks to Steve Parker (SP Boats) and Phil Hodgkins (Ginger Boats) for their attention to detail. Both sailor/boat builders were able to offer their considerable technical knowledge, with each boat complimenting the other. There is no doubt the beauty of a wood boat is appealing especially when it has had a Paintcraft finish, yet still looks fantastic after being on the racing circuit for a year. Equally appealing was the S P training FRP boat exhibited, with simpler controls, yet maintaining a top quality finish.



The Barbados banner created lots of interest! Some visitors to the Stand, were contemplating buying new boats especially to compete in the 2016 World Championships. Other visitors were interested in the support offered by the Association for Youth Training, whilst other people were interested in having a boat to suit their family and join an organised cruising event. With the posters on display, the versatility of GP14 ownership and of who, where, when and how was covered. GP14 boats are sailed, as we all know, by a range of different people and for a range of purposes, this was skilfully promoted by the 'staff' over the weekend. Thank you to the following people who gave up their time:- Duncan Greenhalgh, Steve Parry, Mark Collingwood, Hugh Brazier, Ian Penny, Paula Fisher, Andy Wadsworth and Seonaid Young. Thanks also to Sam Watson, Mark Collingwood and Steve Parry, for their involvement with poster design/production.

Having a presence at the Dinghy Show also provides the backcloth for photographs and was the perfect opportunity to show the Association's appreciation to Liz Hall, for all the work she has done on the Committee, for numerous years. Also thanks to our film star Ian Dobson, who is now on a RYA video talking technical, on fine tuning a GP14. The EXE Sails Genoa Raffle was drawn, with Colin Quint announced as winner. The proceeds from the raffle are going towards youth training, so thanks to Exe Sails for their support and to all the people who bought tickets. Thank you Julie for sending out the e-tickets, thanks also to Steve Parry and Hugh Brazier for the administration.

Networking is also another benefit of visiting the Dinghy Show. Thanks to Gill Beddows and David Rowland who do a lot of work at the Show, seeking sponsors for events, organising future venues, finalising arrangements for championships etc.

Finally a BIG THANK YOU to our sponsors as once again costs were shared by 'selling' wall space to advertisers and with contributions from boat and sail makers, the charges to the Association were greatly reduced.

This year I was also able to negotiate a huge discount with Yachts and Yachting, on a half page advert, which promotes the GP14 Association and shows that we are truly a worldwide Class. Of those 9,500 visitors, I wonder how many will contact the office?

Please keep promoting the Association Membership.

**Ann Penny**  
**Vice President/Editor**



# Association Benefits

For those of you who have been members of the association for several years now, you may not realise some of the benefits you enjoy as a member. Hopefully this reminder will encourage you to promote the Association to other GP14 sailors in your club:

- A friendly team dedicated to maintaining the true one-design features of your GP14 whilst ensuring boats are available at an affordable rate and therefore keeping its intrinsic value.
- A comprehensive programme of racing at World, National, Regional and local level to suit members of all abilities.
- Dedicated training events to suit all members.
- Organised cruising and family events.
- An office staffed 9.00am to 5.00pm 5 days a week to deal with any queries associated with your GP14 or membership of the Association.
- A twice yearly class magazine to keep members informed of all news and developments within the class.
- A comprehensive website dedicated to providing relevant information about GP14 sailing.
- An Insurance Scheme tailored to the needs of GP14 sailors.
- A regular monthly e-newsletter to keep members informed by email of the latest news in the class.
- A very enthusiastic team of unpaid volunteers dedicated to ensuring you get enjoyment and value for money from your GP14 sailing.
- Access to on-line help and advice in all aspects of building, restoring and repairing your GP14.



# Technical Bit

Useful information written by Handel Platt, which perhaps will help if you need to set a course; it explains the reasoning behind course setting.

## COURSE SETTING FOR OPEN MEETINGS

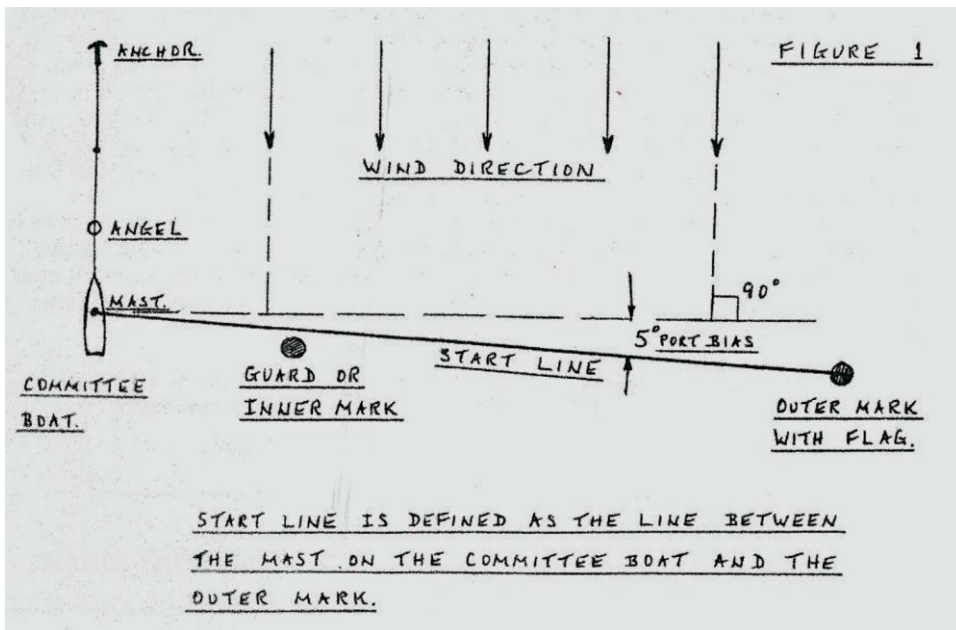
These remarks are considered to be appropriate for Inland Waters. In general water bourne starts are to be preferred as they enable the OOD to move the starting line to a downwind area of water to give a good long first beat. This reduces the likelihood of incidents at the first mark. When laying courses the cardinal rule is 'AVOID FETCHES', if a leg of the course is a fetch, it only results in the leading boats going further ahead and affords no opportunity for other boats to overtake. This is bad racing.

A reasonable mixture of beats, reaches and runs usually gives a good course. If the wind is strong enough a planning reach is a must, i.e. the wind is just behind the beam. Do not neglect to put in a dead run if this is possible. It provides a good overtaking leg. If the winds are very strong and capsizes are expected, set gybe marks with some caution. Never set them near a hard lee shore, such as a dam, as serious damage is sure to result. It is good practice in strong winds, to avoid gybe marks altogether in the first race, to give everyone a good sail. Then introduce gybes into subsequent courses.

### Laying the Start Line

Depending on the size and position of the superstructure and also its underwater shape, the Committee Boat will have a preferred orientation to lie steadily with one upwind anchor. Find out whether it prefers to ride bow or stern to the wind and use this method. If it yaws badly use both bow and stern anchors. Check that you have enough anchors or mud weights to prevent it drifting if the wind is strong.

The OOD should aim to lay a start line with a little port bias, about 5 degrees. This can be achieved by first laying the outer mark and then motoring the Committee Boat to the other end of the line, to a position judged to be correct using a wind direction indicator on the Committee Boat. Drop the guard mark and check both ends of the line, using the wind indicator.



Finally drop the anchor upwind of the line and allow the boat to drop back by adjusting the length of the anchor warp until the outer mark, guard mark and Committee Boat mark are approximately in line. It is good practice to use an 'angel' on the anchor warp so that the centre boards of passing dinghies do not foul it. A final check can be made on the accuracy of the line, by arranging for a dinghy, usually a competitor to come out early and test the line by making a trial start from each end in turn. It should be possible by watching him whether you had laid the line correctly. Whether to put the Committee Boat at the port or starboard end of the line will depend on the local conditions, depth of water and quality of holding ground.

If the wind shifts after the line has been laid, it is probably best to relay it, even if this means a 10 minute postponement. The alternative will be a start line with a very favoured end, resulting in bunching, messy incidents premature starters and successive recalls with frustrations all round. No one will thank you for this. If you find you are getting repeated recalls and bunching the problem is more likely to be a poorly set starting line than bad sailing!

**Handel Platt**

# Restoring the Old Yellow Boat



If you own an old boat for too long two things eventually happen: firstly it passes its 'dump-by date' and secondly you fall hopelessly in love with it.

This explains why Sea Willow, at the grand age of 54 has been admitted to the Hugh Brazier hospital for decrepit GP14s for extensive open bottom surgery. In truth it has proved to be an interesting and remarkably enjoyable exercise and one which others, who may find themselves in a similar situation, might wish to undertake.

## **Firstly, the background:**

Sea Willow is a Bell Boats kit (4615) that was completed in 1961 and was purchased by me in 1997. The boat was in reasonable condition, having been re-decked very nicely some 3 years or so earlier but there was evidence of a major ship-wreck at some earlier time in its life. I took the boat to my first championship meeting in 2001 and 12 months later I discovered what too much rig tension does to a Series



One boat when I split the hog under the mast step. I rebuilt the step, adopting the approved reinforcement arrangement and adding what I thought were some clever modifications to give even greater strength and avoid the need to change the square mast heel.

In this form Sea Willow has continued to give excellent service, competing in many of our National and World events and we are of course now entered for both Brixham and Barbados. However it has become increasingly apparent over the past 3 years that water has been soaking into the centreboard case (evidenced by a rising tide of black discolouration in the mahogany) and under my reinforced mast step (hair cracks showing in the paint). Add to this the fact that the boat is some 50 lbs over weight and at the end of last season it seemed clear that the time had come for action!

### **What have we done?**

The major task has been the renewal of the centre board case and while we were at it, the removal of three crudely executed patch repairs in the bottom skin of the hull (the evidence of the shipwreck of long ago). The new case follows the approved design for the Series One weight saving modifications, using plywood, with mahogany only for edging and bracing. We have also incorporated the approved mast step conversion by creating an integral nose that passes through frame 2 and extends almost to frame 1. Rather than installing struts to brace the front end of the case as per the modified arrangement suggested on the plans, we shall fit a pair of triangular gussets, fixed to the aft face of frame 2 and extending about 200mm up the case. This will be a much neater arrangement and will help to strengthen the mast step still further.

The other job for Phase One will be the replacement of the transom. Hugh has practiced beforehand on his own Series 1 boat and I defy anyone to spot the evidence. It should be a push over! Besides getting rid of weak and decaying timber we shall also be making significant weight reductions: the old case weighed 30lbs and my stalwart crew, Phil Green, has scraped no less than 20lbs of paint off the hull! The new transom will be of the approved lighter design and we shall also carry out the approved seat reduction exercise. All told I think Sea Willow will probably end up some 30 to 40lbs lighter.



### **What have we learnt?**

It has been invaluable to have the assistance of someone who has skill and experience in boat building and restoration (Hugh saved his own boat from the scrap heap and has also built a Streaker), but at the end of the day it is a case of thinking ahead and not being frightened to take radical action. Interestingly, it was my past attempts to repair the mast step and seal leaks along the bottom of the case that caused us most aggravation. I actually did quite a good job but in these vulnerable areas 'quite good' is not enough and the repairs have made the relatively simple task of case removal much more challenging. If your boat has problems in this area and is relatively free of past modifications you might be amazed by how easily the case can be unscrewed and removed. You do not need to worry about breaking the glue joint, the old cascamite will have given up long ago!

We discovered (not unexpectedly) that the hog begun to rot below the front of the centreboard and under the mast step. This has had to cut out and then replaced once the new case was installed but in the absence of both components I felt that

it was vital to fit temporary struts across the interior of the hull to keep it in shape (it was fast becoming something of a jelly!).

Careful templating is essential, I went to considerable trouble to make a hardboard template for the case and to be sure that it fitted properly before starting to cut out the new item.

One of the easiest jobs is the replacement of defective patches of the hull skin, (it is just a case of cutting a neat hole, chamfering the edges and carefully making a matching insert, the epoxy does the rest). And this is the point, modern 2-pack epoxy marine adhesive is wonderful stuff, unless a joint is going to be on view one need not worry if the fit is not perfect and a rough mating surface is actually better than the proverbial baby's bottom! We actually cut away quite a large area of sound plywood adjacent the mast step to gain access for the renewal of the hog, so confident were we that its reinstatement would be a simple task.

That is about it for Phase One, Phase Two will be carried out post Brixham and involves re-decking ready for Barbados! Phil and I would be happy to take you on a tour of the boat at Brixham so just look out for a fast and light 'old yellow boat' and two old seadogs high on epoxy!

**Steve Parry**

## **Tim Harper** Boats & Sails

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**01704 541166**

35a Sussex Road, Southport, Merseyside, PR9 OSR

[tim@timharperboats.co.uk](mailto:tim@timharperboats.co.uk)

# Two Blokes At The Back

With just 18 months to the World Championships, our reporter Russ T. Cleats interviews up and coming sailors Adam Vaughan and Phil Pethybridge from Derwent Reservoir Sailing Club as they commence their Barbados 2016 campaign. Sailing GP13276 'One Way', they hope to continue their meteoric rise through the fleet from 'usually at the back' to 'somewhere in the middle'.

Cleats: "So 2015 is a big year for you guys. Have you had much experience of success up to now?"

Vaughan: "Our first experience of winning big was at the 2012 Worlds in Looe. Call it beginners luck, but we scooped a spinnaker in the raffle after Ian Dobson put back the winning ticket."

Pethybridge: "Yeah, that was the closest we came to Ian all week... except when he lapped us in light winds! We can never get One Way sailing well in anything under a Force 3, but with a bit of a blow our solid Don Marine boat does well."

Cleats: "I heard you had some big winds down in Looe that year."

Pethybridge: "And some! Thanks to a day of heavy winds when many sailors didn't dare risk their new laminate mainsails, we stormed up the league table."

Vaughan: "Fellow club racers didn't believe us when they heard we were 92nd fastest GP in the world! Just goes to show what you can achieve with practice and perseverance."

Cleats: "So are you hoping for better success in Barbados?"

Pethybridge: "You bet! When the Association announced that the 2016 event will be in Barbados, we set our sights on those blue skies and sandy beaches. Sailors familiar with Derwent Reservoir will know that prevailing conditions are almost identical to the Caribbean, so we should have a big advantage over competitors from other clubs."

Vaughan: "But we're taking nothing for granted. That's why we're announcing our Barbados 2016 campaign now. We reckon it could take us 18 months of training just to perfect our roll tacks."

Pethybridge; "In fact our only manoeuvre that's race-ready is our capsize drill. We both know WHO to shout at, and WHEN to whistle for the RIB. So I'm the first to admit we need to develop our skills. We're lucky to have President Duncan Greenhalgh as a regular to the club, and we'll be asking his Highness for some tips."

Cleats: "Fine company indeed! Is there any chance we might see you around the circuit this year also?"

Vaughan: "Absolutely. We're hoping to enter as many events as possible in the build-up during the 2015 season, hot on the heels of travelling club boats helmed by Justin Smith and Ann Penny. Rumour has it they both have Scottish accents from sailing so many events north of the border."

Pethybridge: "We're really excited about the campaign. There are a lot of logistics still to organise, but we've got a dedicated support team who will accept rum cocktails as payment!"

Cleats: "Count me in!"

We'll bring you an update in the next issue as Vaughan and Pethybridge bring One Way up to full racing spec, and start their search for sponsorship. One thing's for sure, having already collided with, and holed, one classic GP, these sailors are definitely the ones to watch... out for.



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# Racing

## THE CRAFTINSURE GRAND PRIX SERIES 2015

### GP14 Zhik UK National Championship hosted by Brixham Yacht Club



The first exciting news is that the Championship Committee have accepted Zhik's offer of title sponsor for the event. As you may remember they were a major and generous sponsor for the GP 14 Worlds in Looe 2012 and also last year as a race day sponsor. They are a tested and proven company of sailing gear manufacture and are the choice of Olympic and World Champions around the World. We are very pleased that they are our title sponsor.

All our Grand Prix season 2015 is sponsored by Craftinsure. We are also pleased to welcome Exe sails as a sponsor and they are offering an interesting morning at their sail loft on the Wednesday spare race day.

The plan would be to build a GP14 genoa in front of the visitors and talk through what's going on. And also do a Q&A while building the sail this would take about 3 hours. They are also offering a repair service if people have damaged sails at the nationals and want to bring them up for on the spot repairs. Our other race sponsors so far are Allen Bros, English Braid and West System Epoxy Resin. Steve Parker is sponsoring our Registration pack.

On Monday afternoon I am arranging afternoon tea for the non-sailors at the Berry Head Hotel. The Berry Head Hotel in Brixham, South Devon, is set in a superb waterside position enjoying spectacular views of the English Riviera. Surrounded by six acres of grounds in the seclusion of the Berry Head Country Park, yet only a short walk from the picturesque fishing port of Brixham and offers a superb view of the race bay.

With the Barbados Worlds looming we are taking the opportunity on 2 days to replicate the ISAF requirement for World Championships, of on water judging so that everyone can become accustomed to it. This follows on from a day where our Judges will be on the water to observe only and giving feedback in the evening of the most common issues regarding Rule compliance ... and perhaps even some less common!. Sailing as we all know is self-policing mostly and it is good that the Class sees this opportunity to experience on water judging prior to the event.

Ed Washington is leading the Cruising Fleet more about that from him.

We are looking forward to seeing you all – Entry is open!

**Gill and the Championship Committee**





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Established in 1955, the GP14 Class Association insurance scheme has now been in place for 60 years and has been underwritten by Navigators & General throughout the entire period. This must make it one of the oldest dinghy class partnerships of any kind.

Although now administered by Craftinsure.com, the scheme was managed by long standing GP14 Association member Graham Knox for much of it's history, and Graham remains involved as an important link.

As a special gesture marking the 60th Anniversary, Craftinsure.com and Navigators & General have jointly agreed to extend policies to include the 2016 World Championships in Barbados at no additional cost.

In line with usual charges to extend cover for events outside Europe, an additional premium of £50.00 was expected to apply, and so this should be a very welcome announcement for all those intending to participate who are insured with Craftinsure.com.

Craftinsure's Rod Daniel comments "together with Navigators & General, we are delighted to be supporting the GP14 Association Worlds again, and providing some help to members in attending what we are sure will be a fantastic event".

Although free of charge, Craftinsure advise that GP14 policy holders intending to take their boat to Barbados in March 2016 should still contact them so that cover can be extended for the event.

Craftinsure.com

Website: [www.craftinsure.com](http://www.craftinsure.com)

Email: [help@craftinsure.com](mailto:help@craftinsure.com)

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## 84 Boats and counting for the 2016 GP14 World Championship, Barbados



The 2016 GP14 World Championships has the momentum to be something truly special. With about 14 months to go, a total of 84 boats have reserved spots in containers heading for sunny Barbados!

# WEST SYSTEM®

## Poole YC GP14 Open Meeting



The Poole YC hosts its annual GP14 open meeting weekend on 15<sup>th</sup> and 16<sup>th</sup> August as part of the Southern Travellers series. Saturday is the team race around the Island of Brownsea, birth place of scouting, with 2 races, one in each direction around the island. Teams consist of 3 boats racing independently but the best 2 results for each team count towards the overall position. If you don't have a team we can allocate you to one on arrival. The starts for the team races are from our fixed club lines.

Sunday in the open meeting proper with 3 back to back races using a committee boat and triangle-sausage type courses. Racing is in the large area to the West of Brownsea Island 10 minutes sailing time from the club.

Poole Harbour is the second largest natural harbour in the world after Sydney with a good range of wind strength, relatively flat water and minimal tides in the area the open races will be held in. No doubt everyone says their sailing area is the best but you need to come to Poole to see why we really like our sailing area. Even if you don't race then the area is great for pottering, we welcome a few visitors at the open weekend every year who go off to explore Poole Harbour rather than race. Launching is from a slipway into the sheltered waters of the Yacht Haven. The local fleet of 27 GP14s is a mixture of experienced racers including world championship race winning boats and cruisers so good standard of racing for the open weekend.

A pre-booked dinner for the fleet will be available in club house after racing on Saturday.

Overnight parking for some camper vans which can be arranged through the club office.

We look forward to welcoming you at Poole YC in August.

**Chris Hawkes** GP14 Class Captain

07720 425 687 or [chris.hawkes555@btinternet.com](mailto:chris.hawkes555@btinternet.com)

01202672687 Poole YC Office



# Area Reports

## North West Area

It's only a few week off till the clocks go forward and the mid week after work sailing season starts again and the weekend club and Bell series get into full swing.

There are 10 open meetings in the Northern Bell calendar this year with the best 4 counting, so there are plenty of opportunities to become a qualifier and be in with a shot at the prizes.


Last years winners were Martin Brennan and Alister Knott and they will be awarded their Trophy for this at their home club, Hollingworth, on the 17th May this year.

I owe a massive thanks to Ann and Justin and the team at Derwent Reservoir for saving the day and finding a date to host the Northern Championship, 26th and 27 September, and I'll be hassling the fleets to try to support the club and travel up there for what will be a great event.

There's been plenty of rain over the winter months so hopefully all the lakes will be full now giving plenty of water to sail on, at least until summer and let's hope this

The image is a promotional poster for the GP14 Northern Bell Series 2015. At the top left is a logo consisting of a blue square with a white silhouette of a bell. To its right, the text 'GP14' is written in a large, bold, blue font. Below this, the title 'Northern Bell Series 2015' is written in a smaller, bold, blue font. The central part of the poster features a map of the Northern region of England, with various sailing clubs and their dates listed to the left and right of the map. The dates are: 11th April, 25th - 26th April, 17th May, 31st May, 21st June, 5th July, 18th - 19th July, 26th-27th September, 3rd October, and 11th October. The clubs listed are: Combs Sailing Club, Royal Windermere Yacht Club, Hollingworth Lake Sailing Club, Budworth Sailing Club, Bolton Sailing Club, West Lancashire Yacht Club, Bassenthwaite Sailing Club, Derwent Reservoir Sailing Club, Northern Championship, West Kirby Sailing Club, and Burwain Sailing Club. At the bottom left, it says 'Sponsored by Omega Sails' with the Omega logo. At the bottom right, there is contact information for Martin Stanley, NW GP14 Association Rep, including a phone number, email address, and website.

Date	Club	Website
11th April	Combs Sailing Club	<a href="http://www.combsailingclub.com">www.combsailingclub.com</a>
25th - 26th April	Royal Windermere Yacht Club	<a href="http://www.royal-windermere.co.uk">www.royal-windermere.co.uk</a>
17th May	Hollingworth Lake Sailing Club	<a href="http://www.hisc.org.uk">www.hisc.org.uk</a>
31st May	Budworth Sailing Club	<a href="http://www.budworthsc.org.uk">www.budworthsc.org.uk</a>
21st June	Bolton Sailing Club	<a href="http://www.sail.org.uk">www.sail.org.uk</a>
5th July	West Lancashire Yacht Club	<a href="http://www.wlyc.org.uk">www.wlyc.org.uk</a>
18th - 19th July	Bassenthwaite Sailing Club	<a href="http://www.bassenthwaite-sc.org.uk">www.bassenthwaite-sc.org.uk</a>
26th-27th September	Derwent Reservoir Sailing Club Northern Championship	<a href="http://www.drsc.co.uk">www.drsc.co.uk</a>
3rd October	West Kirby Sailing Club	<a href="http://www.wksc.org.uk">www.wksc.org.uk</a>
11th October	Burwain Sailing Club	<a href="http://www.burwain.co.uk">www.burwain.co.uk</a>

Sponsored by **Omega Sails** 

Martin Stanley  
NW GP14 Association Rep  
07511 636358  
NWGP14@gmail.com  
[www.gp14.org](http://www.gp14.org)

year is as warm as last year as it was shorts and t-shirts till almost the end of the club series in September.

The RYA and other associations are encouraging us all “to push the boat out” and take part in events going on in our clubs, with Bart’s Bash in September being the big culmination. Even though the lasers were by far the biggest fleet sailing it was great to see the GP14 on the front page of the list with other old classes like the Wayfarer and the Enterprise. Let’s all try to rally the fleet members this year and push out all the old boats in the yard and get them on the water this year and see if we can be the biggest two handed boat in the event.

I hope to see all the regulars and some new faces at Combs on the 11th April and I also hope everyone has a great year in their GP14s.

Martin Stanley

## **Midlands and East Coast Area Report**

2014 started in spectacular fashion with 34 boats at the Area Championships at Chase SC, with a very windy first day proving taxing for sailors and boats alike. The second day was more manageable and this very enjoyable event was won by Richard Instone and Jim Toothill.

The Midland Bell series continued with variable turnouts, generally down on previous years with the numbers travelling seeming to be the main change, home boat numbers being similar to the last few years – is it the price of road fuel? We shall see if the current low price of oil makes a difference in 2015. The South Staffs event also produced a 30 boat turnout – 23 from the home club! Some of the visitors to this event came from further afield in the North of England demonstrating the attractiveness of big fleet racing. The last event was held at Manor Park in October in shifty conditions. The Midland Bell series was won by Pete Jacques and Pete Tate, Silver Fleet winners were Darrell Sleep and Charles Saunders (4th) and Bronze fleet Stuart Berry and Andy Jukes (7th) – there were 9 qualifiers.

Discussion at the Area Meeting in November followed up on last years concerns over low turnouts and took some novel steps – events where the turnout was below 10 in 2014 will only count in the Midland Bell series in 2015 if the turnout in

2015 is 10 or more. The result of this is that there are 6 confirmed events in the Midland Bell series and 3 “wild card” events which may count if there is a good turnout. The decision was also taken to score the series using the high points system – time will tell whether these changes have the desired effect of encouraging more participation.

The 2015 series starts with the Area Championships at Chase SC over the weekend of March 28th & 29th which promises to be just as good as last year, and runs through to Nottingham SC on October 11th. There is also a GP14 Open meeting at Shustoke SC on March 21st which could be a good warm-up and shake down event before the Area Championships.

Travelling to other sailing clubs is great fun and a good way to lift your sailing above club racing level and meet other like minded sailors. The Midland Bell is a friendly series sailed on a wide variety of waters in some lovely locations and most of the venues are within less than an hours travelling time of each other – so check out your road wheels and lets go and support GP14 sailing around the Midlands.

Competing in any 4 events is the qualification criteria. For details of the Midland Bell series including the 2015 program and previous years results, see [gp14midlands.org.uk](http://gp14midlands.org.uk) our very own area website.

Other GP14 events are also taking place in the Midlands this year with the Inland Championships at Carsington on 9th/10th May the Masters at



The logo features a blue square on the left containing a white bell icon. To the right of the square, the text 'GP14' is written in a large, bold, blue sans-serif font. A thin yellow horizontal line is positioned below the 'GP14' text.

**MIDLAND BELL 2015 SERIES**

Sat/Sun March 28/29	Chase (Areas)
Sunday April 19	Staunton Harold
Sunday April 26	Nantwich
Saturday May 16	Tamworth
Sunday June 21	North Staffs
Sunday June 28	Trimpley
Saturday September 5	South Staffs
Sunday October 4	Chelmarsh
Sunday October 11	Nottingham



Chase SC on 6th/7th June. So there's plenty on in the Midlands – lets make it a great year.

**Charles Saunders**

## **Scottish Area Report**



Castle Semple SC

Already the 2015 sailing season is upon us. Many GP sailors having been in action in club winter series, with wildly different weather getting thrown at them every weekend. Although it was consistently cold, their enthusiasm for winter sailing is no doubt going to give them an advantage at the start of the Scottish Travellers series, while some of us will still be getting rid of the cobwebs well into the season! Hopefully all the hard work on maintaining boats over the winter (I know of one person who has been polishing the black hull of his boat and can now see his face in it) will see the fruits of their labour.

The 2015 Scottish Travellers series will consist of 5 weekend events at superb venues:- Castle Semple Sailing club, Bassenthwaite Sailing Club, Largs Sailing Club and Prestwick Sailing Club, with 4 events out of 5 to qualify for the Series.

The first event kicks off at Castle Semple Sailing club on the weekend of 23/24th May. CSSC are hosting the Scottish championships. Always a great event and a very friendly welcome awaits your arrival. Already many boats have signed up for this event so get your entry in early. A great social evening is planned, with also the presentation of the trophy to the winner of the 2014 series winner. Camping and campervans spaces are available on site and are free.

The fleet will move on to Bassenthwaite on the 18th and 19th July. This club has a reputation for great racing in a huge expanse of water.

Largs is the next venue on the 23/24th August. This is a truly international venue where I am sure many people will have some very fresh memories of the Nationals in 2013. Saturday's racing will be in the channel and Sunday's race will be round the island of Cumbrae. This is a weekend not to miss.

The penultimate of the series is at Prestwick 5/6th September. We had a great Scottish championship there last year and were delighted that the fleet was invited back.

The final event of the series will be held at Derwent Reservoir Sailing Club on the 26/27<sup>th</sup> September.

GP14 training will be held at Castle Semple this year over a couple of weekends including racing on Sunday afternoon. Dates are still to be confirmed but if you are interested get in touch with me.

Castle Semple have an annual visit to Loch Lomond Sailing Club for a cruising / racing weekend. Information will be posted later with all the details.

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Keep in contact on Facebook, GP14 Scottish Areas, like, then follow for everything happening with GP14's in Scotland.

I look forward to welcoming you to all our events.

Paul O'Neill

## Southern Area Report

I hope everyone had a good start to the 2015 sailing season, if you have been competing in a club warm up series or one of the many Sail Juice races being held over the winter months.

We are returning to Chichester YC for the Southern Areas this year, the last time was in the mid 90s I think. It's in a very nice area of the Harbour, with flat water ideal for you pond sailors!

Over the winter we have had some brand new GP 14 dinghies joining the fleets; one purchased by Richard Ham from Tollesbury YC, and the other by Chris Hawks from Poole YC, a 50th birthday present to himself I understand !

We have a full program arranged by David Innes , the first one at the Welsh Harp on the 11th of April. We have the Nationals at Brixham YC on the Cornish Rivera in August.

I see looking on Apollo Duck site this week that George Rogers from Tollesbury YC has re-decked an old series one GP14, built by Paul Amos in the 80s, now refitted with through deck sheeting - well done George.

I hope that as many of you as possible can get to one of the Opens in our area, or one of the GrandPrix series Opens this season. If anyone wants any advice about fitting or rigging on a GP 14 please contact me.

I hope everyone has a pleasant sailing season.

### Stephen Browne

Area rep:

Tel 07771551955:

Email:

[Stephen.browne40@yahoo.com](mailto:Stephen.browne40@yahoo.com)



**LONDON & SOUTH EAST  
TRAVELLERS 2015**

Venetian ; Welsh Harp in London	Sat 11th April
Papercourt SC , Woking	Sun 26th April
Southerns Chichester YC	2nd/3rd May
Tollesbury YC Essex	Sat 20th June
Victor ; Welsh Harp	Sat 4th July
Leigh on Sea SC	Sat 18th July
Poole YC	15th/16th Aug
Erith YC	Sun 6th Sept
Hampton SC	Sun 27th Sept
Frensham Pond	Sun 11th Oct

# Cruising with Friends

Sandy beaches, clear blue water, sunshine, glorious picturesque surroundings. No I'm not dreaming about Barbados in 2016, it's what those of us on last year's cruising week enjoyed! ...well maybe not quite so much of the sun but there certainly was some.

Last year's cruising week in Poole was held at the same time as the Worlds in Ireland. We had windy weather too, however being slightly more laid back people we decided to watch the wind blowing through from the bar, instead of taking to the waves! That is of course except for those under the age of 20, in our number, who decided to see just how much fun they could have in Poole Harbour, in the same winds that resulted in the 'emergency' in Strangford loch!

For the rest of us with boats or bodies that we didn't fancy putting out in such conditions we enjoyed 2 days of taking in the sights around the local area or watching the entertainment provided by the teens. By Tuesday a lighter but still brisk wind was forecast and we decided to set sail. Based on the conditions we opted for a sail round Brownsea Island, deciding to head back to the club for lunch so that if the conditions did worsen, as forecast, we wouldn't find ourselves caught out on a beach too far away.

The weather after that was kinder; and we were blessed with good wind for the rest of the week, some sun and some cloud but very little rain. One half of the fleet did however suffer one brief and unpleasant hailstorm after venturing outside of the harbour and south to Studland beach, but such was the weather that the other half of the group didn't even realise it was happening despite not being that far away – as we cruisers tend to hunt down nice beaches for lunch in packs!

As is always the case with Poole, a trip to Brownsea Island itself was in order, stopping for lunch and a nice walk round the island, taking in the sights during a stroll to the Ice Cream shop. For the final day a nice sail up river was in order, though with an unfavourable tide we pushed as far as the wind and tide would allow, before retreating back down to Arne for a BBQ on the beach, cooked expertly by young Josh. A good end to another great week of GP14 cruising.

For this year's week, we plan on joining the racing fleet for the nationals at Brixham. Many years ago the cruising fleet typically held the main week's event

during the nationals at the same location, however years past have seen a divergence of the two events for a number of reasons. As such it will be nice to re-join the main fleet and share in the evening entertainment and socialising with racing friends past and new.

Hopefully, running the two events side by side also means that those coming along to race in the nationals can encourage some of their club members along to join in who don't yet quite feel ready to race at such an event, or have maybe not sailed on the sea before, and would prefer to enjoy some leisurely sailing while being able to watch and keep track of what goes on at the nationals, and catch up with racing buddies in the evening.

The format of the week will consist of 6 days of sailing from Sunday through to Friday, subject to the weather of course. The cost for the week will be £150, with sailing scheduled for Sunday through Friday and an escort rib provided.

So why not give cruising a go and join in with the GP14 cruisers, those of all ages who have come on previous events have loved them and often come back for more year after year. More details will be available on the website soon.

### **Ed Washington**

Cruising Representative (GP13389)



# International

## News from Ireland



As we head into the 2015 season there are some new developments in Irish sailing which will be instrumental in shaping the future of the sport in this country. The Irish Sailing Association will ratify the Strategic Plan 2015-2020 at their AGM in late March in what has been billed as a ‘back to grass roots’ initiative. The plan is the output of a strategic review group initiated largely through the efforts of GP sailors Norman Lee and Brian Armstrong who against a backdrop of falling levels of participation in sailing club membership, campaigned for a radical change of direction by the national governing body that had got blinded by its own propaganda and couldn’t see that its actions and strategy were counter-productive and leading to decline instead of growth.

The Plan proposes that the ‘Mission for the years 2015 – 2020’ is to ***Develop Sailing in union with Clubs, Training Centres and Associated Organisations***. The core philosophy is that the success and future growth of Sailing is dependent on strong Clubs and Classes managing their own affairs well. It envisages the ISA supporting them, representing the interests of Sailing and focusing on increasing the participation levels of those already involved and facilitating access of newcomers.

It has to be recognized that while the national body can set the strategic direction, the success of this plan will largely depend on the support and efforts of the clubs and classes, as it is they who will effectively be charged with execution on the

ground. This is the way it used to be years ago and needs to be again to get the buy in of sailors and stem the ebb.

With these thoughts in mind, the Irish GP14 Association has shaped our 2015 calendar to include a number of elements in support of the strategic plan with a few departures from tradition.

First up an Easter Training Camp in Youghal Co. Cork aims to support developing sailors with emphasis on youth training to gain confidence in racing for those already active in the class and hopefully encourage those who are considering getting into GP's. Youthful Youghal sailors chose to promote the GP over their original mix of Fireball, GP, Wayfarer, Feva et al because the GP Class supported them and they saw the advantage of a strong club fleet and class org at GP circuit events and also because it is a stable, sit in boat giving comfort to beginners and is suitable for camping trips up the local river or down the coast. We based the training in Youghal Sailing Club newly formed in November 2014, to assist the new club sailors gain the confidence and skills needed to participate in open events with a view to holding the 2016 Purcell Trophy Open Meeting at that venue.

The Purcell Trophy is traditionally seen as our 'experimental' event in that it is awarded to developing clubs or fledging fleets to encourage them to grow their GP fleet and to participate in open events. This year's event will be held at Lough Ree Yacht club and in a first for the class, the event will be held in conjunction with the Mirrors. This seems to be a natural fit and we hope to encourage Mirror parents and crews to try the GP14 on the Saturday evening after racing.



In yet another departure from tradition, the 2015 Leinster Championship will consist of eight races held over three days in conjunction with the bi annual Volvo Dun Laoghaire Regatta. The Volvo DL Regatta expects to attract in the region of 400 boats with feeder races from Scotland, Northern Ireland, Wales, and the west coast of England. The dinghy fleets will be in the capable hands of PRO Harry Gallagher who has a long association with the GP Class having presided over numerous regional and Irish championships. We view this event as a chance to showcase the GP14 as Irelands premier dinghy class and are hoping for a good turn out in support of that goal. One thing is assure, there will be a strong social element and party atmosphere throughout this event.

The full 2015 events schedule is as follows:

Sat 18 - Sun 19	Apr	O'Tiarnaigh Challenge	Swords Sailing Club
Sat 2 - Sun 3	May	Purcell Trophy	Lough Ree Yacht Club
Sat 13 - Sun 14	Jun	Ulster Championships	Lough Erne Yacht Club
Fri 10 - Sun 12	Jul	Leinster Championships	Dun Laoghaire
Sat 29 - Mon 31	Aug	National Championships	Newtownards Sailing Club
Sat 26 - Sun 27	Sep	Autumn Open & Youths	Greystones Sailing Club
Sat 17 - Sun 18	Oct	Hot Toddy	Mullingar Sailing Club

As ever visitors from across the pond are more than welcome.

Lastly I'm happy to report that all spaces have been filled in three containers destined for Barbados in 2016.

**Stephen Boyle**, President  
GP14 Association of Ireland



## Sailing Down Under



Just thinking of our sailing buddies in Old Blighty as I write this - we recently sailed one of our away events at nearby Maylands Yacht Club on the Swan River with temps reaching over 40 degrees, that's Centigrade for those who were wondering what's the big deal! It is also one of the few places we experience the phenomena of Geeps travelling toward each other both flying spinnakers. Doing a 180 deg turn whilst keeping the spinnaker pulling is also a unique party trick. The club is situated on a U bend on the Swan River and renowned for fickle winds, never mind such weird occasions as mentioned above.

In a few weeks we travel 300kms south to the Dunsborough Yacht Club, the only other club in Western Australia with an active GP fleet and then in late March we travel south again 400kms to Augusta for the annual Blackwood Challenge before our season ends once more.

### **Bruce Quail**

President, West Australian Branch

# A Capella in West Anglesey

Friday morning saw sudden wind shift time to haul out of there.



One principle in passage planning is to consider Plan B options; and if one is towing a boat by road to one's chosen launch point the weather on arrival may then suggest an entirely different launch point. This 2008 cruise was a case in point and as a bonus, I discovered a delightful location which I had not known about previously.

The initial intention was to launch from Traeth Bychan, on the east coast of Anglesey, but on arrival in the early afternoon there was the predicted wind dead onshore, easterly force 3-4, which had been blowing for about 24 hours. I was dismayed at just how lumpy, grey and uninviting the sea was, and how many white horses there were! Perfectly alright in a yacht, but not the most enjoyable cruising conditions for single-handing a GP14. I fell in with a solitary Dart 18 sailor, who was just bringing his craft ashore. With a tail wind he was using the jib to sail her up the beach on her launching trolley. After giving him a hand to haul her up the

final steep bit, we discussed the options and agreed that the other side of the island was the more tempting side in that weather.

So I then set off, heading first for the Malltraeth estuary, where I had not sailed for about forty years. On arrival in Malltraeth village at less than half tide, I immediately saw the extent to which almost the entire estuary dries out. So I then looked at the map, seeking alternative launching sites further along the coast, which I might be able to use over a wider tidal range and preferably ones which were not too heavily inundated with visitors. The first such spot on the map was the twin bays of Porth Cwyfan and Porth China, reached via an unclassified (and unsigned) single-track road from Aberffraw.

After a little over a mile the first view of the bay opened out, to reveal the remarkable sight of a small church standing on an island in the middle of the bay.

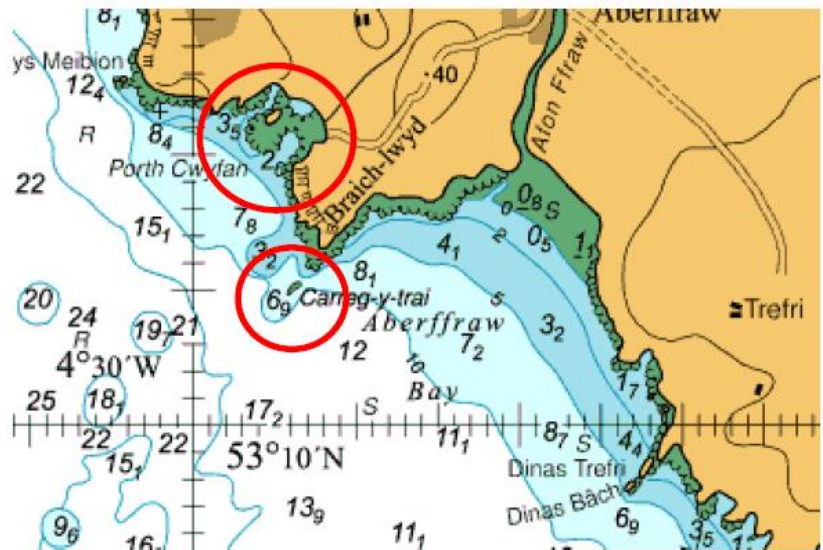
There at the end of the road the tarmac degenerated into a very rough and steep track down to a boulder-strewn beach. My initial reaction was to rule it out, because there was no way in which I could launch there without taking the car down onto the beach - and even then it was strictly Land Rover country - and although that is indeed what I was driving there was nothing to indicate that one was permitted to do so. However while I was attempting to turn round, in very restricted space, a local man working in his field assured me that I could indeed take the car down onto the beach, as further along there was a sandy part where launching would indeed be possible. So down we went, bottom gear in low ratio; not least, this was in order to be able to go slowly enough to give the boat a reasonable ride.

(On further exploration during my time there I discovered that there is a somewhat easier road access, from the northern side of the bay, which from memory I think probably does not need a 4x4 vehicle.)

To get there by water, as I learned from my subsequent sailing there, from the southward one passes the western entrance to the Menai Strait, then Llanddwyn Island with its lighthouse, then the Malltraeth Estuary, then a green starboard hand buoy, and finally Aberffraw's Traeth Mawr; in the lower half of the tide the estuary and Traeth Mawr will both present as wide expanses of sand, but it appears from the chart that most of the sand will cover at High Water. There is a reef of drying rocks off the north side of Aberffraw Bay, which will be obvious

enough when dry but which should be avoided when just covered; however this is duly marked on the chart.

Although the reef is not buoyed, a boat which keeps at least a quarter of a mile off the land will just clear it; keeping half a mile off will allow a safe margin for a dinghy.



The twin bays of Porth Cwyfan and Porth China form the next inlet, and the Church-in-the-Sea standing on its island is an easy marker, as is the motor racing circuit on the far headland, with its slightly ugly buildings of an industrial/military appearance.

I should note that this extract is from the current chart, whereas my visit was in 2008, a seven year gap. The chart indicates a deep water pool at the head of the beach which was not in evidence at the date of my visit. I don't know what else may have changed, so anyone tempted to visit on the basis of this article should be prepared to make their own judgements on arrival.

Porth China, the northern half of the double bay, as I later learned, is a comparatively modern macaronic (mixed English and Welsh) name which is derived from a 19th century china clay industry, some of whose ruined buildings can still be seen.

By the time I had driven over from Traeth Bychan, got the boat and car down to the beach, and rigged the boat and was ready to launch, it was then well into the second half of the afternoon. There was still time for a good sail, but not for a long one, before running out of daylight; and I wanted to be back in time to have tent and sleeping arrangements rigged before the light failed. Preferably have

dinner cooked by then as well! So it was a moderately short sail, perhaps an hour and a half to two hours, in a nice force 3 and with flat water. The tidal stream at that time was flowing northwards, so I sailed southward (i.e. uptide) along the coast towards Llanddwyn Island before turning round and retracing my course, having the benefit of the favourable tide for the return.

I had no difficulty keeping clear of the rocks either side of the exit channel, nor in spotting anything beneath the surface. Indeed the latter was unusually easy because of the quite exceptional clarity of the water; one could clearly see the bottom even at a considerable depth.

Back at Porth Cwyfan after the sail I then anchored her close inshore while rigging my sleeping platform and air bed etc plus the tent. Then (with an offshore wind) allowed her to lie seaward to the full extent of the anchor warp while I returned to the car to enjoy a G&T while grilling a garlic chicken Kiev, which subsequently went very well to the accompaniment of some chilled white wine out of the coolbox. Where possible I like to still wine and dine reasonably well when cruising.

Then, with darkness already fallen, I turned in for an unusually early night, in an idyllic anchorage, after having first repositioned the anchor at maximum

comfortable wading depth (on a falling tide).

To be continued in the Autumn Mainsail...

**Oliver Shaw**



# SPOTLIGHT FEATURE:-

## Telephone Interview with Mike Senior

**Name:** Mike Senior

**Age:** 31

**Married:** Liz

**Children:** George (3) and Zara (1)

**Current sailing club:** South Staffordshire Sailing Club

Started sailing aged 9 after my parents joined Bolton Sailing Club. My parents sailed when they were younger (that's how they met) but had a break from the sport when my brothers and I were young. Early sailing included crewing for my eldest brother (Jon) in a Cadet, before sailing an optimist and later helming a Cadet and competing on the national Topper circuit. I was a lucky to be part of a generation at Bolton Sailing Club where there was lots of junior competition and the quality of coaching was top class from people such as Mark, Ian and Neil Platt, Len Alison and George Livesey. We had a very successful period at the Southport 12 hour race expertly coached and managed by Mark Platt.

**First boat sailed:** GP14

**First boat owned:** Optimist

**First club:** Bolton Sailing Club

**First major racing Championship:** Cadet Nationals (Helm), Royal Torbay Yacht Club

**First major GP14 Championship:** GP14 Youth Nationals (Helm), South Staffordshire Sailing Club

**Preference to helm or crew:** Helm

**Other Boats sailed:** In no particular order - Cadet, Optimist, Topper, 29er, 49er, RS200, RS400, RS800, OK, Fireball, 505, International 14, Enterprise, Lark, Firefly, Graduate, Laser, Laser 2, Solo.

**Career:** I work in Financial Services. My career began as a business development manager at Skandia. Skandia (now Old Mutual Wealth) distributes financial products via intermediaries so my job was to manage and develop business relationships with Financial Advisers. I have since become an Independent Financial Adviser, which means I work exclusively for the benefit of my clients rather than representing the interests of a third



party such as a Bank or Investment Company. I mostly specialise in retirement and investment planning.

**Favourite boat class:** Difficult question, I like different boats for different reasons. There is nothing quite like sailing a 49er in 15-20 knots at a flat water venue. The fireball and 505 are the probably the most fun boats to sail in 20+ knots. I like sailing a GP14 in 8-15 knots, as the racing is very close and tactical upwind, but there are significant gains to be had downwind if you can master marginal planing conditions.

**Favourite event and why:** West Lancashire YC 24 Hour Race. I love the social, catching up with friends I don't see that often, the unique racing that is the 24 hour race and being part of several teams who have all been committed to put what effort was needed in trying to win.

**Best memory of a sailing event:** Poole YC GP14 Nationals, 2005. Graham Nelson and I had won in 2002 (Ballyholme) and 2004 (Abersoch) with Graham crewing. We swapped roles in 2005. Graham is a very good helm so we thought we would have a go at winning the other way round. We won the event in the final race at the last mark!

**What makes a good sailor:** Being confident to make a sensible decision quickly and calmly with sometimes limited or too much information and variables which are quite often out of your control.

**Tips for new sailors:** Be as fit as you can possibly be. Spend an equal amount of time on the water practicing as you do racing. Think about a goal before you start sailing each day – what am I going to achieve out of today? Better starts? Better tacks? Better mark rounding? Don't worry too much about tactics early in your sailing career, concentrate on getting better at boat handling. Boat speed will then follow and therefore tactical decisions become a lot easier. Finally, always have the following 3 rules in the back of your mind:

1. Am I sailing as fast as I can?
2. Am I sailing the most efficient course to my intended direction? (Learn what "VMG" means)
3. Am I sailing the right course?

**Most proud of achieving:** That light-bulb moment in 2001 when sailing with Chris Aubrey from Bolton Sailing Club I won my first open race as a helm at West Kirby. We went on to win all 5 races and I have never looked back since. I feel this helped me gain confidence to achieve further success not just in sailing, but in my personal life with Liz and the kids and my career.

**Future plans:** My immediate sailing plans are to enjoy club racing at South Staffs and possibly enter the odd GP14 event as a guest crew. Longer term plans are on hold whilst we concentrate enjoying time with George and Zara.



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