



GP14 Class  
International Association

# Mainsail

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



October 2014



## Subscriptions 2015

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

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.

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Cover:

**Peter Mackin & Sam Platt, Bolton SC  
Youth Champions 2014**

## Editor's Letter

Well this is my second letter, as Editor. I hope like me, you will enjoy reading the range of articles in this edition. It shows the diversity of the sailors in our class and the different levels of sailing and expertise. It also shows the fondness people continue to have for the Class, even when they cease to sail. Ultimately it shows that we are still a strong Class and able to attract, both boat builders and sailors, with this year, for the first time in a long while, Association Membership showing less of a decline.

Congratulations to Ian Dobson and Andy Tunnicliffe our World Champions, who experienced some tough competition at East Down Yacht Club. This was a great week, which certainly got plenty of press coverage! Thanks to Ian who successfully represented the GP14 International Class at the 'Champion of Champions' prestigious event the 'Endeavour Trophy'. Look out for Ian's report for more details, of how he and Holly, battled through the weekend.

Also congratulations to Stewart Elder, from Hollowell Sailing Club, who has received a RYA Outstanding Contribution Award and also to Liz Hall on her RYA Lifetime Commitment Award.

I hope you enjoy reading the feature on our boat builder Stephen Parker for SP Boats. The Association granted Steve the licence this year and it is wonderful news to hear his success story. Please do write in if you can throw any light on the name 'Percy'!

The more GP's on the water, means more visibility of the Class and more members of the Association. Well done to all those people, who continue to promote membership, which will remain at last year's prices and is discounted if paying by Direct Debit. Please actively encourage Direct Debit payments as this does help towards bringing down YOUR Association's running costs. Also in an endeavour to encourage membership and also to help maintain a more complete boat history record, your Promotions Committee are aiming to create a 'Log Book'; which will include the 'Measurement Certificate' and a history of past owners, as well as major championship wins.

Here's to fair winds and good sailing, to those of you who sail through the winter – don't forget the thermals.

Wishing everyone a Merry Christmas and a Happy New Year.

*Ann*

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# Contents

- 5 President's Piece
- 6 Sad Farewell
- 8 Treasurer Talk
- Training & Racing**
- 13 Youth Training Week
- 15 Youth National Championship
- 19 Vintage & Classic Open Meeting
- 21 Dovey Open
- Championships**
- 27 How quickly the years seem to pass
- 28 National Championship 2015
- 30 Barbados World Championship 2016
- Area Reports**
- 34 Scottish Area report
- 35 Southern Area report
- 35 Winning from the back of the fleet
- All Our Yesterdays**
- 38 GP14 No. 19 Mizpah
- 41 GP14 1001 better known as No.19
- 43 Beginnings
- 44 Boat History
- Spotlight Feature**
- 46 Steve Parker

## Features

- 10 **Bart's Bash**  
Ann Penny
- 11 **Competing in GP14s**  
Megan Hicklin
- 22 **Mulligar Sailing Club – 50 Years Afloat**  
Veronica Lucey
- 24 **The South Staff Girls: A Year of firsts**  
Vicky, Cobby & Annette

# President's Piece

The 'End of Season Championship' heralds the end of another GP14 sailing season, yes I know many of you carry on sailing at your clubs into December and some hardy souls carry on right through the winter – I'm either too soft or too far north to contemplate getting wet this time of year. The Worlds at East Downs was a great championship hosted only as the Irish can, great hospitality with unique sailing including the excitement of hurricane Bertha to add a little spice with worldwide press coverage. I've sailed at many Association sailing events this year with a variety of team mates racing, cruising and at classic/vintage events. It has been a great year meeting many different members either reinvigorating many old acquaintances or making a lot of new friends it's a great way to advance your sailing. I hope to meet many of you again on the circuit next year. So looking forward to next year, there is another full programme of events organised, including Brixham. This venue should make a super holiday atmosphere for our Nationals in August for both the racers and cruisers. Watch the press and get your entries in quick for this and all the other events through the year. Looking farther ahead into 2016, the Barbados Worlds is getting a lot of air and is shaping up as one to be remembered. Entries open soon, keep your eyes peeled on the web for more information.

As always it is a pleasure to communicate and meet with our International members and great to see members coming from Australia and Sri Lanka to enter the Nationals and Worlds this year. We are hoping to see many of you next year and a big turnout is expected for the 2016 Worlds. There is a project to get boats lined up for shipping from the UK for international competitors, I would advise you to indicate your interest soon. Welcome to Stephen Boyle our new Irish Branch President recently taking over from Laurence Baalham, who has retired after expertly spearheading the 2014 World Championship. Stephen will be heading up a subgroup of the committee representing international interests.

A new Committee was elected at the AGM, which I'll take this opportunity on the members' behalf to thank all the volunteers who make our Association 'click', keeping the GP14 at the top. Personal thank you and best wishes must go to Liz Hall who has stepped down this year from the position as Vice President, after many years of boundless energy and effort promoting the GP14. I'm assured her enthusiasm for the class will not wain, as she is taking on the challenges with club amalgamation at Welsh Harp. Congratulations are also in order to Liz for the well-deserved 'Life Time Volunteer' award. I welcome the appointment of Steve Parry elected Vice President at the AGM, Steve has been an Area Representative for many years and has been a solid voice of reason in Committee and I look forward to working with him. The Committee and all the Subcommittees are set up to run the class for the benefit of you the members. We would welcome constructive feedback, which can be sent direct through the office, or by probing debate on the website forum.

It is pleasing to announce the Association is going forward in a much healthier financial state, thank you to Paul Bowmer our Treasurer heading up the budget balance project.

We have now achieved a balanced budget for first time in many years, without cutting members benefits or increasing membership fees. The main savings have come with the new administration arrangements employing Julie Courtney and Type-it services; economies producing Mainsail; internal cost efficiencies, such as encouraging use of direct debit, reducing

credit card charges, re-structuring Committee to reduce costs and expenses; also the very encouraging and important turning around of the decline in membership numbers. We cannot be complacent now, this is an ongoing initiative to keep the Association coffers in good order and use them for the benefit of members. Any suggestions are most welcome. However the best thing we all can do is encourage membership that is new and retaining existing valued members.

Hope you enjoy this latest edition of Mainsail. Many thanks to Ann Penny for producing the second edition and taking over the editorial, it's your magazine and if you can donate to the next copy due spring 2015 send an article in now. In addition we are making efforts to improve other communication to members with a regular electronic newsletter, and adlib emails to members with topical or urgent information – contact Julie in the Office if you want to contribute or use this service. These are in addition to our website and other social media concentrating on the GP14 class. It is imperative the Committee are aware of members' feelings and the ideal way is to use the forum to start a debate where opinions can be stated and policy moulded.

In spite of the hard financial times we are still supporting youth sailing and coaching for all. There was a very successful youth training week run in Ireland supported by the Howard Davies fund and various clubs had training arranged. There is a generous discount for youths at all our events. We propose to continue this next year - to take advantage and be part of it let us know where and how we can assist - watch your messages for info of planned events.

We are committed to highlight the GP14 at Alexandra Palace Dinghy Show in March, please come by and say hello on the GP Stand. This is a good day out getting ideas by viewing various other dinghies, and maybe grab a bargain with lots of fittings and gear available. Best part is meeting many friends from the sailing community - see you there.

Most of our events are run at clubs and centres which our Championship Committee and Area Representative liaise with Fleet Captains and other Club Officials. Most are volunteers, so please pass on our appreciations for all their hard work that goes into making our events such a success.

Whatever your sailing bent is; cruising, racing, building/renovation or all three like myself there is something in the pipelines for you next year, so to be sure to be part of it, renew your membership and let's get our boats out and on the water. Amazing how many people recognise the bell and start talking about the class! Hope you will take part in some of the Association events. I will be at some and hope you will introduce yourself and tell me your GP story or let me know how we can improve things the Association do for you.

Finally, best wishes for Christmas and a Happy New Year from me to all members and readers.

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



## Geoffrey (Geoff) Charles Miller 1937-2014



Geoff Miller, a former President of the Australian branch of the Association, and good friend, died peacefully in his sleep at a respite facility at Claremont, Perth, W.A. on the 7<sup>th</sup> May this year. Geoff as Australian Branch President was a driving force behind the 1979 World Championship, the first of our 'modern' championships with boats shipped in containers from England, Wales and Ireland and will be remembered by all who sailed in that championship. In the event itself Geoff sailed his beautifully built GP10091 "Sou'wester" with great enthusiasm. Although he later raced keelboats, Geoff's first and only dinghy love was the GP14.

I first met Geoff and Mary in Northumberland when the Australian Championship was first suggested, and we subsequently maintained a close friendship lasting almost forty years, visiting each other's homes and sharing our widespread families. Since 1979, Geoff and I spoke by telephone every Christmas day, until 2013 when, ominously I could not get

through to him, the first warning that he was suffering from Lewy Bodies, causing a particularly unpleasant form of Alzheimer's disease.

Geoff was a big man in every way, physically he stood well over six foot and his size was matched by his generosity, kindness and intellect. A pharmacist by profession, he was a life member and former president of the Western Australia pharmacy association, contributing to professional developments that resulted in worldwide effects.

By a curious twist of fate Geoff & Mary were married on the same day as Jean and I – but separated by the entire span of the globe – perhaps providing a basis for a particularly close relationship. Geoff will be much missed by his devoted family of four sons, his daughter and five grandchildren, as well as by Mary, his much loved wife of fifty-three years standing, as well as his many friends in the GP14 class and beyond.

**Eddie Ramsden MBE**

## Graham Elmes ~ Died May 2014

Graham was a member in Sutton Dinghy Club only a season but his arrival was a hugely positive one for both the GP14 fleet as well as Sutton Dinghy Club itself. As recent as March, Graham gave a rousing presentation at the ISA Conference on behalf of the GP14 Association outlining why he was back sailing dinghies and how the GP14 might be a key boat in helping keep youth sailors in dinghy racing. Taken far too soon, Graham will be greatly missed by Sutton Dinghy Club and by all who knew him in sailing. Our thoughts are with his family.

**Andy Johnston (Commodore, Sutton Dinghy Club)**

**The GP14 Association echo those sentiments**

## Tamasin Cole - GP14 Member & Mainsail Designer

Tamasin Cole died peacefully on 16 June. In a way, all GP14 members knew Tamasin well, as she was the designer of Mainsail magazine from autumn 2009 to the last issue we did together in autumn 2013. As you can guess from her design style, she was dedicated and enthusiastic with a cheerful outgoing personality, skilful, modern and professional in her approach, and punctiliously attentive to detail. She will be greatly missed.

**Liz Hall**



# Treasurer Talk

## Cost Savings Update

Previously we have reported that there is a project underway to identify potential cost savings within the GP14 Association. The purpose of this is to ensure we have an efficiently run organisation that can adapt to change and at the same time provide the high standards of service that GP14 Association members expect. There has been a general decline in dinghy sailing over the past decade and the GP14 class has not been immune from that, with a declining membership and fewer boats being built.

The costs savings review has identified 10 potential opportunities to reduce costs without compromising the service offered, and during the course of the last 12 months, has taken action on 9 of these. As a result we are confident that we have achieved our initial objective to eliminate the deficits we saw in our accounts in 2012 and 2013, and provide the Association with a balanced budget for the year commencing in October 2014. For the year ended Sept 2014, we have not yet finalised the accounts, but we are hopeful of a small surplus.

## Subscriptions 2015

The 2014 AGM at East Down YC has supported the General Committee proposal to maintain subscriptions at the current level for a third consecutive year. We feel confident to do this as a result of cost savings that have been implemented over the course of 2014 and which will continue into 2015. As a result we believe that we continue to provide a value for money service to GP14 Association members.

- **Annual Full Members Subscription** – £31.00 ( Discounted to £29 if paid by Direct Debit)
- **Annual Associate Members Subscription** – £24.00 (Discounted to £22 if paid by Direct Debit)
- **Annual Youth Members Subscription** – £15.00 ( Discounted to £13 if paid by Direct Debit)
- **Annual Group Members Subscription** – Minimum of 2 times subscription
- **Annual Full Members Subscription outside Europe** -£10.00

Administrative efficiency is key to keeping our costs low, and we need as many members as possible to pay by Direct Debit, so Julie and her team can process renewals quickly and efficiently in January. Paying by Direct Debit is easy; just complete and return the Direct Debit form included with this copy of Mainsail and that's it. The office will do the rest.

## All subscriptions are due on 1<sup>st</sup> January 2015

It is perhaps worth reminding members of some of the **services we offer**:

- A team dedicated to maintaining the true one-design features of your GP14 and ensuring that all members can receive technical help to ensure their boat is within class rules and maintaining its intrinsic value as a GP14
- A comprehensive programme of racing at World, National, Regional and local level to ensure members of all abilities can compete in GP14 racing
- Training events as deemed necessary for both young and older members alike
- Organised cruising 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 website dedicated to providing GP14 members with comprehensive coverage of results, upcoming events, technical material, classified boats and equipment for sale, discussion forums, video and photo galleries and articles covering all aspects of GP14 sailing
- An Insurance Scheme tailored to the needs of GP14 sailors
- A regular 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

If you know of someone at your club who is not a member of our Association, please show them this, it might just encourage them to join.

Finally, and sorry to say it again, if you do not already pay by Direct Debit, **please, please, please** fill in and post the form to sign up. Increasing the numbers paying by Direct Debit will certainly start Julie and her team off with a smiley Happy New Year!!



**(And you will save £2 too)**

**Paul Bowmer, Hon. Treasurer**



## Payments by Credit and Debit Card – Proposed Change

For some time now, the GP14 Association has offered online payment options using both credit card and debit card. This provides the member with a quick, convenient and secure method of payment and provides the Association with an easy to administer system that enables complete traceability and transactions that link seamlessly to our accounting systems.

The Association has been looking at ways to reduce costs and ensure that member's subscriptions are maintained at a cost as low as possible. Currently the charges imposed by the banks for credit card and debit card transactions are absorbed by the Association so any member using a card to buy Association services is not charged.

The Committee believes that it would be fairer if members choosing to use a credit card or debit card are charged directly for the transaction, and therefore we are proposing to start charging for the use of cards from 1<sup>st</sup> January 2015. This means that when using the SagePay software to buy services or pay for entry to events using the on-line service on the Association web site there will be an automatic charge applied to cover the card cost.

The charge for use of a debit card is currently 40p per transaction and a credit card is approximately 3% of the transaction total value, although this varies slightly depending on which credit card is used. Therefore to enter an event costing £35, a surcharge of about £1 will be applied for use of a credit card. This charge will be applied automatically by the SagePay software when payment is made.

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





Over 30,000 people around the world, took to the water on the 21<sup>st</sup> September in a fund raising event in memory of Andrew Simpson, the Olympic sailor who tragically died in May 2013.

The Bart's Bash Results Team have confirmed that an

incredible sixteen thousand, eight hundred and seventy boats collectively sailed a staggering eighty- seven million, seventy-two thousand, seven hundred and sixty-nine metres, roughly the equivalent of sailing twice around the world! Amongst those boats were 243 GP14's, with Tim Edom in boat number 13551 from Poole Yacht Club 1<sup>st</sup> in the GP14 Class and ranked overall at 525<sup>th</sup>.

Follow the link <http://www.bartsbash.co.uk/boat-class/dinghy/gp14> for the final results, which also shows all the clubs being represented by GP14's. Indeed the GP14 was extremely well represented and compared to other dinghies with a crew of 2 persons, it was in fourth position, being 11th on the dinghy class leader board. The Laser Standard dominated the dinghy class leader board, taking the top spot with one thousand, six hundred and seventy-seven entries.

What an achievement and memorial that five hundred clubs, in over sixty countries, paid tribute to Bart Simpson.

To view a video showing highlights of the day follow the link <http://youtu.be/NxOC8lCagPI>

(Taken from an article By Bart's Bash Team)

**Ann Penny**

## Competing in GP14s: A Teenage Girl's Perspective

There is little doubt that the GP14 class, as with many other classes, is pretty much



male dominated. But that does not mean that it truly is not a class for all. My sailing, like many other younger children, started in the Oppies. I think that is an excellent pathway to follow and if you manage to engage in the RYA Youth Training program. It is a fantastic way for a young sailor to develop their skills. There is nothing like a line start with 120 boats to take the edge off your average club race or even

prepare you for a start at the GP Worlds!

I think one of the secrets for young sailors to succeed in the class is to make sure you team up with someone who you are really going to enjoy sailing with. I have been exceptionally lucky to have been able to sail with Hayley Ramadhar and I can honestly say we have had the very best of times. Having said that, there is also a big advantage in taking every opportunity to sail with more experienced people to pick up as many tips as possible.

Engaging woman in sailing should start at club level. As a sport there is no reason why boys and girls should not compete on an equal footing. At my home (South Staffs) gender has never been an issue. We have had a run of girls who have sailed in the GP's and all competed at a high level both as helms and crews. I think that the South Staffs Girls team winning the Southport 12 Hour race in 2013 just shows what girls can do!

Personally I have never found the boat difficult to handle. Hayley and I probably have a combined weight of about 15 to 16 stone (when wet). There are conditions when there is just too much power and swimming becomes inevitable but each one of these is a learning opportunity and should be seen as such. The only way to learn

to handle difficult conditions is to get out and sail in them. Hopefully you then eventually appreciate when not to 'pop that kite'!

Equipment is important as is a good boat set-up. I have an extra purchase on my kicker (I think that makes it 32:1 – but I am sure a boy could tell you) which means it has to be a bit longer and maybe sits further back on the boom. That takes up a bit of headroom for the crew – but it does mean I can pull it in even in the most challenging of conditions. I also have continuous kicker and cunningham control lines (which I have to use a lot) and this allows us (as lightweights) to manage them whilst we are sitting out.

Sail setting is important. I use Elite Sails which are a standard cut. The Pink and Black spinnaker is the only special feature. We do probably power down before the others but for us keeping flat is more important than anything. There are many times when you are flat that you just are quicker than much heavier crews who are heeled over and just not putting the power down.

When I am beating my choice is to pinch. My inside tell-tail is always flicking up and I would sacrifice the speed to keep the height and use pinching as a way to stay flat.

Weight is still important even when reaching– even when you don't have much! I use the back toe straps and Hayley sits on my lap!

To be honest this season has been too windy at nearly every event (apart from day 3 at the Weymouth Nationals – darn it!). However we have learnt a lot and hope next year to go out and show what we really can do in conditions where weight is not the secret weapon!

### **Megan Hicklin**



# Training Weekend

Easter weekend 2014 was a GP14 Association sponsored training camp arranged by Irish Association at Lough Derg Sailing Club in North Tipperary, which proved to be an ideal venue, especially as the winds blew hard that weekend all over Ireland, with most other venues being unsailable. The forecast even in that inland venue was force 4 to 5 on Sat. with 6 on Sunday and Monday but that didn't faze the 13 young sailors, who duly showed up on the Good Friday evening, to be welcomed by Laurence Balham, Norman Lee and Declan Collison the host and proprietor of the Lough Derg House hostel where the sailors were staying.



Gareth and Richard Gallagher inspect a bump after a hairy session on Sunday

Thirteen young sailors signed on for the weekend. Ages ranged from 12 to 18 [6 lads and 7 lassies] with experience ranging from a couple of weeks in an adventure camp to more experienced Mirror circuit veterans and Junior Instructors.

Boats ranged from a venerable MK1 wooden hull no 11188, that was having its mast rigged for the first time after a big resuscitation job, to a very recent Mk2+ Duffin! All got rigged on the grass beside LDYC Clubhouse on the Saturday morning prior to arrival of our coach for the weekend, who was Ger Owens a top GP sailor and Irish 470 helm for the 2013 Olympics.

Ger is a charming, enthusiastic young man who after an encouraging and friendly introduction, got the sailors to all hit the water for him to access the talent, in an action packed practical session. For most participants, this was also a get to know the boat session, as the crews came from Fevas, Mirrors and other fleets, indicating the battle we are into with other classes for recruits. Luckily winds were light at this stage, as Ger played, 'follow the leader', initially getting everyone used to all points of sailing and all types of manoeuvres, while he observed and assessed them. There was a big disparity in experience evident, but everybody was getting sorted and starting to enjoy themselves by time up.

After debrief and lunch all hit the water again in a freshening breeze to do more 'follow the leader', down reaches this time followed by spinnaker runs to a leeward mark and short beats to finish. With interesting variations this kept everyone busy for the afternoon with exciting moments for everyone but no capsizes to boast

about. There was a big disparity in experience evident, however Ger, both on and off the water, encouraged everyone, explaining in simple terms what individuals and the group needed to do to improve.

On Sunday and Monday the rain stayed off with the sun shining from time to time. The wind increased 4 gusting 5 perhaps even more on the Monday, but all participants kept at it and improvements were really obvious. The youngest and rawest sailors the Egan girls from County Down, being especially noticed, as they may have been the only ones not to capsize at some point on the Monday which was when the wind was really honking and the sailors were competing in a series of short races, requiring lots of tacking and gybing.

The weekend was a great success for the Class and the young participants who came from places as far apart as Youghal and Derry [400 miles?]. New friendships were forged and all enjoyed the opportunity to learn from an Olympic icon. Ger Owens couldn't believe how well they had progressed and how well the GP14 lent itself to the task. As an experienced coach in many classes, Ger was amazed how well the GP could be handled in such tricky conditions by some very light and inexperienced sailors.

Seven or eight of these youths put that strong wind experience to good use during the Worlds. Four currently own GP's and one is selling her Mirror to help fund buying a GP! This has to be seen as a great success for the Association and well worth repeating in Ireland and elsewhere.

Thanks to GP14 International Association, GP14 Irish Association, Gerard Owens, Lough Derg House Hostel and LDYC for use of its excellent facilities.

## **Boats & Sails** *Tim Harper*

**Specialist GP 14 repair centre**

**New GP 14s**

**Foils: Rudders and centerboards**

**Refurbishment: Painting and varnishing**

**Covers: Polycotton or PVC**

**Contact Tim on:**

**01704 541166**

**35a Sussex Road, Southport, Merseyside,  
PR9 0SR**

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

# Youth National Championship



Young sailors (under 21) came to Hollingworth Lake SC on the 1st/2nd November for their Youth Championship to face some challenging conditions and, for many, to test their capsizing drill. The event received generous support from Craftinsure, plus Winder Boats and 1st Mark Chandlery. The entry of 12 boats competed in strengthening winds on Saturday and more benign conditions on Sunday. When the event was last held at the Club in 2004, the overall winner was the Club's Olympian sailor Stuart Bithell, who sent a video message of good luck to the competitors.

Peter Mackin and Sam Platt (Bolton SC) dominated the event overall, having been better able to cope with the gusty conditions on Saturday. However, Megan Hicklin and Rich Booth (South Staffs SC) deserve credit not only for Sunday's wins but also being early leaders in 2 of Saturday's races before succumbing to downwind capsizes. PRO Martin Brennan and his team made full use of the Lake with 3 windward legs and great downwind opportunities.

The first race started in a moderate SW wind and, from the first mark, Mackin was chased by Hicklin until a capsize on the second downwind leg. This gave Mackin the opportunity to establish a clear lead which he held to the finish. Nick & Ellie Devereux (Budworth SC) were chasing hard and held second place with Robert Richardson & Steve Wilson (Royal Windermere YC) taking third.

After a lunch break, two races were sailed back-to-back. Hicklin had the best of the start and used the shifts on the first leg to her advantage. Mackin overtook downwind but then had to work hard to keep Devereux and Hicklin behind. On the second lap, Hicklin again capsized. Meanwhile Lewis and Harrison Coppinger (South Staffs SC) were better able to plane down the reaches with spinnaker set and so passed Devereux to finish second. Only 6 boats finished this race.

With the wind strength increasing, there were 9 boats prepared to start the third race. Again Hicklin had the best of the first leg but capsized on a fast spinnaker reach. Mackin was able to control his boat and stay upright. Few



dared to fly spinnakers as capsizes were the likely outcome and the race was shortened to a single lap. The Devereuxs were able to hold on for second place and third place was taken by Ben Swainson and Ciaran McKetrick (Southport SC), who had not survived the previous 2 races. So there were 6 boats finishing once more.

The usual social evening and meal gave relaxation time to watch some of the photos taken during the racing.

Sunday dawned bright and a better westerly wind gave more suitable conditions. Megan Hicklin & Rich Booth quickly gained the early lead and this time were not to be denied the win. Behind, Devereux and Mackin battled, which added to the advantage. In the end Mackin's determination won through for second place. The Coppingers gained most places after the first lap to follow in fourth.

The final race was sailed back-to-back again. Megan Hicklin was now getting used to the best pattern to take the lead and was not going to be denied another win. There was much closer competition behind this time and Mackin was up against a group of boats. The Devereuxs were up against the Coppingers who were by now gaining most on the upwind legs and took third place.

Victory for Peter Mackin and Sam Platt was clear with a discarded second place. Nick and Ellie Devereux sailed very consistently into second overall, with the Coppingers in third overall. Credit must go to Megan Hicklin and Rich Booth finishing fourth overall, while counting a retirement.

Everyone went away happy with a prize thanks to the sponsors.



SailNo	HelmName	CrewName	Club	R1	R2	R3	R4	R5	Total	Nett
14123	Peter Mackin	Sam Platt	Bolton SC	1	1	1	(2)	2	7	5
13721	Nick Devereux	Ellie Devereux	Budworth SC	2	3	2	3	(4)	14	10
141	Lewis Coppinger	Harrison Coppinger	South Staffs SC	(13 DNF)	2	4	4	3	26	13
14119	Megan Hicklin	Rich Booth	South Staffs SC	5	(13 DNF)	13 DNF	1	1	33	20
RWYC	Robert Richardson	Steven Wilson	Royal Windermere YC	3	(13 DNF)	5	8	7	36	23
14180	Will Hawkins	Sam Thomson	South Staffs SC	(13 DNS)	6	6	6	5	36	23
13778	Connie Hicklin	Annie Hicklin	South Staffs SC	6	4	(13 DNF)	5	11	39	26
14109	Ben Swainson	Ciaran McKettrick	Southport SC	(13 DNF)	13 DNF	3	7	6	42	29
13883	Alex Sharp	Ella Ditchfield	South Shields SC/Bolton SC	4	(13 DNF)	13 DNF	9	8	47	34
14083	Will Smith	Tom Daniel	HLSC	(13 DNF)	5	13 DNF	10	10	51	38
13748	Craig Broadbent	Adam Din	HLSC	7	(13 DNF)	13 DNS	11	9	53	40
HLSC	Jack Higgins	Harry Daniel	HLSC	(13 DNF)	13 DNF	13 DNS	12	13 DNF	64	51



**Graham Knox**

# Dear GP14 Association

Dear Editor,

In the above newsletter there were 2 mentions of classic boats. I'm pleased that this side of the association seems to be promoting approximately 1300 boats.

When the series 2 hull was promoted, with its raised floor line, which made the boat self-draining, I felt it was a good idea but "immediately made the old boats obsolete".

I voted against the proposal with it making the old GP's at a disadvantage. I did suggest any series 2 which goes over should be given a time penalty to equal out the advantage they had, however I was out voted. I've seen other modifications appear which still saddens me.

Ian Sinclair is a good man and he's made me accept modern thinking and how people view boats, e.g. -

- a) How sail cloth has developed.
- b) The change of hull materials from wood to plastic.
- c) Pulley blocks, ropes and stainless steel.
- d) Wood masts to carbon fibre.

He had to explain to me that all the new comers would move away from the class if we did not move with the times, my protest to this is it's now a development class. I did like the controls on GP14's as everything had a maximum price set on the boat, fittings, sails and weight. That was a controlling factor, "Ian", I have accepted the assn. thinking.

Now that there's a move to have classic fleets, this pleases this grumpy old man. Unfortunately my age and health stopped me sailing GP14's. I went to a mirror weighing in at 45 kilos which I've now sold but "they" are on the tread mill, changing hulls, sails, rigs, making 70,000 boats ready for a classic selection.

I see there is a new boat builder who states "it goes on the plain quicker in the confines of the rules". If that is correct its interesting. I'll say no more.

Yours sincerely,

Mr. A. Chapman (Ex 12610-Don Marine)

Dear Andrew

Thank you for your letter and your valuable comments, which I would like to post in the Autumn Mainsail, to start a 'Letters Page' and encourage more member's feedback. The Association exists to protect the GP14 International Class and promote the GP14 as a truly general purpose, sailing dinghy, which continues to be a popular choice. It is also there to listen to comments from the membership and of course to increase membership numbers to enable the promotion of the aforementioned and of course continued development of the Class. As an Association we can continue to grow, as people, like yourself, continue to care about the GP14. Once again thank you for taking the time to contribute your comments.

Regards

Mrs Ann Penny BA, Mainsail Editor / GP14 Vice President



## Vintage & Classic Open Meeting

Eight boats is not a massive turnout by most standards, but when there are eight GP14s on a start line on the River Ouse just outside York it's enough to cause quite a jam and plenty of excitement – for the river is only about as wide as five of the boats placed end to end.

York R I Sailing Club held its inaugural GP14 Vintage & Classic Open Meeting on Saturday 20 September. In GP14 terms, 'Vintage and Classic' means Series 1 boats, loosely defined as boats with round holes or none in their transoms. All the boats are thus at least twenty years old, and some are considerably older. On this occasion six local boats were joined by two visitors – GP14 number 7, which is well past its sixtieth birthday (helmed by Gareth Morris, who isn't), and 3226, built in 1959 and helmed by GP14 Association President Duncan Greenhalgh, representing Derwent Reservoir SC and Solway YC. Both Gareth and Duncan teamed up with locally sourced crews, and the host club was also delighted to welcome Ann Penny from Derwent Reservoir SC, who crewed in one of the local boats.

The format was three back-to-back races on a sausage course (triangles are tricky to organise at this venue), and the racing was expertly run by race officers Peter Craggs and Phil Nelson. The wind behaved itself (more or less) by blowing (most of the time) straight along the river, so boats were followed by runs in a reasonably orderly fashion. The steady stream of passing motor cruisers were also fairly well behaved – as were most of the GP14s on the start line. A little more wind would have been welcome, but there was enough to keep the boats moving, and all three races were sent off without incident.

In theory, local knowledge is useful at a venue like this, and plenty of practice at sailing in the typically light and fluky river winds should pay dividends – but in the event it was one of the visitors who showed everyone else a clean pair of heels (and a nice pair of round holes in his transom) in all three races. Duncan has clearly been practising his light-weather skills, for he led every race from start to finish, leaving

the rest of the fleet well in his wake. He did, however, miss the excitement of some hard-fought racing for the minor places, with close encounters between boats and frequent changes of position.

The newly inaugurated (and newly varnished) 'Round Holes Trophy' was thus awarded to Duncan Greenhalgh, crewed by Dorothea Debus. In his acceptance speech Duncan promised – or maybe threatened – to come back next year to defend his title.

Special prizes were awarded to Gareth Morris (oldest boat, aged 64), and to Nathaniel Graham (youngest competitor, one day short of his sixth birthday).

Some of the best things in life frequently start in a small way and this event certainly proved to be a most enjoyable event for all concerned. With this in mind, York RI Sailing Club is hoping to run it again in 2015 so keep an eye on the Association web site for details. Why not bring your old to York and experience a real step back in time!

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	<b>Helm</b>	<b>Crew</b>	<b>Club</b>	<b>R1</b>	<b>R2</b>	<b>R3</b>	<b>Pts</b>
1st	Duncan Greenhalgh	Dorothea Debus	DRSC/YRISC	[1]	1	1	<b>2</b>
2nd	Steve Parry	Phil Green	YRISC	2	[3]	2	<b>4</b>
3rd	Hugh Brazier	Ann Penny	YRISC/DRSC	[4]	2	3	<b>5</b>
4th	Ian Graham	Nathaniel Graham	YRISC	3	[4]	4	<b>7</b>
5th	Mike Craggs	Angela Craggs	YRISC	5	5	[6]	<b>10</b>
6th	Gareth Morris	Cobby Thomas	RYA/YRISC	[6]	6	5	<b>11</b>
7th	Terry Ward	Julie Ward	YRISC	7	[8]	7	<b>14</b>
8th	Steve Hogg	Peter Huxford	YRISC	[8]	7	8	<b>15</b>

## **Hugh Brazier**

# Dovey GP14 Open & Open Week



Dovey Yacht Club in the Snowdonia National Park is probably the best located Yacht Club in Wales with stunning views over the Dovey estuary and Cambrian coastline. "Birthplace" of the GP14 (hosting the first trials in 1950), the Club gave an enthusiastic sailing and social welcome to all the visitors with newly refurbished facilities both for sailing and social events on the 17<sup>th</sup> to 23<sup>rd</sup> August.

Northerly winds gusting up to 5 or 6 dominated the week with long, fast, planing reaches in glorious sunshine on superb courses set by Race Officer Robin Druett that made the most of the conditions.

Not for the first time, the racing was led by Frank and Drew Nickless making a welcome and triumphant return. Meanwhile and as last year, the week was marked by the addition of more new younger competitors some of whom have come through the accompanying Topper Open Week in recent years. Others have come to the GP14 through the Club GP 14s under an initiative led by Des George and it was good to see Annie Stylianides and Natalie Green going well in one and holding 3rd place overall until the last race; a third of the competitors were under 25!

Make a note for next year. In 2015 the week starts on Sunday (23<sup>rd</sup> to 28<sup>th</sup> August) with a 3 race open series followed by a single championship race starting at 11am every day for the next 5 days with other sailing and social events in the afternoons and evenings.

For more details and results see Website [www.doveyyachtclub.org.uk](http://www.doveyyachtclub.org.uk)

**Rupert Tildesley** Sailing Secretary - 01654 767 070 [sailing@doveyyachtclub.org.uk](mailto:sailing@doveyyachtclub.org.uk)

## Book Review: Mullingar Sailing Club 50 Years Afloat

This book is a comprehensive historical account of the formation of a GP 14 sailing club in the Irish market town of Mullingar, situated in the beautiful landlocked Lakeland district in the Irish midlands.

The idea to gather the club's history was first proposed in 2011, three years before the dawning of our club's 50<sup>th</sup> anniversary. The occasion was Christmas drinks in the town's

soon to close local army barracks, a watering hole of the club for many Christmas get-togethers over the years. There was a large turnout for the event and given the occasion, talk turned to times past. Intriguing stories were being regaled by some of our founding members about the 'hard times'. Forgotten stories and events and were being brought up from the depths and retold with a polish and fondness that only time can allow. Realising that some of the information being relayed would be gone forever with the passing of time, the idea of preserving these stories and valuable local history was born. But it was not until the summer of 2013 that the real work of unearthing, sorting, checking, writing and putting together our book began. Stories were gathered, decade old minute books, newspapers and correspondence trawled through, past and present members sought out, interviewed and encouraged to contribute their stories. All of this was carried out voluntary. The end product is a 120 page book which we are extremely proud of.

The book takes the reader back to the late 19<sup>th</sup> century with accounts of early sailing by retired members of the Royal Navy and the RAF on Mullingar lakes, through the early 20<sup>th</sup> century to the formation of Mullingar Sailing Club in 1964. It describes the challenges faced in the formative years as the fledgling club struggled to become established

The stories of early members who hailed from both Ireland and the UK are recorded and give the reader a real sense for the determination of these eclectic "hands-on" sailors. Early sailing influences are described from youthful rudimentary sailing efforts and aspirations, to those who brought experience from further afield including other clubs and RAF influences.

Early decisions on best boat designs from the heavier linker built type, to more affordable and competitive models using plywood DIY kits is described, resulting in the club deciding to adopt the GP 14 as its club craft. A distant memory is recorded of a member travelling to his home town in Leicester at Christmas in December 1964, taking with him an order and funds to pay for three GP 14 dinghy kits for home construction. These pioneering

GP 14's were purchased from the Bell Woodworking Company.

The saga to find and develop a permanent home for the club, the brave efforts to successfully host national regattas and the never-ending quest to hone skills by travelling to events, especially in the early days, is well described.

Many clubs will identify with the hard working members who told stories of holding annual jumble sales, raffles, and film shows to raise much needed funds to survive. The hands on work of developing the club site over the years is well documented from clearing the foreshore, building the slipway, digging out the hard boulder clay for fencing and putting up and down the various temporary club house structure. A sense of willingness, a particular brand of inventiveness particular to sailors and of course good cheer comes across throughout the book.

Bringing the history right up to date the later chapters detail the work carried out to build a permanent clubhouse and the success of its junior section in European and World competitions. This is a book about a journey to establishing a sailing centre in what is fondly remembered by T.N.Jobling in the 1970s as an "aquatic outback", which he adds "has a sailing club which provides excellent sailing and hospitality and attracts the country's top fleets".

It is a full and colourful history of not only Mullingar Sailing Club, but also of sailing and its people. The book is a 120 page stitch bound publication with 25 chapters and over 120 excellent photos which beautifully supports the text.

This book is not only a valuable account of the past but also an investment for the future. It honours the sport of sailing and its people and preserves a place for them in the annals of local history. We are very proud of the end result and are very conscious of the valuable experience, knowledge and skills we gained in the process, which we are more than willing to share.

50 Years Afloat is a fine example of a sailing club history and will be an inspiration to others planning to record their own.

**Veronica Lucey**  
**PRO – Mullingar Sailing Club**

Copies of this fine publication are available from: The Commodore, Mullingar Sailing Club, "The Rubrics", Irishtown, Mullingar, Co Westmeath, Ireland or e-mail to [COM@MSAIL.NET](mailto:COM@MSAIL.NET)



# The South Staff Girls: A year of firsts

This has been a year of 'firsts'. It begins with stepping into a dinghy for the very first time to entering and participating in national events.

In April 2013 Cobby and Vicky came along to the South Staffordshire Sailing Club looking for a new experience. Not knowing anyone in the club and coming along on their own was challenging. Reflecting back, what they have gained is a whole lot more than they could ever have anticipated!

After competing RYA Level 1 Learn to Sail course, Cobby and Vicky progressed to the Club's Level 1 Plus training, where club members took them out in their own boats, which gave them encouragement, increased their confidence as sailors and developed their skills. This then made the RYA Level 2 course easier, reinforcing what had been taught on the Level 1 Plus. Without Level 1 Plus Cobby and Vicky both thought that they may well have dropped out or at least found Level 2 daunting. As it was, this was a natural progression.

Alongside us on the lake, existing members were on the Club's Learn to Race training; which meant that following the evenings activities on the lake, the Clubhouse was full of new and existing members. A fantastic opportunity to integrate into the Club and get to know each other.

The Club sends out 'Good News Friday' which is a HTML email news bulletin to all members informing everyone of events that have taken place and future sailing and social activities. There are many links on the South Staffs Sailing Club website including trophy events, club achievements and photos. This helps new sailors understand the culture of the club and gives the opportunity to get further involved with the club activities.

Another influencing factor to our successful integration into the club is our GP14 Fleet Captain, Mark Fleming. We have weekly emails summarizing the fleets activities and achievements. At the beginning of the year Mark arranged a fleet meeting to discuss which events, we as a fleet, could attend. GP14 training dates were agreed with Mark, Mike Senior and Ross Kearney who agreed to give up their time to develop our skills as sailors. Mark's constant encouragement (nagging) has been brilliant, encouraging us to participate in events and club racing.

The Club's Sailing Committee has just introduced a new monthly award: Most Improved Sailor of the Month. Vicky was the first to achieve this award for her helming skills and Cobby is now the current Most Improved Sailor of the month.

It is because of the above support and genuine member's encouragement that this has been 'A Year of Firsts'.



The first event for Cobby and Vicky was Chasewater. It was terrifying! It turned out to be fantastic and led to us signing up to other events such as at Derwent, Ireland and Bassenthwaite.

Cobby and Vicky have sailed as crews on the sea for the first time at Prestwick and Annette joined them for her first time in New Quay and Weymouth GP14 Nationals. Again fantastic.

Having now experienced wet launching at these events for the first time they all agree that jetty's are a much nicer way to launch.

It is not just new sailors that can be encouraged to have 'A Year of Firsts'. Annette has sailed for 8 years but due to family commitments never had the opportunity to get as involved as she would have liked. This year was her year – it was the first time she has sailed on the sea, attended an event outside of the Club and experienced large race courses and gate starts. She too has developed her sailing skills and enjoyed listening to the advice and experience of others. She has become an Assistant Instructor so that she can assist with the Club's Level 1 Plus training, which has benefited her greatly in her sailing capabilities. It's never too late for 'Firsts'!

They have all met many new people for the first time, some of which have become very good friends. We feel part of the GP14 community and extremely proud of being a member of South Staffs. Meeting people from other clubs and socializing has been a bonus. They have shared their expertise and experience, encouraging us to do more and go further.

We realize that we are not teenagers, we had never been in a dinghy before our level 1 course and we certainly did not think that we would be sailing in national sailing events.

Age is no barrier, we started in our 30s and 40s and one member of our club started in her 60s. You may not win every race but you can have fun and plenty of enjoyment.

Our future ambitions include sailing in these events as helms instead of crews. Look out for us; we will be the ones with the biggest smiles and sense of achievement.

**Vicky Ford, Cobby Johnson and Annette Fitzpatrick**



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# How quickly the years seems to pass

Firstly, thank you to Craftinsure for their overall sponsorship of this 2013/2014 Series. Thank you also to all the Clubs who have hosted our events and to the Area reps who have chosen the Area venues.

We discussed, at the Area Reps meeting last October (2013), the importance of good venues and well-spaced dates. To a large extent we have achieved this and had much better entry numbers, with 3 Area Championships having more than 25 entries.

We are also very grateful to all our many sponsors over the year for making such a difference to Prize Giving's and entry fees. The Nationals at Weymouth was a resounding success with 67 entries. Many thanks must go to the Barbados Tourist Authority who sponsored the rum punch and BBQ on the Saturday evening.

This season has seen an 8 event Series with 4 events to count; 11 Competitors were just 1 event down from qualifying. Disappointingly the number of qualifiers was only 14, down from an average of 20 in the last 3 years. 67 boats sailed at least 2 events. Results are:-

Richard Instone / Jim Toothill winning the Grand Prix; with Chris Beddow/ Chris Cook winning the Silver Fleet and Nick Brandon / Vicky Ford the Bronze.

The 2015 season will continue with the Class encouraging our youth sailors, by offering a 50% subsidy on entry fees for an all Youth boat, with helm and crew under 21 and 25 % subsidy for a Youth Helm. The Class will also be continuing with non-member and member entry, with this at the same rate of £15.00. Therefore to do 2 events it would be more sensible to pay the Youth Full membership fee of £20 by Direct Debit.

The start of the 2015 Grand Prix (October 2014) saw 19 boats at Grafham Water use all their sailing and survival skill to stay upright! It was a great success with the courses set by an Olympic RO giving spectacular racing. He commented afterwards on what exceptional sailing he had witnessed and what a 'friendly lot', something he rarely sees. Hidden behind the Club's facade is an excellent, well organised interior, where the quality of the food served was exceptional. It would be good to return there for the Inlands.

So far the events that are booked for 2015 are as follows:-

- Inlands - Carsington Water, May 9th, 10th (not the Bank holiday weekend)
- Welsh Area Championship - Llandudno July 11th, 12th
- Nationals - Brixham 2nd August – 7th August, (Entry opens November £185)
- End of Season - Hollingworth Lake SC – October 17th and 18th
- 9 events, 4 to qualify to include the End of Season. The late entry fee of £15 will continue, for an entry after the Midnight deadline on the previous Wednesday.
- The Championship Committee are looking forward to seeing you all in 2015

**Gill Beddow**

# National Championship 2015

**Brixham Yacht Club ~ Saturday 1<sup>st</sup> August to Friday 7<sup>th</sup> August 2015**

Following on from the great success of Weymouth Nationals in 2014 we are returning to Brixham after a 19 year gap. The Yacht Club, with its very welcoming staff, is set high above the harbour, where it offers good views of Torbay which is where the racing will take place. The old fishing harbour of the town is very pleasant and with the fishing boats now in their new berths, the Golden Hind stands proudly in the basin.

All the boats will be in the secure Club compound adjacent to the Clubhouse. The new wider slipway is only yards away so no hauling boats up the beach after racing. Note there is a maximum entry of 70 boats.

The week will start with a Commodore's reception, a small buffet with Pimms, on the Saturday evening during which there will be a Race Officer's briefing, from Sean Semmens. (See the report on the website of the OK event.)

The racing will follow the usual format with 9 races over 6 days, keeping the Wednesday as a spare race day, only to be used if the weather dictates a catch up.

Non-racers may want to sail their boats in the Cruising Fleet, where the schedule will be organised by Ed Washington, joining with the whole Fleet in the evenings. The full Social Programme includes a BBQ, Commodores Reception, Treasure Hunt and a Band.

For the non-sailor there are a multitude of things to do. Walking, National Trust Properties, train journeys up to Dartmoor, Dartington Glass, the Dart estuary to explore and much more. A week will not be enough time! Again for the children the steam train rides to Dartmoor where they can watch the otters and ride ponies which will certainly entertain them, as will the boat trip round to Dartmouth and beaches to play on.

The entry opens in November at £185, a deposit of £30 can be made and the balance paid at the end of April. Note late entry starts 1 month before the event on July 1st at £200. Remember it's much cheaper to be a full member of the Association than pay £15 extra at every event.

For more details on Accommodation and what to do visit the Event page on the GP 14 website

**Gill Beddow**



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# Barbados World Championship 2016



**Saturday 26<sup>th</sup> March–Monday 4<sup>th</sup> 2016**

When we first discussed this event it seemed a lifetime away, but now we are rushing towards it at speed. Already 22 container spaces have been reserved and are listed on the event website. Many sailors are enquiring for details and we expect competitors from Australia, South Africa, Sri Lanka, Canada, Ireland and Great Britain and not just regular GP14 sailors. An itinerary is also included for the Cruising Fleet to gently explore the West coast of the Island, stopping off for Rum Punch and picnics on the white sand beaches, and cooling off in the sea.

## **Event Program:**

Saturday 26 <sup>th</sup> March 2016	Container unpacking
Sunday	Scrutineering & Welcome ceremony
Monday	Practice Race and Race 1
Tuesday	Race 2/3 Party Night
Wednesday	Lay day
Thursday	Race 4/5
Friday	Race 6/7 Party night
Saturday	Lay day
Sunday	Race 8/9
Monday April 4 <sup>th</sup> 2016	Race 10/11 Followed by Prize Giving

## **HOW TO ENTER PROCESS**

### **STEP 1 – Reserve a container spot**

#### **Reserving a UK Mainland container spot**

- Send a non-returnable £100 deposit to the GP14 office. You will be asked to state preferred and 2nd choice packing venue. Further details on the event website. - <http://www.gp14.org/events/2016-gp14-world-championship/>



- *The container space is expected to cost £300 (which includes racking, shipping and insurance). The packing will take place in Southampton but for convenience you can take up the offer of the Brownhills venue for an additional £125 (haulage cost), or if you prefer the Manchester venue for an additional cost £ 180 (haulage cost). Please note these are all costs as of October 2014 and are for packing and unpacking both out and back in.*

• The balance of payment will be due October 16th 2015 and anyone entering after that will pay the total cost.

### **Reserving a Container spot for Ireland.**

- **Similarly for Ireland** but the deposit will be £300.00, for further information on how to pay this deposit please contact Nigel Sloan at [gp14ireland@yahoo.co.uk](mailto:gp14ireland@yahoo.co.uk)

### **How many UK mainland container spaces are there?**

- 45 initial spaces allocated for mainland UK boats, 22 of these have already been reserved
- Spaces are allocated on a first come first served basis
- There is no limit to the number of containers that we can provide but they must all be full
- For example, when 45 container spaces have been reserved for mainland UK boats then the next 8 boats will be held in a reserve list until a 9<sup>th</sup> boat has registered their interest and so on.

### **STEP 2 – Enter**

- You cannot enter until Step 1 has been completed
- Entry will open on January 30<sup>TH</sup> 2015 and close November 30th 2015
- You will need to have available all details of your helm, crew and all your party members
- The entry fee is 450USD at October 2014 £275 per boat. You will be paying via an American Bank in Dollars.
- For your party members who are not sailing but wish to participate in the social aspects, there is a social entry fee of 204.5USD; £125 for over 18 year olds and 100USD; £60 for 12 – 18 yr olds. Under 12's are free.

### STEP 3 – Book Flight

- Your flight cannot be booked more than 300 days before departure
- There are daily flights with Virgin Atlantic (Manchester), British Airways (Heathrow or Gatwick) and twice weekly from Manchester with Thompsons Holidays
- Negotiations are underway with these companies to hopefully secure a discount deal.
- At some point you will be asked for your flight details as a meet and greet arrangement will be made accordingly. It doesn't matter when you fly out or back. You will be contacted nearer the event for these details.

### STEP 4 – Book Accommodation

- Further details on the website in the New year

It is very important to follow the guidelines set out on the website, which may change slightly from the process outlined here.

We hope to see many of you there for an event of a lifetime!

**Championship Committee**

The advertisement is a rectangular graphic with a white background and blue diagonal stripes. The top-left stripe is dark blue with the word "Specialist" in white, italicized, sans-serif font. The main white area contains the text "INSURANCE REPAIRS" in large, bold, blue, sans-serif capital letters. Below this, in a smaller blue font, is the text "Wood and G.R.P. topped up with a special paint sprayed finish". The bottom-right stripe is dark blue with the word "Paintcraft" in white, italicized, sans-serif font. In the bottom right corner of the white area, the contact information is listed: "Nigel Potter", "01159 754302", "www.paintcraft-boats.co.uk/", and "paintcraftinsurancerepairs@hotmail.co.uk".



# Woah, I'm going to Barbados...are you?

I have been asked to bring to your attention the Barbados World Championships in 2016. We want as many people as possible to participate in this really amazing event. If you don't have a boat, that doesn't mean that you can't! I have been asked to co-ordinate boat loans for the World Championships and basically if you need a boat, I am your man! There will be some availability for boat loans from boat builders and fellow sailors alike.

Please, if you want a boat, make my life easy and let me know as soon as possible. The more time you give me, the more likely I will succeed. There will be preliminary discussions with boat builders in the coming months.

Any more advice then email me on [mark.a.fleming@ntlworld.com](mailto:mark.a.fleming@ntlworld.com)

There will be more updates as we get nearer to the event.

Mark Fleming  
South Staffs GP14 Fleet Captain



# Area reports

## Scottish Area Report

2014 was another very active year for the GP14 fleet in Scotland. The traveller's series was decided over 5 weekend events. The first event to kick-start the season was at one of the fleet's favourite venues, Annandale Sailing Club. The weekend brought good winds and very competitive racing. The final order of the top three places was decided in the very last race as a local boat helmed by David Richardson staked his claim on first place on the very last leg.

The fleet headed to Derwent Reservoir Sailing Club for the second qualifying event. With a 24 strong starting line-up it was clear there was going to be 3 days of fabulous racing. Ian Dobson & Andy Tunnicliffe showed their world championship class winning the event with five wins from six. Sam Watson finishing 2<sup>nd</sup> & Richard Instone 3<sup>rd</sup>. Justin Smith was the first local boat finishing in 6<sup>th</sup> place.

The Scottish championship was hosted by Prestwick Sailing Club, the firth of Clyde was the perfect racing area. The winds were light over the 2 day event which required very precise sailing. Mark Greenhalgh after time away from the GP14 racing scene, showed he has lost none of his ability sailing a GP14 by winning the event. Phil Hodgkins 2<sup>nd</sup> & Justin Smith in 3<sup>rd</sup>. It had been a while since the GP14 fleet last visited Prestwick but after a great weekend hopefully the fleet will be returning in the not so distance future.

The fleet travelled to Bassenthwaite Sailing Club for the fourth qualifying event of the series. 28 boats competing over the weekend. Bass is always a popular venue with a strong home fleet with 10 local boats competing. A home boat helmed by Dave Lawson winning the weekend. Matt Thursfield 2<sup>nd</sup>, Paul Bowmer 3<sup>rd</sup>, Justin Smith finishing 7<sup>th</sup> in a very strong fleet.

The final event took the fleet to Castle Semple Sailing Club. Always guaranteed a great weekend of racing and end of year traditional Scottish ceilidh. The club launched a strong home fleet. The conditions over the weekend varied from very light winds to a good breeze, bringing the best out of all the competitors. Peter Collings pulled out all the stops to take 1<sup>st</sup> overall,

The winner of the GP14 Scottish Travellers series 2014 was Justin Smith, 2<sup>nd</sup> Ann Penny & 3<sup>rd</sup> Paul O'Neill.

Plans for 2015 are almost finalised and we are looking at some exciting new venues. The Scottish championship will be hosted By Castle Semple Sailing Club. The date is to be finalised but late May early June are the most likely dates.

Arran Yacht Club have now built their new clubhouse and hopefully 2015 will see the Scottish fleet return after a long absence, to a fantastic venue with a club that always pulls out all the stops to give a great welcome to visiting boats.

It was great to see 4 Scottish boats flying the flag, making their way to the GP14 worlds at East Down Yacht Club. I'm sure the Scottish traveling fleet is going to be even stronger next year. Keep an eye on the website or join the GP14 Scottish area page on Facebook to keep up to date with what is happening with the GP14 fleet in 2015.

**Paul O'Neill**

Scottish Rep—GP14000

## **Southern Area Report 2014**

Well it's been a great summer with wall to wall sunshine.

Having sailed with Ben Kaplan at Poole Y.C. Open last year, he had some bad news regarding a back problem, so would not be able to sail in 2014, I then signed up with Richard Ham for some Opens and the Nationals.

The first open of the season kicked off at the Welsh Harp in April, with a win for Andrew Clewer crewed by Toby Lewis from Poole YC, with Mark Wolf 2<sup>nd</sup>.

After Easter Papercourt S.C. hosted the next event, with Richard Lord 1st and Richard Ham 2nd.

The Southern Areas were hosted by Poole Y.C., with a good turnout of 26 boats. The wind filled in on the Saturday with 2 races sailed, but with a lack of wind on Sunday the Midland sailors packed up! However the wind gods came good and we managed 1 race on the Sunday afternoon, with Andrew Clewer and Mark Taylor winning the Area Championship.

The nationals being a in a Worlds year, were over 3 days at Weymouth Olympic Centre. 6 races in heavy winds on the Friday and Saturday, were followed by virtually no wind on the Sunday, Andrew Clewer and Mark Taylor were second Area boat, with Matt Burge and Richard Wagsaff in 2nd overall.

My home club Leigh-on-sea S.C. hosted the next Open which was in light winds, where Richard Ham crewed by myself (Steve Browne) took 1st place, with Richard Lord 2nd.

Well done to Andrew Clewer and Mark Taylor at the 2014 GP14 Worlds hosted by East Downs Y.C. on Strangford Lough Northern Ireland. Counting 2 seconds and winning the last 2 races on the Friday, finishing 4th overall.

The next event was hosted by Tollesbury S.C., Richard Ham crewed by Jack Hardie took 1st place and Richard Lord 2<sup>nd</sup>.

Erith Y.C. hosted the next Open, Richard Ham crewed by S Browne 1st and Richard Lord 2<sup>nd</sup>.

Hampton Y.C. hosted the penultimate Open with Richard Ham crewed by Jack Hardie 1<sup>st</sup>.

Finally the last Open was hosted by Frensham Pond S.C. and saw local sailor Brian coming 1st with Neil Hardie 2nd and Richard Ham 3<sup>rd</sup>.

Results southern travellers 2014 1ST Richard Ham / Jack Hardie / Stephen Browne 2ND Richard Lord / Norman Brown 3rd James Ward / Richard Whitehill. Jaldie Trophy 1ST Helen Allen.

**Steve Browne**

## **North West Area**

### **Winning from the back of the fleet**

I've been sailing GP14s for about 10 years now, and I certainly wouldn't class myself as a good sailor but I can get around the course and mix it up, but I make far more mistakes than the real good guys so generally I move backwards during the race!

I try to travel to as many open events as possible and if I can find a crew for a championship then I'll be there. I travelled to Sri Lanka and I'll be going to

Barbados and I completely expect to be down at the bottom of the pack. And I don't mind one bit. I'm out on the water, enjoying the sailing, learning all the time, meeting friends and having some great tussles with equally gifted sailors.

This year for the Northern Bell series I had a new crew, whose first ever adventure in a boat was at Combs with gusts reaching 28 knots. She has only sailed at the open meetings and at Bart's Bash, where we came a fabulous 11,356th. But Jenny is now hooked and loves it and I hope that she will crew the opens again next year with me. Maybe we can find some time to do a bit of training during the winter.

Now, a couple of years ago I managed to win the Bronze fleet trophy for the Northern Bell largely by turning out at events and qualifying and in fact I won a spinnaker from Neil Platt, Omega Sails, who kindly sponsors the series, which is fantastic. And as a winner of the Bronze fleet I've now been moved into the silver.

Well, it's gone and happened again, but without a free new spinnaker, by turning up to the open meetings and being the only silver fleet boat to qualify I've effectively won. How did that happen when we were near to last in every race we finished and a number of races we didn't finish, as we didn't want to hold up the next race! Yes, we were that far behind.

Now, I'm the Northern rep and I'm in a bit of a quandary, I don't think we deserve to have our names on the Silver Salver, but on the other hand I like to see the Trophies being won and names going on them, therefore I'm not sure what to do. So, I'm going to ask my Fleet Captains to make the decision and see what should be done to uphold the spirit of the series.

But heavens forbid if we get put into the Gold Fleet and somehow win that as well, you'll have to keep an eye on me at the World's you never know what might happen!

**Martin Stanley**



## GP14 No. 19 Mizpah

Earlier this year I had the pleasure of having a chat with Duncan Greenhalgh at the GP14 Masters which we hosted at my local water, Chelmarsh Sailing Club. I had brought along my old GP, number 19, Mizpah which I restored in 1997/98 and Duncan suggested that an update of its history and restoration might be of interest to the members, so here goes....

Mizpah was bought in kit form by its original owner, Phil Ward, in 1951, and the build completed in July 1952. It was first formally measured in June 1956 and registered with the GP Fourteen Class Association in June 1958 when it was allocated the number 19.

Phil supplied me with the original plans drawn up by Jack Holt which describe the boat as a "Yachting World Family Fourteen". The pre-fabricated sections were supplied by Bell Woodworking Co Ltd. of Leicester, who later completed the build due to Phil breaking his leg in a skiing accident. The catalogue price for the kit at that time was fifty five pounds ten shillings, carriage included! (£108 if you wanted Bells to build it for you).



*Arthur Tomkis & family inspect spring 1951*

The Ward family owned and enjoyed the boat until I bought it in 1997, although it had remained unused for about fifteen years prior to that date. I don't think that Phil made a profit on the deal, but he didn't lose much either at the asking price of £100. It's a pity that our cars don't hold their value as well as the GP does.....

Phil had access to all of the jewellery related trades, and, as a consequence, had effectively all of the boat's brass fittings chrome plated for additional protection. He was able to introduce me to those same plating firms for re-plating and polishing, which seems quite remarkable and, indeed, fortunate, since the two companies that I used have since closed down.

The main difference between the original boats and later models was that the earlier boats had only four ribs compared with six in later models. To compensate for this the skins on the hull were slightly thicker at a quarter of an inch. The overall weight of the boat, however, remained the same.

There were also a number of other notable differences such as the round wooden boom (split built like the mast), the very small foredeck handles, the single string kicking strap and fairleads made from turned hardwood.

It was fitted with a single large self-bailer, but had no transom draining facilities other than two small half inch drains which were plugged with corks. The floorboards, almost all of which I have been able to retain, were removable slats which need care when moving round and which invite problems for untidy mainsheets!

The original rudder was not designed to drop vertically, and sat at an angle of about 30 degrees from the transom, which created a degree of weather helm!

I knew before I bought the boat that there were few, if any, of the original boats in original condition. It also seemed likely from the records that Mizpah could be one of the original ten boats ordered through Dovey Yacht Club, since it is listed as the tenth Dovey boat on the first GP listing. Those remaining seemed to have been modified in some way or other, so I decided from the outset to carry out as faithful a restoration as I could base on the original plans, the verbal account of the original owner and a considerable amount of assistance from the GP Association via Graham Knox.

The boat was taken to pieces with great care, right down to the last screw. Basically, the frame, transom, centre board and casing, rudder, mast boom and fittings were in good restorable condition, with the skin and decking needing complete replacement.

Over a period of about eight months the work was completed, the skin and deck professionally and all of the rest by me. I took lots of photographs of the restoration and these were digitised in 2006 and posted online.

Following that, I was contacted by Arthur Tomkins, who was at that time in his nineties but still very alert, the original owner of No 38, Gazelle. He told me that he had been a long-time friend of Phil Ward, the original owner of Mizpah, and that he had some early photos of her that he would have copied for me.

A couple of weeks later I went over to Birmingham and met Arthur and his wife, Auriel, and spent a very pleasant couple of hours chatting to him about the early days of the GP14s.

He presented me with the six amazingly detailed photos, four of which were of Mizpah on her debut to Aberdovey in 1951, one was of the early fleet in 1953/54 which The Association hold a copy of in its offices, and one of number 1 being sailed by Howard Davies and Roger Owen with number 38 in the background taken in 1953/54.

As Arthur pointed out, in the first year or so Mizpah had no buoyancy bags, no kicking strap, no fairlead cleats and no tiller extension. It was, in fact some years later before buoyancy bags were installed, and when the kicking strap arrived it was a single, unadjustable piece of string. He also said that the grab handles were too light to be of any real use.

Mizpah is registered at the National Maritime Museum on the Small Boat Register, number 1389, as an example of the Yachting World Family Fourteen, later known as the GP14, and I have set up a public access account on Facebook where many photos of the restoration and subsequent sailings can be found. Search on Facebook for 'GP restoration'.

### **Terry Gumbley**



*Aberdovey 1953 or 1954*



## GP14 10011 better known as No.19

Winter 1995/6 was our daughter Janet's last at school. We had been trailing two GPs for the last three years, but she indicated that she was unlikely to sail her GP anymore, so we sold my excellent Series 1 No. 12631, an amateur boat built at home by Jack Pallot (I did hear that his job was building wooden trawlers). That very evening, Janet suddenly said that she would still be sailing her GP after all (13299, and the first Series 2 built by Steve Boon).

A crisis had arisen. We could probably box & cox while she was doing her A-Levels, but we couldn't both sail the same boat at Plymouth. Here, Dave Bower came to the rescue, tipping me off about a good boat for sale at Southport, so on his recommendation, we were soon there and bought 10011 with a view to selling it on straight after the Nationals. It came with a spare written-off mast which after slight modification still does duty as the Village flag pole. When we returned to Nottingham, a computer geek took one look at the sail number, pointing out that it was the binary equivalent of **19** and the name stuck. No. 19 was one of a batch of 24 identical hulls built by Sills for the 1972 BT Team Racing Championships sailed at Southport. Rumour is that the boats were sold in advance but only measured after the Event. None of them measured, and No. 19 was one which was modified to bring it into Class.

Trusting Dave Bower, I asked the owner only one question, whether the boat was dry, and received a confident yes in response. However, when we started sailing, it was immediately obvious that water was getting in somewhere. We searched everywhere, and finally resorted to launching very carefully with floorboards removed to confirm that the leak was in the normal place, under the centerboard case spacer. Alas, no. The water was coming in along a line the whole length of the case just below floor level. Careful inspection showed that the case was built of wooden strips, and the port side had glue failure.

A-levels were still keeping Janet busy, so we could sail her boat. We therefore went straight ahead with fixing 10011, and then hit a snag. To remove the case, you must take out the thwart, and that does not come past the deck. Deep thought required. Then, we took out the screws which hold together the thwart and the inner planks of the benches, clamped rectangles of 10mm ply under the joint, and drilled right through the original screw holes and two other points. After that, we removed the inner planks completely and cut through the thwart under the centre of those planks. We were then able to remove the centre of the thwart, and followed by the case. Naturally, while we had the case out, we fitted the mast step conversion, making the spine of a very solid chunk of iroko which allowed us to use modern rig tensions on the old boat. We rebuilt the port side of the case and stuck the case back in, fixing the thwart by bonding it firmly to the benches. An appointment was made with Will Moody to measure the modification, and the day previous to that, we capsized the boat to check the buoyancy. Disaster - the bow tank filled. So it was quickly back home; Ruth pulled out the bulkhead and reinstalled it with a secure bead all round. When next day I asked Will if he was not intending to check the buoyancy, he responded "No. Roy, I know

that you would never bring a boat for me to measure if you were not confident it would pass a buoyancy test” - and it never took in another drop of water.

The boat now gave good service for some years, but we became increasingly unhappy with the shabby appearance of the deck. Also, two strong young lads were very embarrassed when they pulled in the genoa hard and the side deck flew off. Janet was taking finals in 2000, so we decided to sail her boat while we put a new deck and transom on No. 19. We started early April, having previously re-decked a boat in three weeks, and we finished the job when Janet took her boat to sail in the Nationals. Professional opinion confirmed that we did an excellent job, and we sailed the boat for 11 years without needing to touch the deck. Even those who saw it on the bonfire thought the deck was almost brand new.

Sometime later, there was a slight problem with the starboard side beginning to rip apart by the shrouds, and the boat had its only professional repair, but good as the deck was, the hull was wearing out. We had only rebuilt the port side of the case, and water began to enter the starboard side, and worse. One day we were racing under spinnaker and Ruth called me over to see her side of the boat. There was a waterspout about the diameter of a little finger coming straight out of the case. A bit of epoxy stuffed in the hole kept the boat going for a further three years, but by 2011 the keel began to peel off from the transom forwards, letting some water in.

We were desperate to keep the boat sailing through that summer, as it was the last year I would have Sabina from Frankfurt. Brightlingsea was in the programme, convenient for her Cambridge base, but the Notice of Race worried me. Was I really confident that the boat was adequate to cope with any conditions which might be met in the open North Sea? As a final gesture of defiance to *anno domini*, we drilled four quarter-inch holes through the hog and keel near the transom, stuffed a pile of epoxy between keel and hog, and pulled them together with hex-head nuts and bolts which were left in situ. This made the boat largely dry again, and kept it sailing for a further three months until its replacement was ready and launched for Sabine's last sail before she left England, South Staffs Open.

Since then, we have spent three years looking at No.19 and wondering, but finally had to conclude that our consciences would not let us sell it to anybody, and so on Wednesday 24<sup>th</sup> September 2014, the boat which had given us so much fun during 15 years of sailing, and several others before us, finally and sadly met its end.



## Beginnings

....this is the true early start of the GP 14 Association of which very few of the club know about. I was there so know of it happening, yes you wonder why I know is because of my age now **102 and still going strong.**



I **Searson J Thompson made GP14 no.75** yes very early before the association took over and before I joined the firm of Bell Woodworkng. I was then interested in dinghy sailing and was building a dinghy which Bell was making a kit for, so as to show that their kit was capable of being built by an amateur I set out to show the public it could be done, so I built number 75! In those days Bell were the only builders so they controlled the numbers so you could pick your own.

At Bells they were busy building 10 mainly for Aberdovey. One of these was for Howard Davies, which Dusty Pollock the owner of Bell and I took over to Aberdovey, as Howard had shown interest for a dinghy to be used on the river in Aberdovey to form a club there. We then left the dinghy there and I fell in love with the place and formed many acquaintances there.

Later after many weeks and visits I took my family over and we bought a caravan and established this as our second home, where we helped in forming the Dovey Sailing Club. To cut a long story short we attracted many more dinghies, mostly as we were known as the GP Club. We decided to run a championship, so called the GP sailors and in the end we had 200 dinghies and ran a successful meeting. It was decided then to form a class of this dingy. This meeting of dinghies attracted from far and wide, clubs from Windermere and Cubby Achland, as well as many more in the dinghy world like the Yachting World and Group Captain Hayloch and his newspaper.

So the GP14 class association was formed at the next Shropshire Sailing Club. The Dovey Sailing Club now the Dovey Yacht Club as the MOTHER CLUB of them all and today it is still going strong.

**Searson J Thompson**

*No doubt others may have slightly different memories they'd like to share – Editor*

# Boat History

As I near my 80th year I would love to know if the three GP14s I once owned are still in existence, and if so, where they are now.

GP14 3538 "Coyote" was bought new from Small Craft in 1960 at a cost of £260 complete with cover, trailer and trolley. She was sailed at the Avon Sailing club near Tewkesbury, where I learned to sail in her, but had to be sold on when I needed money for a new house deposit when we were starting a family. GP14 6377 "Miss Aries" a wooden Bell built boat was bought from Thornbury sailing club in 1966 and I spent 8 happy years sailing her at the Bristol Avon sailing club with my wife and 2 young sons. She was sold on in 1974 when we all moved to Germany for 3 1/2 years

GP14 7135 "Lucky three" a fibre glass boat was bought from near Sawbridgeworth (I think) in 1978 and sailed first at the Marconi sailing club on the Blackwater estuary and then at the Herne Bay sailing club. I sold her to a member of Hampton (Kent) sailing club in about 1987 when I had to give up sailing for medical reasons. I have vivid memories of enjoyable, sometimes fraught single handed sailing in her on the Blackwater.

If any of these boats are still registered perhaps you could let me know where they are with perhaps the club name. The data protection act would probably prevent you giving more information.

I always found the GP to be a joy to sail, particularly when the Genoa became legal, and my three sons became keen sailors as a result of their early introduction to the sport. In the case of the eldest despite being dunked into the middle of Windermere at the age of 6!!

Please excuse my taking up your time and thank you for any information that you can give.

M J Coy

***The Association are currently looking at creating a Log Book, which will assist in the record keeping of boats. Also another aim is to encourage more people to become members of the Association. In this instance we are able to provide Jim with the following information:-***

GP14 3538 "Coyote": currently owned by a Mr Clive A Weston who sails at Wembly Sailing Club

GP14 6377 "Miss Aries": unfortunately the last record we have of this is yourself in October 2006, whoever you sold it to did not join the association.

GP14 7135 "Lucky three": again with this, the last record we have is from February 1986 which is a letter from you cancelling your direct debit.

***If anyone can add further information for Jim please contact the office.***

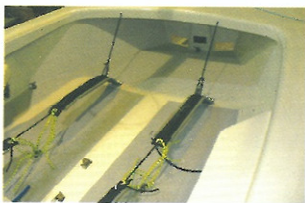
***When you sell a boat it helps if you can send details to the office, as well as give the new owner contact details for Association Membership. Editor***

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# SPOTLIGHT FEATURE:-

## Telephone Interview with Steve Parker

Name: Stephen Parker – usually called Steve, or Percy by some, a nickname which came about when he started working for Speed Sails and he still doesn't know why he was 'christened'!

D.O.B: 28.12.74

Age: 39

Married: Tina

Children: Two daughters - Keris (12) and Ellie (10)



Started sailing aged 12 after an initial one week's residential sailing course, sailing continued through the school scheme at Chasewater Outdoor Education Centre on Wednesday afternoons. Children who were good enough went on to Skippers Club on a Wednesday evening (he was good enough), this involved training, followed by a fun race. The centre use Coypu double hander boats. He continued to sail on Wednesday afternoons (as one of the naughty ones this got him out of school) for the next 4 years, with him staying on into the evening for more intensive training and a race.

First boat sailed: Koypu

First boat owned: Seagull, a double-hander, bought by his Granddad a non-sailor, at an auction for £35.

First Club: Chasewater Sailing Club, where he took his boat and joined as a Junior Member. He hardly sailed his Seagull, as he immediately started crewing for **John Morris in a GP14** (John died last year in his 80's). It was John who got him into club racing.

First major racing Championship: Schools Junior Nationals in Plymouth when he was 15 years old.

First major GP14 Championship: GP14 Junior Nationals, when he crewed for Simon Potts when they were both 17 years old.

First major GP14 Championship as helm: GP14 Nationals at Marazion, in Cornwall

Preference to helm or crew: Enjoys both equally, although has done a lot more crewing.

Other Boats sailed: Toppers: Lasers; Holbie 13; Merlins; Fireballs; Kestrels

Career: First job was at Chasewater Education Centre as an Instructor for 6 months. Then Speed Sails, where he met Richard Estaugh and started his career as a sail maker, which he continued for 2 years, until he moved to the boat building section at the Holt/Allen Boat Works. It was here that he learnt his skills and progressed on to be Manager of the Boat Works, where he remained until six months after the sad death of Richard in the April of 2009.

Business Development: Steve is Managing Director of two companies. October 2009, saw Steve become Managing Director of SP Boats, which as well as repairing boats included building Solo's: 2011 Elite Sails was set up to complement his business: 2014 the licence to build GP14 boats was granted, which to date 15 new GP14's have been built.

Favourite boat class: GP14 because it is a great boat to race; Merlin Rocket to sail, 'as it flies'.

Favourite event and why: World Championships because you get the best quality of competition, with Skerries in Ireland being a favourite.

Best memory of a sailing event: Sailing in Marazion in 2007 in huge winds and sea, coming down a reach – Richard Estaugh with Simon Potts, followed by Ian Dobson and Andy Tunnicliffe, then Richard Instone and Steve. 'Pottsy looking over his shoulder, Dobbie popping the kite, which sheared the rudder off back of boat.' (He also remembered Andrea and I trying to get over the finish line, as we capsized!)

What makes a good sailor: Commitment; time on the water

Tips for new sailors: Commitment; time on the water and HEAD OUT OF THE BOAT.

Most proud of achieving; Setting up S P Boats and of course his girls

Future plans: Continue to build S P Boats and expand his business



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