

GP14 Class
International Association

MAINSAIL

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**Technical Bits
Crewing Guide
Cruising Along
...its all available inside**

AUTUMN 2015



Subscriptions 2016

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

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Cover: Racing at Brixham, Duncan Greenhalgh the President flying the Welsh Dragon Spinnaker, followed by the Vice President helming the boat with black and grey spinnaker.

Editor's Letter

I think you will agree we have a bumper edition, which will hopefully suit the varied interests of our large membership. Yes we can consider ourselves fortunate, that despite the decline that many organisations face, the GP14 Association is still going strong. This doesn't mean that we can be complacent, indeed the Association Officers take their role very seriously and are constantly striving to ensure we continue to grow the membership and promote the GP14. The Promotions and Media Committee are in the process of looking at opportunities to enhance the Class using short video clips. Actors and people who have technical expertise in media are being sought. However, without doubt the best advert for the Class is the visibility of GP14's out on the water, either racing or cruising. Please encourage people at your club to try a GP14 and if they have one and are not a member, please try and persuade them to join the Association. Through membership fees, the Class can continue to develop. Activities can be co-ordinated, ensuring the high profile of the boat, which in turn supports the monetary value attached to a boat.

The Association is aiming to meet the needs of all our sailors, through the sterling work of the Championship Committee who find the great venues and organise the racing events, supported by the cruising section - have fun reading the Brixham articles. Whilst the cruisers amongst you can once again follow the exploits of Oliver in his follow up article.

This edition's 'Spotlight Feature' is on Steve Goacher an accomplished sailor and sailmaker. Find out more about him and the sails he makes, which have been on many winning boats.

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The online survey, which many of you completed, has become the focus for the future development of the Class. Areas which would benefit from people with specific skills volunteering some time are in marketing, design and media. Producers, directors and actors are required for the video films. People with design skills to develop the car stickers, which are once again going to be introduced, but in a shape to replace the tax disc; the new Class 'Log Book/ Measurement Certificate', requires someone with good ICT as well as design expertise. At present the Promotions and Media Sub Committee are working hard to target specific projects, thank you Sam Watson and Steve Parry, for your support, however the old adage 'many hands make light work', so please email me if you are able to help.

Thanks to all those people who give their time and energy to help the Association continue to grow. There are many unsung heroes, but it is always wonderful to be able to say, 'I know that person.' In the Association we are lucky to have people with a wealth of knowledge and continued commitment to the expansion of the Class. Gill Beddow is a name that quickly comes to mind as a driving force on the Championship Committee and for all the work she does and has done with her own club South Staffs, so it is wonderful news to hear that she is receiving an RYA Lifetime Commitment Award. Gill of course has been the driving force behind the planning for the 2016 World Championships to be held in Barbados.

Finally another thank you, this time a personal one, to all those lovely people who are always so helpful and encouraging in the dinghy park. There is something very special about sailing a GP14 and the camaraderie throughout the fleet.

Hopefully I will see some of you over the winter either sailing at my home club, Derwent Reservoir S.C. or in March at the Dinghy Show at Alexandra Palace, or perhaps in Barbados.

A rather early... Merry Christmas and a healthy and happy new year.

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President's Piece

Well here we are at the end of another sailing season once again, some of us have our boats wrapped up away from the ravishes of winter and maybe planning various repairs and upgrades for next year. The more hardy amongst us will be enjoying sailing throughout the winter; whatever your plans, good luck. Meanwhile, in the southern hemisphere, many of our members are looking forward to an action packed summer and it will be good to hear **your reports** to warm us up through our winter.



I would like to take this opportunity to congratulate all the Champions and trophy winners in 2015, special mention to Shane McCarthy and Andy Thompson double National and multi championship winners. However I must say a big thank you to all who supported our events there would not be one without you. I hope you all enjoyed your sailing this year as much as me.

The AGM was held at Brixham with standing room only; you will be able to read more details from Mark in his secretary's report. Thank you for making my job easy with a controlled and interesting debate, you gave the new committee a lot of constructive ideas. I must say a huge thank you to all of last year's committee members, they did an amazing job. The new committee includes a few new faces, welcome to Stewart Elder (non-racing), Eleanor Davies (training) and Vicky Ford (assistant secretary). Thanks to all committee members, new and continuing, for volunteering to help run our class, I hope you get as much pleasure and satisfaction as I do. You will find a list of the new committee on the website <http://www.gp14.org/contact/gp14-committee/>, please feel free to contact them for any support and any queries or requests you may have.

There was a massive response to the recent online survey, thank you to all who took the time and effort to complete this. We received a lot of useful information and are working through this to enhance the benefits of our membership. The Vice Presidents, Ann and Steve have taken on the task of converting your suggestions and comments into actions. This has included the organisation of a training weekend at Llandudno and more training is planned for next year. Many of you asked the committee to consider the design of our boat and at a recent meeting, we debated potential changes in line with the strict one design principle; we are conscious we have to maintain a modern appearance and evolve as technology in materials and techniques advance.

We have started to plan another show stopping stand at the 2016 RYA Dinghy Show at Alexandra Palace next year. Do come and say hello to me and all the stand volunteers on 28th February or 1st March. We are currently negotiating what equipment will be demonstrated

at the show; however you can be assured there will be a Barbados World Championship theme.

The World Championship is creeping up on us very quickly. I'm amazed at the enthusiasm and level of entries from the UK, Ireland and across the globe, however I should not be surprised as Gill and the championship committee have put a great deal of effort into what will, without doubt, be a superb event to remember. Look for a detailed article in this Mainsail to see what is planned. I am looking forward to meeting you all across the big pond, please look me out and say "Hi," it's great to put faces to names.

The UK events programme next year is not being neglected, a new championship group is co-ordinating with the non-racing team to schedule a great calendar of events. The grand prix will be relaunched as the Super Six Series with a high profile prize giving at the end of seasons. This series will run alongside and complement the area travellers which your area representatives are managing. Please support as many of these as possible.

Often neglected our boat is an ideal craft for other activities; for e.g. cruising and training. I participated in the Ulswater cruising weekend, a very relaxing and enjoyable time and was made very welcome at the annual dinner in Brixham. I would recommend the less competitive amongst us to give it a try, you will be surprised. It is encouraging our boat builders are producing 'training' specific boats, a message perhaps you could take back to your club committees.

I got a tremendous welcome earlier this year across the small pond at the Irish Nationals. If anyone has not been across to an event in Ireland, I recommend you give one a try, hospitality and friendship is second to none. Stephen Boyle the Irish President will be pleased to advise you of the 2016 programme in Ireland.

It would be remiss of me not to mention the long list of sponsors who generously donate to our class. There are too many to mention here, but I say a big thank you to them all. We could not be able to organise the scale of events we do without sponsorship. It will help raise our profile by mentioning GP14's when purchasing products.

I was pleased to support an application by South Staffs Sailing Club to honour Gill Beddow with an RYA Community Award (Lifetime Commitment) for services to sailing and was thrilled to hear she will shortly receive this well-deserved and prestigious recognition. Gill has been a long term supporter of our class and her contribution as chair of the championship committee has been outstanding. I know you will all join me in congratulating Gill.

Although it is many weeks off can I take this opportunity to wish all members across the world a happy Christmas and a prosperous new year.

Best Regards, Duncan (3226, 13819)



Treasurer Talk

The GP14 Association financial year ended on 30th September. Currently, (as of 16th October) we haven't finalised the accounts for this period; however I am confident that we will report a small surplus for the year. This arises despite our total income being slightly less than planned. Subscription income continues to decline in line with previous years, simply because we are not attracting enough new members to replace those who stop sailing GP14's for whatever reason. If a new GP14 member appears in your club fleet, please try and persuade them to join our Association. Income from sail labels, GP14 insurance scheme commission, advertising revenue, royalties and registration fees are close to plan.

On the costs side there have been savings in structural costs. These include general office overheads, due to our arrangement with Type-It services for office administration, savings from the production of Mainsail in house, and savings from our Dinghy Show budget.

Some planned expenditure did not occur. This includes some training costs, a contingency for organising the Barbados World Championships and some promotional costs deferred to 2016.

Overall, I believe the finances to be healthy and we have given some revised direction to the Trustees for investment of cash reserves into short, medium and long term savings accounts to maximise interest, whilst maintaining sufficient cash available to deal with short term commitments.

A particular focus will be given to our web site presence and social media outlets with the formation of a Website and Social Media Committee, comprising myself, Hugh Brazier, Mike Senior and Julie Courtney. Our aim is to ensure the online presence is fully fit for purpose and that there is professional management of the content and performance.

For 2015/16, we have nearly finalised the budget planning process, and currently we are forecasting a small deficit because of the Committee's intention to improve the members value from the Association, and maybe release some reserve cash.

There are no current plans to increase subscriptions for the Association membership.

Paul Bowmer, Hon. Treasurer

Secretary Statement

2015 Annual General Meeting (AGM) at Brixham Yacht Club

Thirty two members attended this year's AGM held on the 3rd August during the UK National Championships at Brixham Yacht Club. Draft minutes are available in the members section of the website. I would like to welcome Eleanor Davis, Vicky Ford and Stewart Elder, who were elected to the Committee and thank Seonaid Fleming, Phil Hodgkins and Ed Washington who all stood down having worked hard on the Association's behalf. The Committee is now:

- Duncan Greenhalgh – President
- Ann Penny – Vice President
- Steve Parry – Vice President
- Paul Bowmer – Treasurer
- Mark Collingwood – Secretary
- Gill Beddow – Championship Secretary
- Hugh Brazier – Web Master
- Gareth Morris – Technical & Rules Vintage
- Eleanor Davis – Training Younger Members
- Vicky Ford – Assistant Secretary
- Stewart Elder – Non Racing
- David Rowlands – Past President and Technical & Rules Committee Chairman
- Graham Knox – Past President and Insurance Representative
- Jon Close – Chief Measurer
- Nigel Sloan – Irish Association Representative



A motion was passed to change the short name of the Association to 'The International GP14 Class Association'. Formerly it was 'The GP14 Class Association' which is not how most of the other international class associations style themselves. Our pleasantly archaic and seldom used full name now becomes 'The International Yachting World General Purpose 14ft. Sailing Dinghy Class Association'.

A motion to abolish setting of maximum prices was not passed. The general feeling of the meeting was that although it is problematic and impracticable in some cases to set maximum prices, the Committee should have the option to do so in cases when it is to the benefit of the membership. The Committee will be presenting a new motion to the next AGM to this effect.

The Committee are planning to hold a members forum in Barbados next April and the next formal AGM will be at Pwllheli in August 2016.

Mark Collingwood
Secretary

Obituaires

Cedric Futcher 1931-2015

Cedric Futcher was born on May 11th 1931. His first venture into sailing came during his army years. Later when looking for a suitable holiday with his wife Jean, they decided upon a Dinghy sailing course on the Isle of Wight. Having successfully completed and enjoyed the course, in 1980 they joined Aylesbury sailing club and bought an old wooden GP14 which they restored. During their years at Aylesbury they have had several GP's but always coming back to wooden boats. Over the years Cedric taught his children and grandchildren to sail with his granddaughter now making a career from the sport. His enthusiasm and passion for the sport never diminished. His current GP (13221) is still being sailed at Aylesbury by his wife Jean and grandchildren. He served in many rolls at Aylesbury sailing club both as flag officers and club secretary, both he and Jean were awarded with life membership. His work for the club was recognised by the RYA when he received a volunteer award presented by HRH Princess Anne.

Cedric was always the first to volunteer for tasks and with Jean always served as O.O.D.s for our Boxing Day and New Year's Day races. Cedric was a very competitive racer but always fair and would praise others on the rare occasions that we managed to beat them. Cedric was an inspiration to many at Aylesbury sailing club, still racing competitively into his eighties.

Cedric's last function for the club was to attend A.S.C's "laying up supper" in January. Sometime after this event Cedric underwent surgery and it was while recovering from this surgery that he died.

John Hawes

Joan Martin - Died September 2015

Joan Martin passed away on the 17th September 2015. Joan was the wife of Joe Martin of Glenageary, Co. Dublin. Both were well known to the Irish GP fleet and too many in GB and further afield, as Joe had been the secretary to the GP Association in Ireland for many years, and a member of the International Committee.

Our condolences to her family



John Tyler – Died August 2015

John Tyler from Milton Keynes died on the 15th August 2015, aged 88. He was a 'Life' member of the GP14 Class Association, Number 15505/2003. Having owned and sailed GP14's all his life, which included:- 56 Patrushka; 560 Checkmate; (National championship winner 1959 crewed by Bob Howse); 4560 Finesse; 6656 Mystique; 10156 Checkmate II.

During his lifetime of sailing, John held some important positions, including being a Vice Commodore at Dovey Sailing Club, the home of the GP14 Class; a Vice Commodore at Chase Sailing Club and he was also a member of Middle Nene Cruising Club.

Most of the sailing pictures were taken by Patrick Tyler, John's father who was a very keen amateur photographer. IMG_2641 of No 56 achieves that high angle having been taken from atop the jetty at low tide at Aberdovey. This photo depicts John and his wife. IMG_2639 of 4560 is virtually the same spot on the Dover estuary, a good few years later, but from beach level, on this occasion the crew is most likely to have been Ev Plater who sailed with John for many years. Ev Plater of Lawrence and Plater, Bridge Street, Walsall, were builders of very fine wooden GP's for many years. IMG_2644 and 2645 are of a Shropshire Sailing club open meeting at Whitemere, traditionally the last open meeting of the season. Amongst what seems a very good turn-out, you can see sail registration GP 7 with dark sails. The story about the number 56 actually starts with the number 7! Apparently John's boat was the 7th GP but another boat had been named number seven and John let them have the number 7, by which time with the rapid growth in the class at this time the numbers had reached 56. For nostalgic reasons the timing of every subsequent boat registration was timed to coincide with the issue of 56 somewhere in the number. John even used this strategy when he, far more recently, registered a Micro Magic radio controlled model yacht and acquired the number 56 from the class association.

Condolences go to Penny and John Tyler and our thanks for the potted history of boat numbers.

Phil Tyler



Technical Bit

COURSE SETTING IN TIDAL WATERS

The spring 2015 issue of *Mainsail* contained Handel Platt's excellent article on course setting. Although written specifically for Open Meetings, much of it is also very relevant for Race Officers setting courses for ordinary club racing.

However that article was very specifically in the context of Inland Waters. However many clubs operate on tidal waters, and then there are additional considerations. When I asked the Editor whether we might please have a follow-up article in a future issue for setting courses in tidal waters, somewhat to my surprise she responded by asking me to write it!

Since I hesitate to set myself up as a racing expert I offer this article primarily as a basis for discussion, and not in any sense as an expert prescription; I would be delighted if others contribute to the discussion either by a follow-up article or by Letters to the Editor or on the Forum.

Some tidal clubs, such as my second club (Red Wharf Bay, in my youth a very strong GP14 club), are coastal but have the luxury of operating in regions where tidal streams are relatively weak. However many other clubs, such as my home club (Liverpool) and others (e.g. Neyland, Aberdyfi, Poole, to name but three, all of which race GP14s) are based in estuaries, where the tidal streams can be very significant; in our case we can get up to 6 knots on springs, although we don't race at that stage of the tide! Indeed we in the Upper Mersey have our own local version of the well-known wind-over-tide phenomenon, locally known as "vertical walls of water".

Although I have occasionally heard inland sailors claim that tidal sailing introduces too much element of pure luck, I believe that view is mistaken. True, tidal considerations introduce an additional dimension to racing, but one which is very far from mere luck; there is a great deal of skill and seamanship entailed in working the tide to best advantage. I suggest that it is excellent racing if the course can exploit this.

However it is also fair to note that because tidal waters tend to be more open than inland waters the winds above tidal waters tend to be less fickle, and the waves tend to be significantly larger. Thus the fairest comment may be that, in addition to our common ground of boat speed and boat handling, tidal and inland sailors develop different skill sets, both sets very highly refined, and that these are equally relevant and important to our sport.

Additional factors which the course setter in strongly tidal waters may need to consider include the following, and some of these are very definitely judgement calls: some of those judgements will be greatly helped by thorough local knowledge.

One of the first of these is judging the start line taking account of the tidal stream so that the competitors have a good beat to the first mark. At the level of my limited skills this is as much art as science; I confess that the best I personally can achieve is a sensible guess to

try to arrange that the competitors sail roughly equal amounts of time (and I think it should be time, rather than distance) on each of the two tacks, and I don't always get it right.

Whatever the wind strength or direction the strength of the stream will change progressively with time during the race, and the direction of the stream will reverse at slack water, which is (usually) somewhere around High Water, which in our own case will usually fall during the timespan of the race, and again at (usually) somewhere around Low Water. This causes particular problems for the Race Officer in very light winds, both at the stage of setting the course and during the race itself, as a judgement call may be needed in good time to assess whether the fleet will be able to make against the ebb once it sets in; it may be necessary to shorten course, but that decision may be needed at the end of the previous lap, before the ebb starts and when things are still going well.

Even in winds which are not particularly light there can be special considerations on certain courses which have relatively long legs in line with the tidal stream; what will the tide be doing when the fleet approach the most distant mark, will they be able to successfully round it, and will they be able to do so on each lap of the course?

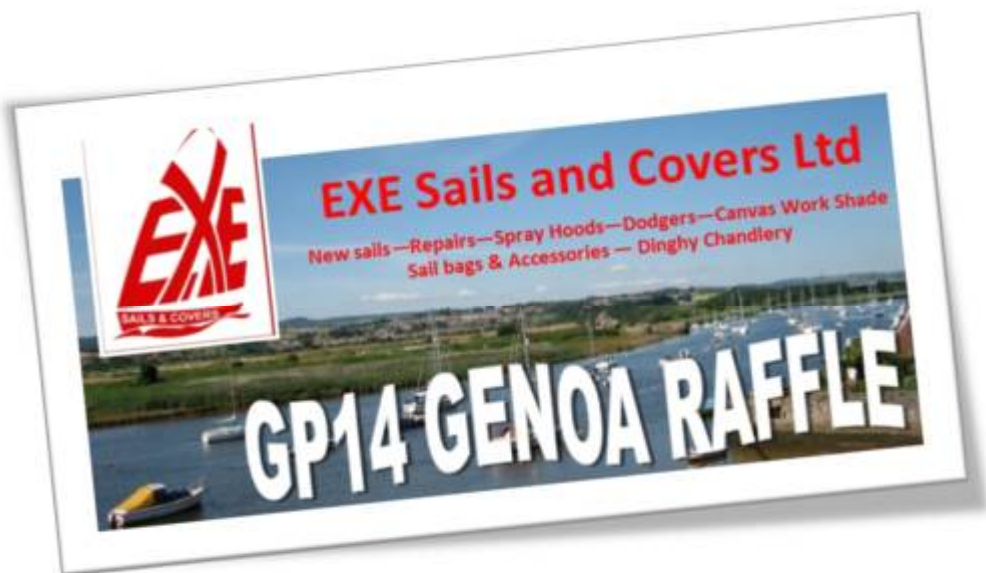
Some other factors for the course setter to assess include:

- Changes in the direction and strength of the tidal stream are likely to change the position of the buoys defining the start/finish line with time, and perhaps the alignment of the line. These buoys may therefore need to be repositioned shortly before the finish.
- The same two factors are likely to change the relative wind direction of cross-tide legs with time. If initially the wind and tide are opposed, a cross-tide leg which may be a reach - even perhaps a broad reach - on the flood (first lap) may become a fetch or even a beat on the ebb (last lap), and particularly so if winds are light; the reverse may arise if initially wind and tide are in similar directions.
- At any given time, the strength of the stream may be markedly different in different parts of the course; expect it to be much stronger in the channels than in the shallows.
- Near slack water, the direction may be markedly different in different parts of the course; expect it to turn in the shallows slightly before it turns in the channels, and upriver it may turn later than downriver.
- In some instances, judgement may be needed well in advance as to whether certain fixed marks can be used; whether they will float in time on a rising tide, or remain afloat long enough on a falling tide, and whether they will have enough depth of water to enable boats to round them.
- Wind over tide effects can have dramatic effects on both effective wind strength and on wave shape and height. To explain it most easily I use a fairly strong (but very far from unknown) tidal stream to illustrate this, but the effect is very significant even with weaker streams. In 10 knots of actual wind (force 3), sailing downwind and downtide on a 6 knot spring flood will be a balmy dead run, perhaps deceptively balmy, in an

effective wind of just 4 knots over the water (force 2), indeed “gin and tonic weather” if one is not racing; but without any increase in actual wind a turnaround at the top of the tide followed by a return through the same stretch of water upwind on the ebb (again a 6 knots stream) can be a formidable thrash into what is now effectively 16 knots of wind over the water (force 5), and with short and steep waves, perhaps even our local “vertical walls of water”. In stronger winds the wave action can then become dangerous, particularly for less experienced sailors, and this may impose limitations in setting the course.

- Likewise the water over the banks can be beautifully smooth when they are well covered but can give substantial and sometimes dangerous breaking seas when there is less depth. Wind against tide effects can exacerbate this, even in quite moderate winds.

Oliver L. Shaw



Exe Sails are once again generously providing the Association with a genoa to raffle. The draw will be made at the Dinghy Show in March. E-Raffle Tickets available soon online or call office on 01204 590325.

TIPS ON AVOIDING AN INVERSION ON CAPSIZE



Apart from sailing in too high a wind speed for your own capabilities, the rest is down to teamwork or lack of it! The exhilaration of planing in heavy weather is something worth experiencing, but the experience of a capsize and immediate inversion is certain death for a good result or a ruined afternoon sail. For those too good to ever capsize turn to the next article!

The primary cause of inversion is the filling of the mast with water and the high buoyancy which now is standard for the GP14. The centreboard height is also much higher, which means if you leave the boat it is quite difficult for the more senior fleet members, to get onto the boat without the crew's assistance.

A capsize has occurred usually from the crew's end, the jib is still in the jammer or the spinnaker got stuck in the gybe. Or the helmsman's coordination, between steering and mainsheeting along with an untimely gust find crews heading for the topside of the gunnel ASAP, and onto the centreboard. If that is not done within 20secs of the capsize, the mast usually starts to sink, if a counter weight - you on the centreboard - is not applied.

I was the brunt of ridicule and amusement when I started sailing at BALA SC, when at every gybe mark I would capsize because nobody told me that the centreboard had to be lifted before the gybe. However we never ever inverted, because the mast never filled with water. Why, because the top section of the aluminium mast was a welded sealed unit. All the halyards were contained within the luff groove. I could in fact walk on the mast without sinking. The recovery was slow and the boat was full of water unlike today's GP. An inversion in today's GP14's can keep you there for considerable time or forever without rescue assistance.

So the leverage of the water within the mast is the critical factor and having the crew or helm on the board in the first 20 seconds is absolutely essential. If this is not achieved the solution is to avoid the water getting into the mast and relieving the mainsheet off its jammer, jib and spinnaker.

The Solution other than a silly plastic bottle fixed to the top of the mast is to fill the inner top section, with builders foam. This means excluding the air out of the mast which means no water can get in. Further to that, simple rubberised sealant fitted to the spinnaker and jib pulley outlets further avoids water ingress.

It's only a game and worth considering for racer and cruiser alike. Costs are very little money and it adds another dimension to your safety if not a better race result if you do capsize.

Next article how to fill your GP's top section with foam and not obstruct the mainsail halyard operation.

Toby Taylor

Dear GP14 Association

Dear Ann

I visited Aberdovey the other day and saw Howard Davies' name on Dovey Yacht Club's Commodores' board - and some GPs are still there.

It reminded me to tell you that my copy of Mainsail should go to my new address below (previously McWilliam Sailmakers, Crosshaven, Co Cork).

Nice to see the latest Mainsail article by some nut case cruising round Anglesey. I too tried that, aiming to sail round Anglesey in "Cymryan", the GP I later won the Nationals in at Thorpe Bay. Three of us were aboard, two non-sailing RAF trainee pilots & myself, and we capsized off the South Stack despite my urgent attempts at getting them to balance the boat in the tide race!! Keep up the good work!

Kind regards,

John McWilliam

RETRO-FITTING TRANSOM SHEETING

Reasons for considering transom sheeting

The original design of the GP14 dinghy, dating from 1949, provided for transom mainsail sheeting, only. That was the normal method of sheeting in virtually all boats of any design at that time; indeed I cannot think of a single exception. The option of alternative sheeting systems (loosely, but often incorrectly, referred to as centre sheeting) was permitted in the Class from many years later; I think from the late sixties, but I cannot conveniently check the date.

In recent decades the type and arrangement of the mainsheet has been entirely optional, and the overwhelming majority of GP14s built in the last thirty or more years have been fitted with the modern split tail mainsheet, with the twin tails secured to the two quarters (or the two sides of the transom) and thence running as a single sheet up to the boom, along the boom, and down to the centre of the boat. This has a number of benefits, particularly for racing, which include:

- It is mechanically efficient, particularly on a beat, because the strain is always taken from the windward side of the boat; this gives the most favourable possible sheeting angle, and so for any given position of the boom it minimises the sheet load needed to keep it there.
- The pull of the sheet is in line with the helmsman's body, rather than sideways across his body.
- It lends itself to the use of a jam cleat, sited at the final block where the sheet leaves the structure of the boat and goes to the helmsman's hand.
- That jam cleat is always in the same place, and can be self-aligning, so provided it is correctly set it is reasonably easy to engage it and very easy to release it.
- The helmsman faces forward during both tacking and gybing, which can be important when performing these manoeuvres with other boats at very close quarters, as may occur when rounding a racing mark.

So it is worth asking the question why, with all those advantages for the modern split-tail sheet, would anyone ever want to retro-fit transom sheeting.

Actually there are also some (very different) advantages of transom sheeting! It is a good example of horses for courses. And for some owners, transom sheeting has the edge for cruising while the more modern arrangement has the edge for racing; there are indeed a number of owners who have their boats set up to give them a choice of sheeting systems, and who routinely switch between transom sheeting and split-tail sheeting according to whether they are cruising or racing.

Two of the greatest benefits of transom sheeting, particularly for cruising, include:

- It takes up less space in the cockpit, which can be important if you are sailing with more than two persons aboard, or if you have camping kit or even just picnic kit aboard.
- When gybing in waves, it enables you to face aft, time your gybe to suit the waves, and then when your chosen wave (or your chosen "smooth") arrives you can quickly grab the two parts of the sheet and use them to whip the boom smartly across. This does not

work anything like so well with the split tail sheet, because as you attempt to do so the sheet runs through the two blocks on the boom; thus you need to pull the sheet much further than the movement of the boom end. With transom sheeting you grab the two parts of the sheet together, and it cannot then run through the blocks, so you have a 1:1 velocity ratio.

Note that the requirements of racing and of cruising are very different in particular when it comes to tacking and gybing. The racing helmsman routinely wishes to perform the gybe, and sometimes the tack, as near as possible to a precisely determined geographical point, usually at a racing mark, and will also often be doing this with other boats only a foot or so away (indeed sometimes even closer). He prefers not to capsize, because to do so is likely to cost him places in the race, but with (often) short courses reasonably close to base and with safety boats in attendance there is very little actual danger arising from a capsize if it does happen, and the occasional capsize is an acceptable risk when racing. Indeed it has been said that if you never capsize when racing you are probably not pushing the boat hard enough.

The cruising skipper, by contrast, almost never needs to place a gybe at a predetermined geographical location, and in big waves he has the luxury of being able to choose the safest moment, and thus choose the wave (or the smooth) on which he will execute his gybe. He may also be sailing unaccompanied, perhaps many miles from base, and may be carrying camping kit or picnic kit; thus a capsize when cruising can be a much more serious matter than when racing, and in weather sufficiently strenuous to cause the capsize in the first place it becomes at least potentially dangerous. Thus a capsize when cruising should normally be regarded as unacceptable.

he cruising skipper also normally avoids very close quarters situations with other boats, except at dead slow speed (when rafting up alongside, for example); indeed Colregs are designed to keep vessels at a safe distance from each other at all times and to prevent close quarters situations from ever arising, whereas the Racing Rules are specifically designed (in part) to regulate the situation when competing boats are at extremely close quarters.

Hence for the gybe, in particular, the racing helmsman will usually prefer to be facing forward while the cruising skipper will often prefer to be facing aft; and both choices are for very good reasons.

For vintage boats, but only for vintage boats, historical authenticity may also be an important consideration. Purely personally, I would regard that as an overriding consideration for seriously early boats, say sail numbers below 100, and still a powerful consideration for sail numbers below 1,000. Above that it is a very grey area. However the point at which this becomes important is very much a matter of individual judgement; and it is the prerogative of the owner of any given older boat to decide whether this is an issue for his enjoyment of that particular boat.

I owned boat no. 4229, *Tantrum*, in the sixties and early seventies, and regarded her then as a modern boat. Indeed I was only her second owner, and like many other owners of such boats I incorporated the latest rule changes and permissions as I thought fit, with no thought

for historical authenticity; the concept wasn't even relevant. But if I owned her today I might very well want her rigged in keeping with her period; however the question then is what period, her date of build, or just a very few years later (after the introduction of genoas, metal spars, re-profiled rudder blade, transom scuppers, Highfield lever, Cunningham hole, centre sheeting, etc., etc., all of which were introduced to the Class while she was still modern).

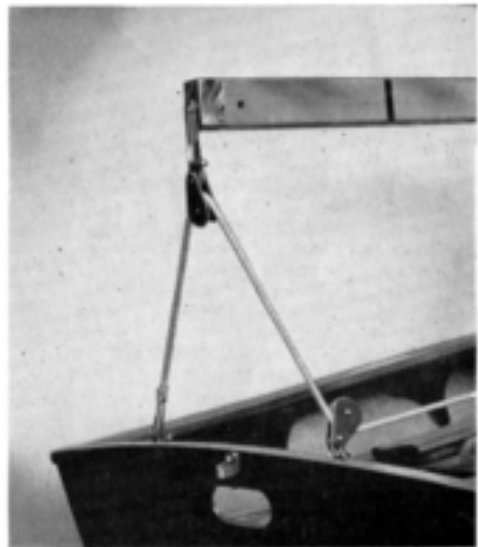
Of course fitting transom sheeting to an early vintage boat is not strictly a case of retrofitting, but of returning a modified boat to original specification. However in terms of the practicalities, either the original fittings are still present, in which case it is merely a matter of recommissioning them, or if they have been removed then the job is essentially identical to retrofitting a modern boat.

There are also at least two further reasons, less powerful, for preferring transom main for cruising:

- On older boats which do not have the benefit of modern bendy spars and powerful kickers, a full width sheet horse provides a useful tool for helping to flatten the main in stronger winds, and for spilling a limited and controlled amount of wind from the sail when wind strength is too much to hold the boat with the main sheeted fully home. Note that the modern bendy rig and powerful kicker (16:1 or 18:1 cascade or multi-part) does this job better, and renders this aspect of the full width horse redundant; but if you don't have that option then the full width horse is a good way to go.
- Personal preference, particularly for those helmsman who learned their sailing on boats with transom sheeting and who find centre control unfamiliar.

Arrangements for Transom Sheeting

The easiest of all to construct is a very simple two block arrangement as shown in these two photos: *Note the orientation of the block on the boom; it is at right-angles to the orientation of the corresponding block when rigged for a split-tail mainsheet. Alright, not a GP14 in the photo, but the system can equally well be fitted to GP14s.* (Photo from *Home Boat Building Made Easy*, Bell Woodworking Co.)



The primary disadvantage of this system is that the sheet always leads from the same side of the boat, so that its alignment relative to the boat differs between port tack and starboard. A secondary limitation is that the boom can never be sheeted quite as close to the centre line as can be achieved with the best of the more modern and more sophisticated systems.

To mitigate both these limitations, the two attachment points on the transom need to be as near the centre as is reasonably possible, while still straddling the tiller, but preferably not so close as to obstruct the tiller when the helm is hard over

The Early Rigid Horse

The most usual arrangement in the very early boats, which I suspect may have been in the original plans, a narrow metal horse, rectangular in profile, made out of brass or bronze rod.



Full Width Horse

Various forms of rigid full width horse have been produced from time to time. This became immensely popular in the sixties, and is such a good system that it quickly became the norm and remained so until eclipsed by the popularity of the modern split tail sheet led to the centre.

Essentially the arrangement consists of a former, over which a metal track is laid (either stainless

steel or aluminium), along which a traveller runs. Control lines are fitted to limit the excursion of the traveller, according to wind conditions. The RWO stainless steel track (with a stainless traveller) is a good choice, and is free of the corrosion and resulting friction which plagued the aluminium tracks (with nylon travellers). RWO also used to manufacture some rather nice end fittings which combined end stops with turning blocks for the control lines, and these can sometimes be picked up second-hand on eBay; alternatively any other suitable end stops and fairleads or turning blocks can of course be used.

The former for the horse was usually mahogany on a wooden boat; solid in the simpler examples, but cosmetically the nicest was the pillared type. A solid GRP horse former was built in as part of the deck moulding on the Mk 1 and Mk 2 GRP boats (discontinued on the Mk 3 and later GRP boats because by then the split tail sheet had become the norm).

For the early rig the rigid full width horse was a substantial improvement on simpler arrangements, which is why it so rapidly became the norm. In lighter winds the control lines could be set to lock the traveller in the centre of the horse. In stronger winds the traveller could be let well out to the lee side, and if the main were then sheeted in tight when going to windward this would produce a near vertical pull on the boom end while still allowing the boom to be well off-centre; the result was to flatten the sail, which in the days of simple kickers (typically 2:1 or 3:1 at the time, occasionally 4:1) and rigid spars could not be done in other ways, as the kicker was simply not powerful enough to do so. It also allowed the helmsman to spill a certain amount of wind in stronger conditions without allowing the sail to flog, and without easing the sheet.

Note however that both these advantages have been rendered almost redundant with the modern rig, with bendy spars and seriously powerful kickers. I specified a full width horse when I had my modern GP14 built for me in 2005/6, and I am delighted with it, but because I also have a powerful kicker and bendy spars I almost never release the traveller out from the centre; the primary function of the horse on my boat is to provide an attachment point for the mainsheet block without fouling the tiller, and beyond that it is merely a very nice cosmetic touch.

If fitting such a horse to a wooden boat, do ensure that the former is structurally secured to the transom, and not merely glued to the plywood deck. The easiest way to secure it strongly enough is to use suitably long wood screws (in tension) passing down through the former and into the transom.

The Rope Horse

This is perfectly acceptable within the Class Rules, and in an earlier generation of the Rules (before they were broadened to their present text) it was even specifically listed as an option, but to my mind it is “an abomination unto the Lord”. My purely personal view is that it seems to combine all the worst features of all systems, with none of the benefits of any of them. In particular, it allows the lower block to crash all over the stern deck when not under sufficient load to keep it clear of the deck, thus



damaging your varnish, and if it is allowed to function actually as a horse rather than a simple bridle (i.e. the lower block is allowed to travel along the rope) it is very difficult to satisfactorily control the amount of travel. The result of the latter is difficulty in sheeting the boom sufficiently close to the centre line when working to windward in light to moderate winds, resulting in poor windward performance.

I stress that this view of the rope horse is purely my personal opinion

Oliver L. Shaw

Oliver's response is to an initial question posed by David Garrett. Oliver welcomes questions and is always keen to offer his opinion and give advice. He can be contacted through the office.

Editor

Two Blokes Near The Back

As the World Championship in Barbados draws nearer, our reporter Russ T. Cleats catches up with sailors Adam Vaughan and Phil Pethybridge at their sail training camp on Derwent Reservoir. Their boat, 'One Way' has stood out at events throughout the year, but probably just because it's the only light blue hull on the circuit.

Cleats: "So, how has your sailing season gone so far?"

Vaughan: "We kicked off with the Midland Championships at Chase Sailing Club in March. It was a memorable start, with winds gusting up to 45 knots. At one point there were more boats upside down than racing, and you can guess which group we fell into."

Pethybridge: "On the drive down, we followed the signs for Alton Towers and were tempted to stop off. Mind you, with all that wind, the sailing at Chase was more nerve-wracking than any roller coaster, and we got wetter than any flume ride."

Vaughan: "The Nationals in Brixham were a highlight with lots of practice for big fleet starts. We discovered the trick is to make sure you're somewhere near the line when the gun goes off, rather than standing with your wetsuit round your ankles and peeing over the transom."

Pethybridge: "We did have a taste of success in Brixham. Our moment of triumph came as we scooped first place in the quiz. Take that Shane McCarthy! "

Cleats: "How are you paying for it all? The race campaign must be costing a fortune."



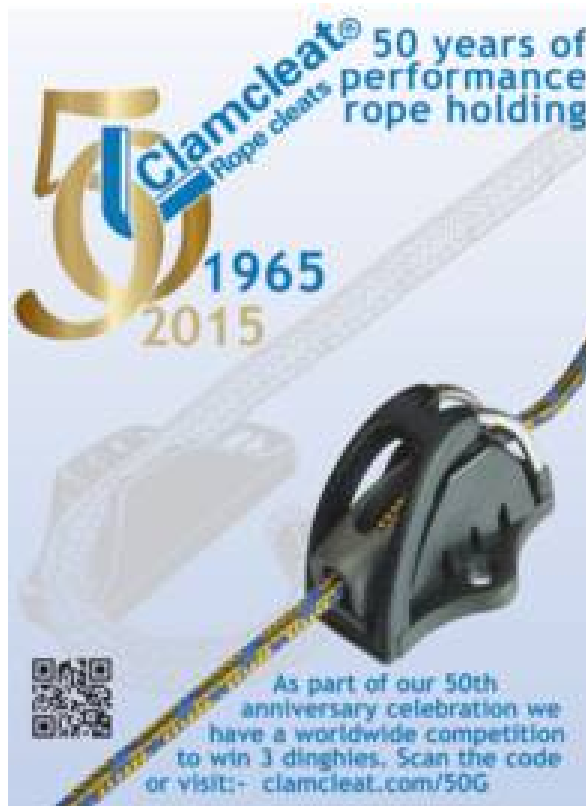
Pethybridge: "You can say that again. New sails, spars and rigging can cost a fortune but thankfully we've only bought two stopper beads this year to replace the ones we donated to the club's pool table."

Vaughan: "There are accommodation costs too. We've had to pay a deposit for Flippers Beach Resort in Barbados. Sandals were fully booked. We're looking for a sponsorship deal at the moment, trying all the big rum brands."

Pethybridge: "Captain Morgan's, Bacardi and Old Navy have all turned us down, but we've got one last hope. If we can close the deal then we'll be travelling to Barbados in t-shirts emblazoned with Aldi's Own Brand Rum."

Russ T. Cleats will bring you a final update in the Spring as our fearless sailors finalise the details of their race diet and explain how their winter training programme is getting them fit for the Carribean.

Adam Vaughan



Crewing Guide Introduction

I first wrote this guide in 2006 and made some minor alterations in 2015 to accommodate the latest rules and rigging techniques, plus some more recently identified tips that I thought were worth sharing.

As a crew for around 30 years now (where does the time go!), and having sailed at the sharp end of the fleet for much of that time, I thought it might be useful to share my experience and thoughts on dinghy crewing with other members of the club/association.

I've aimed this guide at novice to intermediate sailors who want to sail faster and become more competitive within their fleet. In order to stop this becoming an overly epic tome, I've assumed you know your way around a boat enough to know the general sailing terms, which sheet does what and the basics of how to hoist and fly a spinnaker, dropping it may be another story!

As I've stated, most of my experience comes from crewing in GP14s and this guide is really centred on this experience but I expect that, apart from characteristics specific to a GP, most of these techniques can be applied to any dinghy.

I should probably also highlight that I am an out and out crew and those that know me will confirm that the fleet is a far safer place without me on the tiller! I say this as you will probably get a sense throughout this guide that I have never been a helm (save for squeezing myself into an Oppy with my young boys every now and then) so you will see that I am by no means a hot-shot Olympic crew who govern tactics, race strategy and all that good stuff. I cast an envious glance at these guys, however, when I learned to sail and all my experience since was through crewing alone with the helm working out the tactics using my inputs. That said, you should hopefully see that I'm pretty handy at pulling ropes!

Preparation – The Six Ps to Going Faster Before You Even Get on the Water

They say that Proper Preparation Prevents Pretty Poor Performance (or something very similar) and it's true.

At some point or other I've been involved in the full range of clanger dropping moments such as sailing the wrong course, having the sheets rigged incorrectly, missing the start, and even missing the finish.

The most frustrating thing is the stupidity of it – there's simply no excuse for most of these clangers and if it happens on a Wednesday night when there's only one race, the cat doesn't half get a kicking when I get home!

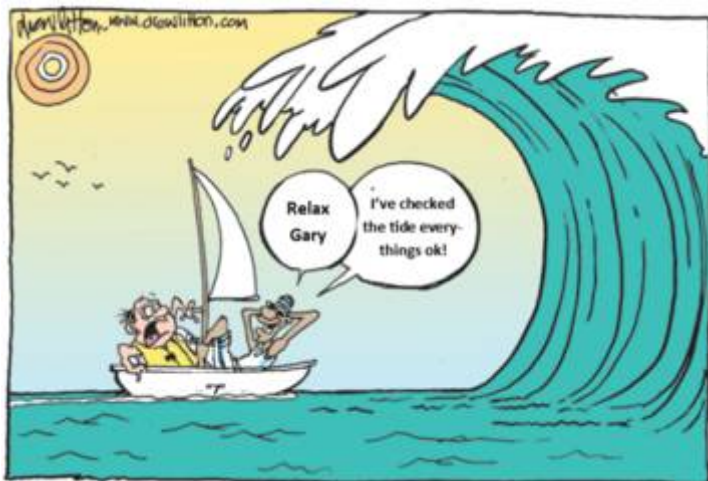
The answer is to remember the six Ps and be properly prepared for the race in hand. I make no apology if the following checklist is obvious – the fact is that we have all dropped a clanger

so it needs spelling out, indeed, Championships have been lost owing to some of the following:

- Arrive in plenty of time to complete all the jobs that need doing. You should be aiming to be on the water with enough time before your start to have at least one practice beat and come back down the course with the kite up, gybed and dropped in the right side for the first hoist. (So you'll need to figure out the wind direction from the first to the second mark, which you can't do if you're still hopping around the changing rooms trying to get your other leg into your wet suit!)
- Rig the boat correctly. The most common thing to get wrong is the kite halyard and sheets on the wrong side of the jibs. Make sure the kite goes outside everything. Also make sure that the jib halyard shackle is taped up or covered in some way to prevent the kite halyard sticking on it. Another good tip is to make sure the kite halyard is tight when you're pulling the rig tension on – this prevents the kite halyard looping in the mast and jamming on the first hoist.
- Are the bungs in?
- Prepare yourself correctly. Have you got your watch on? Make sure you've got the right clothes on, not so much a problem for club sailing but spending a day at sea brings its own challenges – remember that you can always take off what you've got on but you can't put something on if you haven't got it. Take some liquid and a snack – I take a mars bar to eat just before the start of each race. If it's sunny, take a hat and some sun cream too. Sunstroke doesn't half spoil your enjoyment of the post-race beers!
- Don't forget to sign on or tally or do whatever needs to be done to follow the sailing instructions and record the fact that you are intending to race. Spending a day at sea for a couple of discards is no fun! If necessary, agree with your helm which of you is responsible for doing this task; don't have an "I thought you were doing that" clanger moment.
- Don't forget the course. This is not only which marks and which way round information; you need to know where you're starting (is it a committee boat start for example), you need to know if the course changes after a number of laps, and you need to know the total number of laps. The reason for the latter is that typically the inner and outer marks (or finish line) are not part of the course until the finish so you need to make sure you go through the finish line after the prescribed number of laps. Also, your tactics may change if you know you're coming into the finish. There's a lot of debate over who takes the course and my thinking on this is that both the helm and crew should be familiar with it. From the helm's point of view, they're



obviously steering you from A to B but as a crew, how can you be prepared for a hoist, drop, gybe or whatever if you don't know where the next mark is?



- Familiarise yourself with the forecast (which may affect your clothing choice if you're going out for a while) and, if you're sailing in tidal waters, know when the tide turns and the currents affecting the racing area.

- As I mentioned earlier, get onto to the water early. This allows you to gain a real advantage over those who leave it until the last

minute. Firstly, check out the start line. It is amazingly common for the transits not to be in line with the inner and outer marks. Strictly speaking, the OOD should look down the transits for the start which means that if the inner and outer are set in front of the transit line you could be over and if they're set behind, you can usually take an advantage over the rest of the fleet who start in line with the marks.

- You should also be able to size up which end of the line is best to start from by determining which end of the line, if any, is further upwind. A practice first beat can help confirm this. Admittedly, I leave a lot of this to the helm, who at the end of the day is steering the Good Ship and has ultimate control of tactics.
- If you're sailing on the sea, you should also check out the tide on a mark too.
- Having completed a practice beat, work out the direction the wind will be in from the first to the second mark so you know which side to drop the kite in for your preferred hoist (see the 'Downwind' section on this too.) Always sail back down the course with the kite flying and do at least one gybe – this ensures you've got all the sheets and halyards rigged correctly and allows you time to resolve any issues (if you have to cock your head sideways to read the numbers or sail maker's logo on the kite, there's a good chance something is not quite right!!). Having this bit of practice also gets you into sailing mode and warmed up before the race starts rather than it taking the first lap of the actual race to get you going.
- Whilst you're doing this practice – don't forget that you need to get a gun, so don't go too far away if the start is coming up. Sound takes a while to travel and you can literally be out by several seconds if you're a good distance from the gun or horn and there's a fair breeze, particularly if you're upwind. I like to get a gun at least two before the actual

start if I can – this allows me to check my watch is in synch with the OOD's when the preparatory gun is sounded. I would add that I think it is best for the crew to deal with the time – I think the helm has enough to do at the start and shouldn't add looking at their watch to their list of tasks.

- If you're sailing where there's weed pop the centreboard up one last time to clear it.
- If you're sailing somewhere unfamiliar, you need to orientate yourself with the first mark. Inland, it should be straightforward enough to pick out a couple of landmarks, but out at sea, you might have to take a compass bearing because the first mark is actually out of sight. Go past the committee boat for the bearing, which should be shown on a board. Don't take it for granted that the windward mark is directly upwind, you can become disoriented if you start late in a gate start for example.
- For club sailing, it is quite common for a fleet to start before you. Watch their start and see who performs best up the first beat – valuable information for when you're on your way up there.

At the preparatory gun, you should by now have completed all the pre-race tasks and your watch should be going. Between you, you should have a starting and first beat plan and you now need to concentrate on getting the boat in the right position for the start.

Make one last check to ensure the boat is correctly trimmed i.e. correct amount of rig tension, outhaul on, kicker set and centreboard down. It's quite easy to forget these when you're pottering about before the start and they haven't been reset since you sailed down the course. Finding out after the gun goes is too late!

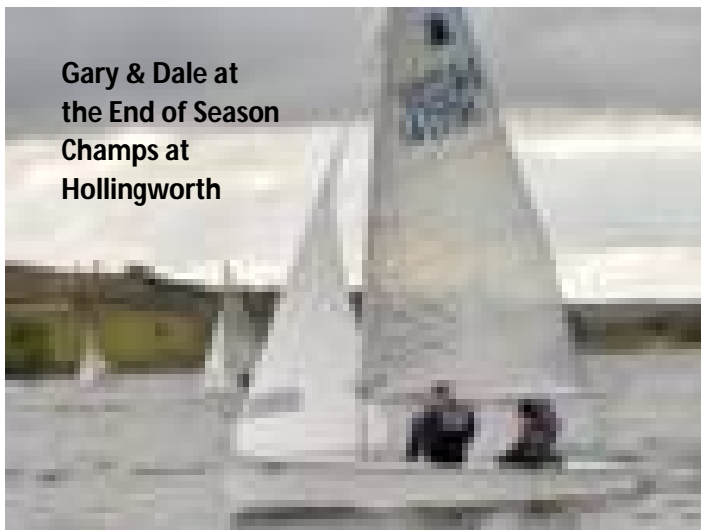
The key thing at the start is for the boat to be going flat out when it crosses the line, ideally as the gun goes. Granted, this is not an easy feat so it's better to play safe and not be over the line at the gun but you should be very close. One thing is for certain, the wrong approach is 1. 'bang', 2. pull the sails in and 3. wait for the boat to get up to speed. You can pretty much guarantee the fleet will have gone by this point!

The first beat is absolutely critical in any race and particularly in GPs when places don't change too much downwind (compared to say the RS400s), hence it is the start that is the foundation to a good race.

You have got to be thinking first row if you're serious about a good start and the best bet is to get into position early, ideally into a nice gap which allows you to move down as well as go up. As a crew you can't obviously steer the boat but you can use your eyes and look down to leeward (where the helm usually can't see) and keep him informed of what's going on. You should also be keeping the helm advised of the time remaining and he should be keeping you advised of how much speed he wants on the boat which will govern how much the jib should be pulled in.

You can kill the boat speed altogether by pushing the boom out, you can even drift sideways if you pull the centreboard up – but don't forget that the boat needs forward speed to steer and, most importantly, you need to be going at full speed for the start.

**Gary & Dale at
the End of Season
Champs at
Hollingworth**



In the last minute, call the time out every ten seconds (or whatever the helm feels best with) and in the last ten, call out every second.

Be aware of the wind conditions and how long it will take to get the boat going at full speed. As a guide, the last ten seconds should be concentrating on building up to full speed (assuming your helm has given you enough room –

beat him regularly until this becomes standard practice!) Keep an eye on your tell-tales to make sure the jib is pulling correctly and is not over-sheeted. The helm will almost always be slightly bearing off the wind to avoid being over the line so over-sheeting is easy to do. Again, depending on wind conditions, be aware of the weight needed to keep the boat flat (your practice beat should have given you an idea but the wind changes all the time.) As you start to wind up, transfer your weight to windward as the boat requires it. In the last five seconds, you should be fully hiked out (if necessary) and giving it large!

Just a quick word on gate starts; don't be fooled into thinking that timing doesn't matter because it does. Make sure you understand the starting sequence and the timings. Keep an eye on the pathfinder and don't lose touch with it. As it starts its beat on port, I keep pointing to it so my helm can look around to manoeuvre the boat and, whenever he needs to, he can glance at my pointing arm to quickly find the gate and gauge the timing of our start. If you're starting late (further up the right side of the beat) remember that a) the path finder might have tacked off so you will now be looking for the gate boat which probably won't stand out as much, and b) there is usually a time limit for the gate to be open so once you have counted down to the opening of the gate you should also count up to the closing time. There is no greater sinking feeling than realising you've got to reach down to the end of line as the rest of the fleet charges off in the opposite direction to the first mark – this is from experience!

If you have any comments or queries about this guide or even better techniques, please feel free post them on the forum or you can contact me directly at dale@dkconsulting.co.uk

Good sailing.

Dale Knowles, January 2006 (and updated in September 2015)

GP14 Nationals 2015 from the Race Officers perspective



The GP14 Nationals got off on a good foot the night before the event started with a “welcome to BYC pre regatta party” a few drinks and a buffet all making for a very compliant and easy going audience for the competitors briefing. Perhaps asking the question if the fleet would prefer Gate or line starts was bound to come up with the “all line!”, “all gate!”, “Bit of both!” and “neither!” shouts from the floor: so it was hatched that a combination of line starts and gate starts rotation would prevail throughout the week. With plenty of advice that the fleet like to push the start line – the black flag was tucked into the race officers bag ready for an airing.....

Sunday Practice Race and Race 1 – not a bad start..... sunshine and a gentle breeze and so the practice race was about to start – what could go wrong, umm the mark layers dropping the wrong colour marks (oops), a 40 degree shift in the 2 min gate is what ! (Apologies to the reluctant pathfinder he must have thought we were right bunch of wallies.) At least the fleet could work out that Torbay can be shifty and the mark layers could read the SIs!

On the restart all things settled down and a short race went well as a warm up for the real thing. So Race 1 – line start...With the wind oscillating through big arcs and a bit of first day testosterone led to some typical big fleet line pushing! With bias at the pin, a couple of postponements in sequence or general recalls, (The last general recalls of the week!) but eventually led to a more stable direction and a fair line (well so we thought). Maybe a few of the ‘contenders’ thought we would keep general recalling and go black flag, but as a promise to the fleet with big swings in the wind the lines were biased, so we kept trying on P flag and eventually the fleet got away on a fair line, but X went up and two boats caught OCS, which seemed to focus the fleets starting technique for the rest of the week.



With oscillating breeze a good test for competitors and lovely English Riviera sunshine and a free beer in the dinghy park resulted in very happy punters and a good first night in the bar.

Monday 2 races – All is not what it seems from the shore..... Gentle breeze again so it seemed from the beach but when the fleet got out to the race course they were met with 15-18 kts from the West –

perfect sailing even if a few pond sailors got used to waves and breaststroke. Both gate and line starts going seamlessly and another good day at the office. However the end of the second race was a bit unusual with a large yacht cruising though the finish line with the skipper asleep in the cockpit. The crews' race was scheduled but seemed to have no takers so every one shot off ashore like a robber's dog straight after finishing the second race.

Tuesday 1 race – When it got interesting. The forecast indicated f6-7 most of the day for Tuesday, and Wednesday (which was scheduled as a spare day) was not looking any better just to make matters worse the longer range forecast showed Thursday and Friday would be no wind at all.

An early morning trip in a rib confirmed that 25kts was already in at 8am with it due to build so an AP ashore loomed. After an hour the Committee Boat left to the race course to monitor the winds ready to launch the fleet as soon as the worst was over. We must have heard 'Oh our boats can sail in anything.....' a few times that day. With the wind offshore and lovely sunshine, the club house tucked under a high cliff, life ashore was deceptive. But out on the course it was hard to stand up on a committee boat, while 25kts – 35kts tested the Committee Boats 50m of chain and big 25kg anchor. Eventually at about 2pm the wind abated to 15-25kts and out the fleet came, then they all understood why the wait! 1 race was sailed – clean start rock steady direction and flat out planning down the reaches and still the sun shone. Not bad so far. Funny enough no one fancied the re-scheduled crews race afterwards – I wonder why!

Wednesday - The spare day was forecast to be the worst of the week so despite one race behind schedule the decision was made to allow the competitors to keep their day off. But by all accounts the best racing of the week was found on the nearby Go-Kart track (I hope that was not a criticism of our race management so far...

Thursday 3 races – Not much wind forecast for two days oh deep joy. But when we got the fleet out a light Easterly breeze meant the start of a swell running into the bay, but the breeze soon swung towards the SE meaning a swell running from left to right and the windward mark would set be in a bit of tide from right to left and a right hand bend under the high cliffs of Berry Head. To us locals who have sailed in Torbay before know this means wind goes right – but maybe the right call is to go right but not hard right, especially as there was usually more wind on the left and the negative current on the lay line! So Gate start at the beginning of the day before the cat is out of the bag and the whole fleet try to start late with a massive neon sign in the sky saying GO-RIGHT! – so the Race Committee kept the mark layers moving

marks to starboard pretty well every round for 3 races. The gamble of wind direction / wind speed led to a few races both the usual fleet order inverted a little but as the pressure steadied by the end of the day most were keen to go right upwind and tried to start at the CB end so an ever increasing bias to port kept most boats guessing where to start and couple of individual recalls also kept the championship contenders in check. Only one day to go..... still no black flag.....

Friday 2 races – Last Day No wind forecast for two days oh deep joy! After chatting in the club with the class reps the RO stated boldly, “The only hope today is a sea-breeze and looking at the cloud that won’t happen with a gradient E forecast!” So with no obvious sign of anything better later in the day, out the troops trotted.

With a real risk that there would be no sailing at all, a decision was to launch the fleet on time, more in hope than expectation, the thinking being if 6kts came through for an hour, we may miss the chance by the time fleet reached the course, with the fleet assembled they were greeted by an almost drift like Torbay. A Race Committee unofficial decision was made that 3 knots was the bottom limit for racing especially with the championship resting on the day’s results. In came 5kts and a course was set, but away went the wind again so AP in sequence and so on it went. Two or three attempts at a gate start just had the whole fleet desperately trying to start early in case they got stranded out to starboard of a closed gate causing chaos – so each time the breeze dropped then bang, bang, bang and N flag. A decision was made that there was simply not enough wind and the fleet will just have to wait, falling into the hands of Shane and Andy perhaps?

But what does a local RO know? After a bit of waiting the beginnings of a sea-breeze tried to establish. Mindful that this maybe our only chance a course was set in haste and away the fleet got on a clean start in a light SE breeze – much the same as the preceding day, breeze going right, a bit more wind on the left but with the CB deliberately a little further North the tide was less of a player. So on the whole the wind direction overcame the extra pressure on the left and natural order restored at the front of the fleet with Shane and Andy taking the first canon of the day to win the event with one race to go – so off to the shore they go for an early beer. To the Race Committees surprise the breeze held and the final race of the championship was sailed completing a series without any lost races with almost wall to wall sunshine and maybe the first ever GP14 Nationals (with line starts) without the use of a black flag? So Graham and Adam deservedly winning the last race with ease meant a tie on points overall but with the Irish boys having done their maths that Graham and Andy could not match their number of race wins. A very close and enjoyable Nationals was concluded with a very worthy leader board.

We hope the GP14s enjoyed their time in Brixham and that we delivered a good event both on shore and afloat, what did we think of you lot? We loved hosting the GPs, you were all very good boys and girls on a start line. Competitive sailors and like a few drinks in the bar afterwards. Fancy coming back? We would be delighted to see you all again soon. Thanks for coming.

Sean Semmens, RO

The Yellow Boat goes to Brixham



Following an extensive refurbishment over the winter months to its soggy bottom, the yellow boat was again to be sailed competitively at the GP14 National Championships in Brixham, Devon. Steve Parry and I were both keen to find out if the boat would actually sail any faster than we have done in previous championships. I guess that we were both optimistic that this would be the case whilst at the same time conveniently forgetting that the boat was built in 1961 and its crew predate it by a number of years.

We arrived in Brixham to glorious weather but absolutely everyone we met complained about the traffic. Major road works in and around Tor Bay meant that it would have been quicker to walk the last 10 miles or so. Still it was great to see so many familiar faces and the event organisation was clearly going to be first class.

Sunday's entertainment would be the practice race and the first race of the championships. The weather was wonderful; a lovely day for sailing. Unfortunately, race 1 turned out to be a bit of a disaster for the crew of the yellow boat. We forgot to insert the bit of hose that stops the spinnaker sheets disappearing underneath the boat and naturally the inevitable happened. We finished 39th out of 43 and Steve was muttering about the mast being in the wrong position, our uncanny ability to go up the wrong side of the course on the beat, etc. The renovation was a complete waste of time; please bring back the old yellow boat.

Monday arrived and Steve shot down to the boat to have a quick tweak and fiddle with various bits of the boat. He declared that we were going to have a much better day! Race 2, however, proved to be no better than race 1. We managed to place the spinnaker completely under the boat, down the side of the boat, anywhere but where it should be. A huge amount of foul language was coming from the stern but I tried to calm him down by trying to convince him that Brixham is the birthplace of trawling and this was our tribute to the fishing industry. We were awarded a Naff Award by Gill Beddow, our brilliant race event organiser, at the evening prize giving for finishing last on the water in this race.

We managed to finish 28th in Race 3 by eliminating stupid errors. It should be noted that 28th is the highest I have ever finished at a Nationals or Worlds –goodness knows how we managed it.

Tuesday was all about wind and it was not all coming from the crew. The races were delayed until 3pm due to some huge gusts of wind. The race officer was brilliant in his reading of the weather. As soon as the wind started to drop, he put us on the water with a view to completing race 4 of the event. We put the small jib on and dispensed with the spinnaker – just getting around the course in one piece was the only objective. We finished 28th again out of 33 finishers but there were a number of crews who did not complete the race for varying reasons. We were 33rd in the championship with the rest day to come and feeling quite pleased with ourselves.

On the rest day we took a trip to EXE Sails and I have to say I found this to be a fascinating experience. I have sailed for over 40 years now and have never really thought about the process involved in creating the shape of each sail. If you ever get the opportunity to watch and possibly help in the creation of a sail, then I would recommend that you do so.

Thursday arrived and we were determined to improve our position – we could get higher than 33rd surely? Three races (5th, 6th and 7th of the event) were scheduled for the day as we were playing catch up following only one race on Tuesday. The wind speed was predicted to be an average of 10 knots gusting to 15 knots from WSW. Race 1 was poor. We managed to select the wrong way up the beat on each lap and finished 39th – second from last – but convinced ourselves that this was going to be one of our discards.

Race 2 started well and by the windward mark on the final lap we had about 10 boats behind us – just two reaches to go – cross the line – have lunch and all would be well with the world. Unfortunately, we were hit by a big gust of wind just as I was trying to put the spinnaker pole in place and I found myself swimming.

A capsize is an insignificant event for sailors but this was our first ever capsize in the yellow boat after 8 years racing together. We soon righted the boat but being a Mark 1 GP14 it resembled a bath rather than a

The water level was about 5 inches above the centre board case and each wave brought a little more water into the boat.

We then spent the next 10 minutes frantically bailing having stuffed the spinnaker into the centreboard casing to try to slow down the amount of water coming back into the boat. Unfortunately, the sight of two old farts frantically



bailing a boat in Tor Bay resulted in a very kind citizen calling the RNLI. Thankfully the RNLI contacted the race officer before launching or our embarrassment would have been complete.

The rescue boat made it clear to us that Race 3 would start shortly and we therefore pointed the boat in the general direction of the committee boat and prayed. With the weight of water within the hull the yellow boat was now convinced that it was a submarine and both of the crew were sat as far back as possible to prevent the bows disappearing under the waves. Needless to say we secured a DNF in Race 2. We did manage to return to the start line just as Race 3 of the day was about to commence but the absolutely terrible thing was that there was no time to have lunch – I was not a happy bunny!

Just as we were hurtling towards the start line (I use this term very loosely), Chris Beddow thought it would be a good idea to come in on port tack to try and get in front of us. This

resulted in a big collision, damage to both boats and a fair amount of swearing. Unfortunately for Chris, he could not have picked a worse time to hit us given the weight of the water still within the boat and two fat lads as a crew. We did apologise to him later for the use of vile language. We therefore had a terrible start to race 3 and did not manage to clear all of the water out of the boat until we rounded the windward mark and managed to get the spinnaker flying again. We managed to finish 38th and the only surprise was that there were boats behind us.

It therefore turned out to be a very interesting day – we fell from 33rd to 39th in the fleet, missed lunch, our first ever capsize, RNLI were called upon to rescue us, and having spent all winter sniffing epoxy in Hugh's garage, the hull was damaged again. The amazing thing however is that we avoided one of Gill's Naff Awards. Three crews were asked to present themselves before her for their capsizes and we were excluded!

Friday and our final day of racing brought light winds but thankfully a sea breeze arrived and we were off again. Each morning before racing, I study the tides and wind in order to try and predict what is going to happen during the day. I got it wrong for every race except for Race 8 of the Nationals on the Friday morning. We managed to take the right way up the beat and found ourselves towards the front of the fleet at the windward mark. Unbelievably, we managed to maintain our position for most of the race.

I honestly thought that with being so far up the fleet, Steve was going to burst, suffer a heart attack or nose bleed the longer the race went on. It was very tense and harsh words were said between us coming up to the windward mark for the last time as I tried to convince him that we do not have to leave at least 30 boat lengths between us and the mark at each rounding. We usually sail on a ditch in York where we usually have a couple of inches to spare at each mark. Needless to say I was told to shut up (loose translation) and we tacked to leave plenty of room at the mark once more. However, I have to confess that my terrible spinnaker work cost us two places on the line. We finished 16th at a race in the National Championships – truly unbelievable for the oldest combination of boat and crew by a couple of light years at the event. However, normal service was resumed in the final race as we finished 37th.

It is always sad to sail back into harbour at the end of a championship but I guess that this is a good sign that I had thoroughly enjoyed myself again. The event was very well organised, the venue was excellent, as usual the GP14 fleet were good company and we were very lucky with the weather – lots of wind and no rain. I would look forward to returning to Brixham again.

What have I learned? Do not capsize a Mark 1 GP14 – your race is over! The yellow boat is now a lot faster and more capable than its crew is. Steve Parry is a really good guy to sail with – how on earth he puts up with all of the nonsense from his crew I'll never know. I still have loads to learn and cannot wait for the first race at the World Championships in Barbados 2016.

Phil Green

Cruising in Brixham



Deep in the annals of time, just after the GP14 was invented, somebody built a road. A black ribbon of tarmac that gently meandered over hill and dale. It allowed the sea-starved inhabitants of middle England to explore the furthest reaches of this Sceptred Isle. People loved it so much, they gave it a name – the M5 (M stands for motorway and 5 is the number of months it takes to go along it). It was a magnificent tribute to the ingenuity of man. Man and only man could build a car park running from Birmingham to Brixham. To journey on a July Saturday does come with another worry, surely all these people are not going to the GP Nationals and Cruise week, as well? We stop, we move, we stop, we crawl and yes we slowly, oh, ever so slowly, inch towards the English Riviera. Glad we have a boat behind us, surely Devon and Cornwall will sink into the sea with these hoards seeking the southerly sun? Brixham is our goal, the best, brightest and most beautiful sea side hamlet on the south coast.

Our hosts for the week are found clinging, precariously to the cliffs high up in the jet stream of our atmosphere. Nay, not a Sherpa or oxygen tank in sight, for none is needed, as sheer exhilaration is your driving force. I don't think I have ever been so far from the sea as I stare out to blue waters of the sweeping majestic bay set before me. I gasp for breath in the thin air and admire the truly magnificent vista and enjoy its virility as the changing seasons flash before me, sharing winds from all directions, all within a 15 minute time span.

Time and tide waits for no man, the day comes when we actually get a taste of foaming English Channel. We move with the flow and ebb of history, saunter through the ghostly harbour with anchored yachts waiting to capture your little 14 footer and serenade its dulcet melody through the tides of tomorrow, like a ship at sea; never weary of the tumultuous waves crashing around the beautiful club house shore. But, like our GP President, cognizant of the coming tempest, he adjusts the sails of the metaphorical ship of what has become the GP14 Association. But our time now comes to put aside these flippancies and to seek for the glory and only the glory, that elusive and ultimate day sail to the distant Thatcher Rocks many miles away.

I well remember my efforts; I gazed into the misty horizon seeking just a mere glimpse of these isles, hidden, unlike our brave face, as we set outward bound across the now turbulent waters of Torbay and into the murky distance. Warnings need to be heeded, these isles apparently within sight of the populace of Torquay, resist all temptation from the natives, with their sugary rock and bright lights of so called seaside entertainment.

I brief my crew. "We follow this dim and storm-struck lump of rock north until we veer into the Channel, once fabled route to Oriental treasures and our shot at glory in the Sky News, just like previous Nationals, if, and only if, my cruising GP holds together to the bitter end."

Slipping, slipping, desperately holding on for dear life, the tightly wound rope around my hands, hands that were burning, burning, the cold salty spray pounding, pounding, so hard, providing no relief for my aching fingers, the wind howling around my ears, My thoughts turned inward, seeking some kind of hope, some kind of future, some kind of salvation. The waves were choppy and turbulent as I guided my small boat through the dancing waters.

Peering across the grey menacing water of the bay to the distant and the ever so, far away goal. "We must be somewhere near Weymouth" I cry, as I take an old sea dogs estimate of tidal rate and celestial observation.

"Home, sweet harbour of Brixham where are your enveloping walls of safety?"

Clinging on to the tiller, I point the old girl towards her destiny. Although it's the boat that gives the better reaction of the two.

"We're doomed, doomed I tell you", I yell to my frightened crew.

"We havn'e left the harbour yet yea bloody fool", was her sensible reply.



The storm has passed away, leaving not a trace and the sun comes out. Yet again my foolishness lies bare..... I survived. My crew unperturbed is oblivious to the passing squall as nails are now polished and sun lotion is leisurely applied. The July sun shines in undimmed splendour, and all nature will appear to rejoice in its light. The waves with their silver crests will seem to chase one another in mad glee. The cruising fleet comes home as they tack to and fro across the Brixham wastes, under the stiff breeze, making the water foam about their blunt prows, and the white-winged gulls will wheel in graceful circles

overhead. There is a sense of movement and life that is contagious.

I like the freedom of gliding across the water, letting the wind rustle through my beard, and skating along with the sun glittering behind me. Ah, the satisfaction, the sense of achievement, this will be my tale of glory of the club bar for the rest of the year. Bet they can't wait to hear it!

Stewart Elder

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Grand Prix Review & Preview

The 2014/2015 Grand Prix series started way back in October 2014 with the EOS at Grafham Sailing Club and it lived up to its reputation and provided a cracking event with excellent sailing in F5 winds. The catering by the Club was excellent and the Comedian kept everyone well entertained.

Into 2015 and the Midland Areas set the ball rolling at Chase Sailing Club with a very good entry of 31 boats.

The next event was the Inland Championship at Carsington, a water the GP's haven't sailed on for 10 years. A great piece of water.

Two weeks later the Scottish Areas was held at Castle Semple with a very good entry and the Southern's at Chichester Sailing Club 10 where boats took part.

The Welsh Areas at Llandudno proved to be popular and provided well needed sea practice prior to the Nationals.

Sam Watson & Andy Hunter 1st in Llandudno >



Brixham Nationals – Sean Semmens the RO did a very good job in getting all 11 races sailed in quite varied conditions. The Club proved very welcoming and the single slipway was managed by a very experienced launching and catching team. Many sailors expressed their thanks and congratulations on a job very well done. It is often these small things that make or break an event and venue and past experiences have been learnt by Brixham and they did a brilliant job.

The Northern's at Derwent Reservoir SC were a big success story, they were lucky to fit in all the races in the wind conditions and that spurred them on to drinking all the red wine and a fair amount of beer. Congratulations to winners Lawrence Creaser and Andy Hunter. The band was very good and the party went on well into the Saturday night.

Hollingworth Lake Reservoir saw the fleet at the final event in this very long series. A lovely venue with 27 boats taking part and racing at the top end of the fleet extremely tight and exciting. Yet again partying went on into the night with people being posted through the porthole. Don't ask!

The 2014/15 Grand Prix by numbers. Did you know?

- 84 boats have competed in this Grand Prix (so far)
- Which equates to 180 sailors (some helms had more than one crew)
- From 27 different sailing clubs.
- 11 companies have been kind enough to donate event prizes
- (Even though there aren't always prizes for 3rd place, only Richard and Jim complain.)
- 22 barrels of beer were drunk at the Nationals alone.
- Venues are chosen by your 5 Area reps
- And events are organised by 1 very busy Championship Committee
- Next year's Grand Prix will be super with 6 events.

The Grand Prix is YOUR event, organised to give you the opportunity to sail at venues across the country against sailors of all levels and abilities in all conditions. We welcome any feedback you have on venue choices, if you have somewhere you think we should be sailing in the future let us know. Also any general feedback about the organisation, prizes, entertainment etc. You can have your say by emailing: gp14championships@outlook.com

2016 Grand Prix Preview

For 2016, the Grand Prix will be getting a little bit of a facelift. Don't worry, it's only cosmetic, the series will still represent the best sailing the class has to offer. As we have the Worlds next year which is a stand-alone event, and a change in Championship Committee, there are only six events that will be part of next year's Grand Prix.

So, here it is, drumroll please...welcome to a preview of the 2016 Super 6 Series.

Forget Tough Mudder, forget Ironman, do you have what it takes to take part in THE elite sporting event of the season? Entry is difficult, you must have a GP14, two of you in the boat and be prepared to go hard at the socials.

There will be 6 Super locations:

- **Inland Championships: 21 – 22 May**
Bala Sailing Club
- **National Championships: 20-26 August**
Pwllheli Sailing Club
- **Midland Areas: Date 1-2 October**
Chelmarsh Sailing Club
- **Northern Areas: Date 23-24 July**
West Kirby Sailing Club
- **Scottish Areas: Date TBC**
At a top secret super location to be revealed
- **Southern Areas: Date 10-11 September**
Brightlingsea Sailing Club

6 Super facts about the Grand Prix series:

There will be **6 super racing events** over 2 days (apart from the Nationals which is a week-long event) that are well organised, professionally run and safe.

There are **6 super locations** with something for everyone. The variety of small lake, big reservoir, estuary and open sea allows you to develop your sailing skills whatever standard you are currently at. You might be an expert on the rolling waves but still be challenged by a small, shifty lake.

There will be **6 super socials** guaranteed! If you've not been to a championship event before you will love it. Even if you have a rubbish sail the socials are brilliant, mostly due to us having a fleet full of super people! There has been everything over the years; limbo dancing, Scottish highland games, comedians, magicians, hypnotists and, of course, live music. Plans for this year are still firmly under wraps (a.k.a. not quite sorted yet) but whatever they are it will be epic.



There will be **6 super lots of prizes**, over 60 prizes were won as part of the 2014/15 nationals alone. For 2016 we will be introducing new prize categories to ensure everyone in the fleet has an opportunity to have their 15 minutes of fame if they have a blinder. For those that have a shocker there is always the ever popular naff awards to aim for!

They give you the chance for **6 super sailing holidays** with your friends. We all know sailing can be a costly hobby but we try and make sure that the Grand Prix events are accessible for all. There is discounted entry for Youths, entry fees are kept as low as possible and include as much as possible and all events offer free camping.

There will be **6 super experiences** that will push you, give you a super experience of sailing in a bigger fleet, help you sharpen your skills to new super heights and most importantly. **They are super fun!** It's a fact, ask anyone who's taken part.

So, get Super with us next year, keep an eye out on the website, Facebook and Twitter for more details about how you join the not-at-all-elite S6S.

#GP14Super6

Gill Beddow

Northern Area Championships

26 - 27 September 2015 - Derwent Reservoir Sailing Club

The penultimate event of the 2015 Craftinsure Grand Prix Series was set against a backdrop of rolling hills and the long impressive water that is Derwent Reservoir. With wind speed under 5mph forecast for the whole weekend a few were put off from travelling to Derwent. For those who made the journey they were rewarded with some decent wind, four races and some northern hospitality. Twenty-two boats registered, with Lawrence Creaser from Northampton Sailing Club the furthest travelled.

By the start of Race 1 there was a decent breeze of around 9mph right across the water. The race officer managed to set a good course and the sequence started. After a messy first start and a general recall the black flag went up reign the enthusiasm back in. However Nick Devereux/Geoff Edwards (Budworth) and Bob Skelly/Doug Mills (Derwent) were still found pushing their luck a little and as a result they were OCS and disqualified from the first race.

The second race got underway on the first attempt and Justin Smith (Derwent) and Seonaid Young (South Staffs) managed to round the windward mark in first position after a clean start finding some favourable shifts across the port side off the course. In hot pursuit was the rest of the fleet lead by Lawrence/Andy. Justin/Seonaid managed to defend their lead until two legs before the end of the race where Lawrence/Andy tacked early around the leeward mark as the wind shifted. It was then a one tack beat with Lawrence/Andy finishing the race in 1st closely followed by Justin/Seonaid in 2nd and Andy and Rob Smith in 3rd.

With the Rugby World Cup in full swing the evening was a stand-off between the Rugby and the Band. Eventually a compromise was reached with Irish folk band Happy Cats providing a musical back drop to the second half. After the English fans had finished drying their eyes the dance floor filled for some high energy dancing. Competition was never far from the sailor's minds though with table football and giant jenga tournaments into the wee small hours.

There were one or two sore heads for Day 2 which the blazing sunshine didn't ease! The wind had now built similar to the previous day to a nice 8-9 mph.

The overall win went to Lawrence and Andy with a commanding performance of a second and three firsts. Nick and Geoff won the Silver fleet (5th overall) and Ben and Poppy.

Despite the sometimes flagging wind all enjoyed cracking event hosted by Derwent.



Michelle Evans

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2016 World Championship

BRIDGETOWN YACHT CLUB BARBADOS

This is the 19th World Championship in the 63 year history of the GP 14 Class.

Three Previous winners will be taking part and it will be a momentous and unique occasion to see them together.



It seems very fitting that the Champion and his crew from back in 1967, the year of the first Worlds which was held in Canada, live in Barbados and will be there to witness our event.

With only 158 days, 3792 hours to go and counting before the event starts there is still a lot to do. I know many of you have booked flights and accommodation hopefully all those of you who have reserved container spaces, 77 on the mainland and 24 in Ireland will have paid the balance fee. Entries are from Australia, Canada, Sri Lanka, The Caribbean Islands and Ireland. Ten boats, possibly more have been or are being purchased by the Island for the local sailors and those from other Islands in the Caribbean chain and are being shipped out around now.

Just a reminder that the boat entries need to be in by November 30th so that the correct number of containers can be booked. We are very grateful to Geestline for sponsoring our event and providing the containers at such a competitive rate. Much work has been going on with the Racking and Packing team with a new design of racking which allows the boats to go in on the trolleys and hopefully the packing days in the Midlands, Manchester and Poole will run seamlessly.

The event starts on Saturday 26th March when the morning will be spent unpacking all the containers in the presence of the customs. Saturday evening sees the Opening Ceremony and then onto Sunday spent chilling, if that is possible in 80° heat, putting your boat together maybe going out for a pootle and enjoying the welcoming atmosphere of the Bridgetown Yacht Club.

Two days of racing follow with a lay day on the Wednesday to get over the previous evening's entertainment which must include the inevitable rum punch. Daily Prize Giving will take place unusually on the beach, with the inevitable Naff Awards for outstanding achievements!

More racing on Thursday and Friday with another day to get over the exertion, followed by 2 more days of racing with the Closing Ceremony and Prize Giving on the Monday evening.

The boats will be repacked on the Tuesday morning, yes all of them, it could be an interesting morning and I can feel that a lie down in a quiet dark room may be needed after.

Many companies both in Barbados and at home have sponsored this event and more are coming on board daily. Look at the website to see who and I would like, on behalf of the GP 14 Association, to thank them all.

Entertainment in the form of a Sailing Camp is to be laid on for the over 6's revolving around water activities.

Visits into historic Bridgetown and opportunities to get out on the water to watch the racing is in the pipeline for the non-sailors. With lots to do on the lay days, tennis at the YC? Exploring the East Coast of the Island, witnessing the big seas on that coastline, the North where the Atlantic Ocean meets the Caribbean Sea, chilling out at one of the many beach side restaurants and taking in the Bajan Culture are all part of this World Championship.

There is still time to enter for what will be the event of a lifetime Follow us to Barbados!



End of Season Championship

17/18 October 2015 - Hollingworth Lake SC

The GP14 Class Grand Prix series, sponsored by Craftinsure, was completed with an End of Season Championship at Hollingworth Lake SC. 27 boats entered for this final event, some coming from as far as the South Coast.

The schedule was for 2 races each day and the north-easterly wind was stronger than forecast and Saturday was brightened with plenty of blue skies, while Sunday found a reduced wind strength, some 'flat spots' and overcast conditions. However the variable conditions did not seem to stop Ian Dobson and Andy Tunnicliffe from taking 3 bullets. The fleet is becoming used to these multiple World Champions leading the way and they never seemed to miss the best route on the race track to dominate the event. Of course, there were other strong contenders such as Lawrence Creaser and Andy Hunter who have had success in several recent events. Indeed success seemed to involve crews named Andy!

The fleet got away with a clean start for the first race and soon there were 3 boats in contention but it was not long before Dobson got ahead and stayed there. Creaser came in behind ahead of Sam Watson and Andy Thompson and another young sailor pairing of Nick and Ellie Devereux. The second race, after tea and cakes, inevitably had a recall and the flying of the black flag for the restart. It looked as if local knowledge might benefit those starting at the leeward end of the line when tacking to port with a good track to the first mark, but a critically timed starboard tack would give David and Lynn Lawson the opportunity to round the first mark with a lead that they never lost. Again the Devereux pair had a good race, holding off challenges from Dobson, Creaser and Watson.

There was time to relax and prepare for a black-tie dinner with superb food, a magician entertainment and music to party along to a late hour.

The lighter wind and overcast sky, and cloud hanging on the hills to the east, presaged shifty conditions. Despite the black flag, the fleet were too keen and a general recall was signalled with too many boats to identify specific numbers. With the line reset, the fleet were away and Dobson got the best of the conditions to lead again. Watson and Creaser were in the chasing pack and finished in that order. A substantial lunch followed before the final race



where once again Dobson showed how to get to the front and build a lead. There were others able to work out the best track as Andy Smith and Phil Hodgkins sailed a steady second place, with club mates, the Lawsons, again doing well in third place.

So Dobson and Tunnicliffe won the event with a perfect score line and a succession of closely placed boats following to conclude the season's racing.

Area reports

Scottish Area Report

Four great sailing venues made up The Scottish Travelers series in 2015. Four weekend open events, with great socializing and superb sailing. The Scottish Championships at Castle Semple Sailing Club got the GP14 season off to a start north of the border. The conditions were perfect both days and the race officer managed to get all the planned races in over the weekend. The weekend turned out to be a competition between Mark Fleming & Dave Young, both boats making the long journey from South Staffs. The 1st overall and of course the title of Scottish Champion was decided on the last race with Mark Fleming & Seonaid Young taking the honors. Third place was hotly contested with very close competition in the rest of the fleet. The local boat with Arthur Logan & Iain Hardy finally coming third. On Saturday night the fleet spent the evening in a local restaurant, good food good wine & good company. Castle Semple Sailing Club put on a fantastic event with a strong home fleet, 17 boats with 8 visitors.

The fleet headed south to Bassenthwaite Sailing Club. Always a popular well organized event. 12 boats took to the water over the weekend with the final winner Andy Smith & Phil Hodgkin's in the Ginger boat.

Largs Cumbrae Regatta weekend was the third event in the series. 6 boats planned for round the buoys on Saturday and round the island of Cumbrae on the Sunday. Saturday's wind was very light and changeable and proved very testing. Unfortunately Sunday's round the island race was cancelled due to 40 knot winds. However the entertainment was provided by the large keel boats as they started their races. Keel boats capsize! The winning boat was helmed by Peter Collings with N. Fuller as crew.

Derwent Reservoir Sailing Club (Northern Championships) completed the Scottish series, where 22 Boats competed, in very light and fickle winds, with the new partnership of Lawrence Creaser and Andy Hunter taking the title.

The Scottish travelers' series was decided on the last race, and it could not be closer with the winner taking the title on count back. Congratulations to Arthur Logan and Iain Hardy from Castle Semple Sailing Club. Second place was won by Alan Jones from Bassenthwaite Sailing Club and in third place Peter Collings from Castle Semple Sailing Club.

Plans are being finalized for 2016 in what is expected to be an even better year for the GP14's with new venues in Scotland. This will give the opportunity to showcase the GP14 fleet to a new audience.

A huge thanks to all the competitors, especially the far travelled, that supported the events in the series and to all the host clubs and their members for hosting great events and extending a very warm welcome.

Paul O'Neill
Scottish Area Representative

Southern Area Report 2015

Well I hope everyone has had a good season in 2015 and that some of you will be thinking of taking part in one or all of the Sailjuce Winter Races in November through to Feb 2016.

I had my 2nd outing at a very windy midland areas at Chase Water, with Richard Ham, where we only managed 2 race starts with no finishes! The baptism over we next went to the Welsh Harp in north London, in April, with 20 boats on the start line where we had three good races. Richard Ham coming first with Richard Lord second. The second open was hosted by Papercourt SC, with a smaller turn out and light to medium wind Richard Ham came first after 3 races. At the start of May, the fleet went to Chichester YC on the south coast for the southern Areas. I think the last Areas were there in the late 90's. We were joined by Richard Instone and Jim Toothill from Blithfield SC in the Midlands. With 6 races over 2 days Richard Instone and Jim Toothill came a strong first with 6 race wins, whilst Richard Ham and myself were a close second, with only 6 seconds separating the final race! Richard and I next went Chase SC for the Masters over 2 days in June, with Graham Flynn winning the event. In July the fleet went to the Welsh Harp for the Victor Trophy, Roger Walton and Helen Allen winning the event, managing to miss most of the weed! In July my home club Leigh-on-sea SC held their open on the Thames Estuary, where once again Richard Ham took the win and Richard Lord second.

August took the fleet to Brixham YC who hosted the Nationals with 8 races held over 6 days. Sixteen southern area dinghies turned out, Shane and Andy from Greystones in Southern Ireland winning the event, however Andy Clewer crewed by Mark Taylor came 3rd - well done guys.

The next open was held in light winds at Poole YC, where Andy Clewer and Mark Taylor took to the podium in first place. Erith, hosted the next open on the River Thames near the Dartford Bridge, with a win from Steve Cooper from the Harp. Still on the River Thames the following open was hosted by Hampton YC near Richmond, Richard Ham crewed by a local lady coming 1st. The last open of the season was hosted by Frensham Pond SC with local sailor Brian winning the open for the second year.

I hope that some of you will be taking part in some winter racing at some of the Inland clubs in our area and I hope see you on the circuit next season.

**Stephen Browne,
Southern Area Representative**

Travellers Trophy

Position/Points		Helms	Crew	Sailing Club
1	4	Richard Ham	Steve Browne	Tollymore
2	8	Steve Cooper	Michael Scoble, Helen Allen	Wexham Hoop
3	8	Richard Lord	Hannah Ross, Norman Brown, Lorna Orr	Wexham Hoop
4	9	James Ward	Richard Whitehill	Papercourt
5	16	Andy Wadsworth	Andy Shrimpton	Wexham Hoop
6	28	Dennis Adams	Chris Lomas, Miroj Matyjaszewski, Mike	Wexham Hoop
7	34	David Jones	Jon Denyer	Frampton Pond
8	38	Lesley Kaye	Rebecca Harrel, Paul James	Wexham Hoop
9	39	Rosalee Charon	Cara Mitchell	Wexham Hoop

Jaldi Cup (for New Travellers)

Position/Points		Helms	Crew	Sailing Club
1	28	Dennis Adams	Chris Lomas, Miroj Matyjaszewski, Mike	Wexham Hoop
2	38	Lesley Kaye	Rebecca Harrel, Paul James	Wexham Hoop
3	39	Rosalee Charon	Cara Mitchell	Wexham Hoop

North West Area Report 2015

It's been a breezy one this year, or completely the opposite with hardly a breath to fill a spinnaker. And this has made planning any events very difficult to know how many boats will go sailing on the day, with forecasts on the web swinging on a daily basis. We've decided now to ignore the forecasts and just turn up and see if we can manage to race in whatever weather throws at us, and a few times this year it's dumped us in the water and left us battered and bruised, but it's certainly been fun.

Well the Northern Bell circuit got off to a howler at Combs, with every boat at some point spending a bit of time the wrong way up. Windermere saw some great racing in what was probably, the best winds of the year. Then tour went to Hollingworth where again the winds were gusting in the high twenties, which wasn't too bad till you had sailed down the lake to the start line where the water conditions were more like a tidal event. The wind stayed fierce for Budworth with shifting gusts knocking boats over backwards. The next event was up in the hills at Bolton, and yes it was windy again with planing in all directions. West Lancs hosted the only tidal event of the year starting in light airs, only to be caught out in the last race with a squall blowing through knocking half the fleet over. A summer weekend at Bassenthwaite saw the first race postponed an hour to allow the wind to drop, and with a few capsizes the club managed to run two days of great racing. Then there were a couple of months off before the Northern Championship at Derwent Reservoir Sailing Club and that was where someone switched the wind off, so the first race was postponed to allow the wind to build. It was a fantastic weekend with a great social and I won't

complain about the light winds the morning after. Light winds and thick fog greeted us on the morning of the West Kirby open, and the club ran a sprint series with four fleets sailing a set of round robin races in the morning to split the fleet for gold and silver fleet racing in the afternoon. And finally the travellers completed the series at Burwain, and their forecast went from 2 knots a week out to 30 knots in the middle of the week and finally to a nice 10 knots on the day, but with a cool easterly bite.

With such a mixed bag of conditions and a mixed attendance at the events, it was the first year that all of the local opens were won by a different team, with only Laurence Creaser and Andy Hunter winning two events, the Northern Championship and West Kirby.

Congratulations to Tim Harper and his crews Gabe and Paula for regaining the Northern Bell title and trophy after a year out last year and to Duncan Greenhaigh and his crews Colin and Annette for winning the Silver Salver.

A big thank you for all the clubs and their teams for hosting the events and for getting so many of their own boats out on the day, which has made the series a great success and every enjoyable. I've already got a number of dates for next year's Northern Bell and I hope to see you all at as many as possible next year.

Happy sailing

Martin Stanley
Northern Area Representative

Ref No	Club	Boat	Crew	Club
13100	West	Sea Hawk	John & Paul (Hull)	West Kirby
13200	West	Sea Hawk	John & Paul (Hull)	West Kirby
13300	West	Sea Hawk	John & Paul (Hull)	West Kirby
13400	West	Sea Hawk	John & Paul (Hull)	West Kirby
13500	West	Sea Hawk	John & Paul (Hull)	West Kirby
13600	West	Sea Hawk	John & Paul (Hull)	West Kirby
13700	West	Sea Hawk	John & Paul (Hull)	West Kirby
13800	West	Sea Hawk	John & Paul (Hull)	West Kirby
13900	West	Sea Hawk	John & Paul (Hull)	West Kirby
14000	West	Sea Hawk	John & Paul (Hull)	West Kirby
14100	West	Sea Hawk	John & Paul (Hull)	West Kirby
14200	West	Sea Hawk	John & Paul (Hull)	West Kirby
14300	West	Sea Hawk	John & Paul (Hull)	West Kirby
14400	West	Sea Hawk	John & Paul (Hull)	West Kirby
14500	West	Sea Hawk	John & Paul (Hull)	West Kirby
14600	West	Sea Hawk	John & Paul (Hull)	West Kirby
14700	West	Sea Hawk	John & Paul (Hull)	West Kirby
14800	West	Sea Hawk	John & Paul (Hull)	West Kirby
14900	West	Sea Hawk	John & Paul (Hull)	West Kirby
15000	West	Sea Hawk	John & Paul (Hull)	West Kirby

Midlands Area Report 2015

The season started with a well-attended Open meeting at Shustoke Sailing club, who have not been on the Midland Bell circuit for the last year or two – we hope to see

them back in the fold in 2016. This was followed by the Area Championships at Chase SC a week later with a 31 boat turnout and, as reported at the time, strong and steadily building winds until only 6 boats finished race 5 in extreme conditions, Graham Flynn & Adam Froggatt winning the event. Other Midlands sailing events saw similar levels of attrition that weekend.

The Midland Bell series continued as planned with sufficient wind at all events to make the sailing enjoyable for all levels of ability across the fleet. Turnouts have been slightly higher (perhaps our incentive scheme has some effect), with the difference being in better home fleet turnouts, the travelling fleet is slightly down. Once again the South Staffs event produced a 30 boat fleet with visitors from clubs outside the Midlands complimenting the large home fleet. The Midland Bell series has been won by Sam Watson and Andy Hunter with a second place at the Area Championships followed by wins at Staunton, Nantwich and North Staffs. It is their second time as Bell winners, they won in 2013 - once again youth sailors have triumphed. In second place was one of the most senior campaigners on the circuit, Ian Willis, (crewed by Keith Dutton) a previous Midland Bell winner on several occasions starting in 1974 (!), and in third place, last year's winners, Peter Jacques and Peter Tate. Towards the end of the series the new pairing of Lawrence Creaser and Andy Hunter showed good form with wins at Trimpley, Chelmarsh and Nottingham, which bodes well for 2016. Derek Fleming & Cobby Johnson won the Silver fleet in 6th place and Nick Brandon & Vicky Ford the Bronze in 8th. There were 8 qualifiers. At our Area meeting in November the series will be reviewed again to see if there are any changes we can make to improve things – details will be in the Spring 2016 Mainsail.

Planning for 2016 has necessarily started early due to the World Championships being held in Barbados in the early part of the season and I am delighted to say that Chelmarsh SC have kindly offered to host the 2016 Midland Area Championships on October 1st/2nd, which should fit in nicely with the other big events in the Autumn calendar.

I hope that as many of you as possible will keep sailing over the winter both at your clubs and maybe at some of the winter Open events so that you are all fit and your boats fettled ready for next year.

Finally, a big thank you to all the clubs and their officers and volunteers for hosting all the events in the Midlands, running the races, the safety boats and galleys and thus keeping the circuit going – without you, it couldn't happen.

Charles Saunders
Midlands Area Representative

GP14 Association Ireland

Presidents Report 2015

The 2015 season started with Easter Youth Training Weekend held in Youghal, County Cork and organised by Norman and Una Lee. This event was supported by the International Association, Exe Sails & Howard Davies Memorial Fund. 6 boats, with 12 youths from age 14 to 20 participated over Saturday, Sunday & Monday of Easter Bank Holiday and were blessed with mild weather, with force 2/3 winds and sunshine providing ideal conditions for the weekend. Norman and Una's campervan was pressed into service as the mobile clubhouse with a constant supply of tea, cakes and sandwiches courtesy of Una. ISA Coach Troy McNamara proved an excellent choice, highly dedicated and engaging with the youths. Post session video analysis was conducted in the local sports hall with pizza and refreshments up to seven in the evening. It was great to see the youths having fun and bonding. By the end of weekend you could see the difference on the racecourse with the fleet arriving together at the weather mark and good boat handling all round the course.

After the OTIarnaigh Challenge which was moved earlier in April, the fleet headed to Lough Ree on the May Bank holiday for a joint event with the Mirror class. A combination of poor weather forecast (30 knots, rain and wind) resulted in a disappointing turn-out of 16 GP's and 8 Mirrors. However, racing both fleets on the same course resulted in almost no interference between classes with the Mirror fleet sailing a shorter inner course. Also, the excellent facilities of Lough Ree were commented on by GP members as a, 'Championship Class venue' and one that should be looked at to develop should the opportunity arise in the near future. At the time Lough Ree indicated that they were considering the introduction of a senior dinghy fleet and were interested in the GP14's. Some of the members of Lough Ree commented that they hoped the initiative with the Mirror Class would continue. Initially two events with the Mirrors were planned but due to the way the schedule of events fell it was not possible to accommodate a second event in the 2015 Season.

The Class participated in the Volvo DL Regatta. As this was the first time the GP14 Class was participating, it was particularly important to ensure a good turn out and hence the decision to hold the Leinster Championship in conjunction with the Regatta. There was quite a bit of organisation involved in ensuring a good turnout particularly as entries had to be in by 31st March due to a prohibitively expensive €135 late entry fee. 32 GP14's competed over a three day, eight race Leinsters sharing the race course with a variety of other fleets with minimal fuss and pretty good racing. The class was treated exceptionally well by the event organisers, who put us centre of the action in the Royal St George Yacht Club, which is probably the premier one design racing club in Ireland. Individual race trophies were awarded at the Saturday Daily Prize giving at the Royal St George Yacht Club and we were first

off at the main prize giving in the National Yacht Club on Sunday. It was also great to see the international participation. World Champion Crew Andy Tunnicliffe, crewed by Lee Tennant travelled from the UK to compete in the championship, which was won by Ger Owens and Melanie Morris of the Royal St George. This event had a full social programme across all four Dun Laoghaire waterfront clubs, giving the GP sailors a chance to mix with friends from other fleets. There was very positive feedback from the class who discovered that it is possible to share the race course with a number of fleets and still have good racing.

The Ulsters saw a return to Eniskillen and Lough Erne Yacht club with its picturesque lake venue. A turn out of in excess of 30 boats was fairly respectable and it was good to see a number of local youths competing in borrowed boats. Overall the racing was good and everyone seemed to enjoy themselves.

The Championship of Ireland in Newtonards saw recently crowned British National Champion Shane McCarthy reunited with regular crew Damien Bracken, duel with the then current Irish Champions Ger Owen and Melanie Morris with Shane and Damien scoring a decisive victory and number of



firsts in Irish sailing. Shane is the first Irish helm to hold both British and Irish titles and Damien the first sailor to win the Championship of Ireland as both a helm and a crew. Andy Thompson should also be mentioned. He won the Worlds in Durban in 2000 as a crew and now holds a British National title, in addition to Silver medal at a Fireball Worlds and a host of wins at UK regional events in a number of classes – surely one of Ireland's most successful crews. Also notable from this event was the spectacular drone footage which is available on the GP14 Ireland website.

Raising the media profile of the class was one of the objectives the committee set out to achieve and the means to achieve that is through an active website, Facebook page and regular press releases and event reports. Shane is primarily responsible for PR while Laura keeps the website current and up to date. Thanks to Laura for the exceptional job she is doing with the website and for stepping in to act as Secretary at short notice during the year. It really is a key role and she has played a blinder.

As with all things media, perception is reality and it was great to see sailing journalist David O'Brien's comments in the Irish Times article on Shane and Andy's win, describing the GP14 as a, 'resurgent fleet on a high after the large turn-out at the Volvo DL Regatta.' Amazing what good PR and bit of visibility can do, hopefully we'll reap the benefits going forward.

The Autumn Open and Youths Event sailed in balmy October sunshine at Greystones Sailing Club attracted a record turnout of 24 Youths competing in three categories Under 21, Under 18 and Under 16. Seventeen year old Edward Coyne of the Youghal fleet swept the board in the Under 21 and Under 18 Categories with 14 year old Jack Curtin lifting the Under 16 title. Great to see such a positive return on the Youth Training weekend held back in April.

Finally, I would like to thank all of those who assisted during the year either by serving on committee or at local level in clubs around the country organising events.

Good sailing in 2016!

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

Irish Youth Championships

Edward Coyne of Youghal SC crewed by Colman Grimes of Skerries, was victorious in this year's Youth Championship raced in summer like conditions off Greystones in Co. Wicklow. David Johnson & Eanna Lawless of Sutton fought hard for second place just holding off 14 year old Sligo's Jack Curran & Tim Corcoran who scored two seconds in the last two races and Adrian Lee & Ossian Geraghty from Youghal/Sligo who finished on the same points despite an OCS in race 3.



The first of the four race series was held in 12-16 knots with a strong Southerly tide. Ed & Colman lay down an early marker, winning from brothers Gareth & Richard Gallagher with Peter & Steven Boyle in 3rd. Gareth & Richard bounced back to win race 2 from Adrian & Ossian and Dan & Hugh Gill in 3rd. This left the Gallagher brothers as overnight leaders counting a first and second.

Race 3 on Sunday changed things with David Johnson & Eanna Molony (last year's youth champion) taking the win from Jack Curran & Tim Corcoran in 2nd and Samuel Wray & Alan Thompson in 3rd. Skippers Gareth Gallagher, Adrian Lee and Jack Buttimer fell foul of the black flag in this race which PRO Mark Usher resorted to using after numerous recalls due to a combination of enthusiastic starters and strong tide. In Race 4 Edward Coyne & Colman Grimes took another win again to



seal overall victory with Jack Curran in second and Kevin Martyn & Norman Lee in 3rd. If there was a Hard Lesson Trophy, the heads up winners would have been Gareth & Richard Gallagher from Derry who

sailed a great regatta and looked like clear favourites until they came unstuck with 2 OCS's on Sunday while trying too hard, very unfortunate for them as they have been going so well all season.

Ed Coyne also scooped up the U18 Trophy with Jack Currin convincingly taking the U16 with 2 years to spare. Top home club team was Tom and Kevin Gillen closely followed by Grainne Allen & Neil Willis and Ciaran & Aine Keogh.

This was a really enjoyable event expertly run by hard working Greystones club members and should be the last run from the characteristic old clubhouse as Sisk have almost finished a fine new larger one situated prominently by the south harbour wall with commanding views over the harbour, the sailing waters and beyond to Bray Head, Killiney, Dalkey Island and Howth.

Adrian Lee

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Cruising along

GP14 sailors in the UK who prefer to cruise rather than race are represented on the GP14 Class International Association Committee by Cruising Representative, Stewart Elder. Stewart can be contacted by email at cruising@gp14.org, and coordinates a number of annual activities aimed at the cruising sailor.

Annual Cruising Week

Each year, a week long family orientated sailing event is organised by the association. Based out of a sailing club, we explore the local area, stopping at beaches, pubs and quays along the way. The pace is relaxed, and the limitations of the group are taken into account – it's common for a lay day in which we explore the area off the water. **Camping is organised, and a large group generally camp together.** B&B's and hotels are also a popular choice. *In recent years, this event has been held in locations such as Falmouth, Milford Haven and Poole.* **In 2015**, the Cruising Week was held alongside the UK National Championships at Brixham. Our 2016 cruise will happen about the first full week of August. A number of options are being explored including the Tamar estuary at Plymouth or joining with the Nationals at Pwelli.



About Cruising... A message from the Cruising Secretary

Holidays are very precious and if taken in Britain have an element of risk, not the least is the weather. If it also combines with spending a week with people you have never met before then it's easy to take the safer option and go 'full board, Magaluf' again. If on the other hand you seek something different and no matter the weather, a memorable time, then come cruising with us in your GP. Sailing a small boat in and out the hidden coves and beaches of this great, Great British coastline is just a superb way to connect with nature with the additional safety features of being in company and with an escorting safety boat.

I have been sailing with this section for 5 and more years – every time it has been a great experience. As for the fellow cruisers – well, they are all a bit weird really – they choose cruising over Magaluf, didn't they! So if you are relatively normal – get the holiday brochure out. Seriously though, it is the sort of holiday that suits all ages. You do not need to sail with us every day and we will take into account the experience levels in that day's programme.

This activity does have its risks and we would expect the helm to have a good competency level of boat handling as well as some experience of sailing tidal waters. Your boat needless

to say should be up to the job. However, you do not need to have self-furling jibs (although useful). Reefing mainsails (but again useful). VHF radios and anchors are also in the 'useful but not necessary' category. Producing an outboard engine from the stern hatch when the winds dies down, would class you as 'weird', but oars (or paddles) have for me, been top of my 'useful' list.

I am also member of the Dinghy Cruising Association and have had many wonderful weeks' days sailing with my GP. They are an excellent boat for cruising (you try and pull up a Wayfarer on to a beach by yourself)! I have particular knowledge of the west coast of Scotland, The Caledonian Canal and The Norfolk Broads and most of the main scenic estuaries. If you want register an interest or have any queries about cruise sailing with a GP I will do my best to answer them – if I can't, I certainly have contacts with experience people who can – and these people really are weird!

Lastly, the love of my life – no, not Mrs Elder (her words, not mine) but my vintage GP14 sail number 28. If you also have a vintage boat or a classic GP we often have an invite at regional and National GP events for the 'likes of us' to attend. There are literally thousands of boats who fit into this category. So again, watch this space for notices of these 'all inclusive' sailing meetings.

Stewart Elder. cruising@gp14.org



Keeping the Boat on the road

The sun is slow to rise in the morning now and in a rush to get to bed in the evening, the geese are flying overhead and the leaves are golden and falling. There's a cool bite to the wind and it won't be long to the first frosts. All these are signs that the GP14 Fleet racing season is over at my club, and has come to a finale in the Northern Bell series and there's only the End of Season Championship at Hollingworth left on the calendar.

I've had a great season of sailing, both at home and away, and properly raced in some of the strongest wind, that we used to think of more as survival conditions, both on lakes and out on the sea. All this enjoyment takes its toll on us sailors, with lots of cuts and bruises and aches and strains that turn into "fisherman's stories" in the bar as it turns into a tale of life and death heroism.

But of course it also takes its toll on our boats too, sun, sea, sand and collision wear paint and varnish and I've got a few small holes in my gel coats with duck tape coming to the rescue and keeping me afloat since June. Halyards are stretched and twisted, and in fact I noticed the inner core had gone about three feet above the sail on my spinnaker halyard before the last race at Burwain yesterday! I've a few strands off on the rig tension wire, sails are getting a bit baggy, a few jammers not working smoothly; the hounds on the mast worn by the wire halyards, the burgee is faded and worn, the transom flap is held on by duck tape, the toes trap ties look like they are starting to fray and I even had to fibre glass my trolley cradle before going to the Northern Championship as it had split!

I'm sure we've all got a big long list of jobs to do and things to replace over the winter, some jobs that wouldn't be that long or hard, but have been put off. Others out of our skill set, and I'm lucky as one of my friends has offered to repair my hull for me. But we've made it through the year, haven't missed a race and kept on moving.

I've got a bit tool and bits box that goes everywhere with me when I go to an open meeting and apart from a broken mast, boom or centre board I can replace or repair anything and everything on the boat. I even carry some bits out on the boat just in case. I remember sailing our icicle series a number of years ago with my friend Phil, in February on the tide in 25 knots of wind when the centre main block ripped off the case. Phil managed to strap that back down onto the thwart with a piece of line, while I hiked for all I was worth and we managed not to lose any places or go for a swim.



As the Northern Area rep I do love going to other clubs and I will go to any I can get a crew for, so I make sure I pack my boat up well. I've replaced my ratchet strap and lighting board this year, at the 24 hour race in fact.

But, I do take some things for granted, and have paid the price for it. One is my car, which I think is bomb proof and it now over 172k and going and the other is my road base. I kick the tyres to check they are still up and wipe any dirt out of the tow hook but that's about it. The mudguard split this year, and yes duck tape came to the rescue again, I've got new ones in the garage but that's another winter job to fit those.



But, recently on the way home from the last race of the year at Burwain I got a flat tyre, however luckily it was just as I got off the motorway, but I didn't have a spare with me. And it wasn't just a little nail in it that I could araldite and limp home, it was completely shredded. The tread was good, there's no cracking in the side wall, so goodness knows what split it but running on the rim with half the weight of the boat on it made a right mess.

I've learnt my lesson and I've ordered two new wheels and I'll have my surviving old one as my spare and it will go everywhere with my trusted tool box as I would have wept if this was on the way to the club and I'd missed the racing.

A big thanks to the AA to taking my boat 60 miles home for me, I followed it all the way just in case something else happened to her.

So, I've got my snag list, I've learnt not to take things for granted and not to put off important maintenance and the winter is here so there's no time like the present to give my boat a bit of care and attention as thanks for a great year.

Or, more likely while everyone is sunning themselves in Barbados, I'll be frantically putting her back together before the first race of the season.

Martin Stanley
Northern Area Representative





TO BRIXHAM AND BEYOND

PHASE TWO OF THE REBUILDING OF THE OLD YELLOW BOAT

Well we made it to Brixham and although our performance did not exactly match the glorious sunshine of the week, we thoroughly enjoyed ourselves and did manage our best ever result in a National Championships in one of the races, crossing the line in 16th place! We also managed our first ever capsize in a championship event and apparently caused a life-boat alert; the race officer was highly amused, he said it must have been the sight of so much manic bailing that alarmed an on-looker on the beach!

The outcome of phase one of the project is that we now have a boat that has shed more than 50lbs in weight (correctors have had to be fitted!); we have a beautiful new transom and centreboard case, and a new and much lighter board (the old plywood jobs are extraordinarily heavy compared to the mahogany units). The thwart has also been renewed and the old slatted floor boards are no more. Instead we have a pair of much lighter floor panels that are painted a fetching shade of blue. As you saw in my last article, the hull skin and hog have undergone major surgery and all are now very sound and fully capable of accepting a rig tension of 390 to 400lbs. Two-pack Epifanes paints applied over copious applications of Eposeal have produced a result of which I feel proud. And yes, 4615 is still yellow!

Phase two of the project is now well underway. The boat returned to the workshop directly after Brixham and within days the decks had gone. This was achieved with remarkable ease with the use of a router: simply set to 4mm and remove the deck ply on the line of each supporting beam or rail and the bits in between fall inside the hull. It makes a vast amount of dust and needs a careful



hand but if done correctly, it leaves the top surface of the supporting structure in a nice clean

condition and more or less ready to receive the new decking. One more tip if you are contemplating doing something similar: take care to remove the splash-boards intact and undamaged, they are extremely challenging things to make from scratch!

Once the decks were off we could see just how badly a Bell Boats kit can be assembled and yet still give half a century of service. The deck frames only seemed to fit where they touched and relied heavily on Cascamite glue and the occasional brass screw for strength; nothing was properly jointed. As a result the deck plywood had to act as a stressed skin diaphragm in order to keep things in shape when the rig was tensioned, and this caused unending problems of cracking and lifting at the cross-joints and gunwale junctions. Needless to say, we have now reinforced the joints in the structure, not to mention repairing several items that were broken or split. We also discovered archaeological evidence in the aft deck-framing to suggest that an outboard motor well had been incorporated at some time, confirming that my decks will be at least the second set in the boat's life and implying that she probably saw more service as a family cruising boat than a racer.

We are going for thro-deck sheeting this time round and the mounts for the blocks and cleats



have been build and installed, following much careful checking of rope alignment for Phil when hiking his heart out at Barbados. At the time of writing, the new decks are being cut out and by the time you read this I very much hope they will not only be on and complete with new combings and gunwales but also varnished and ready to receive fittings.

Our deadline is 1st February as we must be ready for loading into the container for Barbados. So far all is going well and I am extremely indebted to my good friend and mentor, Hugh Brazier for his guidance and help throughout the project, (not to mention the use of his excellent workshop). As ever I would be very happy to hear from others who may be about to undertake a similar enterprise or may be struggling to cross a hurdle along the way.

See you in Barbados with the 'Old Yellow Boat' renewed!

Steve Parry

A Capella in West Anglesey: Chap 2

You may recall I was anchored in an idyllic spot, after my short sail having wined and dined, before turning in for an early night...Having enjoyed a peaceful night I awoke in the morning to find not a breath of wind. Such are the vagaries and vicissitudes of sailing ...

So after a leisurely breakfast I walked over to explore the church, and it was well worth while. It is a delightful old church, I suspect medieval, and at High Water springs it is entirely surrounded by water. The island on which it stands is the last surviving remnant of what was originally mainland before the sea eroded the surrounding boulder clay; indeed early maps show the church still standing on the mainland. This island keeps it well above wave height, and the vast quantity of very sizeable boulders piled up against the seaward wall as a sea defence bear eloquent testimony to what this coast can be like in a westerly storm. The church is kept in very good condition, and it is still used for a few services per year during the summer months - but presumably not at High Water springs.

I then returned for coffee and to obtain some weather forecasts. The latter proved to be of only limited success because of the very marginal phone signal there, but I did manage to establish that the BBC Coastal Waters forecast indicated winds easterly becoming southerly, force 0-3 becoming 0-2. Where we were it remained very firmly the force 0 option.

With the possibility in mind that I might wish to revert to Traeth Bychan if the absence of wind continued much longer, on the basis that if we are having very light easterlies then at least one would not there be in the lee of the land, I put the boat onto her launching trolley before the tide dropped any further. Then went for a longer walk, largely in order to assuage my curiosity as to what the establishment on the far headland might be. That is when I discovered that it is The Anglesey Circuit, for motor racing (and also used for the Kick-Start motorcycle training scheme, according to the noticeboard at the entrance gate).

When I returned, at a sensible time for lunch, it proved impossible to obtain an updated forecast, because there was no signal, so I then had lunch, with the intention of trying again for a forecast and then taking a decision (with or without a forecast) straight after lunch. But lo and behold, just as decision time arrived so did the beginnings of the afternoon wind - so I decided to remain based where I was, and went for a sail.

As anticipated, it was a bit of a tussle hauling the boat down the lower part of the beach, which was more than a little lumpy, but for the last part I was assisted by a couple of holidaymakers who had taken a cottage above Porth China. They were not sailing people, but offered their help very willingly, and drew my attention to the fact that the beach at Porth China is smooth sand all the way down to Low Water.

Once again, and particularly with due deference to the very light winds, I chose to head uptide (again southward) so that I could be sure of a favourable tide for getting home again even if the wind should drop. In the event the wind increased progressively, so I had a good run and some broad reaches almost to Llanddwyn Island, with its lighthouse, about 5 miles,

and then being very conscious of the time I turned back. If I had not had to spend the morning ashore because of the absence of wind I could have been there for lunchtime, and could then have landed on Llanddwyn for a picnic lunch and/or taken the afternoon tide up to Malltraeth village, but there was not time for either on this occasion.

Despite the forecast of the wind becoming southerly, when it did arrive and settle in it was in fact from the northerly quadrant, roughly 340°. Given this I decided that the slightly greater shelter from the north which was offered by Porth China, nestling under a substantial headland, was a good reason for spending the night there rather than in Porth Cwyfan. This also had the merit of being a different anchorage, which was an attraction for its own sake, and of allowing me the opportunity to check out the bottom at Low Water. And once again I was struck by the remarkable clarity of the water.

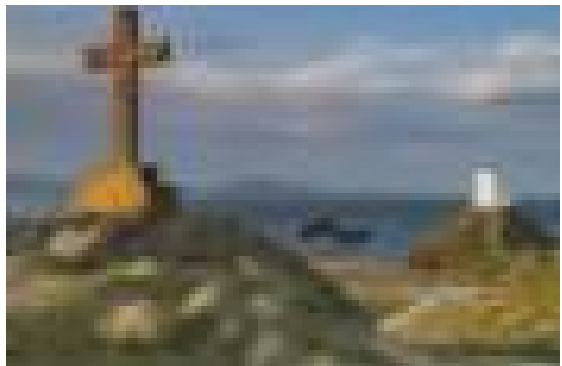
Porth China does indeed have a long flat sandy bottom extending to (about) Low Water - I have not checked on the absolute extremity - and at the seaward end of the bay it is protected by a drying rock spur which almost closes off the bay, there being just a narrow channel between this spur and the reef on which St Cwyfan's Church stands.

Although the wind had been slightly west of north when off the coast, within the bay and close to the beach it was still offshore, i.e. easterly. So I was able to come in on a beat, furl the genoa and then drop the main a few yards from the beach, and then coast to a stop in just a few inches of water and just step over the side. Judged to perfection. Then I was able to simply embed the anchor at the water's edge and let her drop back to full scope of the warp.

By now the routine was well established; next job is to rig the sleeping arrangements, then the tent, and then retire to the car to cook dinner.

However as she dried out during the course of Thursday night I was just a little concerned that she seemed to take a slight buffeting from swell, which indicated to me that either we had a change in wind direction or there was an increase in swell out at sea and some of it was getting into the bay. I became a little concerned for the situation when the following tide started to lift her; if by then we had surf, and she was stern onto it, this could potentially be nasty. So I got up again, and put out a second anchor to seaward, hove this taut, uncleated the original (shoreward) anchor line from the boat, and tied the ends of the two anchor lines together.

Thus although the boat was still lying head to shore, she was moored by the seaward anchor, and if we were to get any swell or surf in the morning she could quickly be brought round to face it by hauling in on the seaward anchor warp. However she was also still attached to the shoreward anchor,



although the latter's warp was slack. Thus, once fully afloat I would be able to haul her ashore if the weather were fit, or haul her to either anchor and recover it and then haul her to the other one.

Come the morning there was in fact no pounding as she lifted, the swell and/or surf had not arrived, and we still had an offshore wind - but in the latter case, it was to be not for long. I recovered the seaward anchor and then went ashore, and carried the sleeping bag and airbed back to the car, leaving the boat again lying back from the beach and in deep water. Then I returned to photograph her in her overnight anchorage before striking the tent, only to find that in that short space of time we had experienced a wind shift of at least 120°, plus a significant increase in wind strength, and she was now at the water's edge and in danger of drying out there. So it was now time to get her well away from the beach, and with some urgency, to depart back to Porth Cwyfan, there to haul her out on her launching trolley.

The main anchor was recovered, and I then waded to maximum wading depth on the windward side of the bay and threw the anchor as far as I could in the direction of deeper water. That enabled me to haul in some warp and so keep her off the beach while I very hurriedly struck the tent, stowed the tent roughly in the fore part of the boat, stowed the sleeping platform properly, and got sail on her. Then I could haul in the anchor and sail her out of the bay.

As soon as I was clear of the immediate bay I had the benefit of the full force of the wind, and it was immediately clear that it had risen a little since the previous evening. In the open water it was also now in the south, as per the earlier forecast, and there were moderate swells, I would guess around 2 ft in height. It was the sort of conditions where the boat was just a little overcanvassed for singlehanding, although not seriously so; on such a short sail I was able to enjoy the conditions, but on a longer passage I would have been thinking about reefing. I had a good beat out past the church island and into deeper water, and then across the end of the promontory, not reefed but spilling quite a lot out of the main, before bearing away and planing into Porth Cwyfan.



Once ashore there I recovered the boat onto her launching trolley, and then set about a belated breakfast before starting to derig.

Finally I was ready to go, stopping for a good dinner at the Tyn-y-Coed Hotel in Capel Curig, thus ending an excellent short break.

Oliver Shaw

SPOTLIGHT FEATURE:-

Telephone Interview with Steve Goacher

Steve you are best known in the GP14 world as a sailmaker, but you have been involved sailing many classes throughout your career.



Yes I started at 11 in a pram dinghy, then moth, ok and 12's.

My career turning point came when given the opportunity to sail 470's up to the 1980 Olympics and then shortly afterwards when redundancy motivated me to set up as a sailmaker. This led to my involvement in the GP, Flying 15, Sonata, 1720, Fireball, Melges24, Merlin, International Canoe and many others.

So what made you want to go into sailmaking?

For me it was an extension of trying to understand how to make a boat go faster. I graduated in physics, and worked as an engineer for 10 years. Applying science to winning was a huge passion.

Is sailmaking a science or an art?

It is a science, and like all development is based on breaking big problems down into smaller more soluble ones. To do this, it is necessary to avoid all the unforced and unseen errors, in design, build and assessment of the sail. The scrutiny of every aspect is crucial. The only art or magic is the bit we don't understand properly! For this reason we adopted computer design and cutting over 20 years ago and by keeping these facilities in-house, we are able to control and better understand every stage of the development process. It is essential to be able to look back and compare, to have the constant reassurance that no stone has been left unturned.

So after 50 years of competition, is it still fun?

Well I still get a good buzz from the Championships and there is nothing better than a happy customer ringing up on a Monday morning. I will never quite work out how I have sailed so long when I am just coming up to my 37th birthday!

I often reflect how a professional cyclist or rugby player must feel to be wrenched from their sport at an early age. I think we as sailors are incredibly lucky, to enjoy a sport in which we can compete over a lifetime.

Thanks Steve and hopefully we'll see you soon on the sailing circuit.

For more information contact Steve at:-

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