

# mainsail

MAGAZINE WINTER ISSUE 2008



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

THE GP14 CLASS INTERNATIONAL ASSOCIATION

COPY DEADLINE FOR  
SPRING ISSUE  
31ST JAN 2009

# Contents

Front Cover: Matt Mee and Sam Brearey, Hollingworth Lake SC, 6th at the Worlds. Cover Image: John Wormald, Minpix

## Committee Matters

Editor's Letter .....	3
Honorary Life Memberships .....	4
President's Piece .....	5

## Racing

Championship Report 2008 .....	6-11
Top Ten at GP14 Worlds - Gear Guide .....	12
Abersoch Memories .....	13

## Other Sailing

Carnac 2009 .....	14
Fixtures 2009 .....	15
2008 Grand Prix .....	16
GP14 Class Association of Ireland - Corcoran/Brogan dominate 2008 Season .....	17
Twenty-four Hour Race .....	18
Adam Parry Retains National Youth Title .....	19
Dovey Open and GP Week .....	20
Around Mersea Island .....	21

Training .....	22-23
----------------	-------

Letters .....	23
---------------	----

## General Interest

From the Archives .....	24-26
Made in Pakistan .....	28-30
Championships in the Fifties .....	32-33
MAYDAY, MAYDAY !! .....	34-35

## Area Reports

Midland Bell 2008 .....	36-37
How do you make a slow boat fast? .....	37
News from the Southern Area .....	38-39
News from the North West Area .....	40-41
Arran Hosts Scottish Team Racing Championship..	41

## Cruising

Cruising Corner .....	42-43
UK National Cruising Week - Abersoch .....	44-47
Anglesey Cruising Week .....	48-50

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

Copy date for Spring Issue: 31st January 2009

Published by: The GP14 Class International Association, PO Box 614, Wigan WN1 9GP.

Tel: (01270) 212290 Fax: (01270) 583334 E-mail: admin@gp14class.org.uk

## Editor's Letter

Dear All,

In these times of belt-tightening, the Association has kept subscriptions at the same level as last year, and there is still a £2 discount available to those who pay by Direct Debit.

Costs, however, continue to rise and the GP14 Association has to make cuts in expenditure in order to concentrate resources on the most important aspects of our work.

A large portion of our income is spent each year on producing Mainsail, and we have to re-assess whether this still provides good value for money. It is so easy these days to access news, results, photographs, technical information on the Association website, which is run with skill and efficiency and can be instantly updated. Is Mainsail still necessary?

I believe that there is still an important place for the traditional class magazine. Not everyone has a computer, or likes to read online. A magazine is read in a different way. Instead of going straight for particular information that you want on a website, you are more likely to browse a magazine and your attention might be drawn to other things – interesting articles, photos, advertisements for goods and services. A good-looking magazine has presence which can enhance the prestige of a class and is often available in clubs where it has the potential to attract other people to the class, as well as being a point of discussion and research. Finally, it's not a matter of either magazine or website: these are complimentary media.

However, it is still necessary to make more savings and as the current editor I've been asked to recommend whether to cut down on the frequency of the magazine or on the quality. For me, this is a no-brainer. I think it is much better to have well produced magazine less often (less work too!), so next year we will probably suppress the Handbook altogether and combine the spring and summer Mainsails into one bumper issue that will also include the 'business' of the Association – the Accounts and AGM information, for example.

I've been editor for three full years now and have enjoyed the challenge and learnt a lot. I was considering resigning from the job this year, but there are so many imminent changes on the GP14 committee that I have decided that perhaps this is not the moment! The Association needs a new Hon Sec, a new Championship Chairman and a President elect, to take over from Hugh at the end of his tenure. If, however, there is someone out there who would enjoy the challenge of this job – a young journalist or trainee publisher perhaps? – please contact the Association Office. New people with fresh ideas are important to the health of any group.

Season greetings,

**Liz Hall**

020 8731 8083

lizhall@care4free.net

## Committee Matters

### GP14 ASSOCIATION TRAINING

The Committee agreed that organised GP14 Training is to be encouraged and where necessary receive partial financial support from the Speed Sails GP 14000 Fund. The training is most likely to be aimed at club level sailors, but may be aimed at specific groups such as championship racers or youth sailors. Training organisers or fleet captains are asked to liaise with your Area Representative or Irish Secretary if you require GP14 Association training at your club in 2009, or contact the GP14 Office direct.

### THE GP14 OFFICE:

The contact details for the GP14 Office are:

Address: PO Box 614, Wigan WN1 9GP  
 Telephone: 0044(0)1257 251222  
 Fax: 0044(0)1257 251444  
 Email: admin@gp14.org  
 Website: www.gp14.org

### THE GP14 OFFICE HOURS ARE:

**9 am to 5 pm on Tuesday, Wednesday and Thursday**

plus flexible hours on Monday and Friday.

If the Office is closed, you may leave your message and telephone number on the Office answer machine and Sue will get back to you during Office hours. In holiday periods, there may be an alternative number to phone for urgent business.

### CUTTING ASSOCIATION EXPENDITURE

The Committee agreed to make proportional cuts in a number of budget items whilst keeping subscriptions at their current level. Reductions will apply to Committee expenditure and publication costs in 2009 and to dinghy exhibition expenditure in 2010.

Hilary Davies

## Honorary Life Memberships.

**The GP14 Class International Association is delighted to honour the contribution by two boat builders and sailors who have done so much for our Class over the years - Alastair Duffin and Richard Estaugh.**

Alastair Duffin is honoured for his unique skill in design combined with his craftsmanship in the development of the GP14 over the years, which has yielded a beautiful wooden GP14 that is also truly competitive to the highest standards. He has encouraged sailors to discuss individual preferences, style, design and racing shape with him. This is a facility that gives owners a very special feel for their boat and leads to great enjoyment and pride.

Richard Estaugh's updated FRP GP14 has also been immensely popular, but perhaps his unique contribution is his outstanding success and commitment to the class over many years. His record wins at so many World and National Championships in the UK and abroad is testament to the level to which he has brought the art of dinghy sailing. His success in many other classes reflects very positively on the GP14 Class and has resulted in many other sailing champions choosing to compete against him at our National Championships. This is because he sets the standard and it is that standard that we as competitive sailors aspire to.

In their different ways, both men have helped to ensure the GP14's continuing success in competing against many commercial classes and have also contributed to the class's perennial popularity. In addition, both have attended many Class Association racing events, giving sailors at all levels opportunities to discuss their boat design, tuning, sail design, racing tactics and strategy with the very best. They have both been most generous with their time and energy.

The presentation of these awards was made at the World Championships by the President of the Association, Hugh Gill.

## Subscriptions for 2009

There is no increase in subscriptions for next year. They are:

- |                                  |     |       |
|----------------------------------|-----|-------|
| i Full member subscription       | £27 | (£25) |
| ii Associate member subscription | £21 | (£19) |
| iii Youth member subscription    | £13 | (£11) |

The figures in brackets are the amounts after deduction of the £2 discount applied to all subscriptions paid by Direct Debit.

The Direct Debit payment will be collected on or immediately after the 1st January 2009.

Those not on Direct Debit, please submit your annual subscription in January 2009 by returning your Mainsail

address label (also shows your GP14 Membership No) to the **GP14 Class International Association, PO Box 614, Wigan WN1 9GP** together with a cheque for the appropriate amount, made payable to the **GP14 Class International Association**.

Alternatively, you may submit your subscription by telephoning the GP14 Office **0044(0)1257 251222** (best times are 9 am to 5 pm on Tuesdays, Wednesdays or Thursdays) and giving your Credit Card details.

The equivalent subscriptions in Euros will be made available on the GP14 website in the New Year.

**Maurice Cooper**  
Hon. Treasurer



Abersoch Primary School at the Worlds opening ceremony.

Photo: John Wormald, Minxpix

## President's Piece

**2008 is drawing to a close and we are left with many memories of GPI4 sailing, the highlight being our World Championship at South Caernarvonshire Yacht Club at Abersoch in early August.**

Congratulations to Ian Dobson and Andy Tunnidiffe who retained their World Championship title. Equally importantly, we send our congratulations to the many competitors from near, far and abroad who competed with enthusiasm and true Corinthian spirit. Old rivalries were revisited and new friendships struck up. The organisation all came together seamlessly thanks in no small measure to huge effort by Ian Sinclair, Andy Bury and their team.

Congratulations and thanks to the competitors and families who travelled from Sri Lanka and presented us with a taste of the delights that await us at our next World Championship in 2011.

I also thank the many volunteers who contribute time and effort to the arena of GPI4 sailing from which we all derive such fun, pleasure and sporting challenge. So much organisation and planning must happen in order for our season of events to take place.

Ours is primarily a voluntary organisation which depends on us - GPI4 sailors at clubs up and down the country - to play an active role. We have often heard, in the dinghy park and clubhouse, negative comment about the state of affairs and how matters should be run differently and why doesn't the committee do this or that. Volunteering to help the association committees offers sailors an opportunity to give

some return for the years of enjoyment provided by other volunteers. It also offers the opportunity to influence how the association manages its affairs and an insight into the complexities and challenges of running a vibrant, modern dinghy association. In recent times it has become apparent that there is a reluctance for sailors to step forward and shoulder some of this responsibility. We need enthusiastic and active area representatives, sailors to assist with Championship planning and others to do a multiplicity of association tasks which do not necessarily mean sitting on committees, but giving some time to ensure that GPI4 sailing continues to thrive. We all have a responsibility to step forward and help at some stage. Please contact the office if you think you can help in some way, however small.

I want to thank Hilary Davies who has stepped down from the role of Hon Secretary. Over the past six years, Hilary, with her passion and commitment to getting it right, has ensured that the administration of association affairs has run smoothly, efficiently and with the utmost tact and diplomacy when required. Thank you Hilary. I look forward to meeting you and Tim at many championships, without the encumbrances of office.

Enjoy the winter season and the Christmas festivities.

**Hugh Gill**

# Championship Report 2008

## What a fantastic season of Championship racing!!

### REGIONAL CHAMPIONSHIPS

This season we have been blessed with a brilliant series of Regional Championships, starting with the ever popular Scottish Championship at Annandale SC, Lochmaben Dumfriesshire. Each year Annandale SC is as popular as ever, producing a creditable 23 boat turnout. The Southerns held at Poole YC and the Northerns hosted by Royal Windermere YC proved to be excellent choices of venue, both clubs putting on tremendous Championships and each attracting more than twenty entries.

Sadly, however, the Welsh Championship held at Neyland YC failed to attract sufficient numbers of entries to make this a viable Championship. This was probably due to its geographical location – certainly not to any lack of enthusiasm from the host club – but numbers fell well below the level needed for a successful Area/Regional Championship, and even local boats failed to support this event in any significant numbers. A huge sense of disappointment was felt by the Championship Committee.

### THE WAY FORWARD

I believe that with active encouragement from Area Reps and Fleet Captains, Area/Regional Championships should achieve entry levels between 30 and 40, and that Championships of less than 20 entries should lose their Championship status (although, of course, there is nothing to stop an area organising a two-day Open meeting for fewer than 20 if this is what the local competitors want). This may seem controversial to some, but my belief is that if we continue to host Championships with low turnouts, eventually our class will be the loser. Competitors from inside and outside our Class form their impression about the health of the Class mainly on Championship entry statistics. Low Championship attendances will undermine all the positives our Class has to offer. It is for every GPI 4 association racing member to give their total commitment to our Championships - we need your support and we need it now!! It is up to each one of us to get behind the Championship events and make them the focal point of our sailing season, whether we are at gold, silver or bronze level.

*Ian Dobson and Andy Tunnicliffe, Burwain SC, World Champions 2008.*

*Photo: John Wormald, Minxpix*





Photo: Andy Bury

## WORLD CHAMPIONSHIP

Moving swiftly on, what did you think about our 2008 World Championship? We achieved the second largest entry of any senior two-man dinghy class in the UK, with 105 boats coming to the start line, which brought us to sixth place in the Yachts and Yachting Championship League table. I think we should all (that is, our membership who supported what proved to be an outstanding Championship) give ourselves huge congratulations for this exceptional achievement.

If any of us need a further demonstration of the enthusiasm generated by our World Championship, you need look no further than the team from Sri Lanka - what an exceptional effort to encourage seven teams to travel from the Ceylon Motor YC in Sri Lanka to compete at Abersoch in North Wales! Another team that travelled half way across the World were Mark and Eddie Biagio from Pretoria SC, in South Africa. In addition, several crews travelled the globe in order to attend our Worlds to team up with UK-based helms, for example Steve Heywood from Mounts Bay SC in Western Australia who was crewing for Graham Knox. The effort that some helmsmen go to in order to gain a march on the opposition - International GP14 crews from Australia! Whatever next?

Seriously, it was great to see Steve back in the UK, competing with his old Hollingworth Lake SC teammate. Another competitor who travelled from the other side of the world was Hong Kong-based multiple GP14 World Championship-winning crew, Andy

Service. Great to see Andy back in a GP. Unfortunately his regular helm, Simon Relph, twice GP14 World Champion in 1985 and 1988, had to withdraw his entry because of pressing work commitments. Andy was quickly snapped up by sail-maker and winner of numerous class national Championships Jim Hunt. Regrettably, 2008 didn't prove to be as successful as they had hoped; the title of GP14 World Championship still eludes this pairing. Let's hope we will see them both at National and International GP14 Championships in the future.

I can only say well done to all of you; I hope the journey was worthwhile. I must apologise for the atrocious weather during the Championship week. The young ladies team of Nadine de Rosayro and Pramukshi Kariyawassam from Sri Lanka had the right idea - sailing in their thermal anoraks, with hoods up and tightly tied, keeping out the inclement weather as well as staving off hypothermia. This image just about said it all - roll on Sri Lanka in February 2011, a sailing paradise with copious amounts of warm sunshine, aqua blue sea and miles of golden sandy beaches! Start saving now for this once in a lifetime opportunity. Further details will be posted on the GP web site as soon as they are available.

Closer to home, numerous clubs gave our World Championship a tremendous level of support, in line with what we would expect for a World Championship. These clubs can be seen on the Results page of our web site. South Staffs SC claimed overall honours for encouraging their GP fleet members to get their boats off the dinghy park and heading for Abersoch, with an outstanding 14 entries - a staggering 30% of their total fleet. Well done to the members of South Staffs SC and to Chris Beddows, who was instrumental in encouraging so many of his home fleet to make that extra effort to compete. I don't think a single person regretted their decision to attend our Worlds, and others probably wish they had accepted his invitation after hearing of the awesome time had by one and all.

Whilst discussing our World Championship I must take this opportunity to thank Mail Speed Marine, Speed Sails, Goacher Sails, Harken, and K Drewe Insurance for their generous sponsorship. Each evening's prize draw was sponsored by one of them, resulting in every competitor having the opportunity to win a prize up to a value of a staggering £250; believe me, there were some very happy competitors around before, during and after the prize draw.



*As Ian says, the GPI4 fleet just know a good time when they are having one*

*Photo: Andy Bury*

The practice day at the Worlds ended in a spectacular way with Neil Marsden, past GPI4 World and National Champion and International racing coach for the RYA, giving a one-hour tutorial to a crowded room of competitors, explaining with all the zeal imaginable how to sail a Championship course effectively; you could hear a pin drop in that crowded room, so focussed were the 200 competitors on every word Neil was so generously sharing with his fellow competitors. A huge thanks to Neil for this invaluable evening. (You can read an article of his on the Mystery of Beating on page 24)

It didn't end there, however. There was a packed clubhouse bar every evening for the post race interviews, and the record bar takings for the week stood as testament to the popularity of the evening interviews and entertainment. This was not the only record broken during the week; Harry, the bar manager at SCYC, reported a new record time for emptying a barrel of beer - 20 minutes from new barrel to empty! This begs the question - have the GPI4 fleet got a problem? I don't think so; they just know a good time when they are having one.

Each evening the top three teams from the day's racing were up on the podium "F1 Grand Prix style" wearing their bespoke race winners' caps. Our resident International Yachting Journalist and past GPI4 competitor, Justin Chisholm, did a brilliant job with the interviews. He was the question master/interrogator/journalist - your perception of his role would definitely be swayed by the type and subject of the questions you were asked. The post-race

interviews were both fascinating, entertaining and hugely informative. Justin's daytime job was to keep numerous web sites, newspapers and the yachting press regularly updated with a blow-by-blow account of everything that happened on the racetrack at Abersoch. I believe that Justin's appointment as our professional Yachting Journalist certainly placed our Championships, journalisticly speaking, up there with the best.

If the sailing at the Worlds didn't do it for you, then surely the musical entertainment must have hit the right note. On Tuesday evening we were treated to the outstanding Irish band, One Hand Clapping - what a night of lively music and dance that turned out to be. Friday night started with Bleed the Skyline, a young band from Wigan - I think we may be hearing a lot more of this talented band over the coming years. Immediately after the prize-giving and speeches, we were treated to the amazing sound of our headline band, Street Level. This seven-piece band let rip with an amazing evening of musical entertainment, the appropriate finale being their rendition of Queen's We are the Champions. Our new World Champions, Ian Dobson and Andy Tunnicliffe, took to the dance floor, still wobbly on their



*Ian Dobson*

*Photo: Andy Bury*





*Ian Platt and Alex Pilkington, winners of the Masters*

*Photo: Andy Bury*

feet from a day at sea or was it some other force at work? The Queen's classic lifted hearts and voices, the dry ice fumes rolled across the dance floor - and then catastrophe struck! Was it Tunny or was it Dobby who took the other out? Both champions crashed to the floor, unfortunately one didn't or couldn't get to his feet, DISASTER had struck our new World Champion: Ian's ankle looked a little out of class, seriously broken, requiring a trip to hospital and a lengthy period of rest. The following morning, he did a very good impression of Long John Silver, complete with crutches.. I don't think Ian or Andy will ever forget Friday night at the 2008 Worlds. Congratulations to both of them on a tremendous performance during the Championship - a victory won against probably the most formidable line-up of top competitors the GP fleet has seen for many years.

## MASTERS

Moving swiftly on, well done to Budworth SC for hosting this year's Grand Masters' and Masters' Championship, under the leadership of Craig Hewitt, fleet captain at Budworth SC. The Budworth team did a magnificent job in staging an absolutely superb Championship - year on year the quality of our Masters' Championships never ceases to amaze me. In 2009 it will be the turn of Hollingworth Lake SC to host this prestigious event - roll on 2009.

## INLANDS

The Inland Championship, held at Bala SC, was definitely an event of two halves. Could anyone have forecast that the weekend would turn out as it did? On Saturday we had wind in plenty, wind that blew old boots. I guesstimated the maximum wind speed between 32 and 35 knots, which was later backed up



*Carl Jeffs & Jim Toothill, 13972, winners of the Inland Championship and second in the Grand Prix*

*Photo: Andy Bury*

by the Meteorological Office's archive records for nearby sites at between 35 – 45 knots. As one website visitor from warmer climes put it, "if I didn't know better I would have said the Inlands website photos had been taken in the Southern Ocean". Many thanks to Andy Bury for the excellent photos from the Saturday racing and congratulations to all of those who ventured out in such extreme conditions - definitely not for the faint-hearted! My very short trip across the lake with no rudder attached has taught me one thing - don't go to Bala with a fixed rudder, and, if you do, make sure you are a dab hand at rudderless sailing, as it's not a good idea to start learning the art in the midst of a Force 6.

Sunday morning, after torrential overnight rain, was an almost flat calm. The lake had risen more than a metre and cars on the shore were in danger of being swamped. Fortunately insomniacs Luke and Marie Shaw raised the alarm very early in the morning and suggested that fellow campers join them in rescuing boats which had floated off their launching trolleys. Worse still, Richard Instone's boat had drifted away, still strapped to the road trailer; it was eventually found later on Sunday

morning two or three miles up the lake, with the road trailer still attached! Bala SC did a great job in hosting our Inland Championship; I look forward to our returning there in the not too distant future for another superb weekend of great sailing and socialising.

## 2009

Next year we have great venues and Championships to look forward to, a full list of these Championships can be found elsewhere in this copy of Mainsail.

## TIME FOR A CHANGE

Finally, as many of you will know I am stepping down as Championship Chairman at the end of this season. After ten years on the Championship committee, I feel it is time to make way for a new Championship team. The post of Championship Chairman is open for volunteers. If you feel that you, or somebody you know, or maybe a small team of you would like to take up the challenge of forming a new Championship Committee, please





*Richard Instone's boat being towed back*

*Photo: Andy Bury*

give me a call on 01257 252341. I will do all I can to make the changeover as smooth as possible. Over my years on the Championship Committee I have had some very rewarding times and I have met and worked with some inspiring individuals inside and outside our Association dedicated to organising outstanding Championships.

I would like to take this opportunity to thank all of you who have formed part of the GPI4 Championship Committee over the last ten years and the General Committee of the GPI4 Class International Association

who have always supported my team when required. Last but not least, a huge thanks go to all the competitors who have made the work on the Championship Committee so satisfying.

I look forward to seeing you all out and about in 2009; until then have a great Christmas and a Happy New Year.

**Ian Sinclair**

Championship Chairman



*Photo: Andy Homer*

# Top Ten at GP14 Worlds - Gear Guide

**1st 14021 Ian Dobson Andy Tunnicliffe  
Burwain SC/ RWYC**

Gold 1, 1, (12), 1, 2, (108 DNS), 1, 2. 8.

Hull Wood built 2008 by Alastair Duffin  
Sails made by Goacher Sails  
Spars by Selden

**2nd 13654 Neil Marsden Derek Hill  
Blackpool & Fleetwood SC**

Gold 2, 3, (6), 2, 1, 1, (9), 1. 10.

Hull Wood built 1999 by Neil Marsden  
Sails made by Arrow Sails (Neil Marsden)  
Spars by Holt

**3rd 13849 Ian Platt Matt Johnson  
Bolton SC**

Gold 6, 4, (9), 4, (11), 2, 2, 5. 23

Hull Glass built 2005 by Speed Sails  
Sails made by Speed Sails  
Spars by Super Spars

**4th 14017 Richard Estaugh Simon Potts  
Chase SC**

Gold 7, (15), 1, 3, 3, (108 DNF), 7, 3. 24.

Hull Glass built 2008 by Speed Sails  
Sails made by Speed Sails  
Spars by Selden

**5th 13924 Neil Platt Jane Alexander  
West Kirby SC**

Gold 3, 2, 5, 9, (18), 4, (10), 4. 27.

Hull Wood built 2006  
Sails Omega  
Spars by Selden

**6th 14018 Matt Mee Sam Brearey  
Hollingworth SC**

Gold (20), 7, 8, 7, 4, 5, 6, (12). 37.

Hull Glass built 2008 by Speed Sails  
Sails made by Speed Sails  
Spars made by Selden

**7th 13907 Tim Jones Dale Knowles  
Holyhead SC/ Bolton SC**

Gold (25), (108 DNF), 7, 15, 5, 3, 3, 9. 42.

Hull Wood built 2005 by Alastair Duffin  
Sails made by Goacher Sails  
Spars by Selden

**8th 13931 Richard Instone Steve Parker  
Chase SC**

Gold 10, 5, 2, 10, (21), 7, (19), 15. 49.

Hull Glass built 2006  
Sails made by Speed Sails  
Spars by Super Spar

**9th 13195 Hugh Gill Ciaran Murphy  
Sutton DC**

Gold 17, 12, (21), 6, 6, 11, (29), 8. 60.

Hull Wood built 2006 by made by Alastair Duffin  
Sails Made by Speed Sails  
Spars by Selden

**10th 13901 Alastair Duffin Stephen Nelson  
Newtownards SC**

Gold 5, (24), 3, (20), 15, 8, 16, 17. 64.

Hull Wood built 2005 by Alastair Duffin  
Sails made by Goacher Sails  
Spars by Selden

# Abersoch Memories

## Devin Goonewardena, Ceylon Motor Yacht Club, Sri Lanka

The first thing that struck me about competing in the GP-14 Worlds at Abersoch was that sailing in Sri Lanka, where I live, is a far cry from sailing in the U.K. I began sailing as a ten-year old at our waterfront holiday home at Bolgoda, a small lake south of the island's capital, Colombo. As the first sailor in our family (now my dad and brothers too, have caught the bug!) I learned the hard way: by myself, on a Laser that had far too much power for my then puny 30 kg. But soon afterwards I enrolled in the Optimist Squad of our local club and benefited from coaching, regular races and opportunities to participate in international events. Then, a year ago, I graduated from Optimist to GP14, the favourite class at our club, in which Sunday fleet races often see 20 boats jostling for position on the start-line.

Bolgoda, where I have done most of my sailing, is a far cry from Abersoch. For starters, with the water at 28°C, we do not need wetsuits. Then, with winds rarely gusting to anything over 12 knots, the water is so calm that it feels like sailing on glass. What is more, we have almost no tides in Sri Lanka. And finally, the warm, tropical sunshine means we can sail barefoot, dressed only in shorts and T-shirt.

So, after we left our luggage at the charming farm cottage our family had rented near Abersoch for the duration of the Worlds, it came as something of a shock when we drove over to the Yacht Club to see the local sailing conditions for ourselves. "So this is a British summer!" I found myself exclaiming as I braced into the chilly 15-knot breeze that swept in from the Atlantic. The swell, too, looked daunting.

Courage, however, was at hand from my crew, Jeremy Bolling, an experienced GP14 helm at our club. Jeremy has logged a lot of sea-sailing experience and didn't seem at all fazed by the conditions. "Looks like fun", he said enthusiastically, helping to ease my trepidation.

The practice race the next day helped us build confidence. We finished 48th even though all we wanted to do was complete the course with the mast still upright. Dressed in warm clothes, thermal underwear, a wet suit, life vest and windcheater, I felt (and moved) rather like Robocop. But at least we were warm and - without a single capsize - dry. Sailing in Abersoch was indeed a far cry from sailing at home. For one thing, our club races are designed to last an hour and seldom see

more than 25 boats on the start line. For another, we are rarely out of sight of the clubhouse, given that Bolgoda Lake is barely a couple of kilometres across. Here at Abersoch, everything was different. Quite apart from dealing with the swell and learning to use it to advantage, we were out of sight of land and without familiar landmarks by which to judge lifts and headers.

As the week wore on and we gained more experience, I found myself becoming increasingly more grateful for the Jack Austin Award that had helped finance my participation in the Worlds. What a fantastic experience this was! Quite apart from sailing in Europe for the first time, I also got to sail against GP14 legends such as Richard Estaug and Ian Dobson. And, to top it all, we finished 31st, which I thought was not bad for a first attempt, especially given that our combined weight of 130 kg - ideal in the light breezes of Bolgoda - was less than ideal in these conditions.

Now, back home in Sri Lanka, I find myself gazing at the beautiful Youth Class Winner Helm trophy I brought back with me from the Worlds and thinking... Next time!



*Devin and his crew Jeremy, Devin has just won the Sri Lankan Nationals with his father.*

## Carnac 2009

**We hope you will be able to come to sunny Brittany next summer to the YC de Carnac which is hosting our 2009 European Regatta from the 16th August – 21st August 2009. The entry fee for this regatta will be 220€ per boat, which is about £175.**

This Regatta will cater for both the racing and cruising fraternity of our membership. Oliver Shaw will be organising the cruisers while I will liaise with YC de Carnac re the racing. The eight-race series will be on Olympic style courses: two races per day sailed back to back. The race start time will be between 13.00hrs and 14.00hrs and in the 2002 regatta, everyone was ashore by 17.00hrs, in time for an après sail drink in the clubhouse bar. Wednesday evening will be held aside for the Fraternité de la Voile race, an optional race not part of the points series of races; each competing GP must have a team of two, one GP14 sailor and one French sailor. The 2002 race was highly memorable - a really entertaining evening afloat. Most of the French competitors were sailing instructors during the week and skiff racers at the weekend. They thoroughly enjoyed the event and thought the GP14 an excellent dinghy, offering close competitive racing.

Competitors considering Carnac for their 2009 family holiday will not be disappointed, Carnac is a beautiful location, and there will be plenty of time to explore. Wednesday will be a lay day or spare race day. The mornings and evenings during our Regatta week will be free for families to plan as they wish - a campsite

barbecue or a meal in one of the numerous local restaurants, the choice is yours.

Brittany Ferries has been asked to consider our request for a discount on fares similar to the one we had in 2002. I will keep you posted regarding our progress on this request via our website. The Brittany Ferries 2009 fare structure comes out sometime in November 2008; keep watching their website for the 2009 fares.

**Ian Sinclair**

## trailermaid

**LAUNCHING TROLLEYS**

**ROAD TRAILERS**

**TOWING ACCESSORIES**

*Steve Ellison*

**01543 371628**

**MOBILE: 07931 824034**

**E-mail:**

**[enquiries@trailermaid.co.uk](mailto:enquiries@trailermaid.co.uk)**



Carnac 2002

# Fixtures 2009

Date	Venue and Event	Area	Contact
25 Apr 09 26 Apr 09	Staunton Harold SC Midland Championship	Midland & East Coast Area	John Robinson 077788 56981
2 May 09 3 May 09	Dovey YC Welsh Championship	North Wales Area	Frank Nickless
30 May 09 31 May 09	Loch Ryan SC Scottish Championship	Scotland Area	Duncan Greenhalgh 0146140581
20 Jun 09 21 Jun 09	Bassenthwaite SC Northern Championship	North West Area	Val Bell 017687 76341
3 Jul 09 5 Jul 09	Llandudno SC UK National Championship	North Wales Area	Andy McNamara 01492 877559
16 Aug 09 21 Aug 09	Carnac Regatta, Brittany	France	Ian Sinclair 01257 252 341
23 Aug 09 28 Aug 09	Dovey YC Dovey GP 14 Open & GP Week	North Wales Area	Frank Nickless
12 Sep 09 13 Sep 09	Hollingworth Lake SC Masters Championship	North West Area	Pete Bramwell 01706 378723
19 Sep 09 20 Sep 09	West Lancs YC 24 Hr race	North West Area	Damien Chisholm 017048 78120
3 Oct 09 4 Oct 09	Derwent Reservoir SC Inland Championship	North East Area	Ann Penny 01207 255 681

Specialist

**INSURANCE REPAIRS**

Wood and G.R.P.  
*topped up with a special paint sprayed finish.*

**Paintcraft**

**Nigel Potter**  
**01159 754302**

# 2008 Grand Prix

**Consistency has paid dividends for this years winner of the Grand Prix. 2008 Champions Richard Instone and Steve Parker have succeeded in winning this the most challenging of competitions.**

Last year they were robbed of the Grand Prix title in the very last championship of the season, pipped at the post by victors Matt Mee and Andy Tunnicliffe. This year the title was not going to allude them. The Inlands at Bala was the last championship of the 2008 Grand Prix, and it proved to be the ultimate test of man and machine. Richard and Steve hung on, staying close enough to Carl Jeffs and Jim Toothill, the eventual winners of the Inland Championship, to ensure there was no chance of last year's scenario being repeated. Congratulation to Richard and Steve on a well-earned Grand Prix victory, with Carl and Jim having to settle for second place one point adrift, Adam McGovern took third slot, crewed by his dad Tim and by Chris Robinson.

The Silver fleet proved to be another hotly contested competition, with a well-earned victory going to competitors from north of the border, Mark Greenhalgh crewed by Ross Gingles and Mr Lucky, the man with the Golden Ticket, Paul O'Neil (GPI 4000). At the start of the final event of the Grand Prix, only two points separated Mark and second placed competitor, yours truly, crewed by Alan Jones. After a nail-bitingly close Worlds, only one point separated us, and a further point difference from our Regional Championship results gave us everything to play for at Bala; but a broken rudder fitting at the start of race two sealed our fate for another year; this is not, however, to take anything away from Mark and Ross, whose superb performance at Bala justly earned them the title of Silver fleet Champions. Alan and myself were second and Tim and Hilary Davies third.

Finally, well done Colin Midgley, crewed by Neil Smith or David Homes; a consistent performance has made Colin the Bronze fleet Champion, I hope he and his crews have enjoyed the experience of

qualifying for the Grand Prix and that they are looking forward to life in the Silver fleet next season.

I will be contacting your Area reps with my proposals for the 2009 Grand Prix, and if the proposals are accepted, the details will be released in the spring addition of Mainsail.

**Ian Sinclair**  
**Championship Chairman**

New Advert To  
Follow



# GP14 Class Association of Ireland - Corcoran/Brogan dominate 2008 Season

**The GP14 Class Association of Ireland held their season finale over the weekend of the 18th-19th October 2008 at Sutton Dinghy Club, sailing on Dublin Bay.**

Tim Corcoran and Brendan Brogan of SYC who almost had a clean sweep of Association events this season took the honours with SYC's Niall Henry and Ossian Geraghty in second overall and Paddy O'Connor and Tania MacHale in third. After an entire season of light winds, this Hot Toddy event was sailed in Force 4-5 winds with strong and sudden gusts. Despite a poor forecast for nearly a week in advance, almost thirty boats lined up to start on the Saturday at Sutton. With the weather forecast for Sunday indicating strong gales, Hugh Gill and his team at SDC laid on a Hot Toddy party with a sit down meal and entertainment in the form of Elvis Presley. There were many relieved sailors on Sunday morning as the wind built, later than expected, cancelling Sunday's racing!

The Hot Toddy was also the final event of the very successful Speed Sails League 2008, with 93 boats sailing in the Leagues during the 2008 Season. Winners of the Gold League were Timmy Corcoran and Brendan Brogan with Ken and Ryan Loudon of Lough Foyle Yacht Club winning the Silver League and Peter Collings and Jane Holland of Sutton Dinghy Club winning the Bronze League. Thanks once more to Richard Estagah of Speed sails for his generous and continued sponsorship of our League Tables in 2008. Complete League results are available on our website.

In Ireland, the 2008 Season was very promising with the increase in boats attending Association events continuing from 2007. Since 2006 there has been a fifty percent increase in boats attending Association run events. This increase is as a result of various initiatives which have been put in place within the fleet. A significant amount of club support, training, youth development, class promotion and PR has taken place throughout the past two Seasons and this is paying dividends. There is a very active committee in place working on these various facets

within the class. Newly elected President Donal McGuinness has committed to continuing with these initiatives and we are planning a major overhaul of our already very active website over the Winter months. Planning for the 2009 Season is well under way and at an advanced stage, with the fixtures for 2009 almost finalised. There are promising signs of GP14 Fleets building in a number of clubs around the country and the Association is working closely to help support, foster and develop these fleets to the best possible extent.

For further details on the GP14 Class in Ireland over the Winter months, cast an eye on our website: [www.gp14ireland.com](http://www.gp14ireland.com), where fixtures and other important information will be posted as it becomes available. If you would like to join our mailing list to receive regular e-mail bulletins from the GP14 Class Association of Ireland, please e-mail our newly elected Hon. Secretary Tania MacHale at: [taniamachale@eircom.net](mailto:taniamachale@eircom.net)

**Ossian Geraghty**  
**Hon. Secretary (Retired)**  
**GP14 Class Association of Ireland**



*Brendan Brogan and Timmy Corcoran sailing in the Ulster Championships held at Sligo Yacht Club in July.  
Photo: Gareth Craig, Fotosail*



The youngest competitor at the 24hour race, 6-year old George Graham  
Photo: Dennis Shevelan

## Twenty-four Hour Race

This year's race took place in winds that were light until the last hour or so, which encouraged the participation of younger and less experienced sailors. One of the two GPs from Burwain SC had various youngsters in the team, the youngest of them 6 year old Paul Graham, who started sailing in his father's Laser at the age of 5.

However, the same conditions brought disappointment, especially for the two GPs at the front of the fleet. The Bolton boat would have won if they had not missed a lap by crossing the finish line one second after noon, while the South Staffs GP lost a lap under Rule 42, allowing the Lark from the same club to come first overall.

There were 68 entries, 31 of them GP14s. Full results are on the West Lancs YC website.



Bolton at the 24hour race

Photo: Dennis Shevelan



Winners 2008: Adam Parry and Sam Collingwood

Photo: Andy Bury

## Adam Parry Retains National Youth Title

Adam Parry (South Staffs SC) and Sam Collingwood (Chelmarsh SC) are GP14 National Youth Champions for the second time. They triumphed in a very competitive fleet of 23 entries at Winsford Flash SC over the weekend of 1-2 November, beating fellow club members, Will Croxford and Chris White (South Staffs SC), into second place with a race to spare. Nicky Robinson, crewed by Richard Deppendine, of Staunton Harold was the first lady helm and established her challenge early on by winning the first race.

The first, second and sixth positions posted by the South Staffs team won them the well deserved National 57 Team Trophy – and a large tin of sweets to share! The achievements of the youngest sailor in the competition, Connie Hicklin (crewing for Sam Blocksidge and sixth overall), and the youngest combined entry, Tom Foulkes and Chloe Bloor of

Winsford Flash in their first major competition, were recognized at the prize giving by the award of GP14 Association fleeces. Future champions in the making?



Ruth Shevelan and Becky Paul at the Youth Championship

Photo: Andy Bury

### Final Results

1st	Adam Parry, Sam Collingwood	South Staffs SC/Chelmarsh
2nd	Will Croxford, Chris White	South Staffs SC
3rd	Andrew Brown, Katie Greenwood	Budworth SC
4th	Nicky Robinson, Richard Deppendine	Staunton Harold
5th	Tom Hubbard, Ryan Penny	Budworth
6th	Sam Blocksidge, Connie Hicklin	South Staffs SC

# Dovey GP 14 Open and GP 14 Week Aug 17 to 22, sponsored by Speed Sails

**Dovey Yacht Club was delighted to welcome new visitors and many familiar faces including a strong contingent from the Worlds at Abersoch for a memorable and eventful sailing and social programme.**

Strong tides, winds of 4 to 5 gusting higher through the Cambrian coastline, combined with high tides in the morning, enabled race officer Des George to set much-admired courses that made the very most of the estuary.

For those who know the Dovey estuary, we were able to go from a long "Tre Dol" buoy to "Institute" by the harbour wall and set up committee boat starts at "Penhelig".

For those who don't know Aberdovey, make a note for the same week next year preceding to the August Bank Holiday (23 to 28 August).

The outstanding performance of the week was achieved by two DYC members, Drew and Frank Nickless; Drew helmed to win the 3-race Open on Sunday 17th and then they changed places to repeat the feat in GP 14 week.



Tim Mack and Dave Pickering in pursuit of Frank and Drew Nickless

Dave Pickering and Rob Slack were second in the week while Tim Mack and Jack Bygott were runners up in the Open and third in the Week; a Speed Sails "re masted" Mike Ribands and John Insall were fourth in the Week with Don Gillespie and John Clark fifth.

Capsizes were few, but in the tough tides 3 masts were finished off – but none of the crews missed a race thanks to prompt and innovative replacement by Speedsails.

George Meredith crewed a GP with his Dad Neil and then managed to retain his title in the accompanying Topper Week.

The social programme ranged from a quiz night to barbecues, class dinner, 'happy hours', sangria night and fashion show!

During the day, the yacht club produced endless supplies of outstanding flapjack and other delights for those that didn't make it over the road for the renowned home-made ice cream from the Sweet Shop.

Many thanks to Des George, Robin Druett and all the DYC race and safety team for all their good work and to Speed Sails for their support.

**Dovey GP Fleet Captain; William Mack:**  
[w\\_mack@btinternet.com](mailto:w_mack@btinternet.com)

**Dovey Yacht Club:**  
[www.doveyyachtclub.org.uk](http://www.doveyyachtclub.org.uk)

**Accommodation and other activities:**  
[www.aberdoveybreaks.com](http://www.aberdoveybreaks.com)



Leaving Strood: Ceri Rogers and Lisa Bland – both given the day off to sail by sponsors Ellisons.

Photo: Maureen Parsons

## Around Mersea Island

On the Wednesday of Mersea Week the Yacht Club organizes a unique fun race that appeals to all types of dinghy sailors. The course is quite simply to circumnavigate the Island (about 13 miles). However, you have to specify your start time on your entry form about a week in advance. It is necessary to arrive at the Strood (Essex speak for causeway) on the north side of the island at high tide when the traffic is stopped and you can quickly carry or wheel your boat across. This year only four GPI4s out of a total fleet of 130 entered - three from Tollesbury SC and one from Havering SC.

On the day the WMYC's organization is always impressive, with starting signals at 5-minute intervals (over several hours) and groups of boats setting out in both directions from a committee boat line off the yacht club. My plan this year was to start two hours before high water; consequently we had to round the island anticlockwise and knew we would initially face an adverse tide.

Once clear of the moorings, we hoisted the spinnaker and took off down wind, the Force 5 Souwesterly against the tide creating quite big waves. We soon began to pass capsized boats (well attended by RIBS) and as we were now running dead downwind in very lumpy conditions and feeling quite insecure we lowered the spinnaker before gybing inshore. Rounding East Mersea's Stone Point we entered the Pyefleet, an important anchorage for sailing barges, smacks and bawleys based at

Brightlingsea. We now had the tide underneath us and the water was much flatter as we sailed past the Pioneer, the last Essex skillinger ( a 70-foot ketch-rigged deep sea smack) recently rebuilt and sailed without an engine by volunteer crews with school parties aboard.

Continuing up the Pyefleet we were working hard upwind. The crew Roger pointed wistfully at the Colchester Oyster fishery, but we pressed on and as we approached the Strood began to meet a few boats rounding to starboard. Our helper on the road had our spare trolley ready, but we were early and it was some minutes before the police held up the traffic for us. The 2 mile beat on the western side was much more exposed, but all went well until the tiller extension fell off and we narrowly missed several moored boats.

We finished after 1 hour 58 minutes, but then found the Dabchicks S C slipway still completely flooded. After mooring the boat, Roger disappeared to the Company Shed to slurp oysters, leaving me to search under several feet of water for our trolley.

There were only 92 finishers this year; the winner - a Mirror - took only 19 minutes more than us. Second place went to a Tornado (71 minutes!) which was the only boat going the opposite way round to us that did well. The GPs finished 6th, 15th, 28th and 58th. The day ended with generous prizes and a spread of seafood, all provided by Ellisons, the main sponsor of the event.

# Howard Davies Memorial Training Week – A Coaches eye view

**I've just returned from helping out at Plas Menai over the school half-term week. Unfortunately, because of work commitments I couldn't make the whole week, so I arrived late on Tuesday evening at the Plas Menai house to be greeted by the 12 young trainees, who has already had two days' excellent training provided by the Plas Menai staff, Ben Todd and Charlie McNamara, who kindly stepped in at the last minute to deputise for me.**

I awoke at 7.00 on Wednesday morning to the sound of the girls on the course trying to wake up the boys to go for an early morning run before breakfast; the boys held out and refused to wake up! After breakfast, boats were readied, Ben held the briefing, the trainees changed and before we launched onto the Menai Straits in a lively F4 with masthead floats in place, boats were inspected to make necessary changes to help the trainees perform better. Returning ashore at lunchtime, the trainees had practised acceleration, lane holding and tacking exercises and as they were cold they headed straight for the drying room. Once they were warm, watered and fed, Ben provided a video de-brief of the morning session in the wet lecture room, along with some input from myself, before briefing the trainees on what they would be doing in the afternoon session.

There were more exercises, followed by a few races. The trainees returned ashore to put away their boats, get changed, have their evening meal followed by a fuller video debrief and finally, for those old enough, a drink in the bar, whilst those not old enough to drink legally watched TV. After some time the trainees returned to the house to socialise and have some fun listening to music etc. I managed to get them back to their own rooms and to sleep by 12.30am and had the great satisfaction of waking them up at 7.30am for breakfast.

After another superb briefing by Ben the trainees hit the water with renewed vigour to sort out their mark roundings and starting techniques. Great fun

was had on the water, watching the improvements made and the odd mistake all being videoed for praise and mickey-taking later. Since this was the fourth day of hard training, held mostly in strong winds, the trainees returned ashore relatively early so that they could go for an deliberate swim in the pool, rather than the unexpected ones some of them had experienced earlier in the day!

After dinner and the daily debrief they returned to the house again to behave as teenagers do and have some fun! They were obviously more tired than usual as by around 11.30pm they were all in their own rooms fast asleep. I again had the pleasure of waking them up. Wow, it was the last day; everybody agreed that the week had gone so quickly. As it was the last day and we had to de-rig the boats ready for picking up later, it was decided to go for one long session of pure racing. The course was laid, starting signals made and 4 long races later the trainees came ashore smiling - maybe in relief, I don't know. Boats were de-rigged and packed up, trainees changed, fed and watered before the final weekly video de-brief was held by Ben.

Every trainee was asked for the one thing that they would take away from the week and to Ben's surprise and delight everyone had something different that they would take away - according to Ben, this was a first on any course that he had held! The parents arrived; some trainees headed home, others headed for the Youth Championships to be held at Winsford Flash. I've just read the report on the yachts and yachting website and to my delight, I

recognise some trainee names, including a race win! Great satisfaction for this coach who thoroughly enjoyed his time in Plas Menai last week.

On a personal note I'd like to thank the trainees for their effort and friendship during the week and a great thank you to Ben Todd for his superb

coaching, done in his own unique style, motivating the trainees to achieve more than they thought possible.

**Paul Simes**

### Training Week Programme

Monday	– Don't know, I wasn't there - but definitely rigging and tuning the boats
Tuesday	– Roll Tacking and Roll Gybing, Debrief
Wednesday	– Acceleration, Lane Holding, Tacking, Gybing, Debrief
Thursday	– Mark Rounding, Starting, Tides, Debrief
Friday	– Racing, Week Debrief.

## Letter to the Editor

*Dear All,*

I wish to express my sincere thanks to all the committee and class members past and present for their support through my time working with them within the office in Crewe.

When I first decided to seek employment again after being at home for ten years bringing up our family, I was very lucky to join the GPI4 office on Nantwich Road and did not ever think at that time I would work there for 31 years. It certainly gave me a new lease on life and I was very happy putting all my effort into doing a job that was appreciated.

My thanks also go to the staff who have worked with me through the years and I am sure the office work will continue for the future in the good hands of Sue Sinclair, with support from others, and I wish her every success.

I have made many good friends (too many to name here) and I always enjoyed speaking to them on various topics and I do hope to keep in touch.

I thank you all for arranging my visit to Abersoch on my retirement, which was a grand exit for me, and I thank you all for the cards and gifts you kindly gave me.

I wish the GPI4 Class International Association every success in the future and to all members who sail with them.

Goodbye and Good Luck,

**Irene Thompson**



*Irene receiving a presentation from Hilary*

# From the Archives

Here is another in our series of articles published in previous Mainsails. Neil thinks he originally wrote this article soon after becoming National Champion in 1982. He has taken the opportunity to update it a little.

## THE MYSTERY OF BEATING

By Neil Marsden.

How some people manage to sail up the beat much faster than everyone else is something of a mystery to us all. I can't tell you how it's done, but I can give some ideas on how to go about setting up the boat and sails and I hope that it might work for you!

Light winds - Force 0-2. The most vital thing in light winds is to keep the air flowing across the sail at all costs. If the sail is too full then the wind won't have enough energy to flow over the sail, the air flow breaks down and the sail stalls. How do I know when that's happening you might ask? Well, the most valuable aid is the telltales sewn into the leech of the mainsail. If the air is flowing smoothly across, the streamers will be blowing out behind. If there is turbulence in the flow they'll be curled in behind the sail or dangling down. So in light winds I set both sails very flat, in contrast to the general idea that if it's light let everything off as far as possible. But how do we get a sail flat?

We can bend the mast at deck level by chocking the mast heel rearward and then pushing forward with the gate to cause pre-bend. We can lengthen the spreaders and angle them well aft to force pre-bend.

The outhaul can be pulled to the black band to flatten the bottom third of the sail which also helps to ease the leech. We can ease the kicker right off to allow the top of the main to twist - this helps to reduce the angle of attack. If you have an end main sheet arrangement, the weight pulling down on the end of the boom should be reduced as much as possible by reducing the number of purchases, and/or the weight of the sheet or by using a high bridle arrangement.

The genoa should also be set flat by moving the fairleads aft into a position similar to that used in heavy weather. It should be sheeted inboard, but pull it in with a lady's touch - not that of a gorilla!

I sail my boat bolt upright until the wind drops completely, then I introduce a slight heel to leeward which both helps to reduce the wetted surface and helps to keep shape in the sails. The helm and crew should be positioned as far forward as possible. If the weight is too far aft the transom drags - look over the stern and if you see turbulence coming from the transom move further forward. The crew should be next to the shroud and helm alongside or opposite depending on wind strength. But remember, crews - do keep out of the slot, as the wind does not like flowing round big heads and shoulders.

Medium winds - Force 3-4. The vital thing in these conditions is to get maximum speed through the water and still maintain pointing ability. On flat water I go for pointing ability, as there are no waves to slow you down (you hope).

Not so much pre-bend is required on the mast. The genoa and main are set together and here we are looking for the front of the genoa to luff at the same time as the front of the main. First I set the main - slight pre-bend, no cunningham and slight amount of leech tension by careful setting of the kicker. The kicker should be pulled on as much as possible, with the top telltale continuing to stream. Now sail to windward, boat level, sails set and then start to luff into the wind. If the genoa luffs before the main, the genoa leech is too free. So move the fairleads further forward to tighten the leech. On the other hand, if the main luffs first, there could be too much tension on the genoa leech, so move the fairlead



Neil at the Worlds



aft to open the slot.

## TACKING

Don't let anyone suggest that roll tacking a GP is easy. The hull is heavy and does not accelerate readily out of a tack. The enormous overlapping foresail cannot be moved quickly from one tack to the other, and the box-like hard chine hull form makes it no surprise at all that a smooth hull movement from tack to tack is difficult. This tends to promote a 'lurching' movement instead of the required fluent motion required. This just means that teamwork; practice and hard work are at a premium in our chosen class.

## BEFORE TACKING - LIGHT CONDITIONS

Hull is heeled considerably to leeward, crew leaning to leeward, helmsman crouching well forward and slightly to windward of centre-line, hull moving slowly but steadily on original tack. The crew should always have both windward and leeward sheets in his hands. Both genoa and mainsail are held slightly freed and not board tight.

## MOVEMENT 1

The helmsman begins to push the helm away gently but firmly with no sudden movements that would cause the rudder to stall. In the very earliest stages of the tack the helmsman and crew stay in their initial position and the leeward chine still dug in the water helps the rudder to begin to turn the boat through the wind.

## MOVEMENT II

As the hull moves a little further towards head to wind the helmsman and crew simultaneously move their body weight smoothly to windward which starts the 'rolling movement' of the hull to windward. The crew will find this easiest if they are facing the stern. Coinciding with this movement the crew must free his genoa and ease it about three inches and then hold it firm. The helmsman also begins to ease his mainsheet.

The combination of rudder and weight movement continues the steady movement of the hull through the tack and the slightly eased and then held genoa allows the wind to catch the sail aback. This backing off pushes the bow off the wind onto the new tack much more quickly than it would if simply allowed to flap. The

# DUFFIN MARINE

DUFFIN  
IN T

First f

Boats c

Contact

2a Manc

Belfast B14 11R

ND

et.

New Advert To Follow

E [duffinmarine@myway.com](mailto:duffinmarine@myway.com)

helmsman should continue to ease his sheet steadily as far as his arm will travel.

## MOVEMENT III

The boat is now moving steadily towards its correct beating angle for the new tack, with the rig gradually beginning to fall over on top of the helmsman and crew and into the correct heeled to leeward position for the new tack. The crew should steadily free the backing genoa, still allowing the wind to back the sail to turn the hull, and when fully turned onto the new tack, he should pull the new leeward sheet in smoothly but rapidly to the correct position for the new tack. He should not pull in board tight, but allow the sail a little 'air'. Simultaneously, the helmsman should reduce the amount of rudder he is using to turn the boat, and with the new leeward gunwhale lapping in the water and the bow falling off slightly further than the correct angle for the new tack, should move his weight to windward to flatten the boat and should pull in the mainsail in one smooth movement (not board tight). Then use the helm and the 'bite' of the new leeward chine digging deeply in the water to pull the hull back to the correct new heading angle.

It should be pointed out that in a GP this whole series of movements will seem to take place very deliberately, even ponderously to get the timing right. Any attempt to rush the boat through the tack will simply get it lurching backwards and forwards without any fluency.

## TACKING IN MEDIUM WINDS

Exactly the same basic procedure is used in slightly stronger wind conditions but the emphasis on some aspects is slightly varied. Both helmsman and crew will be sitting to windward, though not necessarily both sitting out. Both stay in their windward position as the helmsman begins turning the boat to windward and, with the tack beginning much quicker with increased wind strength, the crew should free his genoa a few inches to get it backing earlier. He/she will need to keep it backing only for a very short time in order to turn the bow through the eye of the wind (once again the crew must remember to have both sheets in hand at the beginning of the tack). The rig is not allowed in these stronger conditions to roll quite so far onto the new tack and, obviously enough, both helmsman and crew must move back to the new windward side together to pull the boat flat again on the new tack with more wind. More emphasis can be given to the simultaneous

re-tightening of the sheets on the new tack and the sheets can be fully tightened from the beginning. It is no longer important to tack beyond the optimum-tacking angle initially and then head up as there is little chance of stalling with the increased wind strength.

## HEAVY WEATHER TACKING

In heavy conditions when helmsman and crew are sitting full out, they cannot afford to hold their weight in the windward position for more than a very brief period and the crew must back the genoa just barely sufficiently to carry the bow through the eye of the wind. The wind strength will easily do the rest and both helm and crew must jump to it to get across to the new windward side and pull the boat back upright. Aim not to roll the boat, but to get it going flat into the tack and coming out flat.

## ILLEGAL PROPULSION

Excessive use of the roll tack in very light conditions solely in order to induce propulsion is illegal and it is also illegal to come out of a tack moving faster than the speed at the start of the tack.

When I first wrote this article I was convinced that it was actually exceedingly difficult to come out of a tack quicker in this way in a GP, primarily because of the hull shape, and I illustrated this point by comparing the tacking of very good GP crews and very good Enterprise crews in the 24 hour race at Southport where the two can be seen side by side. The hull shape of the Enterprise lends itself more readily to roll tacking. However, the intervening 20 years have shown that GP sailors have improved their technique so much that disqualification for illegal propulsion is now a very real risk for the best sailors.

Practising the synchronisation of body weight movement and the timing of the pumping action in pulling in both mainsail and genoa will bring considerable improvements. It is also worth noting also that in very light conditions it is more efficient to use a rear mainsheet system than centre rear bridle, as a more effective pump can be given with end boom sheeting, giving better speed out of the tack. More helmsmen now seem prepared to come to terms with more than one sheeting system for differing wind conditions because of this clear benefit that stern sheeting gives in the very light stuff.

**GOACHERS**



**Now**  
**Americ**

**gy**

New Advert To Follow

**G**

**WORLDS**  
**IRISH**  
**INLANDS**

**3rd**

**Lowside Bowness-on-Windermere Cumbria LA23 3DH**  
**Tel 015394 88686 Fax 015394 88683**  
**E mail [sg@goachersails.co.uk](mailto:sg@goachersails.co.uk)**

**[www.goachersails.co.uk](http://www.goachersails.co.uk)**

## Made in Pakistan

**This is a story about a GPI4 I made in Pakistan many years ago. I told this story recently to a friend. He said, 'Why not write it down?', and here goes.**

A little about my background first: I was a Grammar School boy – King Edwards, Camp Hill, Birmingham – where I developed a yearning for overseas travel and people. My father died when I was ten and I missed him.

I left school early and spent a few months on a training ship, the *Indefatigable*, off Rock Ferry. There I learnt to sail navy cutters, single and two masts. It was a period of tragedy in the Merchant Service, so I tried to join the Navy, but I was three days too old for artificer training. So I joined the RAF in 1932 as a Halton Brat, for three years' training, learning about aeroplanes. Very little about carpentry.



I served three years in Iraq, came home for pilot training, but instead I spent the war keeping aircraft flying. Then, after a spell in Mauripur in India, which became part of Pakistan, I left the RAF, stayed with aeroplanes at Heathrow with Don Bennet and Tudor Aircraft, until it folded and I would not join BOAC. I went back to Karachi in 1950-1 to a brand new Air Force, and fifty of us formed an Aircraft Apprenticeship School, a near copy of RAF Halton. A five-year contract, our families with us.

We were at Korangi Creek, about 8 miles from Karachi. The base had been built by BOAC as a flying boat airport. Accommodation was good enough, by a large creek, which was asking to be sailed on.

My memories of how I decided to build a sailing boat are a bit dim. It was, of course, over 55 years ago. I read a *Yachting World* and it had an article on the GPI4 – I could send off for plans. I thought about this.

I sent off for the plans. That took some time and I checked on tools and timber availability. The plans arrived and I studied them. This was not long after Partition. The area was full of refugees. A Government was being formed, Karachi was growing, prepared wood was being used for building. The only wood I could find for boat building was teak.

So I bought enough and I got it cut to shape and size. There was no workshop or sheltered area available, so I built it in the open, just outside my house, which was alright: I only had the monsoon time to cause problems. Cutting and preparing the wood to shape and size was easy enough, but the bending to shape, especially in the bow section, was more difficult. I remember frustrations. Teak is not the easiest of wood. But I did it.



But then there was the monsoon period. I covered the frame and left it and thought about the skin. A search for water-resisting ply showed that none was available. What ply was obtainable was poor quality. So we – a friend was interested – did some tests on hardboard. The most suitable board we found was a Swedish one, so I bought what I needed and thought about it.

This was the period when I also worried a bit about the sails – none were available or obtainable. About the mast. The various fittings. My friend Frane joined me. We visited the Karachi Sailing Club. They could make a simple mast for me. I would need to go back to England to buy sails and fittings – which was not on. Oh my goodness.

We could cope with fittings – what was not available we could make. Sails? I asked Mollie, my wife if she could help if we got the material. I had the plans. And she did have a very small Singer sewing machine. And – bless her – she agreed.

So we covered the frame with hardboard. Which is easy to write, but not easy to do. Remember, we had no experience of this – we learned as we did it. The bends in the bow area had parts where a couple of turns a day with a screwdriver was the only way. Still, we did it.

We were given two pieces of hard timber – the name escapes me – for the rudder and the retractable keel. And we made it into a boat.

I remember that I had difficulty with the housing for the keel, so we turned the boat the other way up. As I remember, we put it on the water and checked for leaks. There were none – nor did any of the joints ever leak. Mollie had made the sails in our house. We had big rooms and her sewing machine worked well and so did she. The mast seemed to take a lot of time and effort before we installed it, but it all got done. The mainsail operated well when we tried fitting it. We had adequate materials for hoisting and controlling the sails. The keel and rudder worked well.

So we put it in the creek and checked for leaks again – all ok. And of course we wanted a light wind to go sailing for the first time. After a few days it seemed light enough, so we went. But the wind got a bit stronger and of course the sails stretched badly. But the boat sailed well. So we gave them back to Mollie, who was cross with us. But she kindly got the Singer machine out and re-shaped them. The fabric was the strongest sail-like material available. They stretched a bit more later on, but served us very well for the next three years.

We named the boat Ermytrude, with an appropriate bottle of local liquor.

The boat sailed well, but was not easy to control. Luckily a friend – a member of Karachi Sailing Club – was very knowledgeable about small boats and I got him sailing with me. The trouble was, he considered, in the mast angle, so we changed it with the adjusters and it got a lot better and seemed to improve more as it got older. Or I got stronger.

A couple of Cadets had been built by others, and two or three sixteen-footers were bought in Karachi. We all enjoyed sailing and BOAC had put some buoys in the creek. We used to race on Sundays – I won my share. A few times we went on picnics. The tides in the creek were fairly fast, but the winds were pretty good. And she planed very well. About once a year, the Karachi club sailed and, I think, raced to us, stayed the night and sailed back.

We had inherited a small 13 year-old Dachshund called Pixie from a family who were going back to England. We had children in boarding school in England and Mollie went home for a while. In addition to walks, I would take Pixie sailing. She loved it – in light weather she used to get onto the foredeck and bark at the flying fish. With a lot of wind she would stay in the snug bed I made for her on the transom under the after deck.

I sailed Ermytrude to Karachi with another boat in company. The wind got up and it was rather rough going. So we didn't do it again.

The hardboard skin was no trouble. It was a good material. There were a couple of times when heavy

pieces of debris caused cracks, but these were easily fixed by patches we glued and screwed on.

The time came when our contract was finished. I just left Ermytrude there for the Pakistani Air Force to do with as they wished. We had enjoyed her very much. A few years later I was in Karachi and I took a taxi out to Korangi Creek. The PAF had moved to another place. And there was no Ermytrude.

### John and Mollie Silver



# Safe insurance harbour for GP14 owners



## Is your valuable dinghy properly protected?

With the full recommendation of the Association you can safely place cover with K Drewe Insurance Brokers, specialists in all types of leisure insurances including yachts and motorboats.



## Our comprehensive and competitively priced GP14 policy includes:

- theft of your dinghy and equipment following forcible entry or removal by force
- new for old cover on sails and protective covers up to 3 years old
- use in inland & coastal waters of the UK, Eire and EU
- £3 million third party and passenger liability



## But that's not all.

We also offer first class, competitive insurance for motor, household and other leisure products.

We pride ourselves on our customer service.

To discuss your requirements or for quotations call our friendly and professional staff on **0845 408 5922**; we're waiting to hear from you!



## Championships in the Fifties

**I was first asked to crew for Howard Davies in the inaugural GP14 National Championship on Whitmere in north Shropshire. I think the year would be about 1952 when I was 13 years old.**

The event was held over the weekend with four races from which one result could be discarded. I remember being startled by the half inch margin as we rounded marks with the buoy sliding underneath my backside. We won (or were highly placed but, I think, won) two of the first three races, but were disqualified in the other thanks to Howard's habit of cutting the corners so finely. We had built up a substantial lead by the end of the fourth lap of the last race and with one lap to go we were approaching the finishing line. I looked ahead and suddenly saw a new mark a few yards in front of us. I assumed the skipper had seen it but looked aft and saw that he was looking at the chasing fleet behind us. I was still too shy to say anything, so we hit the mark. The distance mark had been moved closer inshore for the finish and, although there was still one lap to go, the protest committee deemed it to be a mark of the course and we were disqualified, which was the automatic penalty in those days. With only two results to record, we were out of the running and the winner was Cubby Ackland from Windermere, a nephew of Beatrix Potter.

A lesson for young crews, never assume your skipper has seen something, they're all blind. Tell him, tell him again, then bore him to death with it, just make sure he knows.



*The second National Championship, at Newquay*

The next year the Nationals were held at Newquay in Cardiganshire. Although we were in contention, the Championship was won by someone from Hamble. There was a rule that only boat-owners could helm. This was intended to keep pot-hunters from borrowing a boat and entering. The crew of the winning boat was the son of the helmsman and said to be an Olympic representative in Helsinki the previous year. It was a lesson in how to win races from the crew's position; he managed all the tactics, when to tack etc., and his father just drove the boat. We eventually collided in a port and starboard situation in the last race. We were on port tack so we were disqualified again. They were both disappointed that we had spoiled a good race.

A lesson for young crews, although the competition can be cut-throat, there is still room for good sportsmanship.

By now Howard was teaching at HMS Conway and had left Aberdovey. He was Secretary of the Association and had replaced Kittiwake with Kittiwake II. We still managed to keep No 1 on the mainsail, although there was a different number burnt onto the hog. Hon Sec's privilege. I stayed with them for much of the school holidays and we did a string of regattas at Holyhead, Treaddur Bay, Red Wharf Bay, Beaumaris, Bangor, Menai Bridge, Port Dinorwic, Caernarfon and Abersoch.

The third annual Championships were held on Windermere. The middle of the lake around Bowness and the islands was instantly recognisable as Swallows and Amazons waters. I did not sail in the two Saturday races for some reason that was not explained to me, but we had two good results on Sunday and it was enough to win us the Championship. Things might have been different if the previous year's winners had been there.

A lesson for young crews, if at first you don't succeed....



Life in the summer now consisted of O-levels and sailing. We would do the rounds of regattas in Wales and occasionally elsewhere with a small red bell on the sail to show we were class champions. We went to Hamble to defend our title. The main opposition turned out to be Cubby Ackland and a pair of young Scots from Helensburgh who were eventually disqualified by the measurers on the grounds that they had tinkered with their boat illegally. It was a shame because they left the class and GPI 4s lost a couple of good sailors. The result rested on the final race. It was a big triangular course out in the Solent with one mark by the huge Princess flying boats on Calshot Spit. We had to finish higher than Cubby to retain the title. He gambled on a starboard tack on the first windward leg, while everybody else chose port. It paid off as he rounded the windward mark with a big lead. We spent the whole race chasing him, gradually pulling him back and passing him forty yards from the finish. It was blowing half a gale and I could have done with help getting out of the boat afterwards. Epic stuff.

No lesson for young crews here as I thought I knew it all at seventeen.

The next year we were at Bassenthwaite and Kittiwake II had given way to Gwenllian, but we still had No 1 on the sail. The fleet had now grown enormously to nearly 200 boats, and they all kept an eye on the marked men. I think the winner was a chap called Banner-Mendus, a solicitor by profession and very good at the rules as you would expect. I don't remember how well we did but we were nowhere near winning.

By the following year I think I was at University and was sailing one of the University boats through the winter. I did go to Plymouth, however, to crew for Howard in the Nationals. My place was taken in the first two races by Jack Holt who had designed the GPI 4. I remember that he spoke a little disparagingly of the GPI 4 and seemed to prefer other boats that he



Howard Davies and Roger Owen

had designed. Funny that, but I thought he was wrong. By the time I got to race the situation was irretrievable, as Jack was a much better designer than he was crew.

That was the last GPI 4 Championship in which I took part. Life took another course, National Service and an interest in rock climbing. My place in the boat was taken by David Warden Owen of Holyhead, who became captain of the Saga cruise liner. He, in turn, was replaced by his brother Edward who, I understand, also went on to sail elsewhere.

I look back on my teenage summers with enormous pleasure and never regret heading for the Sailing Club while the rest of my family went golfing.

## MAYDAY, MAYDAY !!

**Although this subject does not exclusively refer to GPI4s, many of us can periodically be called upon to man our clubs' safety boats, so a cautionary tale is perhaps appropriate.**

Early in July I had the unfortunate distinction of virtually sinking one of the sailing club's rescue boats, and doing so with a 6 knot spring flood tide sweeping through the pinned and almost submerged boat. In deep water and with so much tide, that was an unwelcome experience! Not only that, but it was a supposedly unsinkable RIB.

There were some useful lessons learned from the incident.

The preamble is that a very new elderly member – elderly by my standards, and I am sixty-five – has a classic yacht which must be at least as old as her owner. On the first weekend in July, lying at anchor off the club, she dried out on the ebb in the small hours of Sunday morning, failed to lift with the following flood, and ended up sunk. She was then a potential hazard, so pending salvage operations we buoyed the wreck.

This coincided with some of the biggest spring tides of the year, and they run at up to six knots in the immediate vicinity of the club. By Low Water on the Monday morning the sunken yacht had dragged a significant distance upriver, and the very temporary buoy that I had laid had dragged even further. I therefore walked out to site another buoy, but couldn't get as close to the wreck as I would have wished, and I was unable to reach the buoy that had dragged.

By the Tuesday the wreck had dragged further. So another senior member and I took the RIB out on the tide to re-position the buoy that I had laid the previous day. We deliberately chose half tide to do this, as I wanted to place it when the masts were still visible, so that I could be sure of her position. Even though this buoy was slightly out of the channel, this timing still of course meant that we were doing the job in a 4 to 5 knot tide.

We then attempted to recover the buoy that had dragged. Unlike the first one, this one was actually right in the channel, and I estimate that we had just about the full 6 knots there. Because of the strength of tide we were unable to get an adequate grip on it. We then attempted to pass a bight of rope underneath the buoy, and motor it uptide, but even that proved immensely difficult.

At about the fourth or fifth attempt we snagged the mooring line on our prop. We were immediately moored by the stern, in a strong tide, and even with my crew sitting right on the bows (while I made one fruitless attempt to cut us free) the transom was dragged under. It was obvious within a couple of seconds that I was not going to be able to free us, and it was almost equally immediately obvious that the boat was about to flood.

It was frightening just how rapidly disaster struck, without warning. Within a very few seconds we had moved from routinely doing a job of work to being in a Mayday situation.

I do of course normally carry hand-held marine VHF as a matter of standard routine, but when going out in only the Rescue Boat, and only to do a very quick job within only a few hundred yards of the club, it is so easy to overlook taking a radio. If any boat is inherently immensely safe it should be the rescue boat, and if any outing is low risk it should be one in fair weather and where one is never going more than a couple of hundred yards from the club.

I confess that the newly ordered club radios had not yet arrived, and my own set was at home and I hadn't bothered to pick it up before going down to the club. So when my colleague appeared wearing his set on his person I said "Good man"; little did I think that we were very soon going to be immensely glad of it. Thanks to that radio, when the accident happened we were immediately able to put out a Mayday call.

It took around 20 to 30 minutes from the time of the Mayday call for the rescue services to reach us. For most of that period the only part of the boat remaining above water was the bows, plus the top of the steering console and the extreme top of the engine casing, and we were sitting on the bows with the tide sluicing over the top of the transom and then out over the sides of the boat up forward. And we were using all our dinghy sailing balancing skills to keep the boat upright, as she seemed to have a tendency to roll alarmingly and to be somewhat unstable.

The two of us were rescued and brought ashore, and then at Slack Water the rescue services were able to recover the boat for us.

#### LESSONS LEARNED:

1. The suddenness with which the accident happened was remarkable. Perhaps three seconds between doing a routine job of work and being in a Mayday situation; perhaps 20 seconds to reach total flooding of the boat, with most of her underwater.
2. The importance of radio, even in a well found rescue RIB and within swimming distance of the shore.
3. As the first rescue vessel approached, the Coastguard asked us whether we had flares aboard. We hadn't, and as it happens, even if we had carried them, they would have been under water and inaccessible, but for other emergencies they can be a valuable means of pinpointing one's position as rescue approaches.
4. We had managed to salvage one oar, and were able to indicate our position by waving that aloft, and informed the Coastguard that we would do so; that was helpful.
5. A sharp efficient knife, preferably worn on the person, should be standard equipment. On this occasion, despite having the right kit we no chance of cutting ourselves free, but in the vast majority of circumstances one can do so.
6. If we had had a boat hook onboard the accident would probably never have arisen. We could then have hooked the line underneath the buoy, and brought it aboard with relative ease. We had not until then seen any need for a boathook in a rescue boat, but she has one now! There is always the possibility in rescue work that one may need either to anchor a capsized boat (and bring the crew ashore) or to buoy a wreck and, in either case, a boathook may be a useful tool to assist in later recovery. And of course, although far from essential, it then becomes useful if one ever requires to temporarily moor the rescue boat, whether to a buoy or a pontoon.
7. We fouled our prop despite all due care, and despite specifically trying to negate that risk; I don't think that within that operation there is much more that we could have done to prevent this. However the operation concerned, recovering the buoy which had dragged, did not have to be done at that state of the tide; it was merely a potential saving of time to do it while we were already out. When it became difficult we should perhaps have aborted, and tried again at Slack Water.

8. RIBs are NOT unsinkable!!!

#### ALTERNATIVE STRATEGIES:

There are a couple of alternative strategies that we could have adopted:

The first was simply to have postponed the operation until Slack Water, when it becomes easy. Had either of us even remotely envisaged any danger in the operation we undoubtedly would have done so. But we did not anticipate any problems, and the obvious thing seemed to be to recover the buoy while we were already out.

Had we anticipated problems – problems as distinct from danger - we might then have made a deliberate decision whether to attempt the operation then or to postpone to Slack Water. Both of us had tight guillotines on time afterwards, so there would have been an incentive to get the job done while we were already out, but one of the oldest causes in the book in respect of yachtsmen getting into trouble is a guillotine on time for the passage home when deteriorating conditions set in. The parallel is perhaps an apt one.

The other alternative, particularly relevant if rescuing a boat in trouble, when the option of leaving her until conditions improve is not acceptable, is to anchor off and then veer down on the anchor warp.

One enquiry, from a contributor on the Openboat forum, was whether the engine had a propeller guard; and if not, whether one would have made a difference. He gave a link to one such, which I repeat here. It is an Australian make, but there may well be similar UK ones available; otherwise the Australian manufacturer would no doubt ship it to us.

<http://www.midcoastmarine.com.au/propellers-guards.php>

Finally, self-rescue. Conjecturally, it might just have been possible to anchor her (from the bows, of course, as normal) then reach over the submerged transom into the maelstrom and cut the boat free, and let her round up and ride to the anchor. That might just have worked, but it would have been an extremely high risk strategy. However if we had managed to achieve that, it is conceivable that we might then have been able to release the drain bung in the transom, and with the massive buoyancy of a RIB she might then have drained herself. But as the man on the spot, and a reasonably experienced seaman, that didn't even occur to me at the time.

**Oliver L. Shaw**

## Midland Bell 2008

**Another Midland Bell is past and done, the 17th for which I have managed the results, and what are my thoughts about it? Firstly, disappointment. Disappointment that I did not manage the five Events needed to qualify. I nearly made it, but commitments at my home Club, weddings, holidays and the weather conspired to stop me. Yes, the weather has again not been kind to the Midland Bell, with several events made difficult by either too much or too little wind.**

There were 192 individual entries in the Series, but only 8 helms qualified. A typical Open comprised just a few travellers, usually taking the prizes, with the fleet filled out by enthusiastic members of the host club. These home-only sailors accounted for 63 of the entries. We have often had a starring system, requiring travellers to sail at a mix of large and small Clubs to qualify. This remains an important feature of the series, giving support and encouragement to the smaller clubs that need it most.

This year, there was no Open at Shustoke. The Club was keen to host a meeting, but could only offer a date which clashed with the Scottish Championship, and apparently no such clashes were to be allowed this year to encourage us

to go to these Championships. Really? Lee on the Solent Open was allowed to clash with the Welsh Championship, and Tollesbury Open clashed with the Northern Championship (NB these are coastal venues where a suitable tide limits the possibilities – believe me, it was clash or nothing! Ed, and acting SE Area Rep). So how many Midland boats went to Annandale? Exactly one, and that a boat which was unlikely to sail at Shustoke. If this really was an Association policy, it was not helpful for us.

Another major problem with the Series was the very poor spread of dates, with 9 of the 14 meetings held before the end of June, and Opens every Sunday in April. Obviously here we are totally at the mercy of Clubs, and we understand the worries of many of them over water levels later in the season, but it would be good to see the events spread more evenly through the year. It is also difficult to estimate the effects of the recession and the price of petrol have had on travellers. I am sure that this will have affected some peoples' willingness to travel long distances to Championships, but within the Midlands I doubt it. Our experience is that getting a young person seriously involved in sailing is one of the cheapest options available.

There has often been some sort of push to reduce the number of meetings in the Midland Bell, which then moves on to cutting out the smaller Clubs which "nobody wants to go to anyway." Unfortunately, we have lost our Opens on some of the biggest and best waters - Draycott, Northampton and Carsington come to mind. It is therefore even more important that we should be encouraging as many as possible to visit these smaller clubs, and, while there, to talk to the home sailors and encourage them to sail elsewhere. It might also encourage more people to visit these small Clubs if one or two of their members appeared occasionally to sail in and support Opens at other Clubs. At Nottingham, we rarely have fleet racing, but I am always amazed at the enthusiasm with which many of our GP sailors look forward to our Open meeting, and it always provides a stimulus to complete that



Jim Penniston & Becky Pickles enjoying a run in the first race at Nottingham. Unfortunately the fleet was decimated by a huge excess of wind later in the day.



Steve Ward and Leigh Wilson lead the fleet at the Nottm SC Open, with keen Members of the home fleet still chasing close behind them.

little improvement project on the boat which has been in mind for months.

So what do we hope for in 2009? Good weather, sunny with wind forces 2 – 4, cheap petrol, a programme spread out through the season, and everyone except John S and Derek Fleming to sail at least one event more than they did in 2008.

Please note, these are strictly personal views.

### **Roy Nettleship 10011**

1st	Carl Jeffs & Jim Toothill	Trimpley
2nd	John Salomonson & Seonaid Fleming (mainly)	South Staffs
3rd	Paul Leavers & Nigel Spur	Midland
4th	Derek Fleming & Derek Tiller	South Staffs
5th	Steve Ward & Leigh Wilson	Bartley
6th	Simon Fletcher & John Cookson	Trimpley
7th	Peter Thoms & Andy Hunter	Nantwich
8th	Steve Ellison & Phil Baker	Aldridge

## **How do you make a slow boat fast? Tie it to a fence post!**

York RI's elderly back-up training boat rides out the flood on 7th Sept that sadly caused the cancellation of this year's Regatta.



## News from the Southern Area

**The Travellers Series this year went well, and was won in fine style by Za and Libby Jelliffe, the current Commodore and Sailing Secretary of BTYC, one of the clubs on the Welsh Harp.**

They only started sailing five years ago and their hard work and dedication is really beginning to pay off. Once again, the 'bridesmaids' were James Ward and Richard Whitehill of Papercourt. There were eight qualifiers (one fewer than last year) and eight Opens – sadly, it proved impossible to find a date with a suitable tide at Leigh on Sea, but I hope we will be able to arrange one in 2009. Entry numbers compared well with 2008.

strong GP fleets in the south of England, so it is heartening that there are some sailors in most of these clubs who enjoy going to sail elsewhere. Perhaps this enthusiasm will encourage some travellers from Poole and Hampton as well.

The Southern Championship was hosted by Poole YC, which has a strong home GP fleet, but the experiment of combining the Southern and the Midland Areas did

Position	Points	Helm	Crew	Club
1	7	Za Jelliffe	Libby Jelliffe	BTYC Sailsports
2	9	James Ward	Richard Whitehill	Papercourt
3	10	Richard Lord	Penny Abbott/Lorna Davies	Seahorse
4	15	Jeremy Hudson	Stuart Hudson	Frensham Pond
5	25	David Innes	Matthew Innes/Wendy Innes	Frensham Pond
6	33	George Rogers	Jilly Wilkinson	Tollesbury
7	37	Ruslan Scutelnic	Philip Taylor/Andy Wadsworth	BTYC Sailsports
8	75	Gary Tucker	Sue Burrige/Peter Dunton/Penny Abbott	Seahorse

Many thanks to all the clubs who have put on such excellent Open meetings for us this year, and to Mike Abbott for collecting and collating the results. Thanks also to those sailors who make the effort to brave the M25 which is one of the less appealing aspects of travelling in the Southern area. There are not many

not attract the numbers of visitors we hoped for, so next year the Midlands will have their own Championship. There are no plans yet for a 2009 Southern Championship, but if you would like one please contact me with your suggestions. (You will gather from this that we still don't have an Area Rep!)

Tollesbury Open, race 1

Photo: Olga Spitters





*Jeremy Hudson and his son Stuart, who have done several open meetings together this season. They were 7th at Tollesbury.*

This is the fourth year in a row that the trophy has gone to BTYC. This club had a difficult start this year because the clubhouse was a building site until well into the sailing season, but the other Welsh Harp clubs rallied round to offer the use of their facilities and the new building has been well worth the wait. The clubhouse was formally opened in September by Richard Langford, Chairman of the RYA, who was very impressed that so much had been achieved by voluntary effort.

Congratulations to sailors in the area who have been competing in national events. Tim Hemsley and Richard Harding from Frensham Pond SC were 19th in the Masters; Mark Wolf (BTYC) was 47th in the Worlds, with Steve Browne (Leigh on Sea) and 12th in the Inlands with Roger Walton (BTYC). Ben Kaplan and Sue Burrige from Seahorse were 57th in the Worlds, and there were two boats from Tollesbury also in the Worlds – George Rogers and Jilly Wilkinson (84th) and Roger Palmer and Charlotte Lee (101st)

The photographs on this page are from the September Open meeting at Tollesbury, a club which is quite new to the Travellers' circuit and going from strength to strength. It goes to show what a difference an enthusiastic fleet captain can make.

An enthusiastic Area Rep could no doubt work wonders too; we are still searching for someone to step into Ian Campbell's shoes. Please let me know if you would like further information about this important role.

Happy Christmas and New Year to all,

**Liz Hall**  
020 8731 8083; [lizhall@care4free.net](mailto:lizhall@care4free.net)



*Richard Lord and Za Jelliffe, neck and neck at Tollesbury*

*Photo: Olga Spitters*

## News from the North West Area

**The winner of the 2008 Northern Bell Series, and of a spinnaker courtesy of Omega Sails, is Innes Armstrong, crewed by Daniel Wood/Oliver Dewhurst of Burwain SC.**

Innes competed in four events – the minimum needed to qualify – and just pipped Bill Kenyon and Ben Ditchburn of Budworth SC to the title by a point. So congratulations to Innes and commiserations to Bill. Bill has once again been a dedicated traveller on the circuit this season; never short of enthusiasm and always providing a keen competitive edge to the sailing. Martin Brennan and Alistair Knott, Hollingworth Lake SC, were third overall this time round. Congratulations also go to Julie and Chris Waddington, Bolton SC, winners of the Silver Fleet, and to Craig and Gemma/Diane Hewett, Budworth SC, who won the Bronze Fleet.

It has definitely been a tale of two extremes of weather this season – either too little wind or too much wind! The latter was especially true at Bassenthwaite. This weekend fixture in mid-summer is always popular and many camp at the club to take advantage of the beautiful setting. What no-one had bargained for was the severe weather warning issued by the Met Office. The race officer decided to hold three rather than two races on the Saturday so that a series could be completed as the forecast for Sunday was terrible. A wise decision: the wind grew stronger as the

day went on, creating waves more reminiscent of the open sea. Fierce gusts caused many capsize and only half the fleet decided to line up to start the final race of the day and what was to be the final race of the event. Home sailors, Hugh Godfrey and Rhonwen Bryce relished the conditions however and won the event on countback from Martin and Alistair.

The wind was kinder at West Kirby despite varying in strength and direction. Three races before lunch determined the two flights for three further races in each in the afternoon. Once more, the excellent race management ensured a very competitive and enjoyable event. Bill Kenyon took the honours from Neil Platt in Gold Fleet, whilst Jean Louis and Gregoire Simons came top in the Silver Fleet. The competitors really enjoyed this format again – six races in a day has got to be good value for money, especially during a credit crunch!

Unlike the 23 competitors, the wind failed to turn up for the Northern Championship at Royal Windermere in September. Nonetheless Andy Tunnicliffe and Gavin Tullet sailed to victory at their home club ahead of Carl Jeffs and Jim Toothall, Trimpey SC. The usual excursion to The Hole In The Wall and an excellent evening meal at the club ensured a lively Saturday night, led by Budworth SC – first to arrive and last to leave.

The poor turnout for the final event at West Lincs YC was probably a result of yet another forecast for gale force winds. The first “big storm of autumn” (to quote the BBC) was due over the region and deterred many from venturing further than their home clubs. Bill Kenyon once more led the fleet and won the event but it wasn't enough to win overall.

However, it has been good to see so many travellers in the North West, despite the weather and cost of fuel this year. The standard of competition at both club and Open events remains as high as ever – five out of the top six boats in the Worlds are from the region. A social event to celebrate the success of the sailors in the region is planned for the winter months – keep an eye on the website for more details.



Bill Kenyon & Ben Ditchburn, second in the Northern Bell, by one point.



I would like to thank all those who have travelled this season – the very friendly yet fiercely competitive spirit of the Northern Bell is because you make it that way. Also thanks to Neil Platt, Omega Sails, for his support again this year – the spinnakers won by each of the Gold, Silver and Bronze are very much appreciated by the recipients.

I had hoped to attend every event this year (only missed one as I couldn't be in three places at the same time!) and intend to make it to every event next year if I can. So here's looking forward to 2009 but don't forget that we have yet to celebrate the successes of 2008!!

**Mandy Mitchell**

## Arran Hosts Scottish Team Racing Championship

**For the second year running Arran Yacht Club hosted the GPI4 Scottish National Team Racing Championship.**

For many arriving at Ardrossan on the Friday evening in a gale force Easterly to be told that the Cal Mac ferry was running an hour late due to the strong winds and very rough sea conditions, it must have seemed madness to continue to Arran for the weekend. However six teams from the mainland, from as far away as Newcastle, joined two teams from the home club to fight it out for honours over two days of intense racing. Even arriving late on Friday night in rain and wind in Lamash and trying to erect tents in the dark did nothing to dampen the enthusiasm of the visitors.

Saturday morning saw the winds dropping slightly and the racing underway, each team of four sailors in two boats sailing in a round robin format to qualify for the semi-finals. The main action in team racing happens prior to the start with boats fighting for position and trying to force the other team into doing penalty turns, while the opponents sail away. The strong wind created a few problems with a couple of capsizes and some of the visitors who usually sail on lochs found the big swell in Lamash Bay an extra handicap.

After a very sociable Saturday night, racing resumed on Sunday morning in lighter winds with a different course laid off Holy Isle. The racing was once again highly competitive and very close, with a number of minor collisions as boats jostled each other for the best spot on the start line.

After close semi-finals, Arran Yacht Club's First team met a team led by last year's winner, Mark Greenhalgh from Annandale, now sailing with some of his ex-university sailing team. Mark had already beaten his father's team

from Annandale (after a lot of shouting and protests) in the semi-finals and was unbeaten throughout the qualifying stages. The first race of the finals saw Arran YC win with a late port and starboard on the finish line, but Mark's team took the two subsequent races, to win the championship. Annandale 2 was third, Castle Semple 1 was fourth.

Thanks to all those from Arran who assisted with the organising and to Ian for the use of his Ketch as the committee boat. It has already been decided to hold next years championships on Arran again so hopefully the home team will keep improving and score a win next year. Next year's date will be confirmed at the turn of the year so please try to make every effort to keep that weekend clear and join us on Arran for what will hopefully be another successful event.

**Gus MacLeod  
Arran Yacht Club**



# Cruising Corner

## SRI LANKAN CRUISE

Two issues ago I opened the Cruising Corner with a piece on overseas cruising. That included an apology that as an International Association we had inadvertently neglected this area. By pure mischance, the same heading came to be perpetuated in the Summer issue, this time for something which bore no relation to the stated topic!

However I am now delighted to be able to report on a proposed cruise in Sri Lanka. Duncan Fraser has told us of his club's plans, and asked our advice; they sail race-ready GPI 4s and hope to take a fleet of about a dozen on a substantial cruise up the coast of Sri Lanka from Colombo to Galle or maybe Merissa on the west coast of the island. Total distance is about 60 miles to Galle or 75 miles to Merissa, the latter being the preferred destination because of the beauty of the bay. He reports that they would do this trip in three days, and the sailing sessions would basically be of three equal distances, as there are many places where they can beach and/or small fishing harbours that can be used along the way, and the whole coastline is full of tourist accommodation.

They intend sailing in mid-December, and he reports that at this time of year the sea conditions are very favourable due to the onset of the NE monsoon giving calm seas and a steady NE breeze filling in at around 11.30 am every day with sunset at around 18.30. The breeze would normally be Force 2-3, but it could get up a little more for a short spell in the afternoon. The only hazard they see at the moment is that sometimes in the later afternoon short sharp squalls can occur with the warning of accompanying black clouds. They may last for up to half an hour. They have an active motorboat fleet, several of whom have much offshore experience and so would have several of these boats (including rubber ducks) to accompany them for the duration of the trip.

It sounds idyllic, and I am mildly envious of them - and all the more so after our own dismal summer! I very much hope that in due course they will submit a write-up of the event both for the website and for Mainsail, and I hope also that some of their members will wish to submit entries for the Cruising Log Trophy.

## MAIN CRUISING WEEK 2009 - POSSIBILITY OF CARNAC (SOUTHERN BRITTANY)

Some years ago the Association went to Carnac, in Southern Brittany, and we now have an invitation to visit there again for the "Championnat d'Europe du GPI 4", August 16th to 21st. I have never been there myself, so I can only report what I am told by others who do know the place. They assure me that as well as the Regatta offering a superb programme for the racing fraternity, it is also a magnificent cruising area. Those cruisers who went there last time are most enthusiastic about returning there.

This was discussed at some length at the recent AGM, and the Committee were enthusiastically authorised to continue investigating the possibilities, and to go ahead with the arrangements if we are satisfied. They have negotiated an entry fee of 220 Euros per boat; this will not include so much food and entertainment as last time, but people will then be free either to pay extra for refreshment at the club or to explore elsewhere. There is plenty of reasonably-priced accommodation in the area. The biggest cost is, of course, taking a boat over, but Ian Sinclair hopes to negotiate special discounts on the ferries - there are several possible routes.

Running a cruising event at Carnac alongside the Regatta may possibly also attract overseas cruisers, particularly if a national contingent were to come over together (as happened at the Worlds), but this time including cruisers as well as racers.

For those who can afford the extra time (and the cost), it would be possible to extend a trip to Carnac to also include some cruising in the Morbihan. This is an idyllic and deservedly popular cruising ground, provided you are happy with some of the fastest tides in the world, and provided you go with the tides rather than against them. Further south, a visit to the delightful mediaeval town and port of La Rochelle might also be within reasonable range. If there is enough support for running our major cruising event at Carnac, I would be delighted to lay it on and to attend myself, preferably finding someone to share costs with me. Alternatively I might sail a yacht over from the south coast of the UK, joining you there (and helping to escort the fleet), taking my full summer holiday for the cruise and including a fortnight or so in my beloved

Channel Islands en route. The only trouble with that is the question of whether, if I took a yacht back into Channel Island waters, you would ever prise me away...

I now need to know fairly urgently whether the Cruisers wish us to arrange this as our main Cruising Week for 2009, or whether you prefer something in the UK. If there is enough interest, there is no reason in principle why we cannot run both a UK event and the event at Carnac, at different dates in August, but before going down that route I would want to be very sure that there was enough support for each event to make it sustainable. Ivan, my predecessor, has always worked on the basis of doing nothing to dilute or compete with the main UK National Cruising Week, and while I would like to increase the number of events I have a lot of sympathy with that approach, and I fully share his concern that we should not risk falling between two stools.

There are alternatively a number of UK venues where we could put on a week either in addition to or in place of Carnac if that is what the cruising fraternity want. We had an excellent time at Neyland last year, and we have a specific invitation to return, preferably in an odd-numbered year (because of their existing commitments in alternate years). That would fit in well. Alternatively I feel sure that my second club, Red Wharf Bay SWC, on the east coast of Anglesey, would be very sympathetic to a request that we go there. At my instigation three years ago they are now trying to develop cruising as one of the club activities, so they might welcome such a request, and in that case it might be mutually beneficial to open the event to their members in any suitable boat which they sail, rather than restricting it to GPI4s.

Another area that we might consider is the coast of North Devon and North Cornwall. This is immensely scenic, and immensely rewarding, but also more than a little challenging; there are dramatic cliffs for much of its length, interspersed with occasional surf beaches, and some very long stretches between harbours, and there is only one harbour to my knowledge that can be entered at all states of the tide. It has featured (enthusiastically, I should add) in recent discussion on the Openboat forum, where two different contributors described it respectively as "the man's coast" and "the adults' coast". I sailed it extensively for about twenty years when I was living there, but that was primarily in yachts; I would need to do some further research before committing to it for a dinghy week, but at this stage I have in mind several possible base locations from which I am reasonably sure that a dinghy week would be viable.

Two more options might be Scotland, and the classic cruising grounds of "Maurice Griffiths country", ie Suffolk and Essex. Peter James, one of the very few people who

responded to last year's consultation, has already pointed out the problem of midges in Scotland. That is something which would need to be considered, but new cruising member Ian McCulloch assures me that if we are on sea water rather than fresh and if there is enough wind to sail then the midges won't be around during the daytime, although after 8 pm one may sometimes need to be inside. My own experience of very extensive caravanning in the Highlands over many years is that in most locations midges are normally only a comparatively minor problem, and more often than not I have found them to be not in evidence at all, but nonetheless they are a known issue.

In total therefore there are numerous options, and the Committee and I need to make a decision which reflects what the cruisers want. I therefore need an indication, urgently, of the cruising fraternity's wishes. That specifically includes any overseas cruisers who might be interested in joining us.

I have already emailed all my personal cruising contacts for whom I have email addresses; if you didn't receive this do please get in touch now, preferably by email (cruising@gp14.org) to let me know what you want. If you would like to be included in future mailings about cruising please let me know.

### CRUISING LOG TROPHY

A reminder to all members who have managed to do any cruising this year that we invite entries for this competition. Preferably these should relate to cruises undertaken in 2008; although we will consider entries pertaining to cruising in earlier years, other things being equal the judges will give preference to cruising undertaken in the current year.

The original intention was that the closing date for entries would be 1st January, but in view of the exciting news from Sri Lanka and in order to give their members reasonable time in which to prepare entries, I will propose to the Committee that we extend this year's deadline (for all entrants) to 1st March.

Entries should be sent either in the form of hard copy to the Association office or by email to [cruising@gp14.org](mailto:cruising@gp14.org). However we would prefer that you supply your entry in both forms. The electronic format enables us to circulate it more readily between the members of the judging panel in the initial stages of judging, but once a shortlist is drawn up the quality of the finished log and of any artwork that you may wish to include may well become a factor in the final judging. It is for that reason that we invite you to submit hard copy, so that your presentation and artwork can do itself full justice. This hard copy can be returned if requested.

## UK National Cruising Week - Abersoch

**A disappointingly small number of participants - only three boats - nonetheless had some very enjoyable sailing, despite the dismal weather in what passed for a summer this year.**

The Washington family (Ian, his son Edward and wife Chris) and I were the only people to be there for the whole week and we were joined at various times by Kath Hall and her sister Merrilyn, her husband and some friends from their home club, and my crew Richard Moore. Richard is my oldest sailing friend, and we enjoyed a well established sailing partnership from the late sixties to the mid-eighties, initially in dinghies but for the greater part of that period sailing together in his or my yacht. However that arrangement lapsed when he and his wife started a family and thus had other commitments. Then in 2005, at the Cruising Week in Poole, we were once again able to sail together, and this present year was our third successive GP14 UK National Cruising Week together. After his second one (Neyland, last year) he was so taken with both the class and the Cruising Weeks that he has now bought himself a GP, so I will no doubt be losing him as a GP crew for the future!

We were very well served both for local knowledge and for escort vessel by SCYC member John Haskayne and his son and grandson, in his Pegasus 26 yacht Sirius. However he was not available for the Sunday and Wednesday, so for those days we relied on the healthy discipline of self-sufficiency, and emergency backup was to be mutual assistance in case of need, with the last resort of a radio call to SCYC who would then despatch a RIB to assist. With experienced cruising sailors and sensible decisions about where to sail in those circumstances, that arrangement worked well, and is fully in line with my own view that although having a safety escort extends one's cruising range one should not normally need it for basic safety.

On Sunday afternoon, following the official opening ceremony, we had a short sail to Llanbedrog and back, without stopping to go ashore. This sail confirmed what I had already begun to suspect; my boat was leaking into her underfloor buoyancy tank. When I came ashore, both then and each subsequent day of the week, there was a serious quantity of water to

drain out of the tank. And consistently throughout the week I found that, in like-for-like conditions, my boat and Ivan's were very evenly matched for performance on the outward sail, but I was getting left further and further behind on the return leg; we now know that the likely reason for this was the quantity of extra water that she was lugging around with her by the afternoon.

Then on Monday we set off in the opposite direction for Porth Ceiriad, but going through St Tudwal's Sound the wind-against-tide conditions there, combined with the slightly shallower water, gave some mildly challenging swells, and Ivan turned back. He has considerable local knowledge, and just as I was about to radio John (in our escort yacht) to ask him to contact Ivan and check that all was well he forestalled me, relaying a message via John that he thought that in those conditions we were likely to find surf at Porth Ceiriad, which would prevent us getting ashore. Unfortunately, because Ivan was not carrying VHF, relaying this message took time; he had first to close the escort yacht and then pass the message verbally.

Meanwhile, not having yet had that message, Kath and I continued through the Sound, in swells which were



*Passing offshore of St Tudwal's Island East. Even here, well clear of the steep swells in the Sound, there is enough swell to put each boat hull down when in the troughs, as seen from the deck of the escort yacht.*

*Photo: John Haskayne*



*Not sinking, just in a trough of the swells*

*Photo: John Haskayne*

enough for her to remark afterwards that they were about the limit of her comfort zone and that she had been anxiously watching me to see how I tackled them.

Once we got Ivan's message we changed our destination, and instead turned to port and went round the outside of the two islands, and Ivan and Edward sailed out between the two islands to join us. Then on to Llanbedrog, for picnic lunch ashore and ice creams from the excellent beach café. After lunch we had a good sail back to base, in slightly lighter winds which allowed me to shake out my reefs.

Both Sunday and Monday brought wind which was fresh enough to leave me somewhat short of weight, since I was single-handing at that stage of the week. I therefore had no compunction about reefing as necessary, and on the outward sail on the Monday I changed the amount of reef several times as both the wind strength and the point of sailing varied. This amply illustrates the benefits of a reefing system which allows the reefs to be either pulled in or shaken out at sea at will, allows this process to be quick and easy and reliable – and, above all, allows the process to be safe in a dinghy.

Tuesday was a dismal day, with incessant rain and poor visibility, when not even the racers went afloat. The day was however relieved by the Hog Roast in the evening, and by the arrival of Richard, with whom I had arranged to sail for the rest of the week.

When Wednesday came round, Richard and I decided that it was an acceptable sailing day, but the other two boats didn't like the forecast and decided to have a lay day. We therefore went out alone, and, despite my having been into Llanbedrog on the previous sail, I chose this as our destination for a second day,

specifically in order to patronise the excellent beach café/bistro for lunch. We were not disappointed, and had a superb lunch, while being able to keep a weather eye on the boat which was anchored off – just, but only just, clear of the slight surf on the beach.

Once we had re-launched after lunch, we were on the point of deciding whether to go on to Pwllheli, or alternatively go round the Bell Buoy and the Islands, when the heavens opened. At this point I must confess that, in hindsight, as leader of the cruising group I seriously let the side down. What we undoubtedly should have done was to see the rain coming, drop the sails, drop the anchor, put up the tent, and sit it out in the dry! Unfortunately, however, we didn't see it coming until too late, and in any case I had not expected to use the tent on this trip and it was still in Liverpool. So a soaking it was to be, as we made a bee-line for home, although the rain ended bang on time, just as we reached Abersoch beach, and we then had sun for the rest of the day...



*Our escort yacht, with escort skipper John and his son Richard.*

*Photo: Edward Washington*

On Thursday, Kath had to return home unexpectedly, but the other two boats had an excellent six-mile spinnaker reach to Pwllheli, where the skipper of our escort yacht, John Haskayne, introduced us to the local Yacht Club for a good lunch. However the weather gods continued their vindictive scheming; no sooner had we settled into the beat home, six miles direct and perhaps eight miles through the water, than the heavens opened, and timed their deluge to coincide exactly with our passage home, once again ending just as we arrived at Abersoch beach! That evening we had an excellent Cruiser Dinner - a traditional feature in our Cruising Weeks - at the Neigwl Hotel, where we were joined by friends of Kath, Andy and Ann plus their daughter and niece, who were going to sail Kath's boat in her absence the following day.

On Friday we did finally sail to Porth Ceiriad. We went the long way round, outside St Tudwal's Islands, and enjoyed an excellent sail to this very scenic bay, one which is deservedly popular, but which is much less crowded than Abersoch. On arrival, despite local knowledge opining that there would be no surf in those conditions, it was immediately clear that there was some, although only modest. We each adopted different strategies: Ivan settled for anchoring off in deep water and wading ashore in chest-high water and Ann chose to beach her boat. We settled for dropping the hook in deep water and using that to keep her head to surf, and with just enough scope to prevent her pounding the bottom, as we had successfully done earlier in the week at Llanbedrog, although this time (with a more gently shelving beach) we were still in the surf.

*Off Penrhyn Du. A Capella sitting with furlled genoa and mainsheet slack, waiting for Ann, sailing three-up, to catch up.*

*Photo: Edward Washington*





*Anchored in (and head to) the slight surf at Porth Ceiriad*

*Photo: Oliver Shaw*

However we were not as successful at keeping her off the bottom as we had hoped; when we came to sail back it became clear that we had in fact not merely touched but actually driven down fairly hard, because we had managed to jam either some sand or a stone into the centreboard case slot. Short of really brutal force, which risked doing damage, there was no way in which we could get the board to go down, so we had to sail back with no centreboard.

We radioed John, aboard our escort yacht, to alert him to the problem, and he then stood by us all the way home. At first, with a run and then a broad reach as we left the cove, this was no problem, and once we hardened slightly onto a beam reach she still sailed remarkably well in the circumstances, perhaps aided by being a little deeper in the water than normal because of the leak. However, once we hardened up for the beat home through St Tudwal's Sound, the leeway was becoming significant. We sailed her as best we could, by deliberately digging the lee chine in so as to provide a bit of extra grip and to help to push the bows up to

windward, and we were managing to make modest progress, but eventually we realised that the beat home under those circumstances was going to take unreasonably long, so we were grateful to accept a tow from John for the rest of the way.

Once ashore, even when we put her on her side half way up the beach we were still unable to free the centreboard. So instead of simply dropping her off at Anglesey straight after Abersoch, as originally intended, it was a case of an unplanned trip back home to deal with both this problem and the leakage. Fortunately a session with pressure hose plus hacksaw blade and serious leverage did successfully clear the centreboard problem, and a session with the hose pipe managed to locate the small hull leak and also identified leaking inspection/ventilation hatches, all of which were successfully sorted out before taking her to Anglesey a few days later for the rest of what passed for a summer.

## ANGLESEY CRUISING WEEK

**Although this was not a Class Association event, but rather an event run by and for my second club, Red Wharf Bay SWC, there was an open invitation to all and a specific invitation to members of the GPI4 Class Association, but, when the time came, the dismal weather to date and the forecasts (which offered no improvement) deterred many potential participants. Nonetheless we had two GPs for all the sailable days of the week and a much larger turnout for the one day of weather which, if somewhat short of glorious, was still pleasant enough for a really good sail in the morning and another in the afternoon.**

On the Sunday, with a mean of only about force 4 but with random gusts which even on land I measured as being up to up to force 7, the "Last Chance" final race of the summer season was cancelled because of the conditions, and I likewise cancelled the cruising. For the second successive year my crew for the week was my late vicar, Russ Naylor, and he arrived that evening in comfortable time for a convivial dinner - always an important feature of my cruising holidays!

The following day, with winds only marginally better, we were the only boat to turn up. With offshore winds, as we then had, the dinghy park is almost totally sheltered and we rigged in near calm conditions, but once we reached the water's edge the gusts were vicious enough for me to start to have second thoughts about the wisdom of going out. As soon as we hoisted the main it started slamming about viciously as the gusts howled around us; the first reef duly went in, and was almost immediately followed by the second reef, before we even launched. With deep reefs in we then went out under main only, to test the conditions. Once we got out of the immediate bay it was abundantly clear that if we stayed out this was going to be hairy, and since we are both in our sixties and we were the only boat on the water we decided that discretion was the better part of valour, so we returned to base, unfurling just a pocket handkerchief-sized scrap of genoa to help her point as we had to beat to windward to get back ashore. Thus ended one of the shortest sails of my life.

Having aborted any further sailing on the Monday, we then went to the west side of the island, which was a lee shore, to enjoy the drama of what weather and sea could do. We enjoyed watching the windsurfers at

Rhosneigr, some of whom were very spectacularly wave jumping, and even looping the loop. That is something which one cannot do in a GPI4!



Monday: Surf rolling inshore at Porth Dafarch.

Photo Oliver Shaw

*Although not shown in the photo, people were canoeing in this, and further south at Rhosneigr the windsurfers were enjoying wave jumping*

On Tuesday the tides were ideal for a cruise I have long wanted to do, northwards along the coast from Traeth Bychan to round Point Lynas and then into my favourite bay in the whole of Anglesey, immediately to the west of Lynas and variously known as Porth Eilian or Porthyr-Ysgaw or Lynas Cove. But once again it was not to be; the day brought leaden skies and rain, and since there is no pleasure in cruising in those conditions it was a non-sailing day.

A new member of the Association, Ian McCulloch, turned up in the afternoon, with his nephew Jamie. Ian



had initially introduced himself as an owner of eight year's standing who sailed his boat Moby Minnow confidently enough on his own but had never got involved with sailing in company with other GPs, or indeed had any previous contact with other owners. They both enjoyed the rest of the week so much that they expressed serious interest in both joining the club and participating in further cruising events with the Association. We also had an opportunity to assist them in tweaking the rigging of their boat, which they felt had transformed her for the better.

Wednesday at last gave us a good sailing day, even though – like most of the rest of the month – it was virtually devoid of sun. After a protracted session rigging Moby Minnow, and making a number of minor improvements, we set off in the late morning. By then it was too late to go round Lynas, so we opted instead for a picnic lunch at Traeth Lligwy. Unlike our several sails there last year, this time the prevailing winds did – er – prevail, so there was no surf and it was a weather shore. Arriving about an hour before Low Water this enabled us to simply drop the anchors at the water's edge and allow the boats to lie back on their full scope, which kept them nicely afloat until we were ready to leave. After lunch we then sailed on to round Ynys Dulas, aka Seal Island, although we didn't see any seals on that occasion.

Thursday opened yet again with leaden skies, rain, and strong winds, and the forecast suggested that the rain would become heavy in the afternoon. So we again decided on a non-sailing day. Ian said that they were quite glad of a day to go the rounds of the local chandleries, so when it unexpectedly brightened up in the afternoon I did not reverse the cancellation decision, and Russ and I drove over to Lynas for some walking instead.

Meanwhile a number of club members had taken advantage of the unexpected improvement in the weather, and gone out for a sail and, on the back of that, one of the younger adult members, Fred Mainwaring, had organised an impromptu cruise to Traeth Coch for the Friday morning, a couple of miles along the coast (and perhaps three miles total, beach to beach), to go ashore there for a quick drink at The Ship. By coincidence I had independently been thinking of doing exactly the same thing, so we all sailed together, and for the first time in the entire week we had a sizeable fleet.

For the first time in two successive Anglesey Cruising Weeks, the wind was moderate enough to encourage



*The Ship Inn, Traeth Coch*

Russ, an 'apprentice novice' to take the helm. He greatly enjoyed the experience, taking over as soon as we were out of Traeth Bychan Bay, and helming almost all the rest of the way. Because Traeth Coch is very tidal we could not afford very long there, just enough for a quick pint and then catch the last of the rapidly dropping water to get out again, so it was not long before we were all back at our boats and getting ready for a hurried departure. Once I was satisfied that we were all afloat and ready to leave, we ourselves set off. With the water now dropping fast, only a narrow channel, and an ebb running strongly, I took the helm until we were clear of the drying bay. This was a good distribution of tasks, as it freed Russ to photograph the dramatic Castell Mawr rock as we passed it close to port.



*Castell Mawr, Traeth Coch*

*Photo Russ naylor*

We soon left Moby Minnow well astern, and I was concerned about her course, which was well out of the channel, so attempted to call her up on the VHF, but could not get a response. We later learned it had inadvertently switched to a different channel, so of

course she would not have heard us. However one of the catamarans was keeping close company with her, and there was no danger; the very worst that could happen was that they might hit bottom and then dry out and have to walk back, in which case we could either recover her ashore or sail her back on the evening tide.

Then, once out of the bay, we turned for home. I again handed over the helm, and with a nice two mile reach in moderate winds put up the spinnaker; this was another new experience for Russ, although (unlike myself) he had used them in yachts. We were relieved to see Moby Minnow safely emerge from the shoals, but soon left her even further astern. However we both had radio onboard, although we didn't know at that point that they were on the wrong channel, and the catamaran was continuing to keep company with her, so we simply monitored the situation from a distance and continued to enjoy our spinnaker reach until we reached the headland at Traeth Bychan bay before calling up the safety boat to ask them to rendezvous with them and check that all was well. We then turned back ourselves to keep company with them.

After lunch and another session tweaking the rig of Ian's boat, we went out again for an afternoon sail round Ynys Dulas. This time the wildlife duly obliged, and we found ourselves surrounded by a fairly well spread school of what we thought at first were dolphin. However they weren't keeping company as such with the boats, most of them being some distance away although in all directions around us. On most occasions we had only brief glimpses of them doing single leaps, but one performed a leap right alongside Moby Minnow, giving Ian and Jamie a good view of it, and of its tail in particular, and on the basis of that view Ian, a Fisheries Officer, felt that it was too big for dolphin and that the shape of the tail flukes were those of a whale, probably Minke although just possibly Orca.

This time we found that the boats were so well matched that for long periods we were effortlessly sailing in very close company, and indeed they were occasionally marginally the faster boat of the two. That slight margin of speed was probably because winds were light and they were carrying less crew weight – Ian and I being of similar build, but Jamie being

significantly lighter than Russ – and were using what were basically racing sails, whereas we wore slightly undersize cruising sails, but undoubtedly our ministrations to their rig had transformed their boat for the better.

Finally a good week ended, as it should, with a convivial dinner, this time at the Parciau Arms, before we started packing up and going our separate ways the following morning. I extended my own stay on Anglesey for another week and although I didn't get any sailing, I did get a couple of very good walks. Finally the sun did indeed materialise, on the very afternoon when I had to de-rig the boat and bring her home! Nonetheless I took some photos, as evidence that the sun was still alive and well, somewhere...



*Here is the proof: the sun did eventually come out, just as I was packing up to bring the boat come home!* Photo Oliver Shaw

# OMEGA SAILS

PROVEN CHAMPIONSHIP AND RACE WINNING SAILS

To pr  
help

uct, to  
rice.

Omega  
10  
Champi  
hul  
Sup

8th and  
ters  
| a Duffin  
ith a  
you.

Ir  
G  
G  
G  
G

New Advert To Follow

5  
0  
0  
5

Pac

both

(

e





Get The Winning Edge

## GP14 Results 2007

1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup> & 8<sup>th</sup>  
UK National Championships

1<sup>st</sup> Masters Championships

1<sup>st</sup>, 2<sup>nd</sup>, 4<sup>th</sup> & 6<sup>th</sup> Welsh Championships

1<sup>st</sup>, 3<sup>rd</sup>, 4<sup>th</sup> & 6<sup>th</sup> Southern Championships

2<sup>nd</sup>, 5<sup>th</sup> Northern Championships

# The UK's leading dinghy specialists



- New Speed FRP boats, fully fitted & tuned
- Championship winning sails
- Performance spars & fittings
- Leading range of covers
- Expert repairs
- Top brand clothing & accessories
- Mail order catalogue / buy online



for great deals visit us online or call 01922 455503

[www.speedsails.co.uk](http://www.speedsails.co.uk)



Speed Sails, Unit 39, Empire Industrial Park  
Brickyard Road, Aldridge, West Midlands, WS9 8UY

Tel / Fax: 01922 455503 email: [sails@speedsails.co.uk](mailto:sails@speedsails.co.uk)