

mainsail



Strap



2013 subscriptions

Our aim is to continue to provide a first class service to members whilst keeping the ownership costs of our class as competitive as possible.

We have held the annual subscription for membership of the Class Association static for the last three years, but due to inevitable rising costs, the General Committee proposed and the AGM supported an increase in the full member annual subscription as follows:

Full Member	£31 (£29)
Associate Member	£24 (£22)
Youth Member	£15 (£14)

If you pay by Direct Debit, all subscription rates are subject to a discount (in brackets) and you do not need to do anything, because our bank will collect the correct subscription. If you pay by cheque, card or on-line, please do so in the usual way for the new amount.

Subscriptions are due on 1 January 2013.

Paul Bowmer, Honorary Treasurer

Election

In the central pages of this issue you will find a voting paper to enable a ballot to be held to elect candidates to the vacant offices of President and Vice President.

Editor's letter

First, a word of explanation about the election of President and Vice President. These offices are normally elected at the Annual General Meeting each year, but very shortly before the 2012 meeting, held at Looe, the nominee for President withdrew his nomination for personal reasons. This left insufficient time to seek a new nomination for the 2012 AGM and the Committee have initiated this ballot in accordance with the Constitution so that the offices are filled.

Ian Sinclair, the retiring President, agreed at the AGM to continue in office for a short period specifically to find a nominee as his successor. The officers elected will hold office until the AGM in 2013. Please fill in your ballot paper in the central pages.

Second, I would like to say a few words in praise of photographers – without whose skills this magazine would be very dull. I have relied heavily in this issue on the brilliant photographs from the Worlds, and I am very grateful to Richard Craig of SailPics for making these high-quality images available free of charge for Mainsail. I met him when I was down at Looe and I am amazed at how he managed to work in those sea conditions. Not only that, but he has painstakingly indexed all the images, so that it has been quite easy to find the pictures I needed.

Please will you remember whenever you have an Open meeting or a special event, to delegate someone to take photographs and offer them a place in a power boat as near to the action as possible? Then choose the best pictures to send to Andy – preferably identifying the sailors! Good images are a fantastic promotional tool and a great record of our Class and its activities.

This issue contains many other photos apart from Richard's, mostly taken by the writers of the articles. Many thanks in particular to Mike Senior, Chris Beddow, Edward Washington and also to newcomer to Mainsail, Jeremy Greville-Haygate who sent in the article about the Great River Race, neatly illustrated by his own photos – a delightful surprise! Thanks also to the competitors at the Worlds who allowed me to take pictures of their spinnaker systems.

I hope you enjoy this issue of Mainsail. In recessionary times it becomes increasingly necessary to justify the use of Association funds, but I am confident that, by and large, the membership still appreciates a twice-yearly magazine and I am grateful to all the contributors who make it what it is.

Liz Hall, Editor
020 8731 8083
liz.hall@mheh.eu

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

Published by the GP14 Class International Association
PO Box 614, Wigan WN1 9GP
T +44 (0)1257 251 222 F +44 (0)1257 251 444 E admin@gp14.org

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and Finn O'Hirley, Burwain SC,
at the Worlds 2012

photo: SailPics.co.uk

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Christian Birrell and Ben Ainsworth at the Worlds



photo: SailPics.co.uk

My introduction as President was beginning to feel like a baptism of fire

Three years in the blink of an eye

Where did the last three years go? It seems no time at all since I was making my first speech as president at the Nationals held at Llandudno SC promising 'to make the GP14 more appealing to more people'. The question was, where to start?

The top priority was facing up to the serious supply problems relating to new boats. There were at the time no licensed plastic moulders and only one licenced wooden GP14 builder in the world – all I could hope for was that Alastair Duffin looked after himself... it reminded me of the nursery rhyme: one green bottle! The future supply of new GP14s could not have been any more precariously balanced, and my introduction as President was beginning to feel like a baptism of fire.

My first challenge was to build and encourage my team, and then it was all hands to the pumps. Within months, excellent results started to flow in: two new premier league moulders – Winder Boats and Boon Boats – had become licensed moulders, and there were numerous enquiries from wooden builders to renew or to become registered builders. I would like to think that our decisions and actions helped to encourage new builders to become involved in our class. Other achievements I am pleased about are:

- Introduction of a revised deck layout which allows builders greater freedom in construction and styling, whilst maintaining strict one-design rules on measurements which are likely to effect performance.
- Making washboards optional
- Removal of the minimum hull construction weight allowing builders to use additional corrector weights to make the hull up to minimum racing weight.
- Introduction of a laminate mainsail
- Introduction of mainsail windows at both spreader and boom height

- Developing our online shop
- Securing ISAF World Championship approval for East Down YC Championship 2014

These changes have gone some way to help fuel the 60%+ increase in new boat sales this year. As far as two-man classic dinghies are concerned, we are fourth in the new boat sales league table and top of the 128-strong championship league table for two-man dinghies.

During my time in office there are a number of moments which warrant a special mention. One of the most unforgettable was meeting Searson Thomson aged 99, the founder of Bell Woodworking Company, Searson's company has probably made more GP14s than the total of all our boat builders in the history of the class. The meeting with Searson took place at Dovey Yacht Club when we were celebrating the 60th Anniversary of the launch of the first GP14 trials for clubs. Searson spoke about those heady days of GP14 production, describing how many GPs were sold in flat pack form, for dispatch overseas, Searson believed that over 20,000 kits were sold before accurate records of registration numbers were made.

Another very memorable occasion was the 60th Anniversary dinner for past and present class activists. The venue was Drapers Hall Hotel, Shrewsbury, 60 years to the day of the first boat owners' meeting at Drapers Hall – this meeting was the birth of the GP14 Association.

The development of our coaching team has been another remarkable leap forward over the last three years. Training within our class has often been talked about and efforts have ebbed and flowed like the tide, but under training co-ordinator Phil Hodgkins and Senior Coach Adam Parry training has improved immeasurably at all levels, Ten subsidised coaching sessions at clubs throughout the length and breadth of the country have been completed so far this year, not to mention the brilliant week-long youth training



photo: SailPics.co.uk

Peter Mackin & Alex Collins in the Association boat at the Youth Nationals where they won Best Club Boat

week held at Crosby. In order to support the excellent work of our coaches the Association committee has invested in a brand new epoxy Winder GP for training and promotional duties. All the component parts have been gifted or supplied at cost price by our sponsors and I would like to take this opportunity to publicly thank Winder Boats, Pinnell and Bax, Super Spar, Paint Craft, Elite Sails, Craft Insure and Ann Whatmore Boat Covers for their most generous sponsorship of our Association boat.

My Presidency officially ended at the World Championship in Looe, and what a way for it to end! A 127-strong fleet, and top class racing when all other championships in the UK were confined ashore due to inclement weather – further testimony to the GP14, the competitors and to the magnificent efforts of Looe Sailing Club. Looe members did an outstanding job both on and off the water; my thanks must go them and to Gill Beddow and her team for co-ordinating a top class World Championship. It was hard to imagine way back in 2007, when I booked Looe as the venue for our 2012 World Championship, just how successful the event was going to be – embellished with huge levels of

sponsorship capped by title sponsor for the week Aigua Charter. It was also impossible to imagine how things were going to be in the GP14 fleet five years on; the whole image of the GP14 has moved to another level.

I have been very fortunate to have worked with a group of GP14 enthusiasts who have been willing to give of their valuable leisure time to take on the challenges that have needed facing for too long. I would like to take this opportunity to thank each one in turn for their outstanding contribution over the last three years: Liz Hall, Vice President and editor of Mainsail; Jon Close, Vice President and T& R committee member; Maurice Cooper, Hon Treasurer; Peter Guest, Hon Secretary; Andy Bury, website editor and Hon Secretary; David Rowlands, Past President and Chairman of T& R; Graham Knox, Past President and Insurance consultant; the late Brian Lester, Chief Measurer; Gill Beddow, Championship Chair; Oliver Shaw, cruising representative; Phil Hodgkins, Training co-ordinator; Hugh Brazier, Archivist – and not forgetting our Area Reps who have done so much to keep things moving at the cutting edge of our Association in their respective areas and at club level too.

Maggie Earnshaw visiting the UK and meeting up again with Irene Thompson. Maggie and Irene ran the Association Office for many years.



photo: Graham Knox

I must give a huge thanks to Sue my lovely wife and office administrator. Without Sue's understanding on the family front I would not have been able to commit so much time to the post of President. In addition, her relentless attention to the administration of our Association's affairs, combined with the efforts of the officers and reps, has helped place the GP14 Class International Association as the top association in the UK today.

Finally I would like to take this opportunity to urge you to take time to vote Yes for Duncan Greenhalgh as the next President of the Association. Duncan has been the Scottish area rep for many years and has been a very active organiser and competitor in Scotland and Northern England. Duncan has been a participant on the General Committee as Scottish Area representative and at home he is very active in encouraging members and clubs to participate in GP14 events. He would make a fine President.

Ian Sinclair, President RTD

Website update

The current website has put us in a good position in the dinghy market and is very successful, with the number of people viewing it growing by 15% year upon year. It is a crucial tool to keep people informed of what's happening in the GP14 world. However, to keep our website at the forefront of dinghy sailing classes, we need continually to be looking to keep up-to-date with modern methods of communicating with the membership.

Mike Senior and I have been busy working in the background producing a new improved site. This new site will look more modern, be easier to navigate and will integrate better with social media. The software we have chosen to develop the site enables us to update the design and feel of the site very easily, keeping it looking fresh.



Over time we will add lots of easy-to-use, innovative functions to enable you to share news, articles, videos, photos, details of events, etc...

The shop has been another success, allowing people to join the Association and to register and enter events when it's convenient for them. The new shop will be easier to use, but will still have the security of using SagePay as the payment gateway. We estimate the site will be launched before Christmas, with a rollout of improvements for 2013.

Andy Bury, Hon Sec GP14 Association

Brian Lester



Many of you will already have heard about the death of Brian Lester on 7 August, just a couple of days before his 66th birthday. He was interested in boats and sailing all his life and learnt to sail at Chase School in the Midlands when he was 13. He joined Aldridge SC and then Chase SC, sailing Enterprises, Solos and GP14s. Brian was a member of the Association for over 30 years and it was not long before he became a Measurer and then Chief Measurer. He worked with the Technical and Rules Committee on all the various modifications to the GP14 which have taken place over that period, liaising with skill and tact between the manufacturers and sail-makers on the one hand and the General Committee and membership on the other. His work on the righting characteristics of the GP14 was particularly impressive. He measured most of the new hulls and hundreds of new sails and it is thanks to his care and thoroughness that we can all be sure that what we sailing is a true GP14.

Brian died of a heart attack after some long periods of illness, which he bore with his usual gentle good humour and fortitude. He was active for the Association right up to his death, having



persuaded the Committee, just in time for the Worlds, to buy a set of electronic scales for weighing boats. As he promised, these scales saved the measurers a huge amount of work and effort.

He passed on his love of sailing to his son Paul, currently Sailing Secretary at Chase, and his measuring skills to the Jeffs, father and son, amongst others. We are very grateful for the dedication he showed to the Class and he will be much missed. Our sympathies are with his Pat, his sweetheart from school, whom he married 44 years ago and with his children Paul and Zoe.

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Anniversary update from Craftinsure



photo: SailPlus.co.uk
Maurice Cooper's boat on the rocks; 'It can happen to the best of us...!'

Looking back at 2012, Craftinsure has been delighted with the number of members joining the scheme and we are pleased to advise that there are no plans to increase GP14 rates in 2013. Feedback received from members during the year has been extremely positive, particularly as regards claims service. That said, we are always looking to improve service standards and welcome further comment.

It's been a great pleasure to have been involved in supporting both the World Championship in Looe as well as the Irish Nationals at Ballyholme, and congratulations again to the organisers of both events. We were also involved at club sponsorship level in what proved to be a very successful West Lincs 'Southport' 24 Hour Race challenge, held in relatively benign conditions as an added bonus!

As the first anniversary following transfer of the GP14 insurance scheme approaches, Craftinsure would like to remind members insured through the scheme that policies renew automatically unless cancelled before the renewal date (provided the payment card details registered are still valid).

Craftinsure customers will receive an email 30 days before the renewal date, advising renewal terms and also advising that if no action is taken, the policy will renew automatically. As a common renewal date of 1st April applied under the old scheme, most GP14 policies still renew on this date and so many members can expect to receive an email at the beginning of March. If renewal is not required for any reason, simply cancel the policy online or contact Craftinsure with your instructions before the renewal date, preferably by email.

On the renewal date, a new policy is sent by email and the renewal premium will be debited to the card registered within the customer's records. Should the card payment application fail for any reason, customers are contacted. The usual reason for payments being declined is that the card registered is no longer valid, in which case customers can quickly and securely edit the details online or call Craftinsure on 0845 2607 888 (1800 844 100 from Rol). Once updated, the payment is automatically debited within a few hours and will appear within the customer's transaction history. It's therefore a good idea to check the Payment Details within your Existing Customer records at www.craftinsure.com before the renewal date, and amend them beforehand if you need to do so.

Where a card payment is declined, customers have up to 7 days in which to arrange payment before the policy lapses, when again, every effort is made to make contact and ensure that the customer is aware of the position. Where a policy does lapse unintentionally, cover can be quickly reinstated by purchasing a new policy on line or by calling the Craftinsure helpline numbers above.

Thank you for your support, and we wish you fair winds and trouble free sailing in 2013.

Rod Daniel
www.craftinsure.com



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- ▶ Cover for use in Continental Europe
- ▶ 24 hour claims help line
- ▶ Online claims tracking
- ▶ Monthly payments available for premiums over £100 at no extra cost
- ▶ Underwritten by Navigators & General, a trading name of Zurich Insurance plc
- ▶ £3,000,000 Third Party cover as standard



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Racing

Looe – a different perspective

I started sailing in 2002 and, apart from the original level 2 course and the occasional team/match racing, I managed successfully over 10 years to avoid any real GP14 sailing – after all, they are heavy and slow aren't they? As the GP is the biggest fleet at the club, I thought I had done well in avoiding it.

So I was as surprised as anyone that we somehow ended up at the GP Worlds in Looe in August. The idea was first mooted last summer. Steve Parry suggested it and Peter Craggs (my helm) didn't dismiss it out of hand. By November (having borrowed Hugh Brazier's boat a couple of times), Peter disappeared over the Pennines one Saturday and returned with a very white, very plastic GP14. Having worked out where all the string went we took to the water... and promptly capsized! I learnt quickly that the jib was much bigger than an RS200's and could quite happily sink the boat. After a few more practice sessions on the river and trips to Largs and Derwent, we were ready(ish) for the Worlds.

Steve Parry and Phil Green were also at Looe, sailing 4613 (aka the yellow boat) and so, as well as the usual aim of keeping the mast above the water, we also had the added pressure of staying in front of the yellow boat.

Looe is in south Cornwall, beyond Plymouth, and is a picturesque fishing village, with narrow streets and a small beach. Peter didn't enjoy the narrow streets whilst towing the boat, but we arrived safely at the dinghy park and got settled

in. A nice man (Hugh) came and measured the boat (he confirmed it was a GP, so we had brought the right boat) and another man measured the sails (again they were sails and they belonged to a GP): things were going well!

On the Sunday we went sailing. There was a practice race, which allowed us to get used to the sea, followed by the first race. The first beat went well; I had been reading up on tactics on the journey down and Phil Green had provided some very complicated tidal instructions. For once, we had a plan and stuck to it. Unfortunately, the tactics book expected you to go round the mark first, rather than 51st and so we came up against a wall of GPs... we tacked, then gybed, then tacked a bit more, possibly gybed, hit the mark, did a few more turns and headed off downwind. At the bottom mark, much the same happened... we decided to review the tactics.

Monday and Tuesday each had two races and both passed without incident. We found ourselves mid fleet and were working out how to sail the boat on the sea. It was surprising fun to sail in waves and even downwind was entertaining, as we surfed on the waves. Most importantly, the yellow boat was behind us.

Wednesday was the rest day, which was good as it was very wet and windy! We went to the Maritime Museum in Falmouth to see if we could pick up any tips from Rodney Pattinson's Flying Dutchman and Ben Ainslie's Olympic winning Laser.



photo: SailPics.co.uk

Phil Nelson and Pete Craggs at the Worlds

From Roo to Looe

Located by the Swan in a land far away
There's a sailing club known by the name of Mounts Bay
Now it was founded way back in 1897
And for us it really is our bit of heaven

Every Sunday we'd sail in water so warm
Rigging our Geeps out on the front lawn
Til one day we spoke of the Worlds in Looe
And just knew it was something we all had to do

Now travelling that far is no mean feat
Especially when stuck in an economy seat
But off to London to see the Queen
The Olympics, the wheel, and all in between

Down south we head to a town called Looe
So far are we from the land of the roo
With streets so narrow and history so old
We wonder just how we can sail in this cold

So out we all head in unfamiliar boats
Launching through breakers in weatherproof coats
The swell we encountered quite beggared belief
With the sight of the finish line bringing relief

Cloudy cider it's told is a powerful brew
But essential refreshment for skipper and crew
Cornish pasties abound and some wonderful pubs
Fish Quay, Jolly Sailor and the Looe Sailing Club

We met up with friends, discussed new techniques
Had so much fun, could've stayed on for weeks
But all too soon the racing's over and done
For Ian and Andy, the fourth time they'd won

Now we're back down under in sunny old Perth
The memories are vivid and we're wider in girth
But somehow there's something that's not quite the same
After Cornwall's wild seas the river seems so tame

Bruce Quail

Thursday dawned grey, the wind of the previous day had been replaced by large waves. The committee boat which had been used for the first few days (a river-style gin palace) was replaced with a more substantial fishing boat and the race officer explained that we would race inside the island, as the waves out in the bay were too big.

We readied ourselves for launching. Launching on previous days had involved sailing off the lifeboat slipway and down a short river, much like being at home except that it was surrounded by rocks. On Thursday, the tide was out, and so we walked to the end of the river and met with a wall of breaking surf. A cheery Irishman then put us in the boat and gave us a big push! We crashed through a couple of waves and were away.

Out at sea, the wind was manageable, but the waves were big. At the windward mark, I would usually stand up to sort out the spinnaker... however, being scared of heights, I was not keen on standing up with a 5m drop under the front of the boat! We did fly the kite on the run and got the boat surfing – it was good fun. The yellow boat also survived the day, and was ahead at one point (we having capsized) but we caught up just in time.

Friday dawned grey and windy, the sea was wild and racing was postponed while we waited to see if conditions improved. Surprisingly, they did and we got one race in. In fact the wind had disappeared, but the waves hadn't; not our favourite conditions and so the less said about that race the better!

We finished in 63rd place (out of 127), probably our best result in a nationals type event. Steve Parry and Phil Green did even better – although they came 88th they were the first four digit GP14 and are therefore the fastest in the world! Having been sceptical of GP sailing, it was an enjoyable week with good close racing and friendly competitors. Belfast in 2014 anyone?

Philip Nelson, 13694



photo: SailPics.co.uk

Worlds in Looe

The World Championship in Looe this summer was one of the most successful events the Association has ever run. The signs were there from the beginning as the entries poured in, spurred on no doubt by the limit on numbers imposed by space in the little port, where there were boats tucked into every nook and cranny, to the bemusement of the tourists.

The racing was amazing. 127 boats on the start line was scary enough for many pond sailors used to more genteel conditions on their home water. As the weather became more stormy during the week, we remembered that Cornwall is famous for surfing and we began to see why! The Looe beach team were all incredibly fit and strong and did an amazing job helping the helms and crews to get through the surf on the beach and catching them when they came them ashore after racing. Only one boat escaped and crashed onto rocks at the end of the beach. (Look after your new boat, Maurice.) Once out at sea, the swell towards the end of the week was exciting and terrifying. Some people got seasick, some spent over-long clinging to their upturned boats, but most people enjoyed some cracking racing. Matt Thursfield's excellent day-by-day reports of the racing are still available on the GP14 website and still worth reading. And the dramatic photos are still there too.

Looe is a vibrant little town, and unlike many in the south west, it is still inhabited by locals. Many of the sailors stayed in the 'New Town', which is a curious area near the sea; it was the only flat area left to build on in the 17th century, so they filled it up with surprisingly tall buildings, mostly three-storey, arranged on a grid pattern with incredibly narrow streets dividing them. A very convenient place to stay for many competitors, whose wetsuits and buoyancy aids hanging out to dry could – if you half closed your eyes – be mistaken for the fishing paraphernalia that no doubt cluttered the alley-ways for most of their history.

E.E.C. GRADING										
SPUR	FLAZZ	MANK	WHITING	COD	LINE	SPUR-DORFISH	HADDOCK	HAKE	MEGRIM	CRAB
1	OVER 70cm	OVER 72cm	OVER 41.5cm	OVER 85cm	OVER 40cm	OVER 82cm	OVER 48.5cm	OVER 74.5cm	OVER 38cm	OVER 38cm
2	55	55	38	79.5	79	84	41.5	59	32	32
3	43	43	32	82.5	46	57	33.5	47	30	30
4	22	27	48				30	37	26	26

Evening entertainment took place in the cavernous Fish Market on the quay – well washed down after the working day – the only place in town big enough to hold us all. Looe Sailing Club were generous hosts, stuffing us as full of Cornish pasties and cream teas as they could. The pop-up bar was very busy. Some of the beach team transformed themselves into a Shanty choir – was that the same evening where there was a great Irish band? The memory is getting blurred, but no doubt our President elect will remember, since that was when he damaged his Achilles tendon on the dance floor...

We will remember Looe for many things – the racing, the weather, the entertainment, the great prizes given by our sponsors, the kindness and efficiency of our hosts, but mostly we will remember it for the great sense of camaraderie that builds up in a small place where lots of people have a common purpose. Roll on Largs, the venue for the Nationals next summer, and roll on the next Worlds at East Down YC in 2014.



Backstreet in Looe

Grand prix 2012

The weekend of 20/21 October brought to an end one of the most talked about years of GP14 sailing for some time. An incredibly successful travellers' circuit, the Elite Sails Grand Prix including a three-day Inlands at Northampton with a 40 boat entry and 'The Worlds' held at Looe during August. It really has been an amazing year for our 60 year old design that keeps going from strength to strength. Modern wooden and epoxy hulls competing with boats over 20 years of age made from a variety of materials, the contemporary hulls just having the slightest of edges over their older counterparts. Sail makers developing their rigs with another range of materials are allowing the fleet to push themselves even faster, again with the strict class rules keeping each boat competitive.

In total over 100 boats took part in the Grand Prix Series with 13 boats being just one event short of qualifying. The 22 sailors who qualified were in for a chance of winning one of the SP Boats and Elite Sail prizes.

The whole concept of the End of Season Championships was to celebrate the success of those who had qualified for the Series. A black tie dinner hosted at the RWYC saw over 140 people gather for the fleet's first formal gathering since the 60th anniversary do. Generously donated prizes of Elite Sails and covers from Steve Parker were distributed by Gill Beddow, our Championship Committee Chair, to sailors of differing fleets. Lead Bronze went to James and Judith Downes; taking the Silver Fleet prize were Sam Blocksidge and Connie Hicklin. The Grand Prix winners for the second year in succession were Mike Senior and Chris White, with a helping hand from both Lizzie Senior and Chris Cook.



Inlands at Northants SC

Grand prix 2013

Confusing, I know, but this event was the first of the 2013 Grand Prix Series

With an entry of 42 boats at the End of Season Champs, including several past World Champions coming out to play to put themselves up against the current crop of quality sailors, it was an extremely busy boat park on the shore of the New England-like, autumnal Windermere. With the race officer planning on taking the competing crews south of the Hawkshead ferry, it was an early launch to get to the start area in the fairly light Southerly breeze. With two races in the bag by 4pm the fleet returned to shore to scrub up for the evening's entertainment.

Sunday saw a mirror-like Windermere, the far shoreline just visible through the mist, the trees again giving the landscape an ethereal quality. That was the only way that the sailors were going to get any sense of fulfilment, racing being abandoned by one o'clock. Prizes were donated by Allen, Craftinsure and Super Spar

With only three events required to qualify for the 2013 Grand Prix (comprising the End of Season Championship, the five Area Championships and the Inlands), qualification has already begun in earnest. Will it be the Seniors' third year in a row, or can one of the new arrivals in the fleet challenge them for overall victory? Only time will tell.

The next event on the circuit will be the Midland Areas at Staunton Harold in Derbyshire in mid-April. Keep an eye on the website at www.gp14.co.uk in case there are any changes to the published list of events. I am pleased with the decision of the Committee – along with input from your Area Representatives – to review the Grand Prix Series and make it easier to qualify and understand, as well as being more affordable. Fewer events = bigger, more competitive fleets – a recipe, I believe, for further success. See you all next year.

Gill Beddow

Phil Hodgkins after his fantastic non-stop 24 hour's sailing with Adam



24 Hour Race

The GP fleet was represented by 26 boats; sorry not to see some old familiar faces from clubs such as Bassenthwaite, Blackpool & Fleetwood, Chase Water, Combs, Dovestones, Hamble River, Annandale, Llandudno, West Kirkby, Toddbrook, Reedsmere and Glossop. You all missed a great race – hope to see you next year.

The race started in light winds that endured for the whole race. With a reaching start and spinnakers flying, the top GP14 clubs established an early dominance of the event that they would not surrender. The Burwain boat, helmed by four times World Champion Ian Dobson, won the BBC Radio Merseyside Cup for the fastest first two laps. They were hotly pursued by South Staffs, Budworth and West Lancs YC in GP14s, as the conditions and wind direction favoured our class. The Enterprise fleet has not won the race since 2002 and it would be great to see more of their top sailors joining the fray next year and challenging for race winning honours again.

The GP14 sailing was very competitive with the current World, National and Irish Champions sailing for Burwain, Hollingworth and South Staffs respectively. Within a few hours of the race starting, however, two leading clubs, Burwain and South Staffs were severely penalised for pumping and ouching by an independently appointed international judge, each receiving a severe one

lap penalty that produced a new race leader in Hollingworth Lake closely followed by Budworth and WLYC. The wind remained slight as the darkness approached, with few of the usual thrills and spills, although during the early hours of the morning the wind did freshen and a few boats suffered gear failure that resulted in the dreaded tow back into the docking area for repairs. Hollingworth Lake continued to build on their early lead, winning the Dusk Race, the Midnight prize for the leading boat at midnight and the Dawn Race. South Staffs eventually clawed back the lost penalty lap to overtake Budworth for second place overall as the race drew to a close. The final result confirmed the GP14s' superiority as they took the first ten places. Well done, Hollingworth Lake, under the management of Nick Brook, taking first place overall for the second year running.

Congratulations to Phil Hodgkins and Adam Parry who sailed for the full 24 hours and raised in excess of £2,000 for the Sail for Cancer Charity, finishing in 10th position overall. Well done also to South Staffs youth team who finished 8th overall – a fantastic achievement: are there any youth teams out there ready to challenge them in 2013? Leading Masters team was Budworth (B) which finished 15th overall.

Stuart Sinclair

2013 GP14 events

October 2012	*End of Season Championship	
2013		
20/21 April	*Midland and East Coast Area Championship	Staunton Harold SC
4/5 May	*Inlands	Burton SC
18/19 May	*Scottish Area Championship	Loch Ryan
8/9 June	*Southern Area Championship	Stone SC, Essex
15/16 June	Masters and Grand Masters Championship	Poole YC
13/14 July	*Welsh Area Championship	Pwllheli SC
10–16 August	National Championship	Largs
19/20 October	End of Season Championship	Bassenthwaite SC
2/3 November	Youth Championship	South Staffs SC

*Grand Prix Events 2013



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Coaching

Report for 2012

2012 has been a relatively successful year. We were able to visit more clubs than we had in the previous year and our targets – to run more coaching events and get more people on the water – have been reached.

As a team, we set out at the start of the year to provide more coaching events, with the view that we could help make a difference, especially to people heading to the Worlds. As well as being asked to return to clubs we had visited the year before, we were also invited to new ones and visited clubs from Castle Semple in Scotland down to the Welsh Harp in London, all with positive results. Favourable weather at weekends enabled the training team to deliver strong courses. Along with these successes we delivered a youth weekend at Crosby Watersports Centre early on in the season, which proved to be very popular.

The majority of the coaching was held prior to the Worlds in August, including a special pre-Worlds session at Llandudno Sailing Club. These sessions were invaluable to the participants in building their confidence for possibly the largest and best sailing event some people will ever participate in, and everyone came away from the training events having learnt lots and improved their boat-handling and sea-sailing skills.

After a fantastic Worlds, we still had three more training events to come: Chelmarsh, Derwent and the Howard Davis week. Although numbers of participants were down at Chelmarsh and Derwent, the individuals who took part found the coaching useful and helpful to their needs. The final course we ran was the Howard Davis youth week. This course has come back into its own over the last two years. With a full house of both old and new faces the team ran a full week of training at Crosby in both windy and not so windy conditions. The course was a complete success with every participant enjoying the week. The week's success was echoed in the Youth Championships results, with the majority of

Sam Watson and Andy Hunter roll-tacking at the Youth Championship



photo: SailPics.co.uk

participants finishing in the top ten. Full reports on the Howard Davies week and the Youth Championship can be found on the website www.GP14.org. Prizes for each of the first three boats included Association-paid entry to a SailJuice winter pursuit race and the winners Sam Watson and Andy Hunter were offered the use of the Association GP14.

Overall, the training this year has been a great success, encouraging new and old members onto the water. These training events could not have been run so successfully without the help of our club fleet captains and, of course, our coaches. This year we have had three coaches, Adam Parry, Tim Harper and Mark Greenhalgh, and a big 'thank you' goes out to them. We are all looking forward to 2013 and if you would like some coaching at your club, please contact the Association Office.

Phil Hodgkins

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Area reports

Ireland

2012 has been a difficult year in Ireland with the depressed economy and poor weather, virtually no summer, but we still had racing of a high standard. Participation in all events was down from last year: the economic situation has hit hard in the south and has been compounded by the Euro/Stirling differential.

Now for the good news:

A new website has been set up and is being managed by Laura McFarland and Nigel Sloan; it is in its infancy and is progressing well, giving up-to-date information on what's happening in Ireland. (gp14ireland.com)

A new committee was appointed at the AGM with committee members from all four provinces, giving a good geographic spread of contacts throughout Ireland. We have resurrected the fleet captain system so each club has a direct contact to the committee, encouraging their fleet to travel to open meetings. Hopefully, traveller numbers will increase in 2013.

The committee has 2013 preparations well in hand, with events and venues agreed. The 'Championship of Ireland' is set for Sutton Dinghy Club, North Dublin Bay, 24–26 August. This is Hugh Gill's Club so we are sure of a warm welcome. I would encourage as many as possible of our UK Sailors to enter – the club is only a short 15min drive from the main ferry ports. It was very encouraging to see so many of our English friends at this year's Championships in Ballyholme bay.

The Autumn Open and Youth Championships were held at Sligo Yacht with a record entry of 21 boats in the youth section; again, severe weather tested everyone to their limit. I see great encouragement for our future with so many young people participating both as helms and crew. We have appointed Tim Corcoran our youth development officer.

A full training programme is in place for 2013, led by Mike McNamara; three weekends are planned at venues in the north, south and west of Ireland, supplemented by experienced gold fleet sailors who have offered their time and experience to help the bronze/silver fleets during the year.

The 'Hot Toddy', our final event for the year, is at Lough Erne Yacht Club on 20th October – the final chance to compete for the Goacher Leagues. I must thank Steve Goacher for his generous support and sponsorship of the leagues; the winners in bronze, silver and gold each receive a new Goacher Genoa and the youths a Spinnaker. The leagues are hotly contested with points awarded for places at each event.

Worlds 2014

East Down Yacht Club has been approved to host the event in 2014 and initial preparations are ongoing, with potential sponsors being considered. The GP14 committee have met with the Club and mapped out what we would expect for our Championships. The Club is an RYA Championship Club with lots of experience of running large events. They hosted the Wayfarer worlds a few years ago. Ask anyone who attended, and you will hear what a good show they put on, with nightly entertainment and excellent racing on the waters of Strangford Lough. Parts of the Lough are designated an area of scientific interest and a marine nature reserve. Perfect sailing waters for racing, as well as for cruising the many inlets and islands north of the race area. There are lots of venues nearby suitable for family trips and for those who are not sailing. Again, this is a venue close to the main ferry ports of Belfast, Larne. (40mins) and Dublin (90mins).



photo: SailPics.co.uk

Alistair Duffin & Paul Whitcombe, Newtownards SC and East Down YC, who came 34th at the Worlds

Our 2013 targets and aims are to:

- increase Membership.
- improve the information flow to Members via Email, Text, Website.
- encourage more publicity for the class in Y&Y, Afloat magazine, Local Press
- forge corporate sponsorship deals with local companies.
- encourage participation at open events by club sailors.

Lawrence Baalham, President, GP14 Association of Ireland

Scotland

First, an introduction to the new Scottish Area Rep – the lucky individual who won the lottery for GP14 No 14000, donated in 2008 by Richard Estaugh of Speed Sails.

Name: Paul O'Neill
Club: Castle Semple Sailing Club
Boat: GP14000
Experience: 12 years sailing
Contact: 0141 580 6884
paul.oneil4@ntlworld.com

From our new rep

I have been a member of Castle Semple sailing club for 12 years, four of these as Commodore. I was introduced to sailing in a GP14 and soon after got my first GP14 and have been sailing GP14s ever since. I am the proud owner of GP14000 and have campaigned her in many open events including two world championships.

I have been working with Duncan Greenhalgh for the past three years helping him in the Scottish Area, and we have had growing success in the region. I am hoping to build on this success in the coming years and encourage more GP14s in Scotland to get involved, and strengthen links with more sailing clubs to increase the number of venues we can sail at. I have set up a Facebook page 'GP14 Scottish Area', which will be kept up to date with all things GP14 in Scotland. Please sign up and get involved.

Report

Our most recent event in the area was the Castle Semple SC Open, the final event in the Scottish & Border Travellers series 2012 and also the final event in the 2012 Elite Sails/SP Boats GP14 Grand Prix. Seven visiting boats travelled a great distance to secure valuable points to qualify and a total of 14 boats took to the water for what was to be a very memorable weekend.

There were four races on Saturday, the first of which was won by the local boat of Arthur



Paul just gets the advantage at the mark, Castle Semple Open

Logan/Iain Hardie who stole the lead from Justin Smith/Jessica Campbell on the last beat within 50m of the line, followed by Angus Campbell/Gary Lewis, the boat from Arran, in third. Race 2 was also very closely fought with Colin Midgley/Andrew Greenhalgh taking second place with Derek and Mark Fleming third. However, Dave and Jackie Gebhard had a very strong win and their dominance could not be shaken in the following two races.

Lochwinnoch Golf club was the venue for the evening entertainment. Great food and a superb Ceilidh Band. The weekend competition was not confined to the loch as the visitors were fighting for a position on a very busy dance floor with James and Jude Dounes putting up the best performance from the visitors. As the sun came up over the loch on Sunday morning it was clear that racing was not going to get underway at the scheduled start time, but this delay allowed a little more time to recover from the night before. The breeze arrived and race 5 got underway. Positions were changing regularly in the middle of the fleet with major gains to be made on the shifting wind. Having had another great start, 14000 started slipping down the fleet after the tiller extension parted company. Dave and Jackie again sailed a flawless race to take their 4th win.

After the final race got underway it was just a matter of who was going to be second overall, with the result coming down to just one point

separating Justin/Jessica and Colin/Andrew. One point also separated the local boats, which finished fourth and fifth, with Arthur/Iain finishing strongly to beat 14000. The prize giving completed what was widely acknowledged as a fantastic end to the Scottish & Border series.

The series consisted of six events: all were well attended and produced competitive sailing throughout the fleet. On the social scene, all the competitors excelled, each making the event memorable in their own way. Thank you to the 6 clubs who hosted the events and put on an excellent show on and off the water. Annandale SC (April), Largs SC (May) which was also GP14 Scottish Championship, Derwent Reservoir SC (July), Bassenthwaite SC (July), Arran YC (Sept) (unfortunately cancelled), and Castle Semple (Oct). The overall winners of the series were Dave and Jackie Gebhard from Derwent Reservoir Sailing Club. Overall winners received a trophy, engraved glasses and bottle of whisky, and each qualifier received a token miniature to remind them of the good times we've all had in the borders and Scotland.

Next year is going to be a great year in Scotland. The plans for the Travellers series are well underway, and the UK Nationals are being hosted by Largs sailing club in August. I look forward to meeting you on and off the water in 2013.

Paul O'Neill

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Read about GP sailors in South Africa on their Facebook page – South African GP14 Sailing

North West

And the winner of the Oscar for pulling it out of the bag at the last minute is. . . . Neil Platt with supporting act, Derek Hill! Neil and Derek are the 2012 Northern Bell champions, taking the honours at the final event in Southport to win the series, with Peter Jaques and Peter Tate (Chase SC) runners up ahead of Lee Thomas and Greg Thomas (Southport). Congratulations also go to James and Judith Downes (South Windermere SC), and Paul Norton and crew Laura Richardson (Southport SC) who headed home the Silver and Bronze fleets respectively.

There was a real contrast in conditions faced by the competitors at the beginning and end of the Series; the gentle breeze and sunshine on the marine lake at Southport in September compared to the howling gale and rain at Burwain in April which caused the event to be postponed until a later date. It did however provide an opportunity for spectators (warm and dry in the clubhouse) to witness the first outing of the 2012 World Champions and enjoy a glimpse of what was to come (good training for Thursday at Looe although the waves were not so big!).

Neil and Derek at the Worlds



Mandy and Jon at the Worlds



At the 2011 meeting of the Fleet Captains it was agreed to reintroduce a low points scoring system for 2012. This will no doubt be discussed in full at the end of year review in November, in addition to consideration being given to the number and location of events in the Northern Bell. Each year the Fleet Captains put forward suggestions for increasing participation in the series and GP14 sailing generally, but despite this useful exchange of information, the number of boats competing at regional level does not reflect the enthusiasm of those sailors who do compete.

During my time as Area Rep I have tried to emphasise the importance of encouraging new and inexperienced sailors to take part in the Northern Bell. The Bronze fleet is the starting point for the winners of tomorrow and it is in all our interests as GP sailors to ensure that there will be new challengers to today's champions. I would like to wish Martin Stanley, West Kirkby SC, good luck as the new Area Rep for the Northwest from November and would also like to thank all the Fleet Captains for their support over the past five years. Thanks also to Neil Platt for his continued sponsorship of the Northern Bell: there have been many delighted recipients of Omega spinnakers.

Mandy Mitchell

Ballot paper

Election of President and Vice President 2012/3

You may vote by email, by fax or by post

Please read the candidates' election statements before casting your vote

To vote by email

- go to www.gp14.org
- log on as a member
- go to the members' section and download the voting form
- vote by marking a cross next to your chosen answer
- email the form as an attachment to admin@gp14.org

To vote by post

- remove this form from Mainsail
- vote by marking a cross next to your chosen answer
- post the form to

GP14 Class International Association
PO Box 614
Wigan WN1 9GP

To vote by fax

- use this form,
- vote by marking a cross next to your chosen answer
- fax it to 01257 251 444

Question	YES	NO
Do you approve Duncan Greenhalgh to be elected President of the GP14 Association?	<input type="checkbox"/>	<input type="checkbox"/>
Do you approve Ann Penny to be elected as Vice President of the Association?	<input type="checkbox"/>	<input type="checkbox"/>

To be filled in by all voters

Full name _____

Boat number _____

Return instructions

- Voting closes on 31 December 2012
- Votes must be received by the GP14 Office no later than the above date
- You may use ONLY one voting option
- ONLY paid up Full Members of the Association are entitled to vote

November 2012

Duncan Greenhalgh (3226, 13819)



My life in GP14s

Although I had a passion for boats as a child, very few opportunities for sailing came my way, until one day, a chance conversation with a work colleague resulted in me attending a training course at the local Annandale Sailing Club. It was strange being the only adult with a group of kids (I had children of my own by then – Andrew and Mark), but that wasn't going to put me off after waiting for so long.

I soon acquired my first boat, GP14 *Janis* (3226), which was in a severe state of disrepair (someone kindly suggested the bonfire). However, after a complete DIY renovation, the boat was extensively used for family jaunts and I started entering the club races, coached by local champion, John Broadbent. I joined other clubs such as Bassenthwaite to widen my experiences and at present I am a member of Derwent Reservoir and Solway. I also started travelling to Border Bell and Northern Bell events and onward to Association Championships, where not only did I occasionally take home a few prizes and trophies, but, most valuably, gained friends and acquaintances (too many to mention) from all over the country. I can be found mainly at the front end of GP now – the crew's job is a much under-rated one.

In addition to racing, I got interested in other aspects of sailing and took every course going, eventually becoming a Senior Instructor, and Training Officer and RYA Principal at Annandale –

positions I still hold. I also did Powerboat Instructor and Coastal Skipper courses, and I even trained as a Race Officer – an individual much maligned and criticised in the changing rooms. These skills have brought requests from various clubs for assistance setting up training, improving members' skills, running events, etc. and for the last few years I have represented SW Scotland on the RYAS Council. I have been more than pleased to assist and pass on my experience in return for the pleasure accrued from sailing over the years.

I took over the job of GP14 Scottish Area Representative when the area was at a low ebb. With the help of active sailors at clubs in our area – mainly Castle Semple and Derwent Reservoir – we have resurrected a very active and sociable Area which attracts many visitors from outside for the Scottish and Borders Travellers. I have handed over the position of Area Representative to the very capable Paul O'Neill (good luck, Paul: please continue to support him).

My recent nomination as your Association President came as a great surprise to me and it took me a little time to consider and agree to the nomination. Even though I have sat on the GP14 committee for several years I have not been actively involved in the inner workings of the sub committees nor have I had the opportunity of serving as Vice President, which would have helped me formulate a vision for my term of office. So I shall be a listening President, welcoming your suggestions how we can improve our class and move forwards from our very strong position in this Worlds year. Some targets I would like us all to work towards include halting the slide in membership, improving communication with members via Mainsail and the website, building on our successful championship circuit and continuing to evolve our 60+ year boat, keeping it modern and attractive without altering the strict one design concept. It will be a challenge, but, anticipating your continued support, one that I am looking forward to.

Ann Penny



Well, for those who don't know me, I helm and I hail from Derwent Reservoir Sailing Club. Yes, I'm a pond sailor, but Derwent is a pretty big pond and as I was once told, by Simon Potts, the sea is simply a 'big pond'!

I started helming in 2003, after having crewed and raced a GP14 for 3 years, sailing only at Derwent and twice as a traveller in Scotland, at Annandale Sailing Club. 2003 was also my first and, to date, last World Championship as a crew, where I experienced the buzz of a huge fleet of GP14s racing at Abersoch. It was also an opportunity to see the diversity of sailors who race and are members of the GP14 Association. I met sailors from around the world, including Gail and Duncan Frazer from Sri Lanka, which is where, later, I won the title of 'Lady Helm', in the 2011 World Championship.

Yet, in lots of ways I still class myself as a relatively new sailor and only wish I'd started sooner, especially as I live only 10 minutes' drive from my home Club, where I have been a member since 1999. During my time at Derwent I have been GP14 Fleet Captain and Sailing Secretary. Currently I am the Commodore of DRSC; however, soon to be the Rear Commodore, when my three year term of office ends in December.

I feel fortunate to sail a GP14 and have made many new friends whilst travelling to various venues. It is always great to see the 'top guys' still give advice and encouragement to us lesser mortals. We all know that sailing a GP14, gives so much enjoyment at many different levels: competitive racing whether you are in the gold, silver or bronze fleet; racing at your own club and being part of a fleet; the joys of cruising or simply pottering around at the club. However at club level we need to keep encouraging the new sailors to enjoy their GP14, as a successful fleet always brings in new members. As a 'two-man' boat, it ticks so many boxes.

As a prospective Vice President I would like to help with the continued growth and the promotion of GP14 sailing for all; also encouraging more lady helms and boats sailed by two females. When I first started helming it was with a girl of fifteen, then I sailed with Andrea Thomson, who was very light and yet we met the challenges of Sligo and of course the unforgettable Mounts Bay!

North East

Lots of good stuff has been happening in the North East in spite of the rubbish weather this year. The Derwent Reservoir brigade continue to be an example to the rest of us in how to get the best out of our Association membership, demonstrating well the old maxim of the more you put in, the more you get out. However we at York RI, though not great in number, have managed to play our part in flying the NE flag. The small Scaling Dam fleet is also keeping the GP 14 firmly established in their club, albeit in the face of a general migration towards single handed dinghies (a trend that I have encountered in several other clubs recently).

The Northern Areas were held at Derwent Reservoir in July and, as those of you who visited the Association website afterwards will know, we had an entry of 29 boats and this has in fact turned out to be one of the highest in the Grand Prix Series this year. I shall not revisit the event in detail as a full report has already appeared on the web page, but suffice to say it ended up being extremely windy and was great fun from start to finish. Special thanks go to Justin and Anne for all their hard work in dealing with arrangements.

Derwent Reservoir is always well represented at the Grand Prix events and no fewer than 10 boats made the long haul from Hadrian's Wall to deepest Cornwall for the World Championships in Looe. However, not to be outdone, York RI fielded two boats and one measurer cum ornithologist. Again, we from York RI had a great time and any of the non-sailors that missed Hugh Brazier's bird watching trip missed a real treat. I am hoping that we can persuade Hugh to repeat this in 2014!

I feel that I cannot leave the subject of North East Area participation in events outside our patch in 2012 without making mention here of the epic sail achieved by Phil Hodgkins and Justin Smith in the West Lancs 24 Hour Race. These two guys sailed the whole event nonstop as a single crew for the full 24 hours and, in the process, raised over £2000 for charity. Fantastic!



photo: SailPics.co.uk

Looking forward into next year, I know with certainty that the North East will be well represented at the National Championships at Largs, for not only are there strong and well established links with the members at Derwent, but at least two boats will be making the border raid from York. I hope too the York RI will not only be in evidence at the Northern Areas next year, but also will be seen with the Derwent brigade at some other Grand Prix events. With only three events needed to qualify next year we have no excuse!

Steve Parry

Midland

With the Worlds taking place in the summer of this year, there was an expectation that the Midland Bell circuit was going to be an incredibly hotly contested series, with several of the big guns hoping to be sailing regularly on the region's waters. It was known that Pete Mitchell, the reigning Midland Bell Champion was going to concentrate his time in other classes, and with Chasewater still taking time to fill, it was likely that Petes Jacques & Tait were going to split their time between the Northern events and those in the Midlands.

This year's series kicked off in North East Birmingham at Shustoke reservoir, with an event shared with the Larks. Both fleets enjoyed variable winds, with close racing for all 14 competing GPs. The event was won by Pinnell & Bax's Ross Kearney & Ed Bradburn, with Rich Instone and Jim Toothill coming in second. Next was Midland, this year full to the brim despite the lack of water over the winter of 2011/12. Sam Blocksidge and Connie Hicklin began their Bell challenge by taking their first win, consolidated by a great second place in the Nantwich and Border Counties Open the following week. That

Colin Midgley
(Derwent Res)
with Duncan
Greenhalgh

Richard Bennett
& Sarah Davies
at the Staunton
Harold Open



event was won by Graham Flynn, crewed by Adam Froggatt. Staunton Harold, the venue for next year's areas in April, saw a good size fleet sailing in relatively light airs, where Carl Jeffs crewed by Steve Parker won the event.

Next on the circuit were four events where turnouts must improve for the fleet to justify holding an event. At Tamworth, it was Ian Willis & Keith Dutton who took the event; North Staffs saw Matt Thursfield & Sarah Allen take first; at Trimpey, it was Carl Jeffs who took his second win of the year, crewed by Harry Bradbury-Knight. Banbury was back on the circuit this year after a water shortage last year, leading to the Areas being moved in 2011. Richie Bennett, crewed by Sarah Allen took the day with a last-race win to seal victory.

The World Champs were soon upon us in August; going into the summer break, Matt Thursfield & Sarah Allen were leading the way, mainly due to the number of events they'd contested compared to the rest of the field.

After the incredibly successful Worlds had come to a close, the first time the Midland Bell reconvened was at South Staffs, where a fleet of 33 boats took to the water; however it was a very light-wind affair. Only 2 races were possible, Mike & Lizzie Senior leading the fleet around to take two bullets and the win. Manor Park was next on the road, an event which saw all of the leading

sailors in the Midlands contest. This was the start of Sam & Connie's assault on the Midland Bell as they took a closely fought win against the top circuit sailors.

Hollowell in Northants was next, the destination for the Midland Area Champs. A light forecast in an already busy month led to a disappointing turnout of 14 boats. Both days were hampered by light breezes, Saturday to the extent that racing was postponed to the Sunday after one light-wind race. The weekend saw Ross Kearney & Rachel Rhodes take the event ahead of Sam & Connie. Chelmarsh in Shropshire held the penultimate event of the series, again severely impacted by a high pressure system centred over the Midlands. One race was just about possible, with only three boats completing the course before the time limit was exceeded, won by Pete Jacques and Pete Tait. The final event up on the Trent at Nottingham was again held in light autumnal airs, where Sam & Connie took first place, confirming their victory in the Midland Bell.

So Sam & Connie have the Bell, Matt & Sarah take second, third went to Adam Froggatt with a range of crews, most frequently with Izzy Tait up front. Adam also took 1st Silver helm. No Bronze helm completed enough events to qualify, although Stuart Berry and Andy Jukes are still just about Bronze fleet sailors, so retain the trophy from 2011.

It has been a competitive year on the road in the Midlands. However, turnouts must increase if the circuit is able to justify clubs closing their waters to other club members to allow the GP14 fleet to compete. When the program for 2012 is published, plan your diaries – it is in our own interests that we support clubs holding their opens.

Matt Thursfield

Midland Bell results

	helm	crew	club	boat
1	Sam Blocksidge	Connie Hicklin	South Staffs	13839
2	Matt Thursfield	Sarah Allen	RYA	14003
3	Adam Froggatt	Izzy Tait	Chase	14032
4	Mark Fleming	Chris Cook	South Staffs	13859
5	Pete Jacques	Pete Tait	Chase	14039
6	Darrell Sleep	Charles Saunders	Staunton	14072
7	Cath Grove	Rob	Shustoke	13979
8	Stuart Berry	Andy Jukes	Aldridge	13748
9	Nick Brandon	Michelle Evans	South Staffs	13705

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Adrian Dence, 7 November 2011



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Sue Dunn with
Alain Renaud & Mark Wolf
of BTYC Sailsports,
1st Silver and 18th overall
at the Worlds



Renaud from BTYC won at the Venetian and Pete Mitchell/D Alldiss won the Southern. You are left wondering what a finish we might have had (as well as further qualifiers!). Perhaps next year.

There has been a good sprinkling of southern sailors on the Grand Prix circuit. James Goodfellow/Richard Cornes have been competing on the Midlands circuit and Andy Wadsworth/Andy Shrimpton and Helen Allen/Yvon Kalmeijer from BTYC have travelled widely and achieved eighteenth and twentieth on the Grand Prix circuit. Three teams attended a wild Masters down in Newquay with James Ward/Richard Whitehill from Papercourt gaining an excellent tenth place. Almost a quarter of the 127 competitors at the Worlds were southern based, with big fleets from Poole and the Welsh Harp. Leading southern sailors were Matt Burge/Richard Wagstaff from Poole, who were second, and leading travellers were MarkWolf/Alain Renaud, who were first Silver fleet boat and eighteenth overall. Ruslan and Alexandru Scutelnic, also from the Harp, gained an excellent fifth place in the bronze fleet.

The 2012 prizegiving will be held as part of the Venetian trophy at BTYC, Welsh Harp, Wembley, on Saturday 13 April. Plans for next year are well advanced with the Southern Championships booked at Stone SC on 8/9 June. Full details of 2013 opens will be published in November and will also be available on the GP14 stand at the Dinghy Show on 2/3 March. We are delighted that Andy Wadsworth and Helen Allen from BTYC have joined the committee and we are hopeful that we will be able to publish details of the new Southern Travellers website which will host results, meeting details and other information.

Steve Browne, Area Representative
David Innes, Area Publicity

Push the Boat out Day
at the Harp in July



photo: Agata Baroszczka

Training at the Welsh Harp

Mondays and Fridays were ok, Tuesdays and Wednesdays reasonable – but Thursdays? For most of the summer, especially the early weeks, the weather on Thursday evenings – when new member training and taster slots take place – was dreadful, with strong winds and rain every week. Membership numbers in BTYC and Seahorse took a bit of a dive, but fortunately there was still a core of tough trainees who kept turning up despite the weather, along with an equally tough bunch of volunteer instructors. Everyone became very efficient at reefing the club GPs, and the boats stood up well to the demands put on them! Even in adverse conditions they are roomy and stable enough to provide a decent training ‘platform’. The weather

eventually improved and the new members’ progress has been helped by extending the season with Saturday morning ‘Plain Sailing’ and by offering Fast Track sessions and RYA courses. Many thanks to all the volunteers who help both on and off the water to make all these training opportunities happen and encourage more people to appreciate the pleasure of sailing – especially in a GP14. It is one of the strengths of the Class that there are people like this all over the country ready to share their skill and enthusiasm with newcomers to the sport.

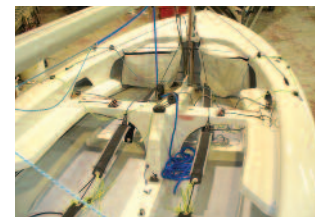
Liz Hall, BTYC Bosun (my other ‘job’!)

ALL NEW OVEN BAKED EPOXY FOAM SANDWICH GP14

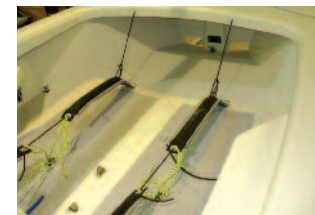
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Southern

The Southern Travellers series was completed at Frensham Pond SC on 14 October. This was the ninth event held over the year at eight very different coastal and inland venues. The racing is always keen, and the very friendly and social atmosphere on and off the water certainly makes these events a very enjoyable way to gain experience and make new friendships within the class. There is a high standard of racing at the front of the fleet, series trophies for newcomers and prizes for ‘B’ fleet entrants at some events, so, if you enjoy class racing and want to develop your skills, it is well worth considering joining in next year. Contact davidinnes@campbellreith.com for more details. You will be made most welcome!

This season was our most successful in the last seven years with an average 20 attendees at the nine different venues and 14 qualifiers – the highest since records began (well at least our records, that go back to 1999!). Although our qualification of four events is a fairly easy target to achieve, it is great to see an improvement each year and hopefully this will encourage more travellers to join the circuit next year. The Jaldi Cup was introduced a few years ago for helms who have not qualified in the top five in any previous year, and it was won this year by Steve Cooper and Eugene Shrimpton-Phoenix. They have made a dramatic impact in their first year on the circuit, winning overall at Leigh, and winning a race at the Southern at Brightlingsea, finishing second overall. In some ways it was also the season that got away. The first four events were won by teams who did not subsequently qualify: Richard Cornes/James Goodfellow from Milton Keynes won at Papercourt and at the second Welsh Harp open, Mark Wolf/Alain

2012 Southern Travellers overall results

- | | |
|--|------------------|
| 1 Richard Lord/Lorna Davies & Norman Brown | Seahorse SC |
| 2 Steve Cooper/Eugene Shrimpton-Phoenix | BTYC Sailsports |
| 3 James Ward/Richard Whitehill | Papercourt SC |
| 4 Ben Kaplan/Roberto Serra & Chris Lomax | Seahorse SC |
| 5 David Innes/Jon Denyer & Wendy Innes | Frensham Pond SC |

Better boat handling: gybing

Mike Senior

I am a great believer that the quickest way to improve your race results is to work on boat handling. If this is top class, your confidence will grow and race tactics will suddenly become a lot easier. In this article I share my thoughts about gybing.

Common mistakes

Boat speed

It is extremely important when it is breezy to aim to gybe when you are at maximum speed. The majority of capsizes happen because the boat is travelling too slow into the gybe which means the rig becomes loaded with power and becomes difficult to gybe.

Centreboard

Having the centreboard set correctly can make the difference between a decent gybe and a really bad one. Too little board in light airs will mean the boat struggles to find grip in the exit of the gybe, whereas too much board in heavy airs increases the risk of a broach in the exit of your gybe.

Heel

Heel is very important throughout the whole gybe process. If you don't heel the boat correctly at the right time you will end up using too much rudder to counteract what the boat is naturally trying to do, and therefore create drag which will increase the capsize risk.

Sheet transition

The most common mistake I see in relation to the kite flying throughout a gybe is when the crew pulls the kite round to follow the wind direction. I am not saying pulling the kite round is wrong. However, if you pull the kite round directly from the pole you create an arm full of slack between the old guy and block. This is the main reason why a kite starts to flap mid-gybe, as the helm has to first remove this slack to stop the kite from flapping.

Gybe exit

Most people's initial thought on the gybe exit is to flatten the boat as quick as possible with as

much force as possible. In lighter breezes this is the wrong thing to do as you will create a lot of disturbance over your sail plan and increase the risk of the kite collapsing.

My process

1 Gybe prep

- Board: as a general rule I never have much less than half board for a gybe. In really light airs I gybe with nearly full board.
- New twinning line on.
- Prep genoa – Uncleat old sheet. The helm can do this if sitting to leeward and also pull all the slack out of the fairlead until the sheet hits the knot.
- Old twinning line off.



t

2 Sheet transition

- Crew flies kite directly from BOTH blocks



- Crew pulls the two sheets together to remove the slack and pass to the helm so he/she can fly both sheets with one hand

3 Boat heel, pole snap and gybe boom

- Helm initiates heel aggressively by moving weight to windward and releasing the main to trim as the boat moves towards a dead run.



Heel started with helm putting weight on windward foot

- Helm steers as the boat wants to go. You should be able to just loosely hold the tiller throughout most of the gybe
- When the heel reaches its maximum (roughly when the side deck gets wet), the crew facing forwards pulls the boom over using the kicker (or the helm pulls it over using a gybing handle).



Maximum heel - notice how little rudder is used

- At the same time, with their spare hand if possible and if there is a gap between the genoa and mast, the crew can release the pole attached to the mast. This will save you a job when setting the pole on the new gybe. If the pole doesn't snap off immediately abandon trying to do it, otherwise you will get trapped between the boom and the shroud! It won't cause the kite to flap if you don't manage it.
- Cleat main if possible – If the new gybe is a reach, while the main is transitioning to the new side, the helm should, if possible, pull the main back in to near where you would want it set and pop it in the cleat, whilst also flying the kite and looking where to go. Achieving this effectively will mean you exit the gybe with maximum power.

4 Pole set with heel

- When it is lighter it is important not to flatten the gybe too early, otherwise you risk distorting the air in the kite. The best method I find is to keep the initial heel on and change the pole while both helm and crew have their weight to leeward (old windward).



Weight remains to leeward as pole is set on new side

- Once the pole is set and the genoa trimmed, the crew can then very smoothly flatten the boat. If the breeze is very light it helps not to flatten the boat all the way and leave a small amount of leeward heel.

The above describes my process for running or reaching gybes when you have plenty of room. Sometimes, during a pile-up for example, your positioning is much more important and in this scenario (which I call a handbrake turn) you just need to concentrate on the basics such as boat heel and pulling the kite round. Don't worry about the kite flapping in this situation. Your position, hopefully as inside boat, is much more important.

I hope this advice is useful. Unfortunately, just reading it will not instantly make you better at gybing. Practice is extremely important. For the above to work it needs to be a habit (i.e. muscle memory). The best way to improve your boat handling is to put some serious hours in on the water outside of racing where you can figure out what you need to do in your own time with no pressure.

The Great River Race

Jeremy Greville-Heygate

The Great River Race, a race rowed in traditional style boats and billed as 'London's River Marathon' takes place annually in September over a 21 mile course upstream from Millwall Dock to Ham House near Richmond. Cutters, gigs, longboats, dragon boat, skiffs, hawaiian outriggers, whalers, jolly boats, galleys, Dutch sloeps, wherries, yawls, and shallops (to name but a few) all compete in a colourful spectrum of over 300 oar-powered craft. And this year, possibly for the first time ever, the General Purpose 14 foot dinghy lived up to its name by proving that it is not just a sailing boat!



Leicester City shirt a tribute to the origins of the GP14

Inspired by having previously participated in the race on a friend's 6-oared Drascombe Lugger, this year I was determined to compete in my own boat, a 1956 Bell-built wooden GP14 named *Syphon*, sail number 1195. What could be easier than to prove the all-round versatility of this nautical classic?

Having paid the entry fee well in advance and registered under the name of the 'Monarch Masters' I thought no more about it until a few weeks before the race, when suddenly it occurred that perhaps a few modifications might be in required to meet the rules. The rules are simple: seats must be fixed (no slides), the boat must have a minimum of four oars or paddles, it must carry a coxswain and a passenger, and

(most important of all) must at all times fly a flag of no less than 2 feet by 3 feet in size! Basically, the three problems to be addressed were: how to fit a second rowing position in order to provide the required minimum of four oars; how to seat the cox and passenger; and how to fly the necessary flag.

The flag issue was perhaps the easiest solved since I had learned from our mistakes in the Drascombe the previous year, when we had found that a supersize flag mounted on a large boom produced so much adverse windage that we were not progressing forwards at all in spite of rowing flat out (much to the glee of others) – so the flag and mast had to be rapidly cut free! For this year's race, a more modest flagstaff (aka curtain pole) was devised, to slot into a tube mounted on the transom of the GP14 and to fly a polyester handkerchief of minimum dimensions. Sadly I did not have time to produce my own flag, which should obviously have featured a black bell on a white background, but maybe that's for next time...

Next, the rowing positions. *Syphon* was already fitted with one set of rowlocks and a pair of 7' oars. There was only one possibility for a second set of oars, which was an additional position forward. Space was tight, with far less than the recommended 40" between thwarts, but this was maximised by moving the fitted central seat aft a few inches using a plank spanning the side seats and secured with bolts clamping onto plates beneath the seats. The new forward thwart had to be raised higher than the aft, both to clear the centreboard and also to allow for the lift of the deck where the rowlocks were to be mounted. This was achieved by constructing a full span seat bolted at each end to short spacer blocks, which then were clamped onto the ledge formed by the ribs on either side. This seat was positioned so that the small of one's back just touched the mast clamping gate, which was then suitably padded. Two new holes were (reluctantly

Cutters, gigs, longboats, dragon boat, skiffs, hawaiian outriggers, whalers, jollyboats, galleys, Dutch sloeps, wherries, yawls, shallops... and a GP14

and after very careful consideration) drilled in the side decking to take the new brass rowlock plates just aft of the mast stay eyes. Once fitted, the brass plates actually looked very smart, especially when holding some top quality stainless steel rowlocks, and these matched the original plates nicely.



Boat modifications

An efficient foot and leg position was achieved by removing the middle two floor planks, giving greater depth for one's heels and enabling use of the conveniently spaced ribs to push against. Wooden blocks cut at a 45 degree angle provided a means of adjustment for those with shorter legs. I wanted to use longer oars than my 7' ones and eventually settled on some 8'6" playboat oars borrowed from my local rowing club at Loughborough, and these proved a good compromise (possibly you could also get away with 9' oars). With just two thumbwidths between the handles they were easy to manipulate and also did not rub on the deck either inboard or outboard of the rowlock. Furthermore, they provided clearance for the hands to pass either side of the aft oarsman at the front of the stroke.

So that just left the other two crew positions, and although I had previously sailed the GP with 5 crew and a dog on board (plus a rather large picnic and other beach essentials) I had forgotten to realise that with two people rowing, the entire centre section of the boat was occupied: the only remaining position for the cox and passenger was

sitting on the transom. This caused two problems: first, they restricted the movement of the tiller, and second, they made the boat very stern heavy.

The tiller problem was easily solved by constructing a shorter tiller that could be adjusted for length and pegged into place using the existing tiller peg. Eventually I settled on a 12' tiller, which provided a sufficient arc between the backsides of the crew and although geared somewhat awkwardly proved manageable. On race day, it was proved essential to use the rudder whilst manoeuvring round other boats and also to face quickly into some quite large waves thrown up by the powerful and fast Thames Clippers. The trim of the boat was a harder problem to solve, and was partly addressed by the use of a bag of 'ballast' from the local DIY store, placed in the front of the boat.

After all the preparation, race day itself dawned unusually sunny and dry, with lightish winds: a far cry from the torrential thunderstorm and evil wind that we had contended with last year. The mood at the start was part jovial, part frantic, and part serious, as everybody eyed up the opposition and jostled to launch in sequence. With most trailers positioned at the finish, boats were either carried down the slipway or else wheeled on borrowed launching trolleys. The GP was too heavy to carry (as you may well know...) but launched easily onto the muddy foreshore using a small set of wheels. The starting order is based on a handicap system, which considers size and weight of boat, and number of oars, and we had been allocated start number 15 (out of 310) with a 45 minute handicap: only the big heavy old Sea Cadet training sloops were ahead of us. In theory, using the handicapped start, all boats should cross the finishing line simultaneously, provided the crews exert equal effort... So our job was to get there before being overtaken by the speedier peloton which would soon bear down on us!

Medley of boats



Glorious confusion at the start, as boats manoeuvred against tide and current to pass the starting line at their allocated time, and a huge cheer as a cannon was fired from a Thames sailing barge to start the first boat. Soon it was our turn and, after having been shouted at in a traditional and contradictory way by every marshal in sight, we were off.

Twenty-one miles to the finish seemed a long way, but at least we were benefiting from a flood tide which carried us upriver. However, the disadvantage of going in that direction was a contrary wind, which not only held us back but also generated a rough and unpredictable swell. This section of the course is a question of ploughing on as best one can. The GP rode the large waves well, unlike some of the longer boats which crash alarmingly down off the crests...We are cheered on by sightseers on Thames cruisers, many calling out 'Is that a GP14?' (and just as many calling out 'Is that an Enterprise?') (Please, forgive them...)

Tower Bridge



Round the corner at Canary Wharf, then soon our first major landmark: Tower Bridge comes into sight, now enhanced by the inspiring pinnacle of the 'Shard' just beyond and soon we pass under the northern (fixed) span, which is lined with spectators. Further famous bridges soon pass thick and fast, London Bridge, the Millennium Bridge, Blackfriars, Waterloo, and so on, each providing a boost as the distance counts down. The houses of Parliament and the Millennium wheel soon go by, with Big Ben striking midday just as we are next to it. Each bridge sucks at you and then spits you out, as the tide swirls round the buttresses, but the GP14 cops easily with its large rudder and solid feel.

By now, though the faster boats are catching and overtaking us, some crews giving it everything, others parading in fancy dress, and some in period costume to match historic vessels. The huge Dutch harbour vessels seem to bear down like leviathans, their crew pulling the oars over their heads due to the size and geometry, and soon the dragon boats are upon us, with a drum beating out the rhythm for the 16 close-packed paddlers. Sadly, our chance of winning has (not surprisingly) evaporated – but instead we have the pleasure of scrutinising all the diverse vessels and exchanging 'nautical pleasantries' with their crews.

Soon, the famous boathouses of the Thames rowing clubs appear, and now the river starts to change in character, calmer now and smooth

The finish and rowbarge *Gloriana*



enough for a fine Eight or a single scull. With the sights of central London passed, we now have ahead the famous features of the boat race course: the milepost, the bandstand, Chiswick Eyot, Hammersmith Bridge, Fullers brewery, Harrods Repository, and Fulham football ground – how familiar are all those names! And how quickly are they gone – don't know what all the fuss is about for that short course...! Call that a Boat race?! In ours, we've still got 11 miles to do...

Now it is easier to row with a steady rhythm in the smooth water, and there is more shelter from the wind, so it is time to swap roles and to grab a quick bite to eat and to bask in the warm sun. The boat is still sitting down in the stern, and you can see the turbulence from the square stem sucking us back, so we move the passenger forward onto the foredeck which helps a little. Boats have now settled more into a steady order, and an element of increased competition develops as we identify individual rivals and start to race them for the finish. Soon, the final bridge at Richmond can be seen, with a huge crowd on the banks watching the race and enjoying a party atmosphere, complete with live music.



Crowds at Richmond

But, no time to relax, we are going for it now trying to make the most of the last mile. Now, a surprise as the afternoon sun glints off the golden Royal Barge, *Gloriana*, which has already accompanied the winners across the line and is now moored up at the finish. Significant boats are greeted by a cannon as they cross the line: for us, it is enough to get a mention from the commentator who recognises and acknowledges the unique GP14. We drift into a crowded bank, just minutes before the tide turns. It's time to meet with friends, chat to neighbouring crews, down a pint or two, and soak up the atmosphere of blistery satisfaction that is all pervasive.

Not surprisingly, no one is saying 'never again': the only thought is 'can't wait for next year'.

Hopefully I'll be back, but whether I'll be back in *Syphon*, I don't know. She's a fine old lady and probably deserves more genteel treatment. Perhaps she can retire with honours, but maybe next year her place will be taken by other GP14s – like yours? So there's the challenge; what a brilliant race that would be for a whole GP14 Class... and, by the way, the score to beat is a position of 251st in 4hrs 09 minutes. The GP14 Course Record will then be yours!

If you want to see more about this event with lots more photos, check out these links:

www.greatriverrace.co.uk/

www.jetphotographic.com/browsecat.php?id=9105

www.flickr.com/photos/glediator/7990050358/in/photostream/

Dinghy websites...

Hugh Brazier

The imminent launch of the new GP14 website has prompted me to take a look around at the competition. Which classes have the best websites, and which have the worst? What are the essential differences between them? And how does the GP14 website (new or old) compare with the best of the rest?

I assume that a website for a dinghy class should be (in no particular order) welcoming, informative, accurate, easy to navigate, quick to load, attractive to look at and up to date. Increasingly, we expect our websites to have a proper

'professional' look (whatever that means). Desirable and/or essential features include a clear description of the boat (including some history, class rules and maybe measurement forms), a forum, a news section, information on forthcoming events, technical information, a list of boats and equipment for sale and wanted. Above all, however, the website should make you want to sail the boat and join the class association.

Let's have a look at some of the other classic classes, and try and sort the dinghy from the merely dingy.

Cadet www.cadetclass.org.uk

A lively-looking site, targeted at young sailors. The front page has photos of people having fun sailing, a video or two, some news, some links. The presence of advertising suggests a well-connected site, but when I paid my visit the news looked a bit out of date, and right at the top of the home page there was a big blank space where I'm sure there should have been a photo. The essential information is accessed from just seven main buttons, but there are several other buttons scattered around (including the obligatory Facebook and Twitter links), and it's a bit hard to find your way to some of the stuff. I could not find any information on the history of the class, or any basic measurements of the boat, or a forum – but perhaps these are hidden away in the password-protected members' area.

Enterprise sailenterprise.org.uk

The new Enterprise site is pretty (and of course predominantly blue), it uses the new class logo, it's consistent in presentation, and you can download some good technical information about the boat – but perhaps it's all a bit too staid and understated, maybe even a bit too consistent. Why is there no forum, why isn't the news more current? Is the lack of advertising the mark of an amateur effort? The strapline at the top of every page describes the Enterprise as 'the racing dinghy class that has stood the test of time' – whether the new website will do the same depends on continuing maintenance.

Heron www.heron-dinghy.org.uk

I like the 'Did you know' feature on the home page, where something new pops up each time you reload the page. But 'upcoming events' suggests that June 2012 is still in the future, the latest racing results are from a solitary race in 2009 with three participants, and I'm still waiting for that video on the home page to load ...



... are they just dingy websites?

Hornet www.hornet.org.uk

Nice slogan at the top of the page ('Hornet – 60 years young!'), but that's about it. There's a big picture (which changes when you reload the page), but otherwise there's nothing but a couple of items of news (click for more details) on the right and a clunky-looking site map on the left. The design is terrible, and there is absolutely nothing to invite me in, nothing about the boat other than a few rules and specifications. Do they not want to spread the word about the delights of Hornet sailing?



Merlin Rocket www.merlinrocket.co.uk

Not overburdened with graphics or pretty pictures, but a clean and simple layout that provides instant access to all the key elements. There are five sections in the main part of the screen, and following these links leads you to an excellent and welcoming (and well-written) introduction for the newcomer. At the foot of the screen are links to more member-oriented sections such as race reports, vintage boats and an active forum. And it's all right up to date.



Miracle www.miracledinghy.org

The photos on the main pages are in circles, not rectangles, but otherwise it pretty much follows the standard model – pull-down menus giving access to the stuff you'd expect, some areas (the magazine) restricted to members. But it's inconsistent in presentation, confusing, and woefully out of date. There are no results from the 2012 Nationals, and the 2012 Dinghy Show is apparently still in the future.



Mirror www.ukmirrorsailing.com

It's got most of the right stuff (but no Twitter link, and the Facebook link doesn't work), it's up to date – but it's all rather dull and hard to navigate. Where the Merlin Rocket says 'The ultimate hiking dinghy for two people' and the Streakers go with 'Sail it!' (and the National 12s at least make a bit of an effort with 'Welcome ...'), the best the Mirrors can do is 'The home of the UK Mirror Class Association'. A website you plod, rather than skip eagerly, through.



National 12 www.national12.org

One of the best, hitting almost all the targets, only slightly let down by a rather staid design. The home page hits you straight between the eyes with a clear description of the boat ('The National 12 is a fantastic two person two sail racing dinghy ...'), and there are plenty of pull-down menus providing access to everything else you might want. It's especially good on the history of the class. There is an active forum, a pictorial quiz ('Explore the 12'), and constant reminders that if I joined the association I'd be able to access even more good stuff. I like the way the N12 logo does a little wiggle when my mouse hovers over it.



New GP14 website coming soon...
check www.gp14.co.uk



Solo www.solosailing.org.uk

Simple in concept, with menus along the top, a central panel of basic information, and panels to the left and right offering news, an invitation to join the association, and details of events. But it's let down by a cluttered and unattractive design. Having the main heading at the top of the screen referring to the association rather than the boat doesn't help, either. I wonder why so many dinghy websites do that – it suggests it's about boring things like committees, and not about exciting things like sailing.

Streaker www.streaker-class.org.uk



The layout is rather like the Solo one, but it's better executed. There's a horizontal bar of pull-down menus at the top, and beneath that a neat three-column layout, with the latest news in the middle and a mixture of stuff at the two sides. There's plenty here, but it's a bit hard to find a basic description of the boat, which lurks under some less-than-obvious menu. The initial impression of design consistency is rather spoilt when you go to the forum or the racing pages, neither of which looks anything like the main pages.

Which brings us to ...

GP14 www.gp14.co.uk



D'you know – maybe ours isn't so bad after all! Even the old website (which might have disappeared by the time you are reading this) is lively, up to date, full of information, with prominent links to news, forthcoming events, boats for sale, even an online shop and a Twitter feed that actually works. In short, a dinghy site that's not at all dingy. I eagerly await the new design that Andy Bury and Mike Senior are working on. Just a couple of comments, if I may. I'd like to see a slogan at the top of every page advertising the delights of GP14 sailing. And looking at the present G14 site, I see a nice big bell there in the corner, but it doesn't actually say 'GP14' anywhere at the top of the screen.

Postscript

The Web is a dynamic medium, and websites are liable to change – suddenly, without warning and (with any luck) frequently. So anything I have said above may be out of date by the time this goes to press. Apologies to readers if that means it is misleading, and apologies to any classes and their web editors whom I may have offended by basing an article on such out-of-date material.

Classic & vintage

Stewart Elder in his boat



The year started off well, with lots of interest from having GP 7 on display at the dinghy show. It was amazing how many people kept saying, 'I've got one of those dumped in the boat park, but only sail it when my 'x' is broken'. I think we need to address this problem...

The first event of the year was a friendly Open meeting at Shropshire SC. Four GPs showed up, two 'modern' boats and 2 classic boats. The club put us in with the club racing, and the two newer GPs were out in front annoying the locals in much faster boats. As for the two older boats, well, let us just say we watched while having our own little battle.

The main event really for the C&V fleet was held at Royal Windermere YC as a cruising weekend. Unfortunately the weather forecast meant only one true classic boat turned up. Well done Stewart with 28! The rest of us brought modern boats, and we were joined by the usual collection of the cruising fleet. Saturday gave us a lovely sail 'up' the lake, where we enjoyed a falconry display before sailing right to the top, followed by a run all the way back to the club for a 3-course meal in the yacht club. On Sunday, well, we decided to take in a pub/hotel lunch about half-way down the lake, before the wind dropped and we had to struggle back to the club, before propping up the bar for an hour or two.

We didn't get back to Aberdovey this year, partly because of clashes with dates, and also the general feeling that we have 'cruised' as much there as we can. So I think we might leave it for a few years before looking towards the 65 anniversary.

For a first year of pushing the C&V fleet, I think it was a promising start.

In 2013, we are hoping to move forward and start to increase events, but we will need your support! We don't mind what you come to sail in, as long as it is a GP14! So come along to an event... we don't bite!

Events for your diary are :-

8/9 June: Royal Windermere cruising weekend.
20/21 July: Menai Straits Weekend at Port Dinorwic SC.

We are also hoping to attend one of the bigger racing events. Which event? Well, we will talk with the events committee and let you all know. It will be friendly racing for us with 'older' boats, i.e. we'll let the fast boats go first! It would be nice to see a range of boats there, so just because you have never done an open or don't know the rules.... don't worry, most of the racing lads don't either (So I've been told)

Any news or ideas you have, it would be great to hear them

Gareth Morris
Gareth645@btinternet.com 07595973098

A stop at Brockhole Park, a National Trust property



photo John Atkinson

Cruising

Welcome to Cruising Corner

I should start off by introducing myself as the new cruising representative, taking over from Oliver Shaw. I must thank Oliver for his steady guiding of many cruising events during his six years in charge, and I know that despite stepping down to pursue other interests he will still continue to play an active part, both in helping out around GPs and attending many cruising and vintage events. I have many years of cruising experience, and have seen various events and styles over the years and hope that I can continue to provide options for many enjoyable cruising events.



Out on the Roads

2012 Cruising Week

My first cruising week as organiser was kindly hosted by Restrognet Sailing Club in the Carrick Roads at Falmouth, and was a great week attended by 10 boats. Ages ranged from 10 to somewhere above 70 that I'm probably better off not specifically stating. In total there were 5 under-18s, which I hope goes to show that these weeks can be a great family holiday. They can provide a good introduction to sailing on the sea, or just having fun with like-minded people if racing isn't quite your thing.

Condition were variable, providing the opportunity to make it as far as Truro, approximately 6 winding miles upriver, and down to the bays around the entrance to Carrick Roads. The wind often resulted in plenty of planing opportunities

around the Roads for those who so desired, while allowing those who preferred things a bit more gentle to hug the shores for a bit of shelter.

Throughout the week the Sirens were calling us out of the Roads to enjoy a cruise to the next inlet south at Helford. Unfortunately each day the wind was a bit too much from a bit too far south, meaning it would have been a lumpy and very long beat there, and a rocky run all the way back. While this is something that we could have accomplished, we got no further than venturing just out of the roads for a play in the force 6 winds and lumpy seas before beating a retreat back to the shelter of the Roads, and finding a beach for the customary sandwiches for lunch followed by a hunt for the ice cream shop. This was the format for most days, and luckily the area inside Carrick Roads is quite vast and beautiful and provides plenty of good beaches to tuck in somewhere different.

On the few days we ventured up river to explore the River Fal, we found it was a nice quick sail up the Roads to the North East corner, covered in good time on a run in the south westerly winds. Once in the river proper the channel is wide and deep, with only a bit of care needed on the corners. It is around the second corner that you are met by the sight of the famous King Harry Ferry, shuttling cars that wish to avoid the tortuous drive north to Truro to cross the river by bridge.

Beyond the ferry you start to encounter laid-up boats, clinging to moorings in the centre of the channel, while they await new work or to be decommissioned at the end of their life. They sit in the water creating large wind shadows, but also providing an interesting perspective of our world, waiting or rusting while surrounded by the beauty and peace of the River Fal with its lush green trees and bushes rising out of the steep banks on either side.



The King Harry Ferry overshadowed by hulks on the River Fal

Round the corner from the King Harry Ferry lies the Smugglers Inn and tea room, and luckily on one of our trips up river we managed to stop here for a pint and lunch. Tying up to the pontoons provided meant most of us kept our feet dry and free of mud. For anyone exploring the River Fal the Smugglers at Tolverne makes both a picturesque place to stop, and has an interesting and varied history – famous not only for smuggling, but also as a base for the Normandy landings and for playing host to General Eisenhower.



In a gazebo at the Smugglers Inn

Our last day's sailing in Cornwall was greeted by even stronger winds, and a decision by some to pack away their boat early. The rest of us decided this was a time to try for a sail back to the mouth of the Roads, have a play around before a return to the beach at Falmouth for lunch. In the end the wind was too great and we never really

progressed further than sailing off Mylor point, planing on reaches across the Roads at the kind of speeds that we cruisers normally reserve for racers. However, after a week of experience in the Roads we were capable enough to enjoy playing around, and it was nice to hear some of the younger participants commenting that they never knew a GP could go that fast!

All in all, a good round-off to a superb week of sailing in which there was much fun and experience to be gained.

2013 Cruising Week

For next year, the plan is for the cruising week to re-join the racing fleet at the Nationals, and we shall be heading to Largs from the 11–16 August. This is a great cruising venue, with the waters around Largs providing various destinations, some potential long days of sailing, islands to explore and reasonable winds in the relative shelter of the Firth of Clyde and behind the Isles of Cumbrae and Bute. Make a note of the dates in your diary, book time off work, fettle your boat over winter, get in touch via the Office with any questions, and keep an eye on the website and the next issue of Mainsail for all the details of this event.

Ed Washington

Finishing my new Duffin

Earlier this year I took delivery of a new unpainted Duffin hull, with the intention to paint, varnish and fit out the boat. This is my fifth GP in 40 years of GP sailing, previous ones being a Sills of Liverpool (1972) Bell Woodworking kit (1978), Duffin mark 1 (1985), and Derek Jolly series 2 (1998). I did briefly think about a new epoxy hull, but I just prefer the look and feel of wood. When Liz asked if I could write a few words I thought I would share my experiences, as a rank amateur, of finishing this boat.

The most important first step was to order the hull from Alastair. Straightforward you might think, but Alastair needs to know important details like how the boat is to be fitted out, where cleats and blocks will be mounted, and if you want washboards etc. As I had not fitted out a boat for a few years I decided to view and photograph 3 boats I knew would be on the money. This helped me to decide on the specification I wanted. I opted for three control lines on the thwart, through-deck sheeting for genoa and spinnaker sheets, no washboards, new design curved front coamings, long side seats and shorter aft deck. For cosmetic effect I chose walnut for thwarts, seats, and centreboard capping, which I am very pleased with. The boat comes with all the inaccessible surfaces epoxy coated. It is important to identify and measure the positions of the under floor wooden blocks that you will screw fittings to after varnishing as it's easy to forget and rub off Alastair's marks!!

Prior to painting I decided to paint my garage walls and garage floor – this helped improve the light in the garage and reduce the dust. I also bought a large electric fan heater, because I needed to ensure I could get 15 Degrees C while painting in February, and a portable light, essential when the hull is upside down and for varnishing inside the hull. For Health and Safety, I purchased a basic 3M maintenance-free breathing apparatus, £20 from Screwfix, essential when using these products and some suitable protective eyewear and protective gloves.

Before starting to paint, you will need to fill all the screw holes. I started this with SP 106, mixed with fillers, but I found this difficult to work with and rub down so changed to Marine Epoxy Plastic Padding which seemed to work fine. This takes more time than you might think.

There are several paint systems and painting methods available, and I don't claim to know which is best. My approach was to make the boat as durable as possible, based on previous boats I have finished. On the hull I started with SP106 (2 coats), International Interprotect 2 part Epoxy primer (2 coats), International Perfection undercoat (2 coats), followed by International 2 pack Perfection top coat (4 coats). On the decks and inside the hull I used SP320 (2 coats) and International 2-pack perfection varnish (about 8 coats). Some of the spray finishes look fantastic, but I decided to DIY and use conventional brushes, and I was very happy with the final result. I found the help desks at both SP Systems and International very helpful for any queries. I did think about using SP Eposeal, as a first coat to seal the wood, because it has a very low viscosity and soaks into the wood, but was persuaded against this by an expert at SP, who said it was not necessary. I think if I was doing another I would use this product.

Once SP products are mixed, the pot life at 15 degrees is quite short, so I used mini foam rollers, bought from B&Q, to get the products on and spread quickly. You don't need to worry about the finish too much at this stage. There are also some good U-Tube video clips available from experts to help – well worth watching before you start.

To rub down between coats I used wet and dry, used wet with a cork block. Basic but worked ok. I rubbed down after each SP coat. I applied several paint and varnish coats in quick succession without rubbing down which enables rapid build-up, but follow manufacturer's guidelines on time available between coats



The finished boat at Bassenthwaite, Paul's home club, with Skiddaw in the background.

to do this, otherwise it's a quick rub down between each coat. I gave the hull and decks a good rub down before final finish coats.

I used a product called 'Suregrip', made by Teamac for the non-slip surfaces on the floor. This works well and is commonly used by the canal boat industry.

Other things that you might need are calibrated mixing pots, wooden mixing sticks, appropriate solvents for the products chosen, some good quality paint brushes, impregnated Tak Rags (to remove dust before painting), lots of masking tape and non-shedding clean kitchen cloths. I threw my brushes away after use rather than try and clean them, and found the B&Q Fine Finish product perfectly good, and reasonably good value.

Using 2-pack products is not cheap, but I'm hoping I won't have to fully re-paint for several years. My total paint bill, including all the accessories mentioned above, was about £650.

It is satisfying to finish the boat, but the time taken was much longer than I had planned. I spent a lot of time reading and re-reading instructions before mixing the paint, and waiting for the garage to heat up. Good luck if you decide to do it.

Paul Bowmer, GP 14101

Technical forum

The Forum is much used by GP14 sailors to ask for technical advice: the queries are wide-ranging and the answers usually helpful. Where can you find a company that will make you a new wooden mast for your old GP14? (answer: Collars). Or where are craftsmen able to create a half-scale model of a GP14 to go on your club wall? This, by the way, was a request from an American club which wants to commemorate all the types of craft sailed at their club.

Some technical questions this summer, such as whether GRP decks can be painted and how to find leaks in buoyancy tanks received prompt and clear advice from other sailors. Other questions were more complicated; obtaining precise details of a mast stepping plate on a Bourne 1976 GRP boat has been the latest puzzle and in June there was some debate about the rules governing the use of foresail jamb cleats. Just occasionally no-one seems to know the answer: James Stafford is none the wiser about whether mast-head buoyancy can legitimately be used while racing. Kevin Foote's query about restoring the rigging on a vintage boat, however, brought out some startlingly precise detail, quoted by Oliver Shaw: apparently it is traditional when halyards are tied off on the mast itself for the foresail halyard cleat to be on the port side with the mainsail cleat on starboard. A good quiz question... When it comes to answering technical questions, Oliver is always helpful and reliable and he also runs a 'parallel' site called the GP14 Online Community Site.

Much in the Forum is of interest primarily to the owners of older boats, but some has wider appeal, and there was an important thread started back in April by Andy McNamara after a frightening incident when the spinnaker pole caught in his buoyancy aid and caused him to capsize still attached to the boat, so to speak. This set off a long and very informative debate, involving racers as well, on how to make sure the pole (if stored on the boom) can be prevented from drooping dangerously low. It's still there – go and have a look if you missed it. You might be glad you did!



Just one pull...

Pump action spinnaker system

A pump action spinnaker hoisting system primarily allows the spinnaker to be hoisted with one hand, resulting in a number of additional benefits, and is common on 505s, 470s and Fireballs.

Advantages:

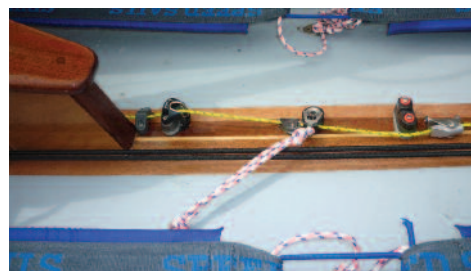
- One handed hoist allows spare hand to steer the boat instead of the rather precarious use of the knees (especially if they are as dodgy as mine) whilst standing in the middle of the boat.
- Hoisting can be achieved whilst hiking and balancing the boat.
- The hoist can be very quick especially if using a 2:1 system up the forestay; it usually requires only one pull of the handle.
- The spinnaker halyard is immediately sucked neatly away, thus not getting knotted, stuck down the self bailers, trapped in the centre jammer or wrapped round the helms feet (I have had all of these in the past)

Disadvantages:

- Extra cost
- Requires accurate set-up of halyard lengths and shock cord take-away and alignment of all fittings
- Slightly more resistance on the halyard when taking down the spinnaker
- When set up accurately it will work extremely well, set up badly it is useless

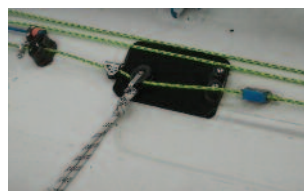
So how do you rig it?

The basic concept revolves around a rocking cleat manufactured by Allen Brothers or Northfix.



This fitting is basically a one-way switch that locks up the tail of the halyard when you pull on the handle, allowing you to pull up the sail up 2:1. When you release the handle, or 'pump' it for another pull, the shock cord take-up pulls the slack out of the halyard through the rocking cleat; when you pull again, the cleat locks the tail again.

Basic set-up on Chris' plastic boat with Northfix Rocking cleat



On a plastic boat with an Allen rocking cleat



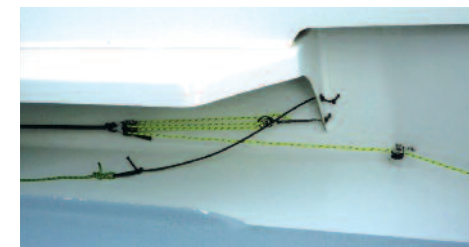
Too complicated for you? Turn to the professionals for help. The boat builders will fit this feature to a new boat and retrofit it to an older one on request, as will some of the boat repairers. Help is only an email or phone call away...

The spinnaker halyard needs to be longer than the usual one (that ties off at the front of the centre board case for the separate line and 2:1 pulley that goes along the cockpit floor). The longer halyard exits the mast and turns round a block as normal, but needs to run the full length of the boat. It first passes through the normal spinnaker cleat fitted with a fairlead (jaws opening to the back of the boat). Approx 3 inches further back it passes through a flip-flop block, then a pulley with a rope or trapeze handle and then through the rocking cleat. Some systems add a further small cleat (no fairlead, jaws forward) in front of the rocking cleat. This is to hold the halyard in the down position to stop the shock cord tension from creeping the halyard up.

The remaining job is to devise an elastic take-up system to pull any slack halyard tight, this must be done by trial and error on different boats, and can use between 4mm and 8mm shock cord and a variety of pulleys and routes around the boat.



A neat layout



Take-up systems ... on a plastic boat



... on a wooden boat

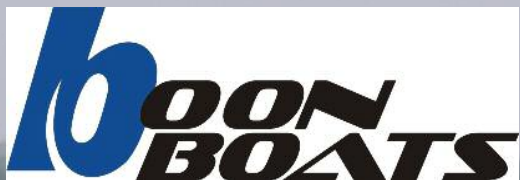


... on Chris's boat (fewer blocks) – view through the transom flap

Points to remember

- There is a lot of load on the flip-flop block and rocking cleat when hoisting in a blow, and the fixings must be secure, particularly in fibre-glass boats
- 1:1 halyard means that more halyard has to be taken away. A 2:1 up the forestay halves the amount of halyard to be taken away and requires fewer pumps
- When devising the takeaway system, keep it simple; rope runs better round pulleys than shock cord does, and the less acute the angle the better
- Shock cord does 'go off' especially in cold weather and requires regular adjustment or replacement

Chris Beddow



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