

mainsail



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Will members paying by card please note that in order to encourage use of lower cost debit cards, in future a supplement of £1.00 will be added to all UK payments made by credit card. This will not apply to payment by debit card. The charge does not apply outside the UK since debit cards are normally country specific.

Will Irish members also note that subscriptions paid by cheque should be sent to the GP14 Association office not to the Ulster Bank since that account has now been closed and any cheque sent to them will be returned.

Maurice Cooper, Hon. Treasurer

Editor's letter

As might be expected on the 60th anniversary of the GP14, this issue of Mainsail looks to the past, the present and the future of the boat and of the Association.

The early movers and shakers of the Association were in Wales and the North West of the country, but the GP14 quickly spread elsewhere, in Britain and all over the world, in part because of the Bell Woodworking kits available to anyone with sufficient skill to put them together. The 60 Years section in this issue has some great old photographs from the fifties taken at the Welsh Harp in London and also some from Australia. We hope to start an archive of older photographs on the website, so if you know someone in your locality who might have some, please get in touch.

The RYA Dinghy Show in March at the Alexandra Palace in London was a great opportunity to show how the class has developed up to the present. The vintage boats still hold considerable fascination for many people, of all ages, but the present GP14 offers the racing enthusiast a great modern boat in which to compete and a wide network of clubs at which to sail. The Area reports outline what is happening in your localities this summer, Oliver Shaw describes cruising plans for the season and a complete list of the Fixtures can be found in the centre pages.

What of the future? As Ian Sinclair says in his President's Piece, the Class cannot afford to rest on its laurels and there is always much deliberation about the way forward. Some of this is summarised in the article The Future of the Class, which shows that we have much grounds for optimism. We are also making plans for successful future championships, and the article on Sri Lanka will surely entice some of you to go to the Worlds next February.

If, however, you are tempted to drop everything and sail across the seas to the other side of the world, check out the article on sailing to Australia – but if you end up in West Australia, you can still expect to bump into a GP sailor or two!

Thank you to all our contributors and to our advertisers, who have joined us this issue to wish us all Happy 60th Birthday!

Liz Hall, Mainsail Editor

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

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Enclosed in this edition of Mainsail is a 2010 membership sticker. We would like you to position it on your mast above or below spinnaker loop as shown below



President's piece

Time to celebrate

Happy New Sailing Season to one and all, and a very happy 60th anniversary to our Class. Sixty years ago the first GP14 was launched at Aberdovey in North Wales and, thanks to the support of countless dedicated followers, the GP14 is still going strong to this day.

In order to celebrate our 60th Anniversary to the full, I hope you will all be able to attend at least one event from the extensive GP14 events calendar to be found on our website and on the centre pages of this issue. Young or old, experienced or not so experienced, there is something for everyone - make your commitment to support the GP14 Class in this our Diamond year.

The first association event this season was the Dinghy Exhibition at Alexandra Palace over the first weekend of March. Mandy, Jon, Liz and the Promotions team organised an excellent exhibition and there were no fewer than 6 GP14s at the Show – three classic and cruising boats situated in the main entrance foyer, and a further three modern GP14s, one glass boat by Winder Boats, and two wooden boats built by the master boat builder Alastair Duffin of Belfast. The first of these was a brand new boat built to the latest specification displayed on the Paintcraft stand, whilst my 5 year-old one was displayed on our Association stand. You will find a review of the Show on page 6. All in all, it was a great Show and an exciting start to the new season.

Weight issues fire the fleet

It might have been the coldest, and snowiest, winter for thirty years in the UK and Ireland, but as far as the GP14 Association is concerned things could not have been any hotter, with countless meetings of one description or another, and with the Irish website almost on fire with messages on the forum - the activity could only be described as frenetic just prior to Christmas!

Serious concerns were being voiced about rumours of an imminent weight reduction to our minimum racing weight and, to a lesser degree, concerns about reductions in the construction weight of the GP hull.

These concerns were unnecessary for reasons that have been clearly explained by David Rowlands, Chairman of the Technical and Rules sub Committee, in his various pieces on the Irish, UK and International websites (News and Notices and Forum sections). The rules and procedures relating to how the various committees of the GP14 Class International Association should operate and conduct our Class Association affairs are not new; they have been in operation for 60 years. In order to facilitate a rule change, any proposal voted on at a meeting of the General Committee would have to be ratified at a future General Committee Meeting later in the year in order for that rule to be changed; it is against the rules of our Association to attempt to change a rule at one meeting of our General Committee.

At the time of the controversy and rumours in November/December 2009 the General Committee had not received a proposal for a reduction in the minimum racing weight or any other matter in that respect.

I would like to thank David Rowlands and his T&R team, Brian Lester and Jon Close, for an outstanding effort over the past six months, committing not only their expertise but hundreds of man hours to finalising details for the 2010 GP14 with three of our major builders Alastair Duffin, Winder Boats/Speed and our newest builder/moulder Ovington Boats/Boon Boats.

Keeping an eye on the competition

Competition from other classes is a major concern to us all on the International Committee – no fewer than 130 separate classes are competing for market share in the UK. Approximately ten classic types of two-man

Ian celebrating sixty years of the GP14 with past Presidents Paul Rowan, Toby Taylor, Derek Baker, and David Rowlands.



sailing dinghies have been exposed to a professional makeover in recent years; all have been modernised in some way - some for the better and some, sadly, for the worse. In addition, there is tough competition from the newer classes; we must keep pace with the activities in these classes and whatever they are doing to bring about success we have to do it better. We mustn't forget our major strength is that we have been in existence for 60 years; history shows that some of the newer classes may not see their 10th anniversary.

We know that standing still is not an option, and that we must continuously be looking at our competition and at least matching them if not leading them in our evolution as a one-design class. Whilst moving forward we must, however, always take into account the effect on existing GP14s and be careful not to promote changes that may disadvantage competitive racing. We can't trade on historical memories and nostalgia if we are planning on being around in another 60 years; our class history is what others have made for us, and our class's future is what we make it. Here's to the next 60 years.

Training

Professionally organised training at clubs is going to be much higher on our agenda for future seasons. Luke Shaw has taken over the position of Senior Coach with our Association and his role will be to coordinate a coherent training plan that will involve recruiting a number of regional coaches who will be employed to run in-house training at your local club, details will be available on our website.

Training at club level organised by our Class Association has in the past been principally focused on youth sailors. 2010 is a new dawn for training, and we will offer training for all. No matter what your age, the GP Class Association plans to offer value-for-money training courses for its members. Take advantage of this opportunity by contacting your fleet captain or Luke direct to find out more. This is your chance to get even better value from your association membership.

Until we next meet may I take this opportunity to wish you and your families a truly great sailing season and I hope you enjoy our 60th Anniversary as much as I intend to do.

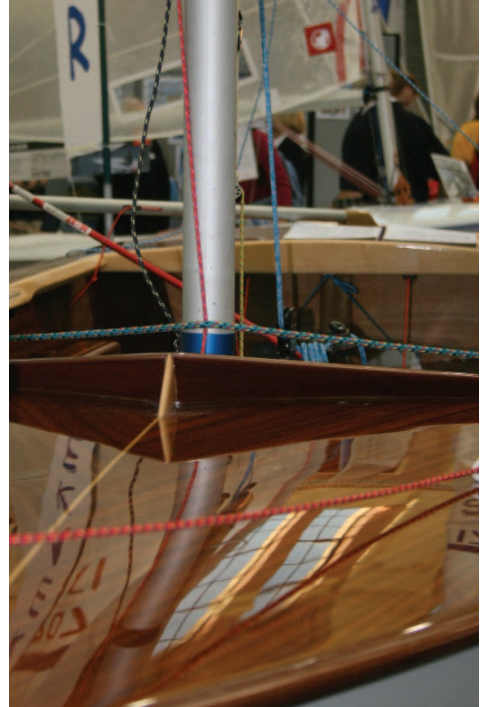
Ian Sinclair, President

RYA Dinghy Show 2010

If all the GP14 helpers at the Dinghy Show had £1 for each time someone said 'Oh I used to sail a GP!' they would be rich. There were nearly 9000 visitors to the Show, well up on last year.

The first boats they saw were three GPs arranged in a row in the entrance corridor, atmospherically illuminated to give the impression of gentle movement over water – a special display arranged by the RYA to celebrate our 60th anniversary. One of the boats was Oliver Shaw's, which has been rigged for cruising, down to the very last detail, and the others were vintage boats belonging to him and to Gareth Morris, looking beautiful, with wooden spars, coloured sails and intriguing fittings. Many people paused to look and have a chat before moving into the Great Hall where the main GP stand was situated.

This stand looked very professional and up-to-date, with a new GP14 backdrop and banners and some great artwork on the walls. There were two boats on display – a brand new Winder epoxy boat, with see-through laminate mainsail, and Ian Sinclair's five-year old wooden boat, recently re-varnished by Paintcraft and looking superb.



The mirror finish on Ian's boat

These attracted a lot of interest, although, curiously, the new laminate sail seemed to escape special attention – it just looked right among all the other modern boats there. Visitors were also directed to the nearby Paintcraft stand where they could examine the latest Duffin boat, which has been built without a washboard – another (optional) modern feature, although perhaps a step too far for some GP14-lovers.

We ran a light-hearted 'Spot the Difference' competition to encourage traffic between the West corridor and the Main Hall and to point up some of the differences and similarities between two GP14s built almost 60 years apart. Unexpectedly, no fewer than 30% of the competitors gave an incorrect answer to the question whether the modern GP was a bit longer than the older one. The principle of one-design is perhaps not quite as obvious as we think!

The new Winder epoxy boat



The Association is very proud of this principle, however, and we were pleased to welcome Past Presidents, suppliers associated with the Class and other well-wishers to celebrate our 60th anniversary at a short ceremony with champagne and cake on Sunday afternoon.

The stand promoted not only the boat, but also the GP14 Association's full programme of sailing activities, including the the World Championship in Sri Lanka next year, and we are grateful to Sanjika from the Sri Lankan tourist board who spent the weekend with us to answer queries about his country and the beautiful Worlds venue, Negombo.

Many thanks to all the people who worked so hard to make the Dinghy Show the great success that it was – Mandy Mitchell and Jon Close who organised the stand and the logistics of getting all the boats in and out again, Tamasin Cole who designed the display stand and banners, Andy Bury for the pictures and posters on the walls, Oliver Shaw and Gareth and Naomi Morris, who looked after the West Corridor display, Ian and Sue Sinclair and other members of the Association Committee, and also the GP sailors from the north and from the Welsh Harp who came along to help.

Liz Hall



photos: Andrew Bury

The future of the GP14

The GP14 Class Association could not have survived so long as it has without excellent boat builders who are prepared to improve and innovate – to develop the hull-building techniques and attractiveness of the boat, while remaining within the strict guidelines of sailing characteristics set by the Association. The Technical and Rules sub-committee works very closely with boat designers to ensure that new design features are consistent with the principles of the one-design GP14 and that new features, while taking the boat forward, do not outperform nor outdate the rest of the fleet.

Many changes to the GP14 have been introduced over many years – Dacron sailcloth to replace cotton; a greater sail area with the Genoa replacing the jib and the introduction of the spinnaker; the replacement of the wooden mast and spars by metal ones; tapering masts with spreaders to enable better sail tuning; transom flaps to allow the water to escape after a capsize. We take all these for granted now. More significant changes came about in the 70s with the manufacture of the first plastic boats and – later – with the double-hull construction that made capsizing so much less of a problem. No doubt each decision was the subject of much discussion and even some controversy!

What of the 21st century? We are fortunate that the builders show no let-up in their desire to improve the GP14. The biggest change in the last couple of years has been the introduction of epoxy-resin based FRP construction, which makes a lighter, stiffer, stronger and more durable hull. Since hull construction is perhaps the most important aspect of the boat, licences to make hulls are granted only after very careful inspection by the Association. The outside shape is strictly controlled, but there is scope for talented and innovative builders to modify the internal layout and the cosmetic appearance of the deck.

We are delighted to be able to licence two new boat-builders this year. The moulds previously owned by Speed Sails have been bought by Winder Boats, a specialist moulding company with a long tradition of making the hulls of many well-known dinghy classes.

The second company is Boon Boats; this company has established an excellent reputation in recent seasons with a high quality Solo dinghy, moulded from Boon tooling by Ovingtons and fitted out by Steve Boon. In the next two months Boon will complete the tooling manufacture and building of the first GP14 hulls through the same moulder. Expect to see some Boon hulls being campaigned around the UK circuit later this season.

We also have two licensed wooden boat manufacturers, Alistair Duffin of Belfast and Tim Harper of Southport. Alistair Duffin has come up with many innovations over the years and continues to innovate, within the Rules of course. An increasingly popular option for customers of Duffin hulls has been to have the boats finished and fitted at Paintcraft in Nottingham. At the recent RYA Dinghy Show a beautiful example of a Duffin wooden hull finished at Paintcraft was on display. This demonstrated the incorporation of some recent build options, the most visible of which was that the foredeck washboards had disappeared! This boat was built following a recent Rule change to allow the washboards to be optional.

Another option available for the first time this year is the laminate main sail. This looks very up-to-the-minute and there is a good practical reason for buying one – you can see through it. Hopefully, the next innovation will be a sail cloth material that is strong enough to withstand the extra wear and tear suffered by a foresail, so that we can have a transparent Genoa as well. That would certainly please the insurance companies!

Liz Hall

The Rule changes can be found in detail in the Members' section of the GP14 website.

Optional see-through. The newly available laminate sail, from Goacher



Look, no washboards – the balloon is optional too. Alastair Duffin's latest boat on the Paintcraft Stand.

Insurance

Feature

Springtime is usually seen as the start of the sailing season and fitting out period, though many may have sailed all through the winter months. Springtime is also, for GP14 sailors, the time for insurance renewal under the Class Fleet Insurance Scheme. This then is time for a few reminders and an update on premium renewals, which are due shortly.

For the first time in eight years (a record in the insurance industry?) there is a modest increase of £5 to our Fleet Scheme renewal premium rates. Despite this, our Scheme premium rates still compare very favourably against many other well-known providers. Of course, the Association also benefits from receiving a share of commission and support from K Drewe Insurance Brokers Ltd, who run the Scheme. Please remember this when the renewal papers come through your letterbox.

The Scheme is exclusive to members of the Association, but K Drewe are one of the UK's largest providers of leisure insurances. In addition to Small Carft Marine, they offer good value products for Static and Touring Caravans, Pets and UK & EU Holiday Homes through Look! Insurance Services. If you would like to enquire about those other covers or have any query about your GP14 Class insurance, please call on 0845 4 56 57 58 and they would be delighted to help.

However, before setting out on the water, do check your boat over. Perhaps it has had a repaint and varnish if it is a wooden boat, or a general clean up for a plastic one. It is the rigging and halyards that should be most carefully checked. Is it time to spend a little on new wire and rope? Do all the blocks run freely? Is the trolley, and trailer, in sound condition? A little attention now will pay dividends through the season and possibly even help to protect you against having to make an insurance claim which in turn, will help keep your premiums down. If the boat was left at the Club through this cold winter season, it is worth checking that ice has not done damage. The boat should have been left transom down, and bailers open, so that any water could drain away. A quick hose down should help to clear it and make the boat look fresh again.

Annual General Meeting 2010

The 60th Annual General Meeting of the GP14 Class International Association will be held at South Caernarvon Yacht Club, Abersoch, North Wales on Monday 2 August 2010, at 19.00 hours.

The President welcomes discussion after the formal agenda items.

Agenda

- 1 To receive apologies for absence
- 2 To receive the minutes of the 59th Annual General Meeting
- 3 To receive the Hon. Secretary's report
- 4 To receive the Hon. Treasurer's annual report and accounts*
- 5 To elect the Officers:
President
Vice Presidents, including Branch Presidents
Hon Secretary
Hon Treasurer
- 6 To elect five duly nominated members to the Committee
- 7 To elect a non-racing representative to the Committee
- 8 To confirm Sergeants as Accountants for 2010–2011
- 9 Any other business competent to the meeting

*The accounts for year ending September 2009 will be available prior to the meeting for inspection on the GP14 website

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Racing

2011 World Championship in Sri Lanka

Negombo beach – with Enterprises



Practicalities

Where and when

The date of the Championship will be from 20–27 February 2011, with the racing programme running from the 20–25 February. Negombo is in the south west of the country, north of the capital Colombo and near the International Airport. This venue is one that has been used for years for many Classes for their World events and competitors can expect a warm and friendly welcome. The temperature at that time of year is around 30 degrees, with a sea temperature of 27 degrees and good moderate breezes.

Flights and accommodation

The area is very well supplied with hotels and there are many packages available for flights and accommodation. The Association is actively looking at the best packages and early research suggests that a fortnight's holiday with flights would cost about £800pp.

Getting your boat there and back

Boats will be shipped out before Christmas from a port in the North West of England and from Northern Ireland. The containers hold nine boats and the cost per boat, if the containers are full, should be in the region of £400-500. Keep your eye on the GP14 website for more information as it becomes available.

Insurance

Please inform your insurance company that you are taking your boat to Sri Lanka. The GP14 Fleet Policy taken out with Navigators & General through brokers K Drewe Insurance Brokers will be extended to cover the GP14 whilst in Sri Lanka for the World Championships in February 2011, at an additional premium of £78.75. The Policy Excess is increased to £150 for this extension. The boat will not be covered during shipping, nor will damage incurred by loading/unloading of containers. The shippers will provide insurance for these risks. Please contact K Drewe Insurance Brokers Ltd in due course.

Worlds away

Don't do the Worlds without seeing Sri Lanka – it's far too beautiful an island for that.

But (probably) don't see Sri Lanka before the Worlds – you'll be too chilled out after time spent with its sights and its hospitable people; too full of its glorious food to focus on racing sausages.

We visited four years ago, ending up in Negombo after going south to Galle, east to the Yala National Park, and back up through the tea villages in the hills and central Kandy to the remarkable fortress rock at Sigirya.

We saw elephants galore, rare leopards, sloth bears, monkeys, crocodiles, and squillions of huge fruit bats. In Galle and along the south coast, where the tsunami had struck hard, we were welcomed with extraordinary warmth and eagerness as tourism helped regenerate devastated communities. In Kandy we strolled the botanical gardens – Kew in the tropics – and were regaled in the market by a fruit seller determined that we sample all 35 varieties of local mango. In Sigirya, we stayed in a forest lodge and walked jungle trails to the rock which stands high above the plain and quite alone, like the last tooth in an ancient mouth. The climb to the fortress perched on top is via vertiginous staircases and cliff-face traverses which remind you pleasantly of the days before Health and Safety. At the summit, you are rewarded with views almost to the coast.



above:
the Botanical
Gardens in Kandy
below left:
Sigirya

And everywhere there is the food.

If you don't know Sri Lankan cooking and lump it generally with Indian – especially South Indian – you are in for a surprise, a treat, a taste of heaven. There's a subtlety of spicing and flavours you've not imagined, something truly different and delicious.

So back to Negombo, at the end of our journey.

Across the beach from our hotel we saw the ocean, dotted with ships inbound for Colombo, local fishing boats with outriggers and square sails – and a fleet of dancing blue triangles. The Enterprise Worlds were just ending, and as they derigged we bumped into a winning Richard Estaugh.

I remember him being full of praise for the venue, the event, the hosts, and all of it. And I remember thinking – because even then they were talking of Sri Lanka maybe hosting a future GP Worlds – 'What's good enough for Estaugh...'

Just don't leave out the island; it's far too good to miss.

Robin Imray, GP 13471

Exciting year ahead for GP14 sailors in Ireland



Richard Street at Blessington YC

After one of the harshest winters ever to hit Ireland, GP sailors will be keener than ever to get out of the house and onto the water for an exciting series of events cumulating in the GP14 World Championship in Sri Lanka in February 2011. The Northern Irish contingent is already at an advanced stage of planning with several southern sailors also showing great interest.

Closer to home the fleet will be looking to build on the success of last year, the highlight being the 62 boat turnout at the Championships of Ireland in Sligo in August.

The season will start at the annual O'Tiarnaigh Challenge at Swords Sailing and Boating Club on 17/18 April. This innovative event sees the competitors split into their respective Gold, Silver and Bronze fleets for a series of short races with the top four from each going forward to a final round robin, cumulating in a nail biting medal race.

The Purcell Trophy will be held in the Wicklow Hills on Blessington Lakes over the weekend

22/23 May. The challenging conditions on the water are always countered by great hospitality ashore.

The fleet will head north to Donaghadee Sailing Club (runner-up for 2009 RYA club of the year) on 26/27 June for the Ulster and Masters Championships. The Masters will compete amongst the main fleet for the first two races of each day. This tricky tidal venue may even give some of those experienced heads a good advantage.

The GP14 Summer Open has been revived for the first time in a number of years. Sligo Yacht Club does not need any introduction to GP14 sailors. Over the 24/25 July, this top class race venue will also be perfect for those wishing to combine a weekend racing with a short break with the family who can make a use of the selection of nearby beaches. The Youth Championships will also be held during this event and with an ever growing youth section in Ireland this will be a hotly contested regatta.

Newtownards Sailing Club on Strangford Lough will be the venue for this year's Championship of Ireland 28 – 30 August. The venue is about 45 minutes drive from Belfast's ferry port so it should prove attractive to visiting competitors from Great Britain. Tim Corcoran and Brendan Brogan from Sligo Yacht Club will be out to win the event outright for the third time in a row.

The Leinster Championships will be held at Skerries Sailing Club on 25/26 September followed by a return after a long absence to Larne Lough for the Hot Toddy at East Antrim Boat Club on 23/24 October.

Other highlights for the season will involve a potential twinning with the Scottish Championships on Lough Ryan, a 60th anniversary celebration and of course all events will count towards the Gold, Silver and Bronze Leagues generously sponsored by Goacher Sails.

Donal McGuinness



GP14 Championship Events 2010

1st-2nd May Northern Championship Derwent reservoir SC

22nd-23rd May Southern Championship Bradwell SC

29-30th May Welsh Championship Llandudno SC

19th-20th May Scottish Championship Loch Ryan SC

31st July-6th Aug UK National Championship SCYC Abersoch

4th-5th Sept Midland Championship & Midland Bell Event South Staffs SC

18th -19th Sept Masters Championship Royal Windermere YC

2nd -3rd Oct Inland Championship Bassenthwaite SC

30th-31st Oct Youth Championship West Lancs YC

20th-25th Feb 2011 World Championship Sri Lanka



See www.gp14.org for all the up to date information.



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Email: admin@gp14.org Tel 01257 251 222



1986 Irish Sea crossing

Simon Relph

As most of the best ideas do, this one started in the bar at some event or other, and then continued when several of us GP sailors were on the aft deck of the P&O ferry, looking back longingly towards the Irish coast. Yet again, we had had a great time and couldn't wait to go back.

Just to give you some background. The first event I did in Ireland was the Nationals at Loch Erne YC in 1982, and to say we had a ball is the understatement of the century. I have never drunk so much beer, had as little sleep, made so many new and long-lasting friends in all my life. This visit was instrumental in me promising to do a least one event across the water per year, for as long as I sailed GP14s – a promise which I kept right up to 1993 when I stopped sailing GPs*. We were made very welcome at every venue we visited, and for that I will be eternally grateful. This was a very special period in my sailing life.

I digress! So, there we were, on the back of the ferry, Justin Chisholm and myself, discussing the feasibility of us sailing our boats over to next year's Nationals at Larne (East Antrim Boat Club). As we started discussing this, a couple of friends also expressed interest in our adventure, namely the late Gerry Teague, and Joanne Platt (nee Bayliss).

We reckoned the best route was to launch at Portpatrick, thus avoiding the ferries from Stranraer and Cairnryan, which both sailed across to Larne. We decided to raise some money for the RNLI, on both sides of the water, to give some extra focus to our adventure. We eventually raised around £2000.

We contacted the Coastguard and the RNLI, to explain what we were doing, and kitted each boat out with safety equipment recommended by them. We were very lucky to have a 'Mother ship' (more like a mobile bar as I remember it!) come over from Larne, to escort us across, and also to bring my crewman for the day 'Curly Morris'

across the Irish Sea. A friend of mine, Steve Hunt, kindly offered to take our trailers across on the ferry, so that we could get home without repeating the voyage. He came straight back on the next ferry and drove 250 miles home. A great guy!

We were, of course very conscious of the weather, and did not want to be irresponsible in our actions, so were very grateful to wake up in Portpatrick on the Friday morning, the day of the trip, to a Force 2-3 with very good visibility. We had studied the tides in detail, and our launch time of 10am was ideal, providing the wind held up!

After a hearty breakfast we launched and were well on our way when the wind started to fade. We were about half way across, and well on schedule, so weren't too worried. Unfortunately Joanne was suffering a little *mal de mer*, so Tim Harper, her intrepid crew became helm, crew and nurse...

She recovered quicker than the wind!

We then spent around seven or eight hours paddling, around four of them against a very strong spring tide. We eventually made it across at about 9pm to a great welcome from all at East Antrim Boat Club, and proceeded to quench our thirst!

I can't emphasise enough what great times we had in Ireland, and hopefully they enjoyed their frequent visits across to us too. The GP class is very lucky to have this Anglo-Irish relationship, with all the scope it offers for socialising and forging lasting friendships, and I would encourage everyone to visit an event across the water, at least once, to get a feel for what I mean. The other benefit is that Ireland has, in my opinion, some of the best sailing venues anywhere in the world, with hospitality and organisational skills to match.

* Having won the Irish Nationals a record seven times (Ed)

Sailing advice made simpler

Ian Dobson's article 'So you want to be a better sailor?' in the last issue of *Mainsail* has brought this response from 'weekend sailor' Andy Chapman

I'm sure there are other enthusiastic sailors like me who find it puzzling to read the advice passed on by highly skilled sailors such as Ian Dobson – at least until we have had 15 years' experience. From the first experience of sailing one finds it daunting – position of sails, steering, wind angles, wind strengths, trimming the boat. Then add hydrodynamics, tactics and understanding the sailing rules – it all takes time to absorb.

Reading books and studying is not easily transferred to a good blow on the water. For example, imagine getting the mainsheet caught around your leg – then doing a tack or jibe and suddenly finding you cannot adjust the sail. Following on from that, you are hit by a gust, things get out of control – but you sort it out. You may have been 5 yards behind Ian Dobson, but now after your 'moment' you are 55 yards behind Ian. Oh dear. His boat speed is 5.95 knots and so is yours, so clawing back 50 yards is not going to be an easy task.

Ian's heading 'accuracy' is simple to understand, but a weekender may be a little puzzled by what he says there. Uffa Fox's simple advice in 1960 was, 'If you take an extra 10 yards around every mark and there are 20 marks in a race you have added 200 yards to your race.' From these two examples it becomes easier to see why you end up 255 yards – 2 or 3 minutes – behind!

I am pleased to see Eric Twiname's book, *Start to Win*, has been reissued by Adlard Coles. In the first pages Eric comments, 'You will go from the back of the fleet to the middle of the fleet by keeping the boat level' – i.e. side to side and fore and aft (boat trim). Having found that this improves boat speed, I fitted a caravan spirit level to the centreboard case (you may smile).

A heeling boat will want to go off course. If you heel to starboard the boat goes to port, and vice versa. Ian advises us to 'lock the rudder', and Eric Twiname says 'The last thing to use is the rudder.' By heeling the boat, while keeping a straight

rudder, a course can be maintained. If you're puzzled, a book on hydrodynamics explains it like this: 'Where you make a pressure difference you create drag.' By using the rudder, pressure differences occur. If the wing of an aeroplane goes above an angle of 16 degrees it stalls and needs excessive power to still fly – food for thought on rudders.

Ian states that the fast sailors are more 'clinical, proactive, precise and accurate'. These qualities made the Olympic sailing a treat to watch. To see, on TV, one boat on port tack coming up to a line of starboard boats at a mark and managing to sneak in without any infringement, gaining two or three places in the process – I gave them 10 out of 10! Ben Anslie lost a gold medal by the opposition's clever use of the rules – rules which take a long time to understand and use. Pleased to report he gained the gold medal himself by using the rules in the next Olympics. That's experience, being clinical at the highest level, as Ian states.

I have read several books that have given me a clearer picture and more understanding about sailing. These include:

Glenans Weather Forecasting. David & Charles, 1980. I loved the content, with its background information about weather

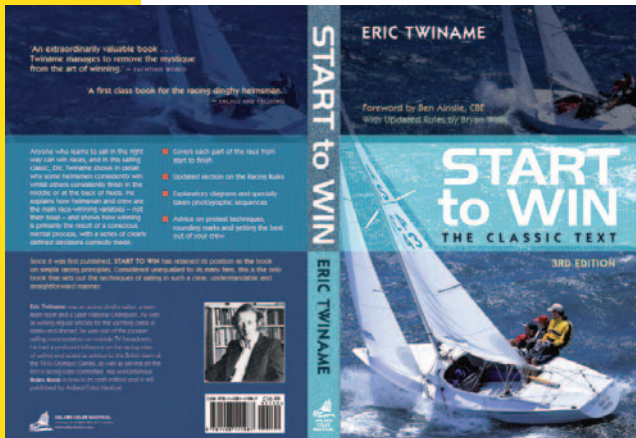
Joachim Schult, *Tactics and Strategy in Yacht Racing*. Harrap, 1964. Easy to understand.

Jeremy Howard-Williams, *Small Boat Sails*. 3rd edition, Adlard Coles, 1987. There is a lot about sail making, but also some useful gems on tuning.

Frank Bethwaite, *High Performance Sailing*. Waterline Books, 1996. I was given this book and thought 'Too technical for me', but I had a fresh-wind race and just picked up the book and read that part; from then on I was hooked. It's a good background for GP14s, a must for skiff sailors.

Book review

Eric Twainame *Start to Win*. 3rd edition, with updated rules by Bryan Willis. Adlard Coles, 2009. 232 pp.



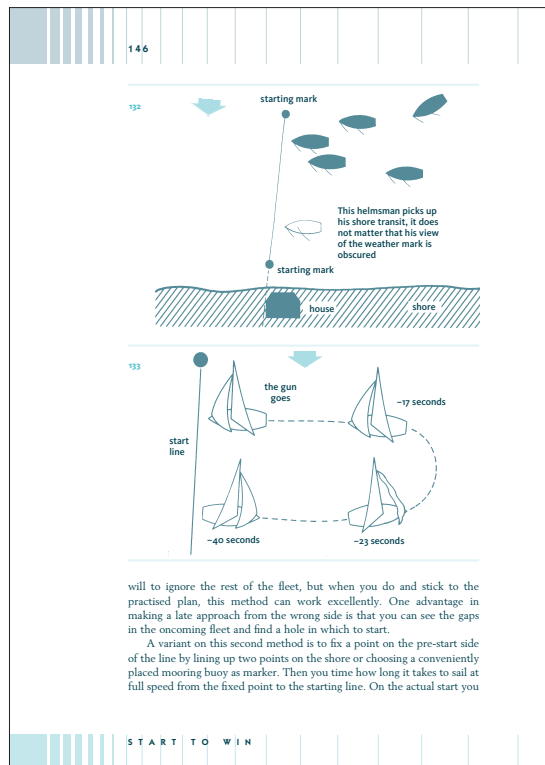
This is one of the 'classic texts' of sailing, first published in 1973. A second edition appeared in the early 1980s, and now, after a long interval, comes this third edition, brought up to date to take account of the 2009–2012 Racing Rules. I am ashamed to admit I was not familiar with the book in its earlier editions – but my excuse is simple: it has been out of print for far longer than I have been sailing.

Eric Twainame (1942–1980) was a prolific sailing writer, lecturer and coach, and had a major influence on the administration of sailing, particularly in the development of the Racing Rules. His other well-known books are *Dinghy Team Racing* (1970) and *The Rules Book* (1977, revised every four years since by Bryan Willis). He learned to sail in Cadets and GP14s, was national champion in Lasers and International Canoes, and regularly performed well in Fireflies and GP14s.

So much for the pedigree. What about the book itself? Does it live up to its 'classic', 'unequaled' and 'much-loved' labels? First impressions, unfortunately, are disappointing. The cover is good – crisp, modern, well designed – but the inside is very dated. The biggest disappointment is in the photographs. In addition to numerous diagrams there are about 200 photos, and the publisher has clearly decided to save money by re-using the illustrations from an earlier edition.

Some of them have a certain charm (the Lasers with four-digit sail numbers, the ancient GP14s, the 1970s hairstyles and clothing), but in too many cases the quality of the image simply isn't good enough. They are monochrome, with a murky blue colour-cast, often very poor resolution, and sometimes they even look out of focus. The text is also printed not in black but in a dark blue-grey, and I found this rather hard to read, especially in artificial light.

So I can't get away with just admiring the pictures. Clearly I am going to have to read the text. And that is when I realise that this really is a good book. The title suggests a focus on the boats at the front end of the fleet, but in fact there is as much here for us tail-enders. It's about winning battles with yourself and your shortcomings, not just about actually winning races.



will to ignore the rest of the fleet, but when you do and stick to the practised plan, this method can work excellently. One advantage in making a late approach from the wrong side is that you can see the gaps in the oncoming fleet and find a hole in which to start.

A variant on this second method is to fix a point on the pre-start side of the line by lining up two points on the shore or choosing a conveniently placed mooring buoy as marker. Then you time how long it takes to sail at full speed from the fixed point to the starting line. On the actual start you

Having read this book, I look forward to starting to come not quite last

After introductory chapters on psychology ('winning without magic') and the mechanics ('tapping the power supply'), there are six chapters on the various stages of a race, before ending with chapters on protests and the rules. The emphasis is always on the sailor rather than the boat, on techniques and attitudes rather than boat tuning. Twiname is concerned largely with the behavioural psychology of sailing, and throughout he makes us think about what we do when sailing, and why – and about what our opponents might be doing. This analytical approach is shown, for example, in the simple device of splitting the beat into two chapters – one about boat speed and taking advantage of the conditions ('the beat as a race against time'), one about dealing with other boats ('the beat as

an obstacle race'). It's obvious, but I'd never thought of it quite like that before, and it's useful.

In fact, much of the content is useful – and also, with hindsight, obvious. There is a lot of detail about every aspect of dinghy racing, but always the underlying message is clear – it's about thinking what we are doing while racing, actually doing what we know to be right (such as keeping the boat upright, using the rudder to the minimum), concentrating on the obvious and important things. And it is helped along throughout by Twiname's humorous, informal and engaging style. Having read this book, I look forward to starting to come not quite last.

Hugh Brazier

Start to Win is available from Adlard Coles Nautical and through most nautical booksellers.

The advertisement features a diagonal design with a dark blue background on the left and a light yellow background on the right. The word 'Specialist' is written in white, italicized font on the dark blue background. The words 'INSURANCE REPAIRS' are written in large, bold, dark blue, italicized font across the yellow background. Below this, the text 'Wood and G.R.P. topped up with a special paint sprayed finish' is written in a smaller, dark blue, italicized font. The word 'Paintcraft' is written in large, white, italicized font on the dark blue background at the bottom. In the bottom right corner, the name 'Nigel Potter' and the phone number '01159 754302' are listed in white text.

Nigel Potter
01159 754302

Area news

Southern Area



photo: Ian Wall

Libby &
Za Jelliffe

This winter, many of us pond sailors have been sitting indoors watching rugby, planning holidays and so on – activities that our coastal colleagues are more used to pursuing in the winter than we are! At Frensham, we have lost six weeks' sailing in a row, which has been hugely frustrating and there have been similar icy days at the Welsh Harp. At least we should be refreshed for the summer series now the better weather has come along.

There is good and bad news from London and the Southeast. We have lost regular sailors Za and Libby Jelliffe who have been sailing for many a year on the circuit. Most seasons they didn't miss a single Open and they won the 2008 Southern Travellers series. They were important and active members of the sailing community at BTYC on the Welsh Harp, but they have finally decided to return to the US for business and personal reasons, where they will be happy to hear from any GP sailors travelling across the pond. Contact details are: cjelliffe@hotmail.com. They will be sorely missed by those on the circuit, and go with our good wishes. Also departing from our shores are Richard and Jo Harding from Frensham Pond who have transferred to Hong Kong for a two-year posting and who would be also be happy to hear from anyone passing through – richard.harding@rbs.com

The Big News in the area is our reinstated Southern Championship, which is taking place at the Bradwell Sailing Centre in Essex on May 22/23. The weekend will be hosted by Tollesbury Sailing Club and racing will be on the superb waters of the Blackwater River. Tollesbury will be moving over to Bradwell for the weekend, so that we can all benefit from two days sailing without the unique tidal constraints of Tollesbury Creek! Bradwell has lots of room for camping, and there are both single and double accommodation rooms available. We are aiming for a large fleet of 25 plus and there should be a wide range of sailing abilities, so everyone should have a good time. For the rest of the season we have our normal set of open meetings in the usual format of three races on a Saturday or Sunday. We have a few timing changes, with Papercourt being a little later in the season and Hampton a little earlier. No room this year for an open at Leigh but there are two other events in Essex. Dates and a venue guide can be found below. Qualification will be the usual 4 events.

The other news this year is that we are introducing a Newcomers trophy to encourage active participation at the Opens. Sponsored by Consulting Engineers, Campbell Reith. The cup will be awarded at Frensham to the highest placed helm who has done enough qualifying Southern Travellers events and has not come in the top five for the Travellers series during the last 5 years. (There will be runners up prizes for second and third). Please do consider joining us at some of the Opens. There is a wide range of venues and skill levels around the circuit and you will always be made to feel very welcome.

Enjoy your sailing. If you have any questions or queries or want to be put on the mailing list please contact us:-

Steve Browne, Area Rep: 01702 477 113
stevebrowne2010@hotmail.co.uk

David Innes, Area publicity: 07711 819 990
davidinnes@campbellreith.com

New venue for 2010: Bradwell: full details on the GP14 website or from davidinnes@campbellreith.com or George Rogers: thetolls@hotmail.co.uk

10 April

**Venetian Trophy
BTYC Sailsports**

Welsh Harp, Wembley
Inland; reservoir
Dry; pontoons:
mooring for lunch period
Large sailing area; big fleet.

Dennis Adams 07753 834804

22/23 May

Bradwell

Essex Sailing Centre
Estuary
Wet, slipway
New venue; superb estuary
waters.

George Rogers 01621 869729

6 June

Papercourt

Ripley, Surrey
Inland; gravel pit
Dry; pontoons:
mooring for lunch period
Good for spectators and
beginners.

Peter Roche-Kelly
01483 223904

27 June

Lee on the Solent

Solent
Sheltered tidal
Wet; beach
Fantastic location and
Solent sailing.

Jim Bevington 023 9255 2240

3 July

**Victor Trophy
Seahorse SC**

Welsh Harp, Wembley
Inland; reservoir
Dry; pontoons:
mooring for lunch period.
Large sailing area; big fleet;
Polish cuisine!

Jim Dimond 07980 528810



1 August

Poole

Poole Harbour, Dorset
Tidal; sheltered
Wet; slipway
Part of weekend event with
team race on Saturday.

Ian All 07966 374652

5 September

Hampton

Thames
River, slipway,
mooring pontoons for lunch
Rowing eights, swans, church
bells. An experience!

Jaki Pring 01932 783257

11 September

Tollesbury

Essex
Estuary; sheltered
Mud! Back to back races
Very very friendly welcome and
great sailing. A must-try venue.

George Rogers 01621 869729

10 October

Frensham Pond

Farnham, Surrey
Lake
Dry; pontoons: mooring for
lunch period. Fiendish courses.
One of prettiest locations on the
circuit.

John Traylor 01276 474534

North West Region

The winter period provides a time to reflect on the season past and on what the season ahead may hold. The Fleet Captains in the North West region met in November to do just this. Several themes emerged during the meeting: club membership generally is down; although there may be a good number of GPs in the dinghy park only a small proportion of these are actively sailed; the age of sailors in the fleet is creeping upwards; and many fleets have lost members to single-handed classes. And yet, on the plus side, those sailing GPs continue to enjoy very competitive racing. There was much discussion on how to address the problems and no doubting the enthusiasm of the Fleet Captains for their fleets. I would like to thank them for their continued support of GP14 sailing, as it is their efforts at club level that can make such a difference.

It was agreed to alter the scoring system for the Northern Bell for 2010 in response to feedback from competitors. No events will be starred and given double points this season and there will be only eight Opens. British Waterways are carrying out major work on the dam and the environment surrounding Bolton SC and so have drained Belmont Reservoir. However, the extensive tree felling operation around the lake should improve sailing conditions once the water is back. Bassenthwaite SC is to host the Inland Championship in October – the annual pilgrimage to this beautiful lake in June will be sorely missed by many families (although I suspect that this will not apply to the sore heads that often feature over this weekend!), and West Lancs YC has opted out of holding an event in 2010. However, we will be welcoming West Kirby SC back as the repair work on the marine lake is now complete and they intend to hold their very popular, and hotly contested, six-race event at the end of June.

The Northern Championship at Derwent on the first bank holiday weekend in May will be included in the series and no doubt will be a superb event. The hospitality of the club and the



dedication of club members and visitors alike to boosting the profits of the bar are the stuff of legends! It's a great place to camp and a good base for sightseeing for those family members not involved on the water.

The prize-giving to celebrate last season's success will take place at Combs SC after the Open on 18 April. Spinnakers by Omega Sails will be awarded to the winners of each fleet, generously donated by Neil Platt who felt that even though the number of qualifiers in the Series was disappointing, the endeavour of those who continue to travel and compete should be recognised. Many thanks for this Neil, and for your continued support in 2010. Those who have been to Combs will know that there isn't a bar – but that won't stop the celebrations as I will bring a drop or two with me for everyone. So, here's to the 2010 season.

Mandy Mitchell, Area Rep

60th Anniversary Nationals in Abersoch – around thirty boats expected from South Staffs alone



Adam Froggatt and Meg
at Budworth Open 2009

Midland and East Coast Area

By the time you read this, we will already have had several Open meetings and the results will be on the Midland Area website, with thanks to Roy and Ruth Nettleship. At the Area Meeting held in November, we finalised 15 Open meetings this year, 6 of them starred. Full details are on the centre pages of this issue of Mainsail and on the website. Qualification is as last year – five events including two starred and two unstarred.

We are delighted that Redditch is back on the circuit this year after an absence of a few years and we hope to give them our support. Chase have unfortunately lost their water because of work on the dam and it is unlikely that they will be able to sail for about three years. Numbers seem to be declining a little this year, so I would urge everyone to try to support the various events so that we can halt the trend.

However, the good news is that the 60th Anniversary Nationals are being held in Abersoch this year and I believe that Mike Senior is expecting around thirty boats from South Staffs alone.

John Salomonson, Area Rep

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BOATCOVERS - Trailing, Flat, Boomup
TRAILERS & TROLLIES
Masts, Rigging, Foils, Chandlery etc

Fixtures 2010

March

21 **Nantwich & Border Open***

▶ Midland Bell
Peter Thoms 01270 500397

28 **Shustoke Open**

Midland Bell
Sue Gill 02476 415 814

April

10 **Venetian Trophy Welsh Harp**

Southern Travellers
Dennis Adams 07753 834804

11 **Midland Open**

Midland Bell
Terry Gray 01564 700 292

17/18 **O'Tiarnaigh Challenge**

Swords S&BC, Malahide, Co Dublin
Goacher League

17/18 **Annandale Open**

▶ Scottish Travellers
Andrew Greenhalgh 01461 40581

18 **Combs Open**

Northern Bell
Peter Gardner 01663 733 721

24/25 **Royal Windermere Open**

Northern Bell
Judith Gore 01539 729 984

25 **Staunton Harold Open***

▶ Midland Bell
Charles Saunders

May

1/2 **NORTHERN CHAMPIONSHIP**

▶ Derwent Reservoir
Northern Bell and Scottish Travellers
Ann Penny 01207 255 681

9 **North Staffs Open**

Midland Bell
Andrew Johnson

9 **Burwain Open**

Northern Bell
Innes Armstrong 01282 710 993

16 **Hollingworth Open**

▶ Northern Bell
Graham Knox 01706 642 311

▶ UK GRAND PRIX

The sum of the best four scores, at least one of which must be the UK Inlands or the UK National \Championship and no more than 2 scores from designated open meetings.

22 **Tamworth Open**

Midland Bell
Alex Simpson 07973 423 046

22/23 **Purcell**

Blessington SC, Wicklow
Goacher Leagues

22/23 **SOUTHERN CHAMPIONSHIP**

▶ Bradwell, Essex
Southern Travellers
George Rogers 01621 869 729

29/30 **WELSH CHAMPIONSHIP**

▶ Llandudno
Andy McNamara 01492 877 559

June

6 **Papercourt Open**

Southern Travellers
Peter Roche-Kelly 01483 223904

6 **Trimpley Open**

Midland Bell
Mark Tromans 01384 833748

6 **Budworth Open**

▶ Northern Bell
Craig Hewett 07778 403 011

13 **Bartley Open***

Midland Bell
Nick Eaves 0121 477 5872

19/20 **SCOTTISH CHAMPIONSHIP**

▶ Loch Ryan
Scottish Travellers
Duncan Greenhalgh 0146140581

26 **Southport 12-hour Race**

William Birch 01704 872 841

26/27 **Ulsters/Masters**

Donaghadee SC, Co Down
Goacher Leagues

27 **West Kirkby Open**

Northern Bell
Martin Stanley 07511 636 359

27 **Lee on the Solent Open**

▶ Southern Travellers
Jim Bevington 023 9255 2240

- Northern Bell** best 4 event results. Northern Champs is a qualifying event
- Midland Bell** best 5 event results, of which 2 must be starred and 2 unstarred. Midlands Champs is a qualifying event.
- Southern Travellers** best 4 events. Southern Champs is a qualifying event.
- Scottish Travellers** best 3 events. Scottish and Northern Championships are qualifying events.

July

- 3 Victor Trophy, Welsh Harp**
Southern Travellers
Jim Dimond 07980 528 810
- 4 Nottingham Open**
Midland Bell
Roy Nettleship 0115 921 5474
- 11 Aldridge Open**
Midland Bell
Steve Ellison 01543 377 933
- 18 Banbury Open***
Midland Bell
Tim Matthews 07850 418 361
- 24/25 GP14 Open /Youth Championships**
Sligo Yacht Club
Goacher Leagues
Cruising weekend at Aberdovey
Oliver Shaw 0151 724 1127
- 31 UK NATIONALS – to 6 August**
South Caernarvonshire YC, Abersoch
GP14 Class Association 01257 251222

August

- 1 Poole Open**
Southern Travellers
Ian Wall 07966 374 652
- 14/21 Cruising week at Poole**
Oliver Shaw 0151 724 1127
- 21/22 Scottish Team Racing Championship**
Arran YC
Gus MacLeod 01770 700 353
- 23–27 Dovey Week**
60th celebration 23 August
- 28–30 CHAMPIONSHIP OF IRELAND**
Newtownards SC, Strangford Loch
Goacher League

September

- 4 MIDLAND CHAMPIONSHIP***
South Staffs
Midland Bell
Mike Senior 07814 019 055
- 5 Hampton Open**
Southern Travellers
Jaki Pring 01932 782 257

- 11 Tollesbury Open**
Southern Travellers
George Rogers 01621 869 729
- 11/12 West Lancs 24-hour Race**
Mal Postance 01704 541507
- 18/19 UK Grand Masters & Masters**
Royal Windermere YC
Judith Gore 01539 729 984
- 25/26 Leinsters**
Skerries SC, Dublin
Goacher Leagues
- 26 Winsford Flash Open**
Northern Bell
Mandy Mitchell 07891 391 661
- 26 Hollowell Open**
Midland Bell
Alistair Montgomery

October

- 2/3 INLAND CHAMPIONSHIP**
Bassenthwaite
Val Bell 01768 776341
- 9 Redditch Open**
Midland Bell
Mark Lewis 01527 61708
- 10 Frensham Open**
Southern Travellers
John Traylor 01276 474 534
- 17 Chelmarsh Open***
Midland Bell
Matt Thursfield 07771 887 115
- 23/24 Hot Toddy**
East Antrim BC, Larne Loch
Goacher Leagues
- 23/24 Castle Semple Open**
Scottish Travellers
Paul O'Neill 0141 580 6884
- 30/31 YOUTH CHAMPIONSHIP**
West Lancs
Damien Chisholm 01704 878 120

Scottish Area

2009 Floods

The end of last year saw record rain fall in Cumbria and South West Scotland resulting in unprecedented flood levels. Two GP14 clubs in the area suffered considerable damage and disruption as a result.

At Annandale Sailing Club many boats broke their tie downs and drifted off with trolleys in tow. Some of the stronger ties, however, held firm and all that could be seen were masts proudly marking the positions of submerged boats. Fortunately very little damage to boats resulted, although the photo of the recovery operation in progress the next day shows that it was a different story for the clubhouse, where recently completed renovations sustained serious damage. Repair work is in progress hopefully to be completed soon to allow the new season to get under way, albeit a little later than planned.

Bassenthwaite Sailing Club thought they had lost their trusty David Brown tractor when it was completely submerged; however a team dried it out and got it going again. The boat house and oar store have had to be replaced, along with many of the tie downs wrenched out by floating boats. The floating jetty also suffered damage as a result of the flood and freezing conditions, and a new section is being sought - just another task to add to the list. Nevertheless boats are arriving for the start of another successful season.

Duncan Greenhalgh

2010 – Looking Forward to the new Season

The 60th year of the GP14 is going to be a very special year in Scotland. This follows on from the very successful Travellers Series which was re-introduced in 2009 after a long absence. With nine qualifying boats in the four-event series, Dave and Jackie Gebard from Derwent Reservoir SC were the 2009 winners.

On 10 & 11 April the Scottish season will start with a training weekend at Castle Semple SC to



Annandale floods

dust away the cobwebs from the long winter. Two days of coaching will help to give that winning edge, with the usual hospitality we have come to expect from CSSC. Everyone is welcome: Gold, Silver and Bronze fleet, with a special invitation for people wishing to book themselves onboard a boat as crew in 2010.

This training weekend will be the ideal preparation for the first event of the Scottish Travellers Series at Annandale sailing club on 17 & 18 April. This venue is always popular for its great sailing waters and the fantastic organisation of the racing and the Saturday-night social in the Club house. Its location close to the M74 makes it easily accessible to boats south of the border.

The members of Derwent Reservoir SC have given a lot of support to Scottish events over the years and the second qualifying event of the Scottish Travellers will be at DRSC on the 1 & 2 May, the Northern Championship. This is an event that will be well worth travelling to, with huge inland sailing waters and first class facilities for the largest of events.

Loch Ryan proved to be a very popular and successful venue for the Scottish Championship in 2009. The club hosted a fantastic event. Great sailing in the salt and a very welcoming social evening. We are delighted to be invited back in 2010. The date for your diary is 19 & 20 June and, with the venue's proximity to the Ferry terminal, we are hoping some of our Irish Friends will make the trip over.

To celebrate the 60th year of the GP14, all competitors and their crews will be presented with a special commemorative crystal glass to mark this landmark in the history of the GP14.

Dave & Jackie Gebhard from Derwent Reservoir who won the Scottish Travellers



Western Australia Branch

Blackwood Challenge

This year's Blackwood Challenge in Augusta was a blustery affair and, at the end of the day, the weather was declared the ultimate winner. Three boats made the trip down from Perth for the occasion, with the new highway making the trip less onerous. They were the defending champions Bruce Quail and Steve Heywood in La Rousse, the original trophy holder Louis Proksch and Stephen Dickinson in Cocktail Cherry and a boat new to Augusta but old hands on the water, Ian Greenham and Scott Gardner in Swift. They were joined by two more from Dunsborough Bay Yacht Club, Joan & Mark Embry in Tamzine plus Jim Major and Rob Archer in WhizzBang.

The first race of three short triangles on Saturday morning resulted in every boat either capsizing at least once or damaging gear. La Rousse took an early lead from the start, which she consolidated by being the only one to fly her spinnaker in the very tight reach from the wing to the bottom mark, with winds gusting well beyond 20 knots. Although she succumbed to a gust-driven capsize on the last leg, she couldn't be caught. Cocktail Cherry was unable to recover ground from an early capsize and WhizzBang was doing well until the hound assembly tore loose from the mast, resulting in the mast snapping and the fibreglass decking ripping apart.

After an early lunch to determine whether to continue racing or if sanity should prevail, a decision was made to give it one more try with a shortened two-lap triangle race. Cocktail Cherry got a good start and led around the first mark whilst La Rousse in second place had a momentary lapse in concentration and capsized at the mark. Despite a valiant attempt to catch up by once again showing spectacular spinnaker runs, she was unable to make up sufficient ground leaving Cocktail Cherry to take line honours.

With a unique scoring system awarding double points for the second race (and triple points for a

Boats with confirmed advance entry for the Scottish Championship at Loch Ryan can have the glass personalised with their sail number, if they wish. Qualifiers for the Scottish Travellers Series will also receive this crystal gift. These commemorative Gifts have been donated by O'Neill's Trophies & Engraving of Paisley.

The Scottish GP14 Team racing championships will be hosted again by Arran YC - an event that has turned into an annual pilgrimage. Get your club to enter a team and enjoy an alternative racing experience. Once your Club has competed in this event you will want to return again and again. The 2011 Scottish GP14 team racing championship will not come soon enough. The whole weekend is packed full of thrilling competition and a social event such as only Arran could host.

The final event in the Scottish Travellers Series will be held at Castle Semple SC on 22 & 23 October. A warm welcome and a ceilidh on Saturday Night will ensure the season finishes with a bang. Prizes for the Series will be presented on Sunday afternoon after the racing has finished.

Keep yourself glued to the website for details of all the fixtures and news from Scotland. Contact Duncan Greenhalgh, 01461 40581 or Paul O'Neill, 0141 580 6884 to get involved and make this year a memorable 60th anniversary of the GP14

Paul O'Neill

Full reports can be found on www.gp14.iinet.net.au

third had there been one), Cocktail Cherry skippered by Louis Proksch and crewed by Stephen Dickinson took the distinctive Blackwood Challenge Trophy. Sponsorship of the event by local real estate company Stocker Preston saw all competitors walk away with very welcome wine prizes, determined to be back next year and take on the Blackwood River once more.

State Championship in Dunsborough

GP sailors in Dunsborough on the south western tip of Australia have made terrific progress with their new clubhouse, showing an amazing level of perseverance, tenacity and brinkmanship.

The structure is up, walls are clad and all the extra bits and pieces are now being sought through donations of time and materials to finish off what will be a hub of activity for all sailors in the vicinity. Unfortunately, although impressive, the building was not functioning for the 45th GP14 W.A. State Championships, held there on February 27/28, as all ablutions and electrical fittings needed to be complete before any form of occupation was possible – not even the bar. So the organisers reverted instead to the old faithful beach tent pitched alongside Quindalup Boat Ramp.

Four boats from Mounts Bay Sailing Club made the trip down from Perth to the beautiful Quindalup Beach on Geographe Bay. The forecast medium to strong easterly winds did not materialise and it was very light-wind sailing for the most part.

Helm Bruce Quail with crew Steve Heywood from MBSC, sailing La Rousse achieved a notable third GP14 State title in a row, winning four of the five races in the series. Barry Baudains/Colin Lovelady from DBYC in Aeolus III took second place, Louis Proksch/Stephen Dickinson of MBSC in Cocktail Cherry were third and a new teaming of Amanda Chrimes/Richard Rowell from DBYC achieved a very creditable fourth. Barry and Colin



La Rousse at speed in high winds

in Aeolus III also took home a well deserved Natterjack Consistency trophy plus the Brian Grey Trophy for top Dunsborough boat whilst the Tamzine team of Joan and Mark Embry once more received the Brian Kemp Memorial Trophy for Top Family Boat.

Our thanks go to the dedicated band of volunteers who contributed to the event's success and also to law firm Mackenzie Moncrieff who sponsored accommodation for the Perth contingent – resulting in the Perth sailors testing the locals' resilience by donating some wine imported from the Swan Valley for the occasion.

Bruce Quail



Louis Proksch of Cocktail Cherry receiving the trophy from Augustus YC Commodore, Brenton Air (left), with his crew Stephen Dickinson

60 years...

... in Australia

The GP14 went to Australia in the 1950s. The fleet has become smaller in recent years, but their loyalty to the Association has not diminished. The accounts of their racing and the photographs they send are always a welcome contribution to Mainsail, especially as they come to us in the depth of our grey winters. This interesting Timeline was put together by Bruce Quail of Mounts Bay SC in Perth. It roughly mirrors the development of the Class in the UK, but with one interesting exception!

Tintookie – Mike Igglesden's boat, launched in 1962 on the Swan River in Perth



Green Leader, a locally built wooden Series 2, on her maiden launch in 1996 alongside our oldest active boat, A Grand Day Out, built in 1964



A 60 year timeline

- Circa 1950 The first recorded GP14 built in Australia was by a Mr McManus of Mandurah in Western Australia
- Circa 1960 The first registered boat built in Australia was by Jim Yaxley in Hobart, Tasmania, and was named Sirius with sail no. 3737
- May 1962 1st General Meeting of the Association held in Victoria
- January 1965 1st Australian Open Championships held at Chelsea, Victoria (40 boats entered). Won by Geoff Manefield of S.A. in Winsome no. 5656
- July 1965 Inaugural General meeting West Australian Branch, Chair Pat Holmes
- October 1965 First sailing season for GP14s opened at Mounts Bay Sailing Club, Perth
- February 1966 Tapered aluminium mast announced
- January 1967 Adoption of fibreglass construction by the Association
- January 1967 First Australian National Championships at Chelsea, Victoria (40 boats entered).
- July 1967 Genoa adopted for use in Australia
- August 1968 Transom flaps permitted
- October 1970 Launch of first W.A. built fibreglass GP14, no. 8996 Prototype, by E.N.Thomas
- January 1971 Introduction of spreaders on WA masts
- June 1973 Special dispensation granted to use a trapeze on Australian GP14 class boats**
- January 1979 World Championships hosted by Mounts Bay Sailing Club in Perth, Western Australia
- March 2003 W.A. State Championships held in Dunsborough for the first time

More details of events in Australia
at www.gp14.iinet.au



Mounts Bay
Sailing Club
in Perth



The present day

The GP fleet is now concentrated in the south west tip of Australia.

Mounts Bay Sailing Club (MBSC), the birthplace of the GP14 in Western Australia, is on the Swan River in Perth. The W.A. Branch of the GP14 Association sits in Perth and all committee members (including the President, Bruce Quail, who sends the sailing reports) are from the MBSC group, except for Jim Major who is Class Captain for the Dunsborough contingent.

Much further south (320km) is Augusta, at the bottom of the South Western tip of the country on the beautiful Blackwood River. The Augusta Blackwood Challenge is hosted annually by the Augusta Yacht Club (AYC).

About 80km directly north of Augusta on the southern tip of Geographe Bay is Dunsborough. The current Commodore of DBYC is Joan Embry, also a keen GP sailor. MBSC and DBYC are both

active with GP14s, and sailors from the UK would be made very welcome. The W.A. Branch has a GP14 stored at MBSC which is available for casual use by any visitors. There are a number of other GPs around the country, some in sailing schools, and other isolated boats, but none have organized racing or have members belonging to the Association.

If you want to enjoy the relaxed approach to sailing down under, now you know where to head!

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Happy birthday!

60 years...

... on the Welsh Harp – and elsewhere

Some of the first sailors on the Welsh Harp were four colleagues working for Handley Page, the famous aircraft company. Only one of them could actually sail; another was Fred Coggins who quickly learned and is still a keen GP14 sailor and a member of Seahorse SC.

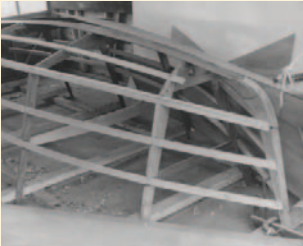
The four of them built a shed at what is now North Circular SC and dug a long channel two feet deep and one foot wide to carry water and electricity down to the site. Wives and girlfriends filled it in. There are now over 1000 sailors enjoying sailing at the Welsh Harp, many of them in GP14s.

These are some of Fred's photographs taken on a Brownie box camera in the 1950s.



Launching

The club on the left is Seahorse, with attractive doors which, sadly, were later removed, as they leaked. The little building next to it, now demolished, belonged to the University of London SC and the third one, still looking much the same today, belongs to the Sea Cadet Corps. Wembley SC, the first 'open' club on the Harp, was not yet built. Note the long clipper mast on which sailors would sit and relax.



Club boats

Nos 552 and 627 were club boats, built by Fred from Bell Woodworking Kits costing £100 each.



Victor Trophy

The trophy for this event is a magnificent silver aeroplane, which celebrates the origins of Handley Page SC, now an open club, renamed North Circular SC. In 2009, the event attracted 30 entries – rather better than in 1959 by the looks of it!



Travelling in the fifties

No road trailers – the boats were loaded onto the back of the truck which was then used for camping with a tarpaulin pulled over. Nice handbag, even nicer bike...



Interesting weather at Thorpe Bay

No wimps in those days – shorts and anoraks the order of the day.

Lee shore at Southampton

The Nationals



Sailing from the UK to Australia

Kate Harrison

We had been planning to move to Australia to work, and had decided to take a year off to go backpacking. However, whilst walking around a marina in the south of France a new plan was formed ... to take 16 months off and sail to Australia.

We had both grown up as keen dinghy racers. Jonny had gone from racing Toppers and Mirrors to racing GP14's, sailing with Nelly, Jonny Sinclair and Mike Senior, getting good national results and winning the Youths on several occasions. I had grown up racing Ent's and Squibs with my Dad, former GP sailor Alan Johnson. Together we had fun racing our RS200 'RoSie'. We knew that whatever yacht we ended up with we would be happy handling it under sail; however we had a lot to learn about engines, marina manoeuvres, navigation and life aboard a yacht.

Planning and farewells

We spent six months at boat shows and trawling the internet and eventually found our boat 'Newtsville' a 37ft Colvic Countess. As we were approaching Christmas we decided it was time to break the news to our families as we wouldn't want the usual stuff for Christmas; we needed wet weather kit, charts, books and other cruising accessories. As the initial surprise passed they were pleased and supportive of our plan.

After a year and a half of refit, we had rented out our house, resigned from our jobs and were ready to go. Our plan was to head to Abersoch, North Wales for Dinghy Week as it provided a good opportunity to say goodbye to lots of friends and it is a special place to us since we got married there in 2005. After a slight delay we made it to Abersoch from Fleetwood where we had a great Dinghy Week. After an unplanned haul out to fix a problem with the propeller, we were ready to leave, but the weather was miserable and we were forced to stay in Abersoch for another week. This meant we were around at the start of the 2008 GP Worlds, giving us the opportunity to catch up with more friends.

We had a good day out on Newtsville watching the start of the first race and following my brother, Matt Johnson's, progress along with that of other friends.



Kate's brother, Matt Johnson, at the 2008 World Championship

The Atlantic

Eventually the weather was right and we started on our journey towards Australia. From Abersoch we headed across to southern Ireland to wait for weather to cross Biscay. Despite waiting over a week and eventually finding a decent window, we got a hammering – two gales in five days!

After drying out we worked our way down the Spanish and Portuguese Atlantic coast and ended up in Morocco, which was an amazing experience. From Morocco we headed to the Canary Islands to begin our Atlantic preparations.

We completed the 2,876 mile Atlantic crossing in 25 days. Initially we had no wind. This caused our first problem; whilst motoring overnight in the first days of the trip, we ended up with a huge fishing net around the prop at 3am in the morning. Despite our best efforts, we couldn't free the net and had to go overboard and cut it free once it got light. Other Atlantic problems included four days of thunderstorms, a broken spinnaker pole (which we managed to repair and keep using) and a broken tooth (which luckily wasn't painful and was easy to get fixed in Antigua). We were met in Antigua by my brother, Paul Johnson, on his 57ft charter catamaran and

enjoyed a lovely week being looked after and catching up with with all the news.

After Christmas in Antigua we worked our way down through the Caribbean, stopping at all the islands on the way. We had a friend's wedding to attend in Grenada on Valentine's Day and wanted to be at the Panama Canal by early March, but other than that we had no timetable. The Caribbean was an amazing place to cruise with short day sails between the many protected anchorages.

The Panama Canal was the part of the trip that I was dreading. You hear lots of reports of boats been damaged and tales of corruption among the canal officials and this had me more worried than crossing the Atlantic. However this all turned out to be rumours. The canal officials couldn't have been more professional and the canal was one of the highlights of the trip. You set off through the 'up' locks in the early evening, moor on a large mooring buoy in the lake overnight, to be awoken by the nearby howler monkeys and then motor through the lake to the 'down' locks for lunchtime the following day.



Panama Canal



Bora Bora

The Pacific

From Panama we did our first Pacific trip to Galapagos. From Galapagos we had a 3,108 mile trip across to the Marquesas, French Polynesia. This crossing was amazing and took us 22 days. We had spectacular weather and for one 14 day period we didn't have a single wind shift with SE winds of 10-15 knots the whole time!

We worked our way through French Polynesia, visiting the equally amazing but drastically different island groups of the Marquesas, Tuamotus and Society Islands. Our last island in French Polynesia was the stunning Bora Bora, which we fell in love with.

We carried on working our way across the Pacific visiting Niue, Tonga, Fiji and New Caledonia.

We made landfall in Coffs Harbour, Australia, on the 6th October 2009. As Jonny started work in Sydney on the 2nd November we knew we had a bit of time to relax, but that we still had a deadline. It was lucky we had some spare time, because two nasty weather systems came through and we were stuck in Coffs for nearly 2 weeks. Finally on the 23rd Oct we sailed under the Sydney harbour bridge – an amazing feeling.

The next month was crazy as we tried to sort ourselves out and move back into land life. We found an apartment to rent, bought furniture and a car and left Newtville on her mooring buoy in Pittwater. We are settling in well and with surfboards for Christmas are enjoying to Ozzy lifestyle! We had an amazing Christmas on the boat in Pittwater and then moored Newtville in Sydney harbour with Opera house and Bridge views on New Years Eve.

More details about our trip are at www.freewebs.com/jksailing and we love questions or comments: jksailing@hotmail.co.uk

Sidney Harbour



Favourite places

One of the main questions people have asked is 'What was your favourite place?' This is a tough question to answer after visiting so many amazing places. We think the 3 below answer the question but there are many more places we could add!

Morocco wasn't initially in our plan, but we are glad we ended up visiting. We were very nervous about going to Morocco as it was the first non-European country we had visited with Newtsville, but it was amazing. The culture, people and scenery were spectacular and second to none.

The Galapagos islands were like being in a National Geographic article: the wildlife was breath taking. Before we even arrived we had two booby birds hitch a lift for the last 100 miles, sitting on our spinnaker pole! From swimming with sea lions around the boat, to visiting Lonesome George and the other giant tortoises, every day was a new experience.

French Polynesia consists of several island groups, all of which have their unique landscape and culture. The Marquesas will always be special as it was our landfall after 3,000 miles at sea; the Tuamotus for the black pearls and beautiful but treacherous reefs; and the Society Islands for picture postcard scenery and crystal clear waters.

Newtsville



Highs and lows

Highs:

The sense of community shared by cruising yachts has really impressed us. We feel we have been so lucky to be part of this amazing community and to have made so many new friends. We love the fact that everyone is there for each other and everyone has some skill they can use to help others.

The cruising lifestyle is second to none. The stunning places you can visit, the people you meet, including the other cruisers and the locals, and freedom to go where you want and do what you want.

Lows:

However much preparation you do there is always ongoing maintenance to be done on a yacht.

Despite the amazing places you visit, occasionally you miss the home comforts of land life – a toilet that flushes at the push of a button, a fridge you can open and see everything and not be worried about the cold air escaping and a bath. Normally a look outside the cockpit is enough to cure this low!

The future

Jonny's job in Sydney is for two years then after that who knows ... stay here, sail home, fly home??!! One thing is for sure, we have had the experience of a lifetime and would urge anyone with aspirations of following in our wake to get out there and give it a try, you won't regret a single second!

Reply

A letter from Searson Thompson in response to Hugh Brazier's article in the last issue of Mainsail

Hi Hugh Brazier,

On reading your article in Mainsail on 60 years of the GP, I thought I would make myself known to you, although in the archives there must be several articles about the GP from me and I suppose I could be the oldest member still alive today, who attended the first meeting of the GP Association in Whitemere Shropshire.

I hate, or am pleased, to say I'm 98 years old and still connected with sailing and, as you may know, I was a Director of Bell Woodworking company of Leicester. And Dusty Pollack and I built the first GP14 and took it down to Hayling Island for Group Captain Haylock (retired) and Jack Holt to try out, and they thought it was too tender to be a rough weather boat for the working man to build and sail at an affordable price; it wasn't until Roger Seal of New Quay, Wales, sailed it from Cardiff to New Quay via St David's Head that several people became convinced that the 'floating coffin' was also a good sea boat.

Yes, GP No 1 did go to Howard Davies as, later, did two others also with '1' on the sail. The first ten completed boats came to Aberdovey, but were not numbered by the Association, as in those days we, Bell Woodworking, did the numbering. The first gathering of over 100 boats did sail here at Aberdovey and it was here that the Association was first talked of, but it was at the next gathering of GPs at Whitemere that the Association was formed and I was there sailing and at the first meeting of the Association.

Looking at your photographs, No 64 first belonged to Ralph Davies of Aberdovey SC and No 7 was not built by us; this number was earmarked for Dusty Pollock of GP fame, but as I say never built by us.

I built my first GP, No 75 (you could then choose your own number) from one of our prefabricated kit parts in my lounge at home, to prove it could be done.

We built No 4000. I took it to Windermere, rigged it, launched it and got it ready for His Highness to receive it, but of course he didn't - it was one of his aides that received it and Jack Holt arrived just in time to present it and we never even got a mention!

My son crewed for Jack Wright of America who won the 1962 GP Championship and my granddaughter still sails GPs. I influenced Uffa Fox, the Wrights and Bill Donnelly of South Africa to sail GPs and I've helped many clubs both here and in South Africa to set up.

My last GP to be registered was no 7575. I am a Honorary Member of my club, Dovey Yacht Club, and we are planning a big do for the 60th anniversary celebration.

Regards,
Searson J Thompson (Life Member)



Cruising corner

UK Cruising Week 2010

Arrangements are well in hand for this event, which promises to be a very enjoyable week. As previously announced, we will be returning to Poole Harbour, hosted by Poole Yacht Club. We last went there in 2005 and had an excellent week, ably led by Poole YC member Philip Hoath, who will again be leading this year's event. All the photos in this Cruising Corner are from our previous visit to Poole, in order to give readers an idea of the cruising potential of the area.



The dates this year are 14 to 21 August; that is, travelling on the two Saturdays and sailing Sunday to Friday. However the club have an Open Meeting on the first weekend which will stretch their resources, so the sailing available to the cruisers on the Sunday will be a little limited, and it might be helpful if we did not take our boats into the club until the Sunday morning.

In the current economic climate, when, despite official inflation figures, it seems that most prices are inexorably rising, I am particularly pleased to be able to report that the cost of the week will be no higher than it was five years ago, and it is substantially cheaper than following the racers to Abersoch; for such a superb venue this represents excellent value for money.

- ▶ £100 as a discounted rate for early payment (if paid by Monday 26 April).
- ▶ Mainstream rate £120 (cut-off date to be advised shortly, probably around end of May).
- ▶ Late entry rate of £140 (cut-off date to be advised shortly, probably around mid-July).

We will just cover our costs if we have seven boats and if all seven pay at the lowest rate, i.e. by 26 April. To put that into context, last time we went to Poole we had 11 boats, 7 or 8 at Neyland, and 6 at Traeth Bychan. At the time of writing I already have provisional indications of at least five boats, and I am reasonably confident that we will make the seven, and I hope more than that. However in the unlikely event of attracting seriously too few boats, we might have to revise the costings. If we have a large fleet, any surplus once we have paid the club will be used (as on previous occasions) first to provide a suitable token of thanks to our hosts, and second to subsidise the Cruiser Dinner.

If you wish to join us, and have not yet booked, please get your entry in ASAP as it is helpful to everyone if you can let us know in good time, and it also saves you money.

Entry forms can be downloaded from the website, or obtained from the office or from myself at cruising@gp14.org.



photos: Edward Washington



Poole Cruising Week 2005

Aberdovey 2010

As part of celebrating our 60th Anniversary year, we are running a Cruising Weekend at Aberdovey, where it all began, for the weekend 24/25 July. We really would like to see as many cruising boats there as possible and also to attract some vintage boats.. Further details will appear on the website Cruising page as arrangements develop, but it would be most helpful if people who expect to participate could please let me know ASAP. By emailing cruising@gp14.org

We are also pleased to have a 60th Anniversary celebration there during the club's GP14 week, immediately following the Association's UK National Cruising Week at Poole, probably for just a single day Monday 23 Aug, and again it would be good to see some vintage representation then.

Dovey Yacht Club (also 60 this year) have a short ciné film, now transferred to DVD, of the launch and sailing of the prototype GP14, and at one or both of these events this will be shown at some point in the evening.

Other 2010 Cruising Events

Not much other news to report as yet, but as I am notified of cruising events I will publish them on the website.

If you live in an attractive cruising area, or if you know such an area well even if you don't live there, how about putting on an event and opening it to cruisers from the Association? Since we already have events planned for July and August, and the country's premier dinghy cruising event (see next paragraph) is scheduled for September, the ideal months for additional short cruising events might be May and June.

Menai Straits Regatta Fortnight

This is an email received from Wendy Jones, on behalf of the the Regatta Committee, pointing out the potential interest of this series of Regattas to cruisers:

We are circulating the 'classic' dinghy classes with the following information about the regattas in the hope of getting an upturn in attendance. I know that your particular interest is in cruising — but for GP sailors who are perhaps not sure about longer 'passages', they might like to give consideration to joining the 'special' races from

Dinghy Cruising Association: www.dca.uk.com

Beaumaris to Caernarfon and round Puffin Island – it would be fun to have a cohort of GPs for either or both events, and if there were sufficient interest it might be possible to put on additional dinghy cruising days in future years. ‘Racing’ on most other days is over quite long courses at different points along the Straits so is quite different from the normal Olympic or similar courses set in club racing situations.

I would be most grateful if you could bring this to the attention of any GP or other classic dinghy sailors as might be interested.

The Menai Strait Regattas fortnight is one of the UK’s classic summer regatta series, offering sailing from various venues in the Menai Strait over a two-week period in July/August, and catering for all classes of sailing from dinghies to cruisers. Most people who know of the regattas will be familiar with the classic local boats which attend regularly, but historically it has also been a great location for dinghy racing, a tradition which we are looking to revive. Regular visitors in recent years have included Mirror and Miracle dinghies, GP14s, Enterprises, Albacores and assorted Lasers. Racing this year will take place every day between 25th July and 5th August, except for Sunday 31st July. As well as racing from Beaumaris, there are three days of racing at Caernarfon and Port Dinorwic. Special highlights are:

- ▶ the classic ‘race through’ from Beaumaris to Caernarfon past some of the most beautiful scenery in the UK
- ▶ the race round Puffin Island, starting and finishing at Beaumaris.

There are prizes every day, with class prizes for dinghies of more than 6 participating boats of one type, so it is possible to join just for a couple of special events, for a whole week, or even the whole fortnight. There are some very fine trophies dedicated to the Enterprise and GP14 fleets for specific days!

We would like to invite members of any but especially the classic dinghy classes to consider coming up for one or two days or longer during the 2010 regatta series, to race with us, and to see what we have to offer to dinghy racers/cruisers and sailing families. We would be pleased to meet with you to welcome you and help you get launched and involved, and perhaps to bring more visitors in future years.

Any member of the class who is interested to know more is welcome to contact me via the details below. We can provide information on the sailing as well as travel and accommodation options.

Wendy Jones, Menai Strait Regattas Committee
59 Gleggside, West Kirby, Wirral
Merseyside, CH48 6DY
T +44 151 625 5075
M +44 7778 310146

Holy Island Rally

Although not a GP14 event, I should mention the Holy Island Rally, run by the Northeast Section of the Dinghy Cruising Association, <http://www.tntr.com/rally/>. GPs would certainly be welcome at it, and this would not be the first time that GPs have participated in this event, which is widely regarded as one of the premier dinghy cruising events in the entire country, possibly the premier such event. Along with the 24-hour Race (with which it clashes this year) it arguably ought to be on every dinghy sailor’s list of ‘Ten Things To Do Before You Die’. It is a Dinghy Cruising Association event, and one would need to join them in order to participate, but some of our members are already DCA members and others might wish to consider joining them.

Unlike our Class Association cruising events, here there is no sailing as a fleet. Instead, participants meet up socially from time to time, and assist each other with launching and recovery, but there is a lot of flexibility for individual boats to sail either alone or in groups of two upwards on

Cruising Log Trophy

Sadly we have had no entries for this year's award, based on 2009 season's cruising, but may I take this opportunity to remind all members that we will welcome entries, at your convenience, during the course of 2010 for next year's competition.

routes of their own choosing, which cover all levels of difficulty from the very gentle inshore sailing suitable for beginners and for families with small children, right up to sailing which will challenge even the most expert. In the latter context, routes include the circumnavigation of Holy Island (which requires very precise timing and tidal management if you are not to be left high and dry near the watershed), the substantial offshore sail to the Farne Islands and back, and at least one route which is a demanding and interesting navigational exercise – and particularly so as a night navigation exercise. By all accounts, both the rally organisers and the regular participants are very welcoming, whatever one's level of skill and previous experience, provided one is basically prepared to be self-

sufficient on the water; in the event of an emergency everyone able to help would of course turn to, but no actual safety boats are provided.

Accommodation varies according to personal preference; some participants camp aboard their boats, while others use the one hotel, two pubs, or the handful of B&Bs. There is no camping allowed (ashore) on Holy Island, although camping aboard your boat is permitted below the MHWS line.

Although I have not participated thus far, and so can report only at secondhand, the reports are so good that this year I do hope to participate; I now merely have to make up my mind whether to use one of the GPs or the Privateer for it.

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Obituary

Dr Roger Seal BSc MB BCh FRCP FRCPath
1922–2010

Dr Roger Seal passed away peacefully on 5 March after a relatively short illness. Born in Llanerchaeron, he was educated in Aberaeron School, Llandoverly College and Cardigan School before starting his medical training in Cardiff. He became a doctor, specialising in pathology. On his return from National Service in the RAF, Roger became a most-highly respected Senior Consultant Pathologist. He researched the pathology of many industrial lung diseases including Farmers' Lung, Miners' Lung, Tuberculosis and Asbestosis, writing many papers and books on the subjects and contributing greatly to the understanding and prevention of these diseases. He was awarded Fellow of the Royal College of Physicians and Fellow of the Royal College of Pathologists. He lectured and examined at the Welsh National School of Medicine, was visiting lecturer at Yale, Glasgow and London Universities, the Medical Research Council and visiting Professor at Dalhousie University, Canada.

Outside his work, Roger was a keen rugby player and a hugely enthusiastic sailor and played a major part in popularising and promoting the sport in Wales after WWII. Having learnt to sail as a youngster in New Quay, it was to here that he returned in the late 1940s, subsequently becoming a founder member of the New Quay Yacht Club which adopted the then-new 'GP14' Class and was pivotal to the rapid progress of dinghy-sailing in Wales.

Roger was a highly successful sailor in his own right, winning many races, regattas and open-meetings. He was also part of the all-conquering New Quay YC Team Racing fleet which, in the 1960s, won the UK National Championships a number of times.

On moving out of dinghies, Roger Seal sailed racing cruisers around the Welsh Coast and many of his boats earned a reputation for being very hard-to-beat, not just for the tactical acumen of the skipper but also for his tenacity and courage.



In the 1970s, he was involved in the Admiral's Cup on the Solent. Early one morning, Roger was at the helm of his boat wearing a pair of winceyette pyjamas when he famously passed Edward Heath's Morning Cloud!

Roger's legendary sailing prowess coupled with his diplomacy, tact and conviviality led to him holding all the executive posts within the New Quay YC – from Secretary to President, covering 58 years. He was also heavily involved with the Cardigan Bay Regatta, the oldest sailing regatta in Wales. In recognition of his efforts, he was elected as the Chairman of the Welsh Yachting Association and he served on the Council of the Royal Yachting Association, on one occasion dining with the Queen and Prince Phillip aboard HMS Britannia.

In appreciation of his immense contribution to Welsh sailing and to the club, the New Quay YC members bestowed upon him the title of 'Admiral' in 1992; one of only five such posts worldwide. Latterly, his pace slowed only a little and even as recently as 2008, he was still winning races. It is, however, for his engaging personality and his enormous contribution to Welsh sailing and to the New Quay community that he will be best remembered.

His wife of 49 years, Christine, died in 1996 and he is survived by his two sons, Martin and Christopher, their wives and four grand-children.

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Racing Micros are available in a silver or Hard Anodised finish. The nylon Micros, CL263 is available in Black or White.

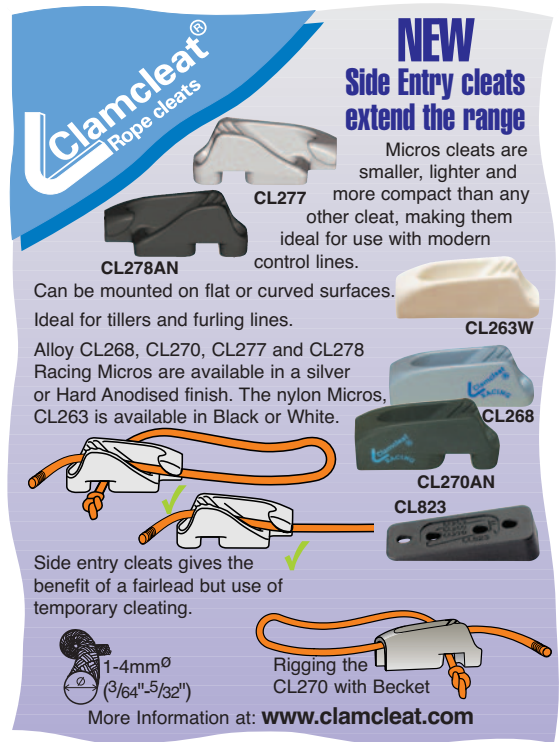
CL277
CL278AN
CL263W
CL268
CL270AN
CL823

Side entry cleats gives the benefit of a fairlead but use of temporary cleating.

1-4mm \varnothing
(3/64"-5/32")

Rigging the CL270 with Becket

More Information at: www.clamcleat.com



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NEW THIS YEAR
GP14 clothing

We have sourced a brilliant new range of high quality clothing which will be available with the GP14 logo or the 60th anniversary logo. They come in a superb range of colours.

A catalogue will be available soon on the website and they can be ordered by ringing the GP14 Association Office on 01257 251 222

Tee shirt £9.99

Polo shirt £19.99

Rugby shirt £26.99

Contrast hoodie LV335 £34.99

Hoodie JH001 £29.99

Vintage corner

Again as part of our 60th Anniversary celebrations, in addition to our normal stand the Association also mounted a special Cruising & Vintage Exhibition at the Dinghy Show, in the West Corridor.

There is a report elsewhere of the actual exhibition, but from behind the scenes I can report that both Gareth Morris and I each had more than our hands full preparing boats for the exhibition. Because of the arctic weather in January and early February it was not possible to start any work on the boats until well into February, and I was then faced with preparing two GPs in three weeks flat, and although Gareth had only one to prepare he also has a full time job to hold down (whereas I am retired). I shudder to think what my electricity bill will be, as I had maximum heat on in the garage 24/7 for those three weeks, in order to set paint and varnish on each boat in turn, while also varnishing rudder and tiller and oars and wooden boom in the kitchen!

In the middle of all this, I was approached for advice about finding a good home for another vintage boat, no. 47, which happened to be reasonably local to both Gareth and myself. So we jointly met up with the vendor to examine her, and found her in a sorry state but – we think – caught just in time. She needs all the exterior paint and varnish stripping off, so that the wood can dry out, and then once it is dry she needs a limited number of repairs, but beyond those limited known repair jobs she appears to be structurally sound, although if not taken in hand now she would be deteriorating fast. Having examined her, and advised, and having then started to publicise her, I was then talked into heading up a three-man consortium to acquire her and restore her. In fairness, I didn't take much persuasion. And it is only 18 months since I slimmed down my GP fleet from three boats to two, and thought I had done with multiple GP14s ...

The Vintage & Cruising Exhibition – in pride of place as every visitor to the Show had to pass it



photo: Andy Bury

both on their way in and again on their way out – attracted a great deal of interest and was kept very busy throughout the Show. Among our many visitors, we were particularly pleased to welcome two representatives of the Classic & Vintage Dinghy Racing Association. They will be more than happy to work with us in helping to foster interest in our Vintage boats, and they promise that if, between us, we can get a group of GPs entering in any of their events they will give us a separate Class Start; that is equivalent to having a special Vintage GP14 event within their events which are open to vintage boats of any class. They suggest their event at Roadford Reservoir in the first instance (in the Southwest) on 1-3 May, and they stress that, while racing is certainly available, the primary object is to provide an occasion for vintage boats to get an outing in like company. Their racing is essentially on the handicap that the boats used to race on when they were new, with adjustments to reflect the degree of authenticity or modernization of the rig; so if you are sailing a GP14 on cotton sails, with the original sailplan (i.e. standard jib, no genoa and no spinnaker) and wooden spars you get a massive handicap benefit, compared with someone sailing the same boat on a modern rig. Any GP14s of 25 years old or older will qualify.

Another most interesting visitor to the exhibition was a young man, Dominic Barr (if I have the spelling right), I would guess aged about eighteen, telling us about the GP14 which his grandfather

had built in 1949. His grandfather sailed her a few times before laying her up in his garage, where she remained untouched until Dominic came on the scene. As a boy, he used to write his name in the dust every time he went past, but he recently decided to get the boat out, prepare her for use, and get her sailing. He has now repainted and revarnished her, and is looking forward to sailing her. He is hoping for an age-related sail number, which we assured him we will do our utmost to provide. It would be good to hear a bit more about this boat, and to have some photos of her, in time for the next issue of *Mainsail*.

It was also gratifying that as well as generating a great deal of interest, the two vintage boats prompted offers of a nearly new suit of cotton sails, collections of vintage bronze fittings, and

even a complete boat (one, indeed, which in her prime had even been sailed across the English Channel) all looking for good homes. So it is pleasing that vintage and classic boats, plus parts and equipment, are now starting to come out of the woodwork, and I will do my best to marry up vintage boats or parts looking for homes with members looking for vintage boats or parts.

Oliver Shaw

Late news

I have just been informed of another CVDRA event over the weekend of 5/6 June at Nottingham SC. Cruising and racing available all weekend, entry £5 per day, camping and caravans welcome on site Friday, Saturday and Sunday. Contact Bill Sylvester: 0115 933 1948



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Sail register

The following is a list of sail makers and boat builders in Great Britain and Ireland registered with the Association 1 January 2010 to 31 December 2010

Sailmakers

Crusader Sails

The Sail Loft, No 1 at 56 Hatch Pond Road
Poole, Dorset BH17 0JZ
T 01202 670580
0800 252226 UK Freephone
F 01202 675578
www.crusadersails.com

Goacher Sails Ltd

Steve Goacher
Lowside, Bowness-on-Windermere
Cumbria LA23 3DH
T 015394 88686
F 015394 88683
E sg@goachersails.co.uk
www.goachersails.co.uk

McNamara Sails

Michael McNamara
Unit 5, Catfield Industrial Estate, Catfield
Norfolk NR29 5BG
T/F 01692 584186
E michael@mcnamara-sails.com
www.mcnamarasails.com

North Sails ODI

Richard Bell
3a Wingate Road, Gosport
Hampshire PO12 4DR
E rich@od.northsails.com

Boat builders

Boon Boats

Steve Boon
Unit 5, North Staffs Business Park
Innovation Way, Stoke on Trent ST6 4BF
T 01782 822536
E steve@boonboats.co.uk

Duffin Marine

Alastair Duffin
2a Manderson Street, Belfast BT4 ITR
T 028 9045 7381 / 028 9181 9892
E duffinmarine@myway.com

Pinnell & Bax

Heathfield Way, Kings Heath
Northampton NN5 7QP
T 01604 592808
F 01604 592818
E info@pinbax.com
www.pinbax.com

Speed Sails

Andy Davis
Unit 39, Empire Industrial Park
Brickyard Road, Aldridge
West Midlands WS9 8XT
T/F 01922 455503
E andydavis@speedsails.co.uk
www.speedsails.co.uk

Trident Sailmakers

Gebhard Family
Trident Quay, South Shore Road
Gateshead NE8 3AE
T 0191 490 1736
F 0191 478 2122
E enquiries@trident-uk.com
www.trident-uk.com

Winder Boats

David Winder
Kensington Street, Keighley
West Yorkshire BD21 1PW
T 01535 604980
F 01535 605371
E david@winderboats.freemove.co.uk

Maximum permissible prices

GP14 sails, spars and moulded hulls in Great Britain and Ireland, operative from 1 January 2010. All prices quoted are British Sterling, and excluding V.A.T.

Sails

Mainsail (natural colour)	£489
Jib (natural colour)	£175
Genoa (natural colour)	£264
Spinnaker (all colours)	£280

Sails may be approved only if supplied by a sailmaker registered with the Association.

Metal spars

Mast	£402
Boom	£111

Both mast and boom are anodised to approved specification. Metal spars may be approved only if manufactured by the Association's manufacturers.

Moulded hulls

Epoxy Hull	£4995
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Moulded hull price excludes packing and delivery charges from approved moulder to registered builder.

Rope thickness and length – a useful guide

		thickness mm	length m	
Mainsheet – tapered	Main rope	8	7.5	
	Tails	3	1.25/side	
Jib sheet		8/6	7	<i>6mm may be preferred for through deck sheeting</i>
Spinnaker sheet			9.5	<i>Normally tapered</i>
Kicker control line		4	7	<i>Goes via pulley to provide controls on each side</i>
Cunningham	Control line	4	6	<i>Goes via pulley to provide controls on each side</i>
	Rope to gooseneck	3	1.2	<i>Goes from pulley to gooseneck via pulley or eye on sail</i>
Outhaul		4	6 (total)	<i>Based upon Internal 2/1 pulley inside boom</i>
Main halyard	Rope only to cleat on mast base	4	14	
Spinnaker halyard (direct hoist)	Sail to floating pulley along floor via mast sheaf	4	11	
Control line	Pulley to cleat	4	4.5	<i>Via fixed pulley under rear deck to cleat behind c/b casing</i>
Spinnaker halyard (indirect hoist)	Sail to forestay pulley	4	2.5	
Control line	Pulley to mast base via mast sheaf	4	10.2	<i>Measured to mast base only. Actual length depends on location of cleat.</i>
Twinning lines		4	3	
Rig tension control line	From floating pulley to cleat	5	4	<i>As per Speed Sails arrangement. If retrofitting, this should be measured.</i>
Pole uphaul		4		<i>Length according to arrangement.</i>
Pole downhaul elastic		4 (min)	1.8	

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