

# mainsail



New GP design unveiled at the worlds in Sri Lanka



## Editor's letter

One of the most important themes of this issue is training. The importance of getting newcomers into the sport cannot be over-emphasised in these days when there is so much competition for everyone's time and money. With any luck the recession will make people think twice about flying off abroad and more interested in a local low-cost hobby which will teach them and their children a new skill while providing an instant social life.

Phil Hodgkins, a young sailor from ??, has recently been elected to the Association Committee with responsibility for training and you can read about his plans for training days organised for those clubs who would like them. The RYA is also very interested in training and has recently expanded their remit to getting adults onto the water, rather than concentrating on youngsters with their OnBoard scheme. You can read about their latest initiative, Activate your Fleet, and how it can help you.

I have seen first-hand how a good training scheme, pulling in newcomers, helping them to build their skills *and* – most importantly – to become involved in the work of helping others in the club, can build up a club from only having a few half-hearted GP sailors in ageing boats to a large, young and competitive fleet in the space of a few years. So I make no apologies for writing an article comparing how training in my own club is run and comparing it for interest with another club with a great reputation for training – South Staffs. I didn't know at the time that South Staffs would win the the Club of the Year Award – they must be doing something right! I'm not suggesting that these are the only two clubs doing well – there are many, but I thought that the detailed information I could collect might be interesting to give other clubs ideas. Both clubs, it must be said, are already very lucky, in that they are able to limit the number of Classes sailing on their waters.

Finally, for the book review this time, Alan Henderson, who works for the RYA in Scotland and also as a freelance journalist and photographer, compares three books on coaching.

You can also read about the plans for this year's racing and cruising and there is a feature on wind and tide at Abersoch. Plus, of course, all the news from the Areas.

There will again only be two issue of Mainsail this year. I've had one complaint that we no longer offer our members three issues a year, and there are no doubt other members who regret this too, but you will find all the information you need to know this summer on the website: [www.GP14.org](http://www.GP14.org) or by ringing Sue in the office from Tuesday to Friday.

Have a great season.

*Liz Hall, Mainsail Editor*

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cover:  
Simon Potts and Luke Shaw at the  
Welsh Championship in Llandudno  
photo: Gareth Roberts

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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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design: Tamasin Cole, [www.harperandcole.co.uk](http://www.harperandcole.co.uk)

## Annual General Meeting 2011

The 61st Annual General Meeting of GP14 Class International Association will be held at South Caernarvon Yacht Club, Abersoch, North Wales, on Monday 1st August 2011 at 1900hrs

### Agenda

- 1 To receive apologies for absence
- 2 To receive the Minutes of the 60th 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 elect the accountants
- 9 To receive the following proposals to amend the constitution:

#### a) Price control removal

Article 2 (b)

It is proposed to delete the words 'the maximum cost and'. The amended article will read:

'From time to time to determine (subject to any necessary approval by the owner of the copyright) the specification of the hull, sail plan weight, spars, rigging and fittings of the Boat.'

#### b) Notice of change of subscription

Article 11(ii)

It is proposed to remove the references to the meeting in May (to give more flexibility) and to remove the reference to the summer edition of

Mainsail. The amended item will read:

'The Committee of the Association shall consider annually Fees and Subscriptions and shall make recommendations in this respect which recommendations after due publicity shall, without any prior notice, form the motion for consideration at the subsequent Annual General Meeting.'

#### c) Venue of Annual General Meeting

Article 12

It is proposed to insert 'UK'. The amended item will read:

'An Annual General Meeting shall be held every year. Unless the Committee otherwise determines, it shall be held at the venue appointed for the UK Annual National Championship....'

#### d) Notification of alteration of constitution

Article 14

It is proposed to change 1st March to 1st May, to add 'posted on the website' and 'by post or email'. The amended item will read:

'Alteration of Constitution – Any alteration of these articles shall be passed at an Annual General Meeting by a majority of two-thirds at least of those members present and voting. Notice of motion of any alteration of these articles shall be given in writing to the Secretary not later than 1st May prior to any Annual General Meeting and notice thereof shall be posted on the website and given in writing by the Secretary to each member by post or email at least fourteen days before such meeting.'

#### 10 Any other business competent to the meeting

The President welcomes discussion after the formal agenda items.

\* The Accounts for year ending September 2010 are available for inspection on the GP14 website.

Graham receiving his award from Princess Anne



## President's piece

First of all, many congratulations to South Staffs who have won the prestigious RYA Club of the Year Award. They have long been one of the best clubs in the country for our Class, producing a core of dedicated and enthusiastic GP14 sailors, keen to support the Class by holding excellent events at home and by travelling to events elsewhere in considerable numbers.

Congratulations also to Graham Knox, one of only three people nationwide to be selected in 2010 for a top RYA Award. The Association has been fortunate to have had his services as President, Secretary and Treasurer and he is still very involved in everything that goes on in the Class, as well as in the running of his club Hollingworth Lake. For the last nine years he has been Honorary Secretary of the RYA North West Executive and, in addition to the considerable amount of work this involves, has also handled many national and regional Government consultations requiring considerable time, effort and patience.

Last but by no means least, congratulations to Ian Dobson and Andy Tunnicliffe of Burwain SC and Royal Windermere Yacht Club who have once again been crowned GP14 World Champions for the third consecutive time, equalling the consecutive record of the late but great mega-star of GP14 racing Richard Estaug; however, they have still some way to go to beat Richard's grand total of six World Championship wins. Congratulations also to the other prize winners and all those who took part in what proved to be a truly multinational championship, with competitors from Sri Lanka, India, South Africa, Ireland, USA, Sweden, Belgium, Australia and the UK - one of the most cosmopolitan entry lists ever, and another encouraging sign of the continuing appeal of the GP14. The ISAF Classic Class status was bestowed on our class some twelve years ago and is of significant importance, as without this status we would not be able to organise world championships. This standing must be protected with all our efforts in order to

maximize our position as an International Classic Class with the associated benefits for our class.

Our thanks are due to all those who worked so hard to make the World Championship happen, arranging for transportation of three containers of boats, one from Northern Ireland and two from the UK. A magnificent effort by Lawrence Balham, Peter Jacques and Jon Close who together made the shipping arrangements and organised containerisation (by no means an easy or straightforward task) using dedication and expertise to negotiate the cheapest price and the best possible loading facilities. John Wagstaff delivered another sterling performance by providing the racking previously used for the transportation of GP's from the UK to South Africa. This racking arrived at Ellesmere Port in perfect condition, and proved invaluable in making the loading of the 16 UK boats as straightforward as possible - all 16 loaded in three and a half hours. Thanks again to Lawrence, John, Jon and Peter for an outstanding effort and a job well done.

The clock has started ticking for the start of the next GP14 World Championship, which will be held in Looe, Cornwall, in August 2012; see the championship reports and website for further information.

In the UK and Ireland, the respective championship committees are frantically working away at the final preparations for the 2011 championship events. All I will ask of our membership is to do as much as possible to support the championship committee's work by attending opens and championships in and

around your area. For the more adventurous amongst you, why not set yourself a target of qualifying for the UK Grand Prix? The experience of competing on different waters will only enhance your enjoyment of your GP14, sailing alongside like-minded competitors who share your enthusiasm for the class and the sport. I am sure your support will make all the hard work of the organising committees so much more worthwhile.

The January edition of Yachts and Yachting carried a magnificent four-page article on the GP14, covering the conception of the GP14 in 1949 through to the present day cutting-edge championship boat, hull developments, website and class association news, not forgetting coverage of the ever-popular cruising section. This activity is energetically promoted by Oliver Shaw as cruising rep, backed up by the continued support of the regular cruising fraternity; this small band of enthusiasts helps to maintain the diversity and appeal of the GP14.

Those of you who are regular readers of Yachts and Yachting will have been proud to read about the success of our class in the Yachts and Yachting awards for class associations. From 130 class associations in the UK, our association was voted second overall, an outstanding success and an encouraging reward for all the committee and members who work tirelessly to make the GP14 more appealing to more people.

Under the sustained efforts of Andy Bury, our website continues to keep us all informed on every aspect of the activities and development within our class and also on relevant news from the rest of the dinghy sailing fraternity. By the time Mainsail comes through your letter boxes, we will have up-graded our website to include an e-commerce element. This will be a first for any class association, a development that has taken many months in the planning. The e-commerce facility will allow such benefits to our association members as online membership applications and

renewals, championship entry and payments, merchandise purchasing, etc. A huge thanks to Andy for co-ordinating this with our web designer. The job of maintaining our website is an almost daily task, and we owe Andy huge thanks for his continued commitment to this time-consuming job, which contributes to giving our class a bright modern image, influential in changing the perception of the GP14 in the dinghy world. Still on the communications front: our publications editor Liz Hall also deserves a special mention for her magnificent work in producing our Mainsail magazine - a huge thanks to Liz for her efforts in delivering an outstanding product; roll on the next edition of Mainsail.

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## pullquote

The results of thousands of hours of work by Steve Boon will have been seen by many of you at the Dinghy Show, Alexandra Palace, London, in March. Eighteen months in the planning, design and construction, this is the most significant development of the GP14 in the last twelve years. Phil Morrison, world-famous dinghy designer, has been consultant to Steve Boon on the development of the new moulds. All three major builders, Alistair Duffin, David Winder (who took over the Speed moulds) and Steve Boon, have worked closely with the Technical and Rules Committee to decide on what the new floor and deck-building tolerances should be. Their aim was to modernise the appearance of the GP14 without altering the racing performance. Following the approved changes, Alistair immediately went to work on modifying his wooden hulls, Dave Winder made many improvements to the internal layout, while Steve Boon worked with Phil Morrison to produce a totally new hull mould to the same tolerances applied over the last 60 years – however, the internal and deck layout has benefitted from the new building specifications.

The Technical and Rules committee has worked hard again this winter, this time to improve the mainsail. As from April, windows will be allowed in the mainsail. The specification will be found on our website. The window will be set in a position around spreader height, which will allow helm and crew to see the genoa leach through the mainsail, so that the crew can maximise the settings of the genoa cars and sheeting tensions – a must-have for all those potential race winning performances.

This brings to an end my piece for this Mainsail; have a great season and I look forward to meeting many of you. Fuel prices may be rocketing, but one thing that makes sailing such fantastic value for money is the fact that our fuel is free, so make the most of it.

Great sailing  
Ian Sinclair, President

## RYA volunteer awards day

Each November, the RYA celebrates the efforts of people in our sport with a splendid lunch and well-organised Awards ceremony. There are many people associated, or still active, with the GP 14 class who have received awards in past years.

Attending the ceremony last year, it was – as ever – interesting to meet other winners. It did not take long to spot a GP14 Association tie (the old style, with our 'Bell' on a burgee, set on a navy background). This belonged to Rodney Evans of Gresford SC and a long-standing member of our Association. "Rod has dedicated most of his working life to the promotion of sailing [especially junior sailing] at Gresford, a small club, run entirely by volunteers and with a small budget. Rod's enthusiasm and drive – overseeing running repairs of the Club as well as developing sailing – has kept the Club going." Rod is a wonderful example of the dedication to our sport and the sort of person needed in every club.

One meets others and enquires about their sailing history. Of course it is not surprising that the GP 14 features in the learning phase of other Award winners. Such a one was Hugh Henderson, lately Chairman of RYA Scotland. He started at George Heriot's School Combined Cadet Force Naval Section, where he learnt to race in a GP 14, and built a Mirror. You never know where learning to sail and race a GP 14 may take you!

Graham Knox

*With typical modesty, Graham kept quiet about his own achievement – that he was one of only three people nationwide to be selected in 2010 for a top RYA Award. See the President's Piece for more details.*

*Many congratulations to Graham on a fantastic achievement. Sailing and racing a GP certainly took him far!*

## RYA Volvo Dinghy Show 2011

The Dinghy Show at the Alexandra Palace in London this year seemed to be busier than ever and the GP14 stand was full of people all weekend. We took a large stand to show off the two boats – one a beautiful wooden GP from Duffin Marine, fitted out by Steve Parker, and the other the long-awaited Boon boat – an epoxy GP, the interior completed re-designed by Steve Boon and moulded by Ovington Boats.

Both boats attracted a lot of attention. There are still plenty of sailors who don't consider a plastic boat to be a boat at all, and they were delighted by the polished sheen of the Duffin boat and interested in the details that have brought it up-to-date. Carl Jeffs (whose boat it is) was on hand with Steve Parker to answer questions and point out the finer details. Another Duffin hull, this one fitted out by Nigel Potter, attracted visitors to the Paintcraft stand.

Steve and Jane Boon were also on duty all weekend, proud to show off the fruit of months of work which has produced a boat that looks bang up-to-date. Since Steve had to build his own moulds from scratch, he took the opportunity to make changes that enhance the appearance of the boat and was helped by designer Phil Morrison. The most striking innovation is the slight dip in the transom and the curved cut-aways on each side of the mast, which allow the



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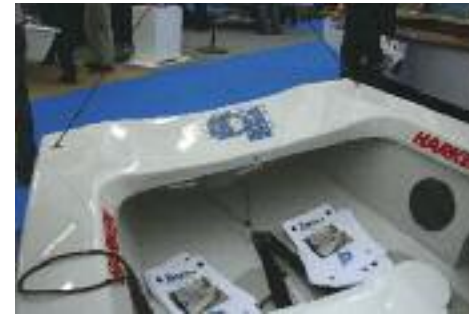
crew to get further forward to attend to the spinnaker. Not so immediately obvious is the way that the floor slopes gently towards the stern and into the centre of the boat – the idea being to push water towards the transom flaps, with any slight residue draining through a centrally-placed self-bailer. The arrangement of the under-floor buoyancy is designed to allow the boat to float lower in the water after a capsizing.

The rigging has also been very carefully thought out, with conveniently placed/angled cleats and one or two extra controls that many of us might not have even realised we needed, such as a line to adjust the luff of the genoa! Everyone, however, appreciated the water bottles tucked under each seat (an optional extra!) and the large funnel-shaped space under the bow, convenient for stowing gear (but also – maybe - future-proofing the design in the possible event of a spinnaker chute being allowed...?) They also loved the rudder stock, made especially for the occasion by Seasure, with a cut-out of the GP Bell logo and a diamond for 60 years. This will be offered as a prize at one of the events this year.

There was always a group of people, professionals from the other trade stands as well as members of the public, mulling over these details. Information was also available about the Winder boat, also an epoxy boat, which has been in production for several months, and Dave Winder was at the Show to answer queries.

The stand was also a great meeting place for members and their friends from clubs all round the country, for people interested in cruising or recreational sailing as well as racing and for those interested in picking up tips about boat renovation and improvement. We hope that many more people will have been encouraged to join the Association so that they can use the website forum and technical sections for more information and help.

All in all, a great show!  
*Liz Hall*



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## Congratulations to RYA Club of the Year, South Staffordshire Sailing Club!

At the eagerly awaited awards ceremony at the Dinghy Show, South Staffordshire SC was picked as the overall winner, beating the other strong finalists: Glossop SC, Hollowell SC, Spinnaker SC and the Sailing & Cruising Association.

The shortlisted sailing clubs were selected by an awards panel who judged them on the range of quality and safe activities they provide, how they encourage people to get out on the water and how well they engage with the local community.

With the activities at SSSC based around the development of sailing and racing across all ages and abilities, they immediately stood out to the awards panel. For their members, South Staffordshire SC is a hub of activity all year round, with training courses to suit all needs including their novice and improver training on Sunday mornings, which attract around 40 children. They also run free taster sessions for non-members throughout the spring and summer.

Jackie Bennetts, who coordinates RYA Club of the Year explains: 'South Staffordshire Sailing Club are a very worthy winners of this year's awards. They are a non-elitist club who work hard to keep their membership and training courses at very low rates. Not only do they offer brilliant opportunities for their members but they have also developed strong links with their local community including charities and schools. We hope other clubs will learn from their success.'

A delighted SSSC commodore Neil Hawkins said: 'It felt brilliant when we were announced as the winners. It's a fitting tribute to the hard work of all of our members. We are going to continue to promote sailing to our local community by assisting schools, charities and under-privileged children.'

# Racing

## Worlds 2011

Sun, sand, wonderful food, superb sailing on the ocean – these were what the UK competitors at the Worlds were dreaming of throughout a dismal winter. What took them by surprise was the extraordinary and generous welcome they received. Most people will have already seen on the website the photos and videos of the opening and closing ceremonies, accompanied by dancers and musicians, including those of the Sri Lankan Navy band; on the final day they were accompanied by fireworks exploding into the night sky and a special display spelling out 2011 GP14 World Championship in sparkling lights.

The event was very well sponsored, especially by local employer North Sails who have 1200 employees in Sri Lanka. They set up a repair shop on the beach and organised a coaching session on tuning, sail setting and using the spinnaker which was very well received. On Tuesday they delighted everyone with the presentation of a boat cover and also of a free evening buffet with free beer. Maybe it was a good job that Wednesday was a lay day!

The event was obviously very important for local employment and the development of tourism in the area. Homi Motiwala, Managing Director of North Sails Sri Lanka was the Principal Race Officer for the event, and both Ajantha Jayawardena, Vice President South & South East Asia, and Mahindananda Aluthgamage, the Minister of Sport, attended to show their support for the World Championship.



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It wasn't all sailing and prizegiving ceremonies, however. The lay day on Wednesday allowed many to take the opportunity to do absolutely nothing except soak up the sun, take a dip in the pool and refresh themselves with a cold beer. The more adventurous took a trip to the Elephant Orphanage, watched the elephants parade through town and helped to wash them in the river and even go for a ride! Some ventured further afield to Kandy and its world famous temples.



All I can say is that it was the best Championship of any kind I have been to! *Dave Young*

On the water, the championship was dominated by Ian Dobson and Andy Tunnicliffe (6 points), although Simon Potts and David Hayes gave them a run for their money (with 10 points); Curly Morris and Laura MacFarland were in third place, just beating Martin Brennan and Alistair Knott. The youngest competitor, Alex Chittenden, had the privilege of lowering the flag at the Closing Ceremony, to bring to an end a World Championship that will stay for a long time in people's memories.



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*Bruce Quail writes:* A big thank you from down under to all for a truly memorable experience. Being my first time at a Worlds I was blown away by the camaraderie and joie de vivre shown by all competitors, by the hospitality and generosity of our hosts and by the dedication and expertise exhibited by all the hard working background operators and organisers. To coin a phrase, good on ya guys and be sure to look us up if ever you're in Perth.

## Championship report

It seems an age since I was first asked to be Championship Chairman; it has been a very busy period. And what, you might ask, have I been so busy doing, as you haven't seen anything to show for my apparent hard work? Well, not only me but five other people on the Committee have also been beavering away and I hope that from now on we will be showing you what we have done. In the first few weeks after I had taken on the job I was given a lot of good ideas by many different people, pages of them, from our own Class and other Classes, and I hope that we have been able to incorporate many of them into this year's sailing and Social events. The rest we can store for future use. That doesn't mean to say I'm not interested in hearing more; I am. Your Area Reps are also there to listen and pass on your ideas - they are after all an extension of the Championship Committee.

I think the Grand Prix series this year will be very exciting with Speed Sail sponsoring the season. There are some very good venues and only having to sail four events to qualify is a great incentive. In addition, youth boats have a 50% discount on entry fees. I hope that the combination of these factors will mean many more boats out on the water.

With five Area Championships to choose from, (date and place of the Welsh one still to be announced), there is a good choice of venue and dates. Brightlingsea, on the east coast of Essex, the venue for the Southern Championship, is strategically placed only one month before the Nationals at Abersoch, offering a good opportunity to practice wave technique and sea sailing. This Club is well qualified to put on a good event as it is used to hosting National Championships. Hollingworth, a club renowned for producing very good GP sailors, is hosting the Northerns earlier in the year; it has a great stretch of water. The Scottish Areas are returning to Annandale for their championship and the Midlands are at Banbury a week before the

For more information about any GP14 event, visit [www.gp14.org](http://www.gp14.org) and look under fixtures

Inlands and Grand Prix prizegiving at Blithfield. So if in September you find you are two events short, there is a golden opportunity to redress this.

The Nationals at Abersoch are being sponsored by Look Insurance Services (originally Drewe) within the Speed Sails Grand Prix Series. They take place in early August and we can expect good sailing with a load of socialising and fun. A new-style two-part Crew race is on the agenda for the Wednesday, weather permitting. This will start from the beach and will provide excellent spectator sport. We are combining this with fun for all the family on the beach. There will be camcorders on three different boats every day, one from each fleet, Gold, Silver and Bronze, with forums to explain and discuss points of interest on a couple of evenings. You can pore over every tack and gybe in the comfort of the Club house, with a beer in your hand. We intend to have a daily draw and many other Social gatherings appealing to all.

To keep us well and truly on the map I would like a write-up of every qualifying event of the Grand Prix Series within the first half of the week following the event, so that this can be published not only on our own website but also in Yachts and Yachting, to show the world what good events and racing the GPs have. To this end the committee have decided this honour and responsibility should go to the duo in the boat which is third overall in the event.

Finally one last plea to make everyone's life easier - PLEASE ENTER EARLY! You are the ones that reap the benefit from the organisers being able to plan ahead and give you value for money. I hope to see many of you around, especially as you are going to put the Grand Prix Series 2011 into the record book in terms of numbers of qualifiers - 40 perhaps?!

Gill Beddow, Championship Chairman

## GP14 Inland Championship

**Blithfield Sailing Club**  
**8/9 October 2011**

The final event of the 2011 Speed Sail Grand Prix Circuit.



A quiet night at Blithfield

This two-day event at Blithfield Sailing Club looks set to be an exciting weekend. Blithfield is between Lichfield and Uttoxeter in Staffordshire, easily accessible from the M6. The Club house offers good facilities and has a commanding view of the sailing area, a wonderful open stretch of water 1 mile long and about 3/4 mile wide.

This six-race event will be the nail-biting finish to the Speed Sails Grand Prix series. On Sunday will be announced the four boats who will win free entry to the 2012 GP14 World Championship at Looe, Cornwall, that is the winner of the Gold, Silver and Bronze Fleets in the 2011 Grand Prix Circuit and the winning Youth boat; the winner of the set of Speed Sails will also be announced.

With an entry fee of £45.00 to include an evening meal with entertainment and just £22.50 for all Youth Boats this is great value for money. Visit [www.blithfield.org.uk](http://www.blithfield.org.uk)

## The Winning Edge

### WINS

1<sup>st</sup> GP14 Inland Nationals 2010



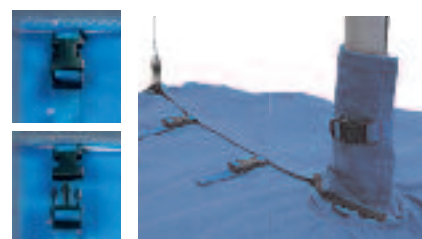
### WINS

1<sup>st</sup> GP14 Midland Champs 2010  
1<sup>st</sup> GP14 Master Nationals 2010

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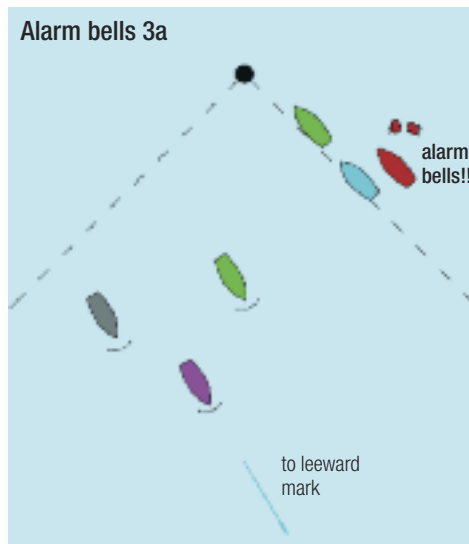
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# Alarm bells

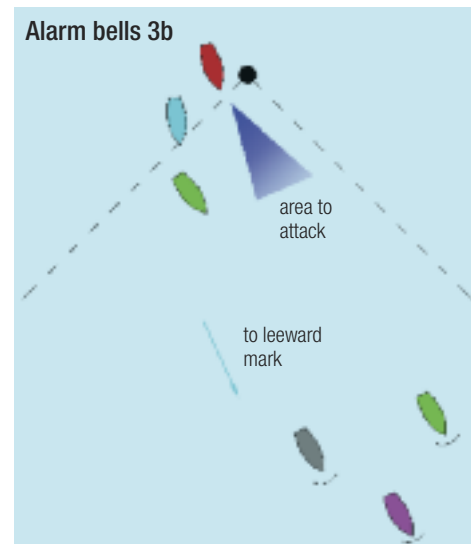
Since writing his first two 'Alarm Bells' for the autumn edition of Mainsail, Ian Dobson has conquered the fleet at Sri Lanka. Here he assesses two more situations that arise on the race course.

## Alarm Bells 3 and 4

I would like to address the concept of 'Attacking Options' and 'Defensive Responsibilities'. In brief we must weigh up the probability of us making an immediate gain, either of places or distance (which ultimately may lead to place gains), against the probability of us losing out in the longer term. During the course of a race this should be a continual assessment. The fluid nature of a race means the outcome of this assessment is not always as simple as either 'attack' or 'defend', but is one which requires us to manage our leverage and exposure. There go a lot of big and fluffy words so now look at the pretty pictures:

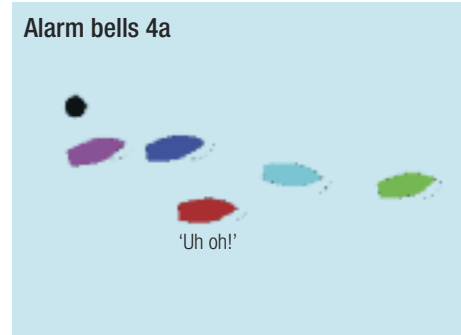


Red is sailing to the windward mark, and is hot on the heels of two boats in front. There don't appear to be many competitors close behind. This simple assessment enables Red to explore her attacking options. Red also notices that the run appears to be skewed and naturally wishes to capitalise on this. 'But wait', she says 'I'm stuck on the outside and above boats'. The Alarm Bells ring. Red takes action and allows the blue boat to sail clear ahead before rounding just behind.



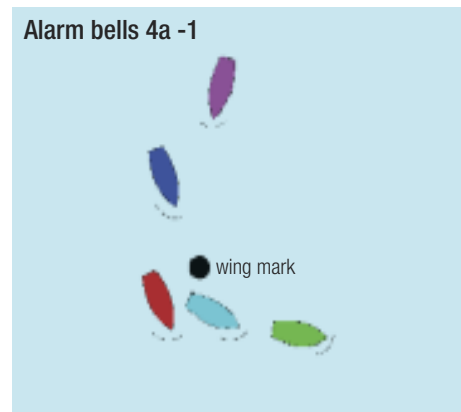
Red is now able to attack the area on the inside coming out of the mark getting early on to the long gybe. If Red's gybe is good, she is likely to overtake blue.

Let's now assess a situation which most sailors have at one time or another found themselves in. This is being rolled over by boats on a reach, in particular shortly after exiting a gybe mark.

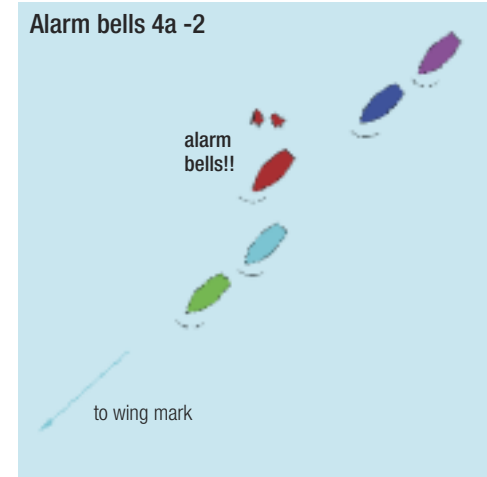


Red here is in dire straits and will be rolled by both Blue and Pink – not to mention the rest of the fleet, who are fast approaching. In a medium to large sized fleet this is likely to be a 10+ loss of places.

How did that happen?



It is clear here that Red is likely to be forced wide of the rounding wing mark as Sky Blue is inside. It looks all set in stone for Red here, but let's rewind some more...



Red is on the top reach and is eagerly trying to attack the two boats in front. Red has been aggressive and sailed high in an attempt to both reel Green and Pale Blue in and to roll over to windward of them. Red here must take care, however, and assess the responsibility she has to protect herself against the chasing pack. It is also important to note that while being high was probably a good attacking option early on the top reach, it is rapidly changing from a potential asset into a liability. In order to protect from the impending doom of being rolled after the gybe, Red should drop down to, or even below, the line of the boat in front.



## Wind at Abersoch

### The sailing area

We spoke to a number of sailors about which way to sail for the best wind and tide, but Mike Budd had probably the simplest approach of all. The tides can change at funny times at Abersoch, but none of the locals pay much attention to that. All you have to do is look at the moorings and see which way the boats are lying.

More often than not, the wind tends to be the main factor. If the wind is blowing off the land, then you want to take the tack that takes you towards the shore quickest. The rule of thumb is hit the beach. If the wind is onshore then the breeze is pretty steady in direction and choosing sides is not so critical.

It's easy to get disorientated at Abersoch, however. You might be on the west coast of Britain, but Abersoch is an east-facing beach, so get out your road map and acquaint yourself with your surroundings. You'll see that Abersoch lies out towards the end of the narrow Lley Peninsula. If you know much about sea breezes, you'll understand why Abersoch rarely experiences any thermal effects, even if you can see mountains in the distance. The Peninsula itself is not sufficiently big to generate its own thermal effect and the mountains are too far away.

Malcolm Blackburn says that some places further north get some great sea breezes, but that Abersoch rarely does. Both Malcolm and Mike agree that if you do get a sea breeze it arrives very late at around 15.00 or 16.00hrs, but it's only a weak breeze coming from the Pwllheli direction. The prevailing breeze is south-westerly, so you'll find a good deal of your sailing at Abersoch is with an off-shore breeze, which is what makes Mike Budd's general principle about hitting the beach such a useful rule of thumb.

Because Abersoch is so close to the end of the peninsula, it tends to pick up the weather systems rolling up the Irish Sea. This makes the

*By kind permission of Yachts and Yachting we are able to publish this shortened version of an article written by Andy Rice 10 years ago, not long after Ben Ainslie and Paul Goodison had come first and third respectively in the 2000 Laser Nationals at Abersoch. Much of Andy's information was gleaned from local sailors Mike Budd and Malcolm Blackburn, who are both still associated with South Caernarvon YC.*



caption

BBC forecasts very accurate for the area as there are few local effects to complicate matters. Let's look at what we can expect from each wind quadrant:

**Northerly:** with the wind from the north, you'll be beating towards Llanbedrog Head. Here, Mike's hit the beach rule works a treat. It pays to take a long starboard tack towards Warner Beach a little way to the layline or even beyond it to pick up some lifting gusts on the port tack into the mark. So make a beeline for the shore. Remember on a hot sunny day with light breezes, you might need to watch out for a slight sea breeze coming from the north-east (from Pwllheli).

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More to follow...

Abersoch - one of the most popular sailing venues in the country...

**Easterly:** this is the most exposed direction, facing out into open sea, so on a moderate breezy day you can get some spectacular waves here. Wind direction is much steadier, however, so tidal considerations are likely to be more important.

**Southerly:** a southerly wind will blow through the gaps in the two St Tudwals Islands just a short distance from the headland. So look for the funnelling effect through the islands. Ben Ainslie had a string of successes at Abersoch in a wide range of classes. He said he preferred going for the shiftier, flatter water on the right hand side of the beat, to pick up some lifts onto the starboard layline. The current can also be strong near the islands, so factor this in to your race plan too, holding further offshore if it is favourable and hugging the coast if it is against you. Whilst he favoured the flatter water for the beat, Ben said he'd tended to favour the steadier breeze and bigger waves to help him get back downwind, so think about holding on to starboard gybe for a while and sailing out to the middle of the bay if the course allows.

**Westerly:** This is probably the most common sector for wind and also the shiftiest. With the wind blowing off the SCYC Clubhouse, Paul Goodison reckoned there were some big right hand shifts at the top of the beat. But Ben thought it was good to take a long starboard tack inshore to pick up some gusts on the left. If the good guys differ in their opinions, the chances are there may be more than one smart way up the course. Ben thought the tide was quite strong running past the club, so make sure you keep an eye on those moorings.

#### Tidal factors

Malcolm Blackburn says the tide in Abersoch is quite peculiar in that it goes out for seven hours and comes in for just five. 'With the general flow moving up the coast, the tide comes in from the south and fills up the Irish Sea. The flow of

current tends to fill the bay, but there is a bit of inertia in it. The strange thing is the tide starts to flow out up to an hour before high water. So the water level is still rising for quite some time after the tide has started to flow out, which is bizarre. If that's a bit confusing, apparently the tide goes out from north to south and comes in from south to north. The tide runs at its strongest in a straight line between the lifeboat slip and Llanbedrog Island.'

### GP14 Youth Championship

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\*Check the Sailing Rules for exact details of age qualification [www.gp14.org](http://www.gp14.org)

#### Calling all budding graphic design experts

We are asking GP14 Sailors to come up with a design for the Logo that will promote the World Championship in Looe 2012

If you feel that you have a good idea send it to the office email address [www.admin@gp14.org](mailto:www.admin@gp14.org)

Closing date 31 May 2011

The winner will be announced at the Nationals this year and a Prize will be awarded.

**2nd April**

Welsh Harp Sailing Assoc  
SOUTHERN NOMINATED EVENT

**21st-22nd May**

Hollingworth Lake S.C.  
NORTHERN CHAMPIONSHIP

**11th-12th June**

Annandale S.C.  
SCOTTISH CHAMPIONSHIP

**26th June**

West Kirby S.C.  
NORTHERN NOMINATED EVENT

**2nd-3rd July**

Brightlingsea S.C.  
SOUTHERN CHAMPIONSHIP

**30th JULY-5th AUGUST**

SOUTH CAERNARVONSHIRE Y.C.  
UK NATIONAL CHAMPIONSHIPS

**4th September**

South Staffs S.C.  
MIDLAND NOMINATED EVENT

**17th-18th September**

Arran Y.C.  
SCOTTISH NOMINATED EVENT

**1st-2nd October**

Banbury S.C.  
MIDLAND CHAMPIONSHIP

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# Areas

## Ireland

Springtime! Lord above, thank god that lot's defrosted.

To think it got so bad a bunch of you had to pack up and leave for somewhere warmer. I'm looking forward to tales and pictures from the Worlds, looks like modern media may brighten up my days in February. I hope you get a blow so you can all make the most of that lovely warm water if you end up swimming. I'm writing this at the start of the month; by the time you read it no doubt I should be referencing the past, but being sailors I know you're all bright enough to figure it out. By the time you read this, a new world champion will have been crowned, wonder who it'll be...will Nigel top the podium like he's told me he will? I did stop in the betting office but couldn't get odds! - must be too much of a sure thing.

Your fellow GP sailors, blessed with copious amounts of the aforementioned intelligence finally found out what to use a Fireball for. You get three or four of your mates, two or three foot of snow, a big long hill, your brother-in-law's jeep to tow it up, (pulling it nearly killed us - you thought a GP was heavy?) You all pile in and...push off. I suggest you bale out before it goes piling through the hedge though. I will send a picture one day.

Obviously we treat our GP14 with a little more respect. While all of you are off sailing in the sunshine she's sitting here quite happy in her warm and cosy shed, getting ready for the year ahead. When, rumour has it, she'll be faster. We don't intend all that polishing to come to nought. We've to try to keep up with two sailors in Derry, who having conquered the Bronze and the Silver fleets stepped onto the podium in the Gold fleet the year just gone. Yep if you're at the arse end of your fleet, I can tell you there IS hope, because these boys just keep getting faster and faster. I'm just hoping they ate loads of pies over Christmas.

While I won't be starting my year in quite the style some of you are, I'm looking forward to it immensely. Our economy has disappeared down the plughole, but I am hoping that everyone'll



maybe use it as an even better reason to go sailing! I know in my case it takes my mind off reality for a while and although I read about class catamarans, double-handed ocean races, kiteboarders doing 50 knots, and moths sporting wings, I'm pretty convinced we've got a good thing going in our class. There's a great collection of people, and it's not a bad boat. If you get a result at events, you'll have worked for it, and you might have enjoyed THAT work.

All of you take a look at your calendar. Can you fit in a weekend in Dublin? (Skerries to be exact), last weekend in August, a bank holiday for a lot of you. Skerries run great events and we've been getting good numbers at our nationals, so you should be due some competition. And a laugh. And, boys, before you go sailing in a moth, down to the local cricket pavilion and get yourself a box. You will capsize, and it will hurt. Me? I'm stickin to me Geep.

All the best from Ireland.  
*illduck*

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## Australia

Finally, a Headquarters for Dunsborough Bay Yacht Club!

It has taken almost a decade, but the Dunsborough Bay Yacht Club, located on the shores of the idyllic Geographe Bay in South West of Western Australia, finally has a permanent home with the new clubhouse officially opened last November.

The two-storey building with a boatshed on the ground floor and a clubroom with verandah on the second floor is a far cry from the beach marquee that marked the club's foundation in 2001, with 24 members. Master of Ceremonies Peter Ryall spoke on the history of the young Club; then the Shire CEO Mike Archer presented the "Permit to Use" to Noel Fogarty.

The opening celebrations attracted a large crowd of well wishers and supporters both local and interstate, including Vice Patron Troy Buswell, Vasse MLA, (local MP) and Past President of Yachting Australia & Yachting WA, Don Nickels.

Despite operating off-the-beach, with no on-site storage for boats and buoys etc., since 2001, the Club has very successfully hosted a number of GP14 State Championships and has now

developed to the point where five classes sail and ongoing sail training is offered for adults and juniors. The DBYC has around 18 GP14s amongst its membership.

An emotional Commodore Joan Embry said it was a great day for the Dunsborough Bay Yacht Club, as the new building provided the club with a home and a definite identity in the community, and he paid tribute to the Building Project Manager, Noel Fogarty, who has persevered despite the odds!

All members were acknowledged for their commitment to, and their belief in, the ten year project. The fundraising efforts, especially in the last three years, gave the project impetus and have certainly bonded the Club as an entity, and a huge vote of thanks was extended in appreciation of the major investment made by the many benefactors and donors in the way of their expertise, time, labour, materials and hard cash.

Chris Ryall and her dedicated band of helpers ensured the celebration was supported royally, with celebratory fare and drink rounding off a tremendous day in the history of the region.



caption

this pic is dreadful quality. Any chance of getting a better one?

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# Fixtures 2010

## ▶ UK 2011 SPEED SAILS 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.

### March

- 20 **Shustoke**  
Midland Bell  
Sue Gill 02476 415 814
- 27 **Nantwich & Border Co. SC**  
Midland Bell  
Peter Thoms 01270 500 397

### April

- 2 **BTYC Sailsports Welsh Harp**  
▶ Southern Travellers  
Dennis Adams 07753 834 804
- 3 **Aldridge SC**  
Midland Bell  
Steve Ellison 01543 377 933
- 9 **Papercourt SC**  
Southern Travellers  
Peter Roche-Kelly 01483 223 904
- 10 **Manor Park SC**  
Midland Bell  
John Salomonson 01543 425 691
- 17 **Royal Windermere YC**  
Northern Bell  
Nigel Hutchinson 01539 443 106
- 17 **Staunton Harold SC**  
Midland Bell\*  
Charles Saunders 01332 518781

### May

- 7/8 **Castle Semple SC**  
Scottish and Border Travellers (TBC)  
Paul O'Neill 0141 580 6884
- 7/8 **Swords SC**  
O'Tiernagh Challenge  
Goacher leagues
- 7 **North Staffs SC**  
Midland Bell  
Dave Martin 01782 271 979
- 21/22 **Hollingworth Lake SC**  
NORTHERN CHAMPIONSHIP  
Graham Knox 01706 642311
- 21 **Tamworth SC**  
Midland Bell  
A Simpson 07973 423 046

### May continued

- 28/29 **Lough Foyle YC**  
Purcell Trophy  
Goacher Leagues

### June

- 5 **Trimpley SC**  
Midland Bell  
Mark Tromans 01384 833 748
- 5 **Budworth SC**  
Northern Bell  
Craig Hewett 07778 403 011
- 11/12 **Annandale SC**  
▶ SCOTTISH CHAMPIONSHIP  
Andrew Greenhalgh 01461 40581
- 12 **Lee on the Solent SC**  
Southern Travellers  
John Ceresole 07979 503 650
- 18 **Leigh-on-Sea SC**  
Southern Travellers  
Steve Corbett 01702 521461
- 19 **Bartley SC**  
Midland Bell\*  
Peter Storey 0121 451 3569
- 18/19 **Sutton DC**  
Leinsters  
Goacher Leagues  
William Birch 01704 872 841
- 25 **Southport SC**  
Junior 12 Hour Race
- 26 **West Kirby SC**  
▶ Northern Bell  
Martin Stanley 07511 636 359

### July

- 2/3 **Brightlingsea SC**  
▶ SOUTHERN CHAMPIONSHIP  
Steve Browne 07771 551 955
- 2 **Redditch SC**  
Midland Bell  
Mark Lewis 01527 61708 / 0152
- 9/10 **Welsh Harp SA**  
Grand Master & Master Championship  
Liz Hall 07896 465 848

### 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 continued

- 17 **Nottingham SC**  
Midland Bell  
Roy Nettleship 0115 982 1127
- 22/23 **Newtownards SC**  
Ulsters  
Goacher Leagues
- 31 **Poole YC**  
Southern Travellers  
Ian Wall 07966 374 652
- 31 **South Caernarvonshire YC**  
UK NATIONALS – to 5 August  
GP14 Class Association 01257 251 222

### August

- 6–13 **UK national cruising week**  
Neyland
- 20/21 **Bassenthwaite SC**  
Scottish Travellers & Northern Bell  
Val Bell 017687 76341
- 28-30 **Skerries SC**  
IRISH NATIONAL CHAMPIONSHIP  
Paul Kelly 0863970156 or 353-1

### September

- 3/4 **Derwent Reservoir SC**  
Team Racing  
Ann Penny 01207 255 681
- 3/4 **Aberdovy**  
Cruising and vintage weekend
- 4 **South Staffordshire SC**  
▶ Midland Bell  
Mike Senior ????
- 10/11 **West Lancs YC**  
The 45th WLYC 24 Hour Race  
Damien Chisholm 01704 878 120
- 11 **Hampton SC**  
Southern Travellers  
Madeleine Anderson 020 8642 0326
- 17/18 **Arran YC**  
▶ Scottish Travellers  
Gus MacLeod 01770 700 353
- 17 **Tollesbury SC**  
Southern Travellers  
George Rogers 01621 869 729

### September continued

- 18 **Midland SC**  
Midland Bell  
Terry Gray 01217 830 372
- 24/25 **Sligo YC**  
Autumn Open/Youth Championship
- 25 **Hollowell SC**  
Midland Bell  
Alistair Montgomery 01604 740 328

### October

- 1/2 **Banbury SC**  
▶ MIDLAND CHAMPIONSHIP\*  
Tim Matthews 07850 418 361
- 8/9 **Blithfield SC**  
▶ UK INLAND CHAMPIONSHIP  
Andrew Felthouse 01283 840 464
- 9 **Frensham Pond SC**  
Southern Travellers  
John Traylor 01276 474 534
- 15/16 **Mulingar SC**  
Hot Toddy  
Goacher leagues
- 23 **Chelmarsh SC**  
Midland Bell\*  
Ken Westwood 01746 764 719
- 29/30 **Nantwich and Border Counties SC**  
GP14 YOUTH CHAMPIONSHIP

## Scotland

Following a very successful travellers series in 2010 the Scottish GP14 fleet has an excellent sailing programme planned for the 2011 season.

Castle Semple Sailing Club will host the opening event of the Scottish Travellers series. The weekend of the 7th / 8th May should produce good winds and good weather for what is always a good event with exciting & challenging sailing. The club always gives a very warm welcome to its visitors and a social evening to remember.

The Scottish Championship makes a very welcome return to Annandale Sailing Club at Loch Maben. Annandale is always a popular club due to their fantastic race management and variety of sailing courses. Good food and good company always accompanies the sailing on the

Saturday evening. The date for your diary is 11th / 12th June. This event is a qualifier for the Grand prix, and it is conveniently located just off the M74 just over the border giving easy access for the travelling English Fleet.

Round three of the Scottish Travellers series takes the fleet to a new venue. Bassenthwaite sailing club plays host on the 20th / 21st August. This is an eagerly anticipated event and a good turnout is certainly expected.

The final event in the Scottish Travellers is another Grand prix Starred event. What must probably be the most spectacular venue in the Series. The stunning location in Lamash bay on the Isle of Arran will add a little salt to the series. Arran YC in the past had played host to the

## North West

Scottish GP14 team racing Championships since its re-introduction and has always given the competitors fantastic memories to take home with them. This years racing will almost certainly Double the memories. Good racing and the most fantastic social evening the likes of only Arran can host. This event is a must.

This year the team racing has moved from Arran to Derwent reservoir SC on the 3rd / 4th September. This should hopefully attract more teams from the English clubs to try and take the title from last years winners, Arran YC.

A number of training events are planned this year at Derwent, Annandale & Castle Semple although dates are still to be confirmed. Information will be posted on the website when available.

Just as the extremely cold weather arrived to herald the start of winter, fleet captains from clubs around the North West met at Winsford Flash SC to reflect on the 2010 season. There wasn't much of a reflection on the water though – it was almost entirely covered in ice and it was only mid November! The club house felt icy cold despite the heating, but it didn't stop these hardy souls from reporting on events and activity at their respective clubs.

The general trend was a drop in participation across the region, with a particular issue being how to encourage those with boats in the dinghy park to sail regularly. Here's a quick summary.

Bolton SC suspended racing in mid August as the water level was very low because of work on the dam by British Waterways. However, the club maintained members' interest by running a power boat course and RYA level 1 and 2 courses, not mention numerous social events. Bolton expects to be able to offer a full sailing programme in 2011 with the benefit of many improvements to the clubhouse and to the water and surroundings. Club membership has not declined despite the lack of sailing and there seems to be a great deal of enthusiasm for the season to come.

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caption



West Kirby SC has also suffered recently from the closure of club waters. Essential repairs to the marine lake took considerably longer than expected and the 2010 season began with an Open Day to revive interest. A training session on the basics of GP14 rigging was well received, although the number of regular sailors was disappointing.

Budworth SC also saw a decline in the number of boats on the water but split the season's racing into four mini series which encouraged people to turn out to qualify for at least one of the individual series. Informal 1:1 coaching has been successful in improving the fleet's skills.

To make qualification easier and increase participation, West Lancs YC held several short series of races during the season. Tuesday evenings were dedicated to coaching newer members who had completed RYA Level 2, to help them progress towards racing.

2010 was a year of anniversaries: Combs SC (another club affected by work on its dam) celebrated its 60th anniversary and Royal Windermere SC its 150th! Royal Windermere is in the process of drawing up a ten year plan and hopes to build on the enthusiasm of individuals in the GP14 fleet to increase participation. Junior training at both clubs is strong but the challenge

is to retain these younger sailors. Burwain SC (yet another club affected by dam work!) has a very active junior fleet with the potential to develop into a strong GP fleet in the future.

It was decided after some discussion to retain the 2010 scoring format for the 2011 Northern Bell. The challenge this year is to encourage sailors who have not participated in the series before – but we need the help of more experienced sailors to assist those who are not so confident in rigging and packing up their boats. So, if you are going to an Open meeting, why not invite someone from your fleet to go too, and perhaps help with getting their boat there if necessary?

Congratulations go again to Bill Kenyon and Ben Ditchburn who retained their title as Northern Bell champions in 2010. The number of qualifiers, final positions shown below, remained disappointing and does not reflect the number of participants across all fleets who sailed in two or more events. Neither does it reflect the great competitive sailing at all levels at Opens.

The two major events in our region in 2011 are the Northern Championship to be held at Hollingworth Lake SC on 21-22 May and the Grand Prix event at West Kirby on 26 June. Both clubs are committed to holding first class events, with experienced race management and excellent socials.

The fleet captains' meeting is always very useful and an opportunity to share what works at different clubs. Thank you to all those who attended or sent reports, and for your ongoing work on behalf of your fleet. Thanks also to Ian Sinclair and Andy Bury for their contributions to the meeting. As always there is so much work done behind the scenes to make it possible for us to enjoy such excellent racing.

(There, I managed to write the whole article without referring to Sri Lanka once – did I mention that I was going to Sri Lanka????)

*Mandy Mitchell*

## North East

Liz Hall asked for articles on the theme of 'training' for this issue, and having just returned from a Sunday morning of winter maintenance on our training boats, this does indeed seem a most appropriate topic.

All three GP clubs in the NE Area offer RYA Courses, though only Scaling and York RI use GPs specifically for this task. At Derwent they prefer the indestructibility of the Omega (I am reliably informed that the factory also makes Wheelie-bins; that must tell you something I guess!!). Nevertheless, Fleet Captain, Justin Smith, does a great job in promoting the GP to their new intake and junior members. The season starts with a 'rigging reminder' morning when the new (or if they're like me, long-standing but senile) boat owners receive expert advice on how best to rig and tune their craft. Justin then follows this up with a number of 'on the water' sessions to introduce the GP to the RYA Course students. Derwent also run very successful occasional Gold Fleet Training sessions, when nationally recognised top GP helmsmen are invited to share their expertise and experience with club's fleet. I for one, very much like the sound of these (I wish I lived closer!).

At Scaling Dam the training season opens with a Spring Refresher Course, aimed at those members who joined the Club during the previous autumn. Following this, the RYA Courses get underway using GPs and Wayfarers for both the Level One and Two sessions. The Level One students are introduced to crewing in race conditions, while those who have completed Level Two are encouraged to take the helm in taster racing sessions. The Club also offers occasional full weekend race-training events, starting with the first theory session on the Friday evening, progressing onto the water on the Saturday and finishing with a debrief on the Sunday afternoon. These sound like an excellent concept.

Here at York RI we use our GP fleet to run an annual RYA Level One Course, that takes place



caption

over a number of evenings and Saturday afternoons in May/June, ending with a 'whole club' camping weekend on Ullswater. This allows our students to escape the confines of the river and learn what it feels like to sail a long beat or set a spinnaker for more than 10 minutes; also, with luck, they can experience the excitement of planing at high speed in a 50 year old Series One with everything up! The event is always popular and helps greatly to integrate our new members into the life of our small club.

We also run a Novice Series in the late Summer, when new helmsmen take part in sessions of short course racing, with the boats' owners sitting up front as their crews. This can be nerve racking for the owner but with up to eight or more 15-minute races in one evening, everybody learns a great deal about starting, mark rounding, and where to find the wind and best avoid the adverse current. By the end of the evening the competition is red hot!

In summary, The NE Area is certainly a good place to learn to sail a GP14. We all do things slightly differently however and if any Fleet Captains from other clubs would like to learn more about any of our respective approaches to the subject, do get in touch with me and I shall be happy to help, or to pass you on to a man who can.

*Steve Parry, GP 4615*

### Results

#### Gold

- 1 Bill Kenyon & Ben Ditchburn, Budworth SC
- 2 Gary Dewhurst & Nicola Dewhurst, Burwain SC
- 3 Martin Brennan & Alistair Knott, Hollingworth Lake SC
- 4 Mandy Mitchell & Jon Close, Winsford Flash SC

#### Silver

- 1 Gareth Hughes & Charlotte Hill, Hollingworth Lake SC
- 2 James Downes & Judith Downes, South Windermere SC

#### Bronze

- 1 Martin Stanley & Tracy Stanley/Mary Cunningham, West Kirby SC

## Midland Bell preview 2011

After last year's incredibly tight Midland Bell, with the Gold Fleet ultimately won by Pete Jacques & Pete Tait, the silver by Simon Fletcher & John Cookson, the bronze by Tim Matthews & daughters EJ & Bella, this year's series is all set up to be a cracker, with the usual range of clubs from all over our region participating.

The year kicks off on Sunday, 20 March, in the NE of Birmingham at Shustoke, ending with Chelmarsh in mid-October. In between we have 14 other events; to qualify, a total of five events needs to be sailed, two of which must be starred events and two non-starred.

The Midland Areas this year are being held in the south of our region, down in the rural tranquillity of Banbury Sailing Club. Those who have sailed at Banbury will know that it is a friendly club that offers close, tight racing on its relatively compact race track. Guaranteed will be a warm welcome and a well-run event. 1/2 October is the date for that one.

The 2011 Grand Prix series is coming to our area three times this year. Once for South Staffs, our nominated event, then, as mentioned, for the Areas at Banbury and finally for the Inlands, which are being held at Blithfield. All these events are towards the end of the campaign from 4 September onwards. By then, we will have been to Manor Park, our newest addition to the circuit, on 10 April; this venue is in the north of the region near Abbots Bromley in Staffordshire. We should also have seen the return of Sarah Froggatt to the sharp end of the GP. Some of you will know there were five sailors in 14003 towards the latter part of the season. Well Sarah gave birth to her and Adam's triplets, Josh, Rhys and Jack on 10 January at Birmingham Women's Hospital. All five are doing well; I'm sure there will be great interest in the boys' availability as lightweight crews in the next few years. Congratulations to all.

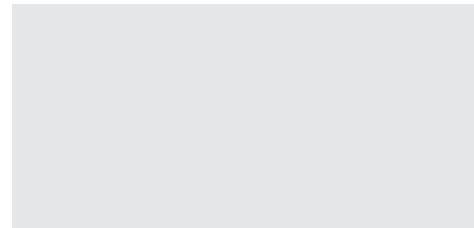
The first bits of Midland Area après-sail kit are being finished as this article is being written. If

you want any logo'd kit, whether it be hats, fleeces, t-shirts etc, with the new GP Midlands logo on, contact [matt.thursfield@btinternet.com](mailto:matt.thursfield@btinternet.com) for delivery and prices.

All looks set for a great year. The more on the circuit the better; it would be great to see over 20 boats qualify for the Midland Bell for the first time in a few years. Remember – five needed – plan 'em early.

*Matt Thursfield*

Have we got a pic of Brightlingsea?



## Southern Area Championship

Brightlingsea SC is the venue for the GP14 Southern Areas 2/3 July 2011. GP14 sailors are no strangers to Brightlingsea, visiting in the 80s when there were over 40 entries. It is a perfect place, with Pyfleet Creek running into the River Colne, a south westerly making for some great waves. Camping is available by the club, and B&B accommodation is listed on the club website. It's best to book early for both camping and B&B, as soon as you know you're intending to come. Let's see if we can make the Southern Areas the largest and best Areas for 2011.

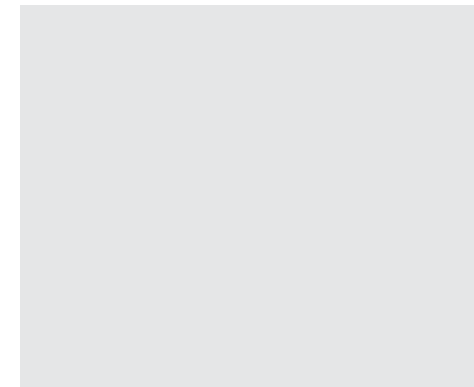
If anyone needs further information, please contact me. I look forward to seeing both new and old faces on 2/3 July 2011 – as many people as possible!

*Stephen Browne, Area Rep*  
07771 551 955  
01702 477113  
[stevebrowne2010@hotmail.co.uk](mailto:stevebrowne2010@hotmail.co.uk)

## Southern

The Southern Travellers Series should be better than ever, with the usual mix of sea, pond and river venues. Following the great success of the Southern at Bradwell last year, we have been invited back to Brightlingsea SC, which should be convenient for our large fleets at the Harp and at Tollesbury, as well as being easily accessible for Midland sailors. This year we also have the Masters championships at the Harp on the following weekend and we hope to make arrangements for boat storage between these events. The Victor trophy at the Harp has had to make way for the Masters, but we have the welcome return of the Leigh on Sea open.

The New Travellers trophy, the Jaldi Cup, was introduced in 2010 to encourage more sailors to take the plunge into the exciting world of travelling. Prizes to the trophy winner and for 2nd, 3rd and 4th-place teams (listed below) will be made at the first open this year which is to be held at BTYC on Saturday 2nd April. We also plan to hold a short class meeting to let everybody know what is going on and look for inputs and thoughts on how we can improve GP14 sailing in London and the Southeast. Please do consider coming along to add your views. We are also keen to hear from anybody who could spare a little time to help with committee matters.



## 2011

Qualification for both the main Travellers trophy and the Jaldi cup is still attendance at four Opens. Please note that the Masters championship will not count towards Qualification.

I will update you all before each open and will try this year to circulate NOR's in advance. Let me know if you would like a hard copy put in the post. I am very keen to build up the email circulation list, so it would be a great help if you could circulate this email to club email lists and encourage your members to get in contact with me. As ever, if you wish to be removed from the mailing please do not hesitate to contact me. Should you require any assistance or wish to discuss anything associated with GP14 sailing please contact Area Rep Steve Browne or myself.

*David Innes, Area publicity*  
07711 819990  
[davidinnes@campbellreith.com](mailto:davidinnes@campbellreith.com)

caption





# Cruising

## 2011 events

### Sail the Caledonia Canal

Member Stewart Elder, who sails vintage boat Aeolian (no. 28) is looking forward to participating in all of the main Class Association cruising events this year, but before that he is planning to sail through the Caledonian Canal (Inverness to Fort William and back) at the end of June, and invites any other GP14 sailor who would like to join him to get in touch. More information about the cruise is at [www.kenmoreandmore.org.uk](http://www.kenmoreandmore.org.uk)

Although I have never yet had the opportunity to sail there I know it well from numerous caravan holidays in the Highlands, and can testify to the superb scenery. I can certainly recommend this cruise to anyone who can make the dates, starting provisionally somewhere around June 26th; the date is chosen to give neap tides at the start, but if necessary could be advanced by a day, and allowing three days in each direction.

I like the fact that his eminently sensible kit list also includes "Evening clothes (Dinner jacket and bow tie)"; clearly he intends to have at least one superb evening ashore somewhere along the route. Shades of Frank and Margaret Dye in a Wayfarer Rally, who sailed up to Aldeborough during the Festival, changed into evening dress to attend a performance of the Monteverdi Vespers, then afterwards changed back into sailing gear to return down the Alde to an idyllic campsite.

Then, he writes, "The week after I finish, I hope to go the Portsoy Boat Festival on the Sunday with No. 28. Went two years ago, had a great time. Then for the rest of the week sailing at the Findhorn regatta; I have done this for the last 10 years – another great week."

If anyone would like to join Stewart you can contact him via his website, or the GP14 owners online community, [http://groups.yahoo.com/group/GP14\\_Community](http://groups.yahoo.com/group/GP14_Community), or I am happy to forward enquiries (you can contact me at [cruising@gp14.org](mailto:cruising@gp14.org)).



caption

### Ivan's Bala Weekend

"Ivan's Weekend", for Toddbrook SC, not restricted to any particular class of boat, but with an open invitation to the GP14 Class Association, will be on the first weekend of July, at their usual campsite on the shores of Llyn Tegid (aka. Bala Lake). Participants are welcome to make their own arrangements direct with the camp site, or just turn up on spec, or let Ivan know in advance, whichever you prefer. I will happily forward emails for him if you contact me at [cruising@gp14.org](mailto:cruising@gp14.org).

These are listed in what was the original chronological order, for ease of reference, although we have had to change the date of one of them

### Aberdovey Cruising and Vintage Weekend

Please note that for reasons outside our control the date for the Aberdovey Vintage & Cruising Weekend has had to be moved, and is now set for the first weekend in September (3rd/4th). I anticipate that some, if not most, participants may wish to travel on the Friday and Monday, to allow two full days at Aberdovey. All GP14s will be very warmly welcome, but since this is where the Class all started we would like in particular to make a point of attracting as many vintage boats as possible.

Last year we had four boats with sail numbers genuinely below 100 (indeed two with numbers below ten!), plus no. 47, which was really 4250 'in drag', with borrowed sails. It would be great to double that number this year, and, with no fewer than seventeen boats in that category still either registered with the Association or at least currently known to us, I am optimistic that we might be able to get at least half of them there this year, and then increase the numbers year on year in the future. The only problem with getting all of them there is that three of the owners each own more than one of them, and can sail (and in most cases tow) only one at a time ...

The restoration of no. 47 is progressing rapidly, largely by the sterling work of Kevin Foote and with occasional advice and assistance from myself, so we may have her in the water in time for the event. Slightly younger vintage boats will of course be warmly welcome, as indeed will be modern boats. Indeed last year, in addition to the vintage boats we had a Series 2 Duffin/Harper with us (i.e built by Alistair Duffin, and redecked by Tim Harper following an accident).

I have asked whether the club will wish to charge an entry fee, and they appreciated the offer; they say that a contribution towards the cost of providing safety boat cover would be welcome.



caption

### Ullswater Weekend

This is a new event this year, but if it takes off we hope it will become an annual event. It will be hosted by Ullswater Yacht Club, provisionally over the long weekend Friday 22nd July to Sunday 24th, with the Friday and the Sunday as travelling days, but there is no reason why we can't also get at least some sailing on those days. Camping is available on site. They have their Junior Sail Camp starting on the Sunday evening, and for reasons of child protection they cannot allow other organisations to camp there at the same time, so we will need to vacate the camping area on the Sunday morning, but for anyone making other arrangements for accommodation they could probably continue to use the club until the Monday.

At the time of going to Press the details are still subject to confirmation, but will be published on the website as soon as possible once confirmed.

Details of the club can be found at <http://www.ullswateryachtclub.org/>, and I hope they will whet Members' appetites. The scenery is stunning. Details of visitor fees (modest camping fees are additional to these) can also be found on their website.



caption

For more information:  
[www.sail4cancer.org](http://www.sail4cancer.org)

The original intention was that this event be organised jointly by Henry Henderson and Kevin Foote, but both of them have had to back-pedal for reasons to do with their respective day-jobs. They both still very much hope to be able to take part, and will assist as far as they are able, but cannot now make the commitment that they had each originally intended. I have therefore made the initial arrangements with the Yacht Club, and if necessary I will run it, but, on the principle of getting more people than just myself involved in running cruising events, I would appreciate any offers to take on the running of this event.

### UK National Cruising Week

The UK National Cruising Week, 6-13 August, has already been flagged up in the last Mainsail. We will be returning to Neyland, where we were made so welcome in 2007, and where much of the sailing will be within the Pembrokeshire Coast National Park. We hope to sail from Sunday to Friday, the two Saturdays being travelling.

This is the flagship cruising event of the year, and I would warmly encourage all members who feel that you might enjoy a cruising event to give it a go. The scenery is magnificent, as are the welcome from the host club, the camaraderie of the cruising fraternity, and the welcome to new members to the cruising group. And, for those who are less experienced, there is plenty of opportunity to observe and learn from the old hands, and to sail with more experienced people (either in their boat or yours) any time you feel that this would be helpful.

There are none of the pressures of racing, with plenty of time to pause for photography. If you are one of the slower participants, the others will sooner or later either wait for you or turn back and keep you company; and to quote Ivan (or Edward, I am not sure which), if you are one of the faster skippers you can sail up and down the fleet taking photographs. Thus speaks the team who are consistently by far the fastest boat in the cruising fraternity, with a reputation of being

always the last to launch but invariably the first to arrive; it almost gets depressing at times!

When we were at Neyland four years ago we enjoyed a wide range of sailing conditions, from ghosting conditions in warm sunshine to a wild screaming plane downwind for a couple of miles across Dale Bay with perhaps Force 6 on the quarter; we enjoyed, sails up to Pembroke Castle, through the wooded valley of Castle Reach and the more open vistas beyond, until we landed for a picnic at Llangwm, a sail down to a pub lunch at Angle Bay, and other pleasant trips.

Last year (at Poole) it was particularly good to have two families with young children, for the first time in several years, and I know that they were both intending to join us this year – and I am sure that the children would enjoy the company of other families with young children.

For those who have non-sailing partners, there is usually a small group who tend to do their own thing ashore while the rest of us are sailing, but who join us socially for lunches and for the evenings. And there is plenty to do ashore in the area, for any sailors who would like the occasional lay day. The social highlight of the week for everyone is the annual Cruiser Dinner, which is a thoroughly convivial event.

The host club website suggests various options for accommodation, but a number of us have already booked for the camp site at Shipping Farm, Neyland Village (not to be confused with another site of a similar name on the opposite side of the estuary, which is less geographically convenient). This is the site that Richard and I used four years ago, which is only a few minutes by car from the club, and I was sufficiently impressed then to decide to book there again this year.

The entry fee is a remarkably economical £40 per boat, which includes the use of one of the club's RIBs and a driver for escort duties, use of the club's changing room and showers (free),

storage of the GPs and trailers, and use of all the club's facilities. The bar will be open from 7.00pm each day and food will be available every evening. There are of course other restaurants in the area if any participants would like a change of scenery, but the club catering last time was so good that apart from the Cruiser Dinner we all chose to eat there for preference!

And the even more incredible thing is that this is a £10 markup on the mere £30 that the club have asked for. That markup is no more than good housekeeping; we will use the difference in the first instance to provide for contingencies, then for gratuities to an incredibly generous club (primarily by way of expressing our thanks to those individuals who will have put themselves out very considerably to provide our holiday), and then anything left over can subsidise the Cruiser Dinner.

### Sail4Cancer Passage to Isle of Man and return

Also a new event this year, almost certainly a one-off, is the sponsored sail in aid of the charity Sail4Cancer, from Liverpool to the Isle of Man and back. For reasons of safety this is conditional upon suitable weather, so we are scheduling a full week for it, and we will go as early in the week as the weather permits; be prepared for possible delay waiting for good weather before either the outward or the return passage. Please note that this is serious open water cruising, so it is appropriate only for suitably experienced personnel with well found boats, and it is recommended that there should be two competent helmsmen per boat (so that you can swap over).

Please note that this is a privately organised event, not a Class Association event; we are merely giving it publicity.

Contact me in the first instance if you would like to take part in this.

Keep in touch with the GP owners group at  
[http://groups.yahoo.com/group/GP14\\_community](http://groups.yahoo.com/group/GP14_community)

### Holy Island Rally

Finally the Holy Island Rally of the Dinghy Cruising Association takes place this year from Sunday 28 August to Friday 2 September, although some skippers may wish to arrive either earlier or later, and likewise some may wish to leave either earlier or later; it seems that flexibility is the name of the game here. I participated last year for the first time, and I can very warmly recommend it: superb scenery, good company, and a range of sailing opportunities from about as gentle as you can get right up to some that are significantly challenging. For those who are not already members it would be necessary to join the Dinghy Cruising Association, but you might wish to consider doing that anyway.

Plans for future years

### UK National Cruising Week

For 2012 we are intending once again to share a venue with the World Championship, at Looe, in Cornwall.

### North Devon Cruise

The 2012 UK National Cruising Week is in the same general part of the country as North Devon, where earlier in my life I lived and sailed for some 20 years, and it is a coast and an area which I have come to greatly love. So I am thinking of extending my trip to Looe, to spend a week (or more) before or after this event on the North Devon Coast. If either week coincides with the Dinghy Cruising Association Rally on this coast I would choose that week, and also participate in the Rally. Any other cruising sailors who would care to join me would be most welcome.

From a possible base in the Taw/Torridge Estuary there is the potential for two or more days' varied cruising within the estuary, plus possibly also time ashore exploring the extensive sand dunes complex forming Saunton Sands and Braunton Burrows National Nature Reserve.

If weather is fit for sailing offshore, the delightful and highly photogenic village of Clovelly is about a 3-hour sail, and in the opposite direction it is a slightly longer sail to Ilfracombe, which is a very useful stopping point and safe harbour, with a succession of small and scenic harbours further east, as far as Porlock Weir. However it must be stated that this is for fair weather only; it is an immensely rewarding coast, but also a very unforgiving one, with only one all-tide harbour within 100 miles, so it is only for confident and experienced skippers in very well found boats.

If weather is unfit for offshore sailing and one has exhausted the potential of the estuary, or if one feels like a day (or more) ashore, there is more than enough magnificent country to be seen and enjoyed either on foot or by car (or by a combination of the two) to fully occupy any normal length of holiday. I am currently thinking in terms of probably doing B&B accommodation at each stopping place.

Plenty of time yet to sort out details and make arrangements, but I am just flagging it up at this stage to give anyone interested plenty of notice. Keep your eye on the website for more information.

### My successor

Finally another reminder that I intend to retire as Cruising Rep in August next year, so we really do need a replacement in good time, please. Ivan has suggested, and I think it an excellent idea, that I form a subcommittee, whether officially recognised or not, to share the load and – more importantly – to help ensure continuity.

I shall start asking chosen individuals imminently, concentrating on those who can provide slightly younger blood than myself, but please don't let that stop anyone from volunteering.

*Oliver Shaw*

## Slightly belated obituary

### Frank Dye

One of the great doyens of the dinghy cruising world took the ultimate sail on May 16th last year at the age of 82, and it is appropriate to pay a belated tribute to him here, even though he was not a GP14 sailor.

I never had the pleasure of meeting Frank Dye, but I have known of his exploits all my adult life, and they are indeed the stuff of legend. Fortunately for the dinghy sailing community, he and his wife Margaret wrote extensively about dinghy cruising, perhaps most famously their books *Ocean Crossing Wayfarer* and *Sailing to the Edge of Fear*, and like many people who have never met him in the flesh I feel that I have got to know him through the books and through his reputation.

Variously referred to as "a legend in his own time", or as "the madman of the Atlantic", depending on one's point of view, his future wife was advised during their courtship "Don't sail with that man; he'll kill you!" Of course he never did, but only because he was such a consummate seaman. Their honeymoon was to cruise their *Wayfarer* from the Scottish mainland to St. Kilda in the Outer Hebrides.

His most spectacular and best known dinghy voyages (with various crews over the years) included Scotland to Iceland. No, I did not intend to type "Ireland", I do indeed mean Iceland, that country around seven hundred miles northwest of Scotland, up in the Arctic Circle. He seriously pushed the limits of where dinghies could be sailed, but was always wholly successful in doing so, and over many years gave incredible demonstrations of what his chosen class – the *Wayfarer* – could accomplish in the right hands.

First with other crews and later with Margaret he made several cruises from Scotland to Norway, during the most famous of which (with Bill Brockbank as crew) they battled a force 9 gale in the Norwegian Sea, capsized four times, inverted, and broke the mast. Nonetheless they still



This pic is DIRE! any chance of a better one?

managed to recover the boat unaided, fix the broken mast at sea, and complete the passage safely under jury rig – and they also managed to film it all!

Then over seven successive summers he sailed from Florida to Chicago via the entire eastern seaboard of the USA, up the St. Lawrence, and down the Great Lakes, much of it single-handed.

Just one detail to illuminate his skill; his dinghy cruising started not only long before the days of GPS, but also before the days of small boat RDF (radio direction finding), so his open sea navigation was done with a sextant. That feat in particular deserves highlighting; navigating ocean passages by sextant in a sixteen foot sailing dinghy! Utterly remarkable!

Frank and Margaret eventually pensioned off their first *Wayfarer* dinghy, *Wanderer*, no. 48, because the wood was getting a bit soft. What is remarkable is that this was after having sailed her no less than 40,000 miles, over 20 years. She is now on display at the National Maritime Museum.

Writing in 1999, and summarising a lifetime of dinghy cruising, Frank said: "People talk about respect for the sea, but respect is based on fear. While fascination outweighs the fear I sail on. When the balance changes, it's time to stop." He was a man who combined the most adventurous of dinghy cruises with the superb seamanship needed to carry them out successfully, and whose exploits are unlikely ever to be equalled.

His wife Margaret, a highly experienced and respected dinghy cruiser in her own right, survives him.

## Training matters

As the new GP14 Association Training Coordinator, I hope that Training will become a regular feature of Mainsail.

Just a quick bit about me. I've been racing GP's for about twelve years now and have experienced life both at the front and the back of the fleet. I'm now sailing GP 14034, normally with my partner in the front...and from time to time me in the front and my brother on the stick. My second in command is Adam Parry, a qualified racing coach, who also has good experience in the GP14.

It's not long until the start of the 2011 sailing season and several clubs have already expressed interest in the training days I am organizing. The training will be partly funded by the Association and we will be making use of video analysis. As well as tips on rigging and tuning, there will be on-water exercises tailored to the needs of individual clubs. We will also look to include more crew-specific training and to improve overall communication in the boat. In terms of numbers we're looking at about eight boats on the day, at a cost of around £15 per boat, but this is yet to be set in stone.



- Would your club be interested in putting on a training session? Could visiting boats join in, if you cannot make up the numbers yourselves? If so...
- Whereabouts is your club, and is there camping etc available on site?
- How many GP sailors would be interested at your club?
- Do you have any potential GP training events already happening that we can team up on?
- Are you holding a one-day Open on a Sunday at any point in the year? If so, please let me know the date
- Are you able to provide a powerboat for the coach to use?
- Do you have access to a digital video camera and projection facility?

These questions are to help us get an idea of things. If you are interested in hosting an Association-organised training session, please get in touch as soon as possible.

We also hope to take advantage of the RYS's new initiative – Activate Your Fleet – designed to get underused boats back on the water. The following article by Graham Manchester of RYA Development outlines some of the opportunities available to clubs.

I hope that 2011 will be the year when training in the GP14 can take a big step forward.

*Phil Hodgkins, Training Rep*  
07800 896 818  
[philip\\_hodgkins@hotmail.com](mailto:philip_hodgkins@hotmail.com)

caption

## Activate your fleet

My name is Graham Manchester. The first boat my family owned was a GP14 which we used to sail at Midland Sailing Club in Birmingham. I now enjoy both windsurfing and dinghy sailing in Devon.

I work in RYA Sport Development, which is responsible for a range of activities and programmes including regional training, volunteering, OnBoard, T15, Sailability and advice on accessing funding for RYA Training Centres and Clubs. Over the past two years, RYA Sport Development has also focused heavily on how we can get more adults sailing more often. This is a direct result of a steer from Sport England to drive up adult participation rates within sports in the build-up to and after the 2012 Olympics.

Early in 2010 we launched a new programme – Activate Your Laser Fleet – to encourage Laser owners and sailors back to the water and help clubs reclaim Lasers abandoned at their premises. A series of twelve workshops across England attracted 109 key volunteers representing 61 sailing clubs. We want to take the ideas learnt from this project and replicate them in our new programme – Activate your Fleet.

We recognise that there are many dinghies in boat parks all across the country that are gathering dust, yet the owners still pay their membership and boat parking fees. We would like to encourage these people to get back into sailing to ensure they are benefiting from their

investment and enjoying the sport they love. Vibrant activity is often down to key individuals within clubs and this project is designed to help the Fleet/Class captains in their roles. We have produced an on-line information pack that is primarily aimed at the fleet/class captain, although we hope that the content will also prove useful as a guide to clubs wishing to develop this role and have included resources which will support this.

As well as information on how to reclaim disused boats, a guide to club development and an example of a fleet captain's role description, we have included some tips for fleet captains and case studies to help you develop ideas that are right for your fleet. The templates provided will aid you in writing a basic 'activation plan'.

This folder has been designed as a stand-alone resource or as an accompaniment to an Activate Your Fleet Workshop and will be updated regularly. The workshops are being delivered regionally and bring RYA staff and fleet/class captains together to discuss fleet development. If you or your club are interested in hosting/attending or you would like to find out more about how we can support you then please contact your Regional Development Officer. Please note we only have a limited number of workshop opportunities; therefore please get in contact as soon as possible to avoid disappointment.

### RYA: Regional Development Officers England

<b>North West</b>	Sally Kilpatrick	07747534527	<a href="mailto:sally.kilpatrick@rya.org.uk">sally.kilpatrick@rya.org.uk</a>
<b>North East/ Yorkshire</b>	Suzie Blair	07771642933	<a href="mailto:suzie.blair@rya.org.uk">suzie.blair@rya.org.uk</a>
<b>East</b>	Robbie Bell	07747563298	<a href="mailto:robbie.bell@rya.org.uk">robbie.bell@rya.org.uk</a>
<b>East/ West Midlands</b>	Gareth Brookes	07876330136	<a href="mailto:gareth.brookes@rya.org.uk">gareth.brookes@rya.org.uk</a>
<b>South/ South East</b>	Andy Hooper	07748806733	<a href="mailto:andy.hooper@rya.org.uk">andy.hooper@rya.org.uk</a>
<b>London/ Thames Valley</b>	Guy Malpas	07799714779	<a href="mailto:guy.malpas@rya.org.uk">guy.malpas@rya.org.uk</a>
<b>South West</b>	Tony Wood	07876330374	<a href="mailto:rdo.ssw@rya.org.uk">rdo.ssw@rya.org.uk</a>

# Growing your fleet

## How to get more people into GP14s and keep them there

This article is a study of just two clubs, each with a different approach but the same aims - attracting new members and getting them sailing, preferably in GP14s. I've chosen South Staffs, winner of RYA club of the year, and my own club BTYC Sailsports, which operates on a reservoir in London, the Welsh Harp. Both are member clubs and registered RYA Training Establishments. Both rely almost exclusively on volunteer help. Hopefully this study may give ideas to other clubs.

### First steps: getting people through the door

**SS** has an open day in April, widely advertised in the local media, and by emailing a poster to all members to put up wherever they choose. Last year 120 people turned up. Free refreshments and lunch are provided.

**BTYC** relies on their website and on London-wide publicity, such as Time Out and Gum Tree. New potential members are offered a £10 taster session on Thursday evenings from April – this comes off their membership if they subsequently join the club.

### Step two: novice training

**SS** offers two identical courses over the season, one starting in April, repeated in July. Each course comprises five consecutive Wednesday evenings 6.30 – 9.30 and – about six weeks later - two Saturdays from 9.30 to 4.30. By the fifth Wednesday evening sailors should be able to sail a triangular course unaided and to right the boat after a capsize. In between the Wednesday sessions and the Saturday ones, trainees are encouraged to get as much time on the water as possible and are given constant help and advice by established members.

**Personnel:** qualified Dinghy Instructors. A different batch is used for each of the two courses.

**Boats used:** mostly club GP14s, of which there are 5.

**Qualifications:** By the end of the course they should have achieved RYA Level 2. After this they are permitted to use club boats.

**Cost:** current members £75, newcomers £150. Newcomers are given temporary membership for the duration of the course and a refund of £75 off full membership if they choose to join.

**BTYC** offers basic training throughout the summer on Thursday evenings. After one taster session, novices have to join the club. This training is based on the RYA levels 1 and 2, but doesn't lead to a formal qualification. There are FastTrack sessions on Sunday afternoons, at the beginning of the season and near the end. Once a trainee is able to tack, gybe, come alongside the pontoon safely and has learned to right the boat, they are allowed to join supervised Saturday mornings sessions, called Plain Sailing. These are designed to give them a lot more experience and time on the water. Their aim is to pass the Club 'check-out' which is equivalent to RYA Level 2 and a little bit more, at which point they are allowed to take out the club GP14s unsupervised (in moderate winds). A formal RYA Level 2 course is also run each year and trainees are encouraged to do this.

**Personnel:** qualified Dinghy Instructors

**Boats used:** 6 club GP14s (new, replaced annually one at a time).

**Qualifications:** Club checkout; RYA Level 2 if required

**Cost:** Thursday evening training and Plain Sailing are free to members. Level 2 Courses cost £100

### Step three: keeping them in the club

Both clubs agree that racing is the key to improving boat handling skills and keeping up interest in the sport, especially on a lake. Both also agree on the importance of giving members the opportunity to gain confidence and expertise in sympathetic surroundings and, above all to bond with other sailors and form friendships. Both clubs also run formal RYA Seamanship courses.

**SS** runs Learn to Race courses on Wednesday evenings from April onwards. These are open to all members, and are a natural progression for those who learned to sail in the previous season. You can dip in and out, do the course more than once if you want, and the sessions are tailored to whoever is there on a given evening. A video is made of each session and replayed afterwards, with a post mortem and often, no doubt, much hilarity. After these courses are over, the Fleet Captains organise at least one training day for their Class, probably for different levels of ability – gold, silver and bronze.

**BTYC** runs a Novice Racing Course each autumn, which carries on almost seamlessly from the Plain Sailing on Saturday morning. The groups of sailors who progress together form bonds that last for years and help to build the 'core' membership. The course is about eight weeks long with its own trophies presented at the annual prizegiving supper. The expectation is that at least some of these sailors will be encouraged to carry on sailing over the winter.

### Step four: racing for all

Both clubs have quite different but interesting ways of integrating sailors of different abilities into the racing fleet

**SS** do this by a dual scoring system for every race, one based on position on the water, the other on a personal handicap. This handicap is worked out by Sailwave, and also reviewed by the sailing committee every month. The more you sail the more accurate your personal handicap. This encourages 'novice' racers because they can do well by the standards of their handicap even though they may be nowhere near the front of the fleet.

**BTYC** encourages experienced helms to take on 'novice' crews, and then to let them take the helm in the B Race. There is a B race every Saturday all year and on summer Tuesday evenings. If you win two B race series you are no longer allowed to compete as a B-helm – hopefully by then you will be thinking of getting your own boat and taking on your own novice racer.

# Raising your racing skills

## Coaching or self coaching?

### Alan Henderson

What are the differences between amateur and professional sailors? Big. Occasionally Britain's Olympic sailors race amongst amateurs, often in large fleets of competitive classes. The recent triumph of the 470 squad in the 24 Hour Race was a reminder of the gap between gifted amateurs who sail weekends only, and highly trained professional sailors, who sail and train all week.

But one of the factors which makes these professional sailors so good is their access for several successive years, to the best coaching available. So would you like to close the gap against the professionals, or at least close the gap between you and the front runners at your club or open meeting? More and more sailors are now turning to coaches to help improve their skills. Coaching is not just for RYA junior, youth or Olympic squads, it is for everyone. Many classes now organise coaching to help raise standards and motivation among their sailors. If your class does not do this, sailors may switch to other classes which provide more coaching.

There are two main ways of using coaching, the first is classic coaching, usually with a coach leading a group of boats, and the second is self-coaching. Which is better? Which would suit you? Fortunately, there are now books available to give you a good understanding of these subjects and to allow you to make an informed choice. This article examines three books of this type.

The first is an introductory book on how to coach.

**RYA Coaching Manual** by Alan Olive  
£8.50, RYA book no G101

This is a slim volume, aiming principally to educate new coaches. Sparsely illustrated, it reads a bit like a Health & Safety manual, though it packs a wealth of good information into its covers. It is written entirely in bullet points, and resembles a collection of the overhead slides used to teach a coaching course.

Whilst it could certainly be better written and laid out, its information will be very useful to new

coaches, or can be a refresher for more experienced coaches. It is a "How to" Manual, it doesn't tell coaches "What" they will teach, but concentrates on the How. For anyone starting to coach, or about to attend their first course to learn how to coach, it would be good preparation material. But for the average sailor wondering about whether coaching could help them, forget it. This book is a bottle of medicine. You know it's good for you but still struggle to swallow it.

Fortunately, the next book is completely different.

**RYA Race Training Exercises**  
by Alan Olive and Harvey Hillary  
£10.50, RYA book no G100

Incredibly, this utterly different book comes from largely the same team of author Alan Olive, with editing by Mike Hart, but any resemblances end right there. This book has the benefits of a co author, Harvey Hillary, who seems to have stimulated a complete change of style, pulling off the literary equivalent of a high speed handbrake turn. This is a fantastic book, well laid out, attractive and packed with colourful, and useful, illustrations.

If you appreciate simple cooking, you will love this book. All its recipes, or exercises, are very clearly laid out, easy to follow, and ready in just a couple of minutes in the microwave. It is a book for sailors. As a sailor, you click straight into its contents, and enjoy reading it. As a coach, you can even take it out on the water with you, as it is printed on waterproof paper. No doubt it can also be hurled into the bottom of your damp sailing bag.

The book gives a brief "How to" of coaching, then it's straight into the main content, a wide and varied set of training exercises. The exercises are well organised into topics, with a choice of perhaps four different exercises per topic. The topic meriting most space is appropriately boat handling. As the book says, if your boat handling is good and automatic, you have much more time to consider other aspects of racing such as

tactics and strategy. Every exercise is graded to show whether it is suitable for beginners, intermediate or advanced sailors. Every exercise is laid out the same way, on one page of the book. An attractive colour diagram on every page shows the exercise, followed by a brief description. It then describes the aim of the exercise, ie which skills it aims to improve. It then adds some suggested variations on the exercise. Both diagrams and descriptions are excellent, very easy to absorb and understand.

Apart from boat handling, other topics include starts, slow speed control, acceleration, sailing to windward, mark rounding, lay lines, downwind sailing, and lastly tactical exercises.

Most of the exercises are for a coach with a



group of boats, while a few are suitable for pairs of boats, or single boats. They are all graded for the level of sailor, but sometimes you may have a mixed ability group. The book contains some exercises for groups of mixed ability, to ensure that both beginners and more advanced pupils will be challenged by and learn from the exercises. Lastly, there is a very short section on self-training. It is a book which gets you thinking, and while the exercises are very much ready to go, it stimulates you to think about and invent new exercises yourself.

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Coaching exercises can help you make the perfect start

These two books cover the topic of coaching, and the second one can certainly help you understand how coaching could help you, and give you fun along the way. So with the help of a coach, you and a group of boats can work well together to improve your skills. However coaching has a cost. Instead, if you can work out how to self-coach, there is no cost to you, and you can do it anytime you like. You can do it on your own, you don't even need to round up a group of boats. But without an expert to direct you, will you be thrashing about, rudderless, or can you effectively plan and implement self coaching for yourself?

Which brings us to the third book:

**Be Your Own Sailing Coach** by Jon Emmett  
£14.99 Wiley Nautical

Reading it, you reflect that yes, self-coaching can be done, but the path to self-coaching enlightenment remains a little misty.

The Race Training Exercises book does precisely what it says on the tin, but as a book about how to self-coach, this one falls short. Self-coaching is certainly in the background through the book, it is a philosophy which is introduced, but the bulk of the book is a conventional "How to Race" book, with some campaign management thrown in. The author adds some one-pager contributions from top sailors, some of which, particularly those by Paul Goodison and Joe Gianfield, are very useful.

Emmett tackles a generous 21 topics, with a chapter on each. In a 260 page book, these chapters can only be of limited depth. Both text and colour diagrams are good, and easy to understand. Photographs however are very poor quality, wasting space. With its wide range of topics within racing, the book will suit readers

looking for just a few learning points from each topic, rather than having to read a whole book, or watch a DVD, on each subject. But many chapters are thin, and personally I would have preferred him to cover a smaller number of topics well.

For me, the best chapters were on weather, rules, and fitness. The weather chapter for instance is written in simple language, and so contributed a number of useful messages, whereas reading a whole book on weather usually leaves the reader blinded by science, or by unexplained weather terms. I enjoyed Emmett's simple descriptions of "big white" clouds or "dark" ones, compared with the usual weather expert's terms of cumulonimbus, stratus or whatever. This chapter contains several useful rules of thumb.

Chapters on starting and boat handling are closest to the philosophy of self-coaching, each giving a number of exercises which could be practised alone, with another boat, or preferably with a coach and fleet.

So coaching or self coaching? Either will help, and a mix of both can be ideal for convenience and affordability. Though remember, a group coaching weekend usually costs about £40 to £50 per boat, which can be pretty good value. Next time you think about upgrading your boat, say with a new jib, why not pause and consider whether you might get a better return from six weekends of class coaching, polishing your boat handling? Reading these books certainly convinces you of one thing; there is far more one can do than just go racing if you want to improve your standards. Your progress is likely to be much quicker if you also use coaching or self-coaching. And reading sailing books can't do you much harm either!

## GP14 – the last two years

The scope and range of suppliers of GP hulls and sails is significantly wider than two years ago. Over this period there have been some important changes to the supply chain and to the materials used in manufacturing the GP14 dinghy. This article sets out to chart these developments and, at the same time, to illustrate how improvements to the quality and attractiveness of the boat may be made without compromising the one-design principle.

### Hull moulding developments

As the owner of the intellectual property of the design of the GP14 the Association has worked with many different plastic hull moulding companies under licence since the early 1970s.

Richard Estaugh dominated the Association's championships over many years and became a mainstay in the manufacture of hulls and sails through his company Speed Sails. GP14 plastic hulls were made solely by Speed Sails under licence from the Association from 2001 to 2009. Shortly after taking over the management of Speed Sails following Richard's sad death in 2009, Ben Estaugh established a sub-contract moulding agreement with Winder Boats and continued to make and sell GP14 hulls for a few months. Speed Sails went through a financial restructuring in 2010 and emerged as a sail-making business under new management.

Early in 2009, Boon Boats opened discussions with the Association to become hull moulders and embarked on a development project to build new moulding tools and to establish a new manufacturing route. The Association welcomed the potential of having two moulding companies making and selling GP14s as a benefit to existing and future members.

Also in 2009 Speed Sails had changed the resin used in moulding from polyester to epoxy resin. Although a more expensive material per kilo, epoxy resin offered the advantages of greater

strength and stiffness and less absorption of moisture over time, whilst requiring a lower weight of resin to be used. Many other dinghies had already converted to moulding in epoxy resin before this time.

### Wooden hulls

The mainstay of wooden hull building for many years has been Duffin Marine in Belfast. Alistair Duffin's craftsmanship has been consistently high and his work with the Association over years of double floor development and improvements and variations to the interior layout has been invaluable. Although others have built a small number of wooden hulls, it is fair to say that Duffin has been the leader in making incremental improvements to the double floor boat, in terms of interior appearance, buoyancy layout and efficiency, and building techniques.

### Weight control

At the time of the conversion to epoxy resin moulding, an exercise was completed reviewing the weight of materials used to build the hull, both in plastic and in wood. This exercise showed that achieving and controlling the all-up weight of the boat within the Class Rules was beginning to be a problem. The weight of epoxy resin needed to make a strong and safe hull was lower than the equivalent polyester resin boat. The poor availability and high cost of high density woods and plywood sheet materials, resulted in the wooden hull weight after building being considerably lighter than specified in the Rules.

From an environmental and cost point of view, the excessive use of wood and oil-based resins simply to achieve hull mass, rather than to meet the engineering or safety requirements of hull building, was considered wrong. The Association therefore reconsidered its long-established Class Rules on weight correctors, with the aim of ensuring that the sailing weight of new hulls was the same as that of older hulls. A rule change

# Sail register

The following is a list of sail makers and boat builders in Great Britain and Ireland registered with the Association 1 January 2011 to 31 December 2012

was adopted in 2010 introducing additional correctors to be fitted by the builders of new boats in positions ahead and astern of the thwart, to bring them up to the traditional finished weight of the hull, while also maintaining the weight distribution and the radius of gyration of the hull.

## Changes to internal dimension tolerances

Early in 2010 a meeting of all builders and potential builders was held to discuss the use of materials and building techniques. From this meeting proposals were developed to improve the buoyancy efficiency of the hull, to facilitate re-righting and to permit some dimensional variations to the interior and deck layout to improve the appearance of the boat. The strict adherence to hull shape, hull weight, rig size and position in the boat was maintained.

## Current builders

During the re-organisation of the Speed Sails business, Winder Boats purchased the moulds in 2010 and applied directly to the Association to become licensed builders. Winders have an expertise and good reputation in manufacturing many racing dinghy designs and have subsequently refined the tooling fit and the manufacturing techniques of the GP with epoxy resin. This has resulted in excellent hulls with very consistent weights. This timely agreement with Winder Boats maintained the supply of moulded hulls to the members through a potentially difficult transition from Speed Sails. Through their links with Pinnell & Bax, Winders have introduced a new sail-maker to the Class and they also fit out boats themselves.

Boon Boats have developed their production route through Ovington moulders and fit out and sell through Boon's workshop at Stoke. This production route follows and mirrors the successful growth of Solo class sales from Boon and marks a partnership bringing North Sails into the supply chain. The first Boon GP14 attracted a

lot of attention at the March RYA Dinghy Exhibition and will be campaigned by Steve Boon on the competition circuit.

Duffin Marine continues to produce beautiful wooden hulls, and have incorporated the recent dimensional changes to seat length, aft deck length, removal of fore deck washboards and distribution of buoyancy tanks.

## Sail materials

Coincident with the consideration and introduction of new resins, weight control and interior layouts has been the introduction of laminate mainsails. This was proposed not to out-perform the Dacron mainsail, but to improve and modernise the appearance of the boat with a sail of equivalent performance and power. Many sail makers have added a laminate main sail to their product range and experience over one season has confirmed that the objective of a wider choice, without outdating the Dacron mainsail, has been achieved.

## Summary

To sum up, the scope and range of suppliers of GP hulls and sails is significantly wider than two years ago. The next two years are unlikely to see as many changes to the commercial supply scene or the materials and building techniques as have happened in the last two years. Our sixty year-old design is looking good, incorporating modern materials, while maintaining equality with older boats.

*David Rowlands, Technical & Rules Committee*

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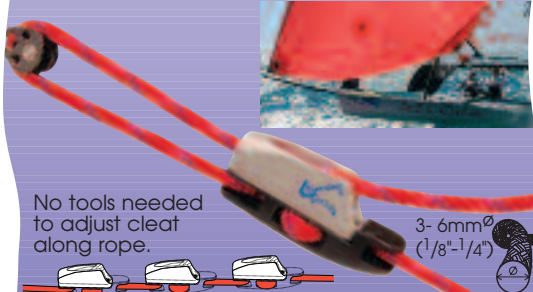
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