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GP14 Class International Association

Spring 2012

# main sail



All of 2012 – and how to build your own GP14



## AGM 2012

The 62nd Annual General Meeting of GP14 Class International Association will be held at Looe Sailing Club, Buller Street, East Looe, Cornwall PL13 1AS, on Monday 13 August 2012 at 1900hrs

### Agenda

- 1 To receive apologies for absence
- 2 To receive the Minutes of the 61st 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 Any other business competent to the meeting

The President welcomes discussion after the formal agenda items.

\* The Accounts for year ending September 2011 are available for inspection on the GP14 website.

Cover:  
Ben Ditchburn & Bill Kenyon  
at the Nationals 2011

photo: Andy Bury

## Editor's letter

We've been having perfect weather to check over the boat before the season gets under way in earnest. This issue of Mainsail has some interesting articles on how to improve your GP, whether it is old or new, and also how to improve your sailing. The lucky 130 who are going to the Worlds will be anxious to get in as much practice as they can and Dale Knowles suggests ways to make it more effective. Hugh Brazier reviews an excellent book aimed at the club sailor, and Ian Dobson brings us another of his 'Alarm Bells'.

So, where to go? The racing fixtures are collected together, colour-coded into areas for your convenience and there is also a separate list of the Grand Prix circuit events. The Grand Prix promises to be very exciting this year, with plenty of opportunities to compete on the sea. Each Area has worked on producing a good Travellers series – and in fact the Midland Bell and Southern Travellers have already begun. By September you might be tempted to enter a team for the West Lancs 24-hour race and you can find advice from Mike Senior on doing just that.

Not everyone is interested in racing, however, and the GP14's appeal to cruisers is undiminished. Ed Washington takes over from Oliver Shaw as Cruising Rep this year and you can read articles from both of them, detailing plans for the coming season and reflecting on the past. There is also a great deal of interest in vintage boats. There is some excellent advice by George Rogers to help you improve your older boat and an interesting account of how Gareth Morris tracked down the history of his GP No 7.

It is remarkable that there is still a fascination in this digital age with getting your hands on a stack of wood and some glue and knocking up a GP14 in your garage! Well, it's not quite so easy as that, as you can see from the article by Phil Hodgson...

Very many thanks to all the contributors to this Mainsail. Have a great summer and don't forget to send your news and photos to Andy Bury to put on the website, [www.gp14.org](http://www.gp14.org). He and Mike Senior are working hard on an upgrade to the website, and the new one, with many more features, will be launched soon.

*Liz Hall, Editor*

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

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## I can't believe that my term as President is coming to an end

### President's piece

Brilliant! The sailing season is back once more and dusty boats that were carefully stored for winter have been unpacked and made ready. Congratulations to those more determined members who never did pack their boats away but have been out racing this winter, keeping the GP14 up there with the rest of the competing classes.

November 11 1951 was the date of the first committee meeting of the GP14 Association, and, to mark the occasion, we organised a reunion of many of those who have done – and in many cases still do – so much to make the GP14 Class the resounding success it is today. Past Presidents, current committee members and supporters from the UK and Ireland, plus some of our past and present World Champions, all met up for a celebratory meal in Drapers' Hall, Shrewsbury, the very same venue used for the first committee meeting of the GP14 Class Association exactly 60 years to the day of our dinner. It was amazing to have legends of our sport with us for such a memorable occasion and it was an evening that will be remembered for many years to come.

This year's Dinghy Show at London's Alexandra Palace has been another resounding success. Two boats were displayed on our stand, the first a brand new hull by Alastair Duffin of Belfast. Alastair's hull featured the new foredeck scooped on both sides of the mast; this feature is an absolute must for smaller crews, as it allows them to reach further forward. The outstanding finish on Alastair's hull was produced by Paintcraft of Nottingham.

Standing alongside the gleaming Duffin was the equally pristine epoxy hull from Winders, featuring a brand new floor and internal layout. The latest modifications to the Winder hull have been made over the winter months and have totally transformed the hull both in appearance and capsize performance. Both boats were show-stoppers and our stand was inundated with visitors for the entire duration of the show.

Sails for this year's exhibits were supplied by Elite Sails and HD Sails, both relatively new companies, although their proprietors – Steve Parker of Elite Sails and Andy Davies and Jim Hunt from HD Sails – have been known to us for years, formerly working for the legendary chandlers, boat builders and sail makers, Speed Sails of Aldridge.

We were also delighted take part in the Jack Holt Centenary celebrations by displaying GP number 7 in the impressive row of vintage boats in the West Corridor – one of each of the many classes that came from the drawing-board of the legendary designer. No 7, *South Bank* (of which you can read more on page 42 of this edition of Mainsail) was shown by her current owner Gareth Morris from Gresford SC. I would like to say a special thank you to Gareth and his wife Naomi, who worked so hard to get the boat ready – defying winter weather to get the varnish dry and the fittings back on in time to bring it down looking gorgeous for the Show! Thanks to all those who have helped this year both on the stand and by supplying hulls and sails for our stand; yet again our efforts ensured that we projected the GP14 and our Association in the best possible light to the yachting press and to Dinghy Show visitors.

The major announcement at the dinghy show as far as the GP14 class is concerned is that Aigua Charter, a yacht charter company and sea school based in Mallorca, has come in with a title sponsorship for our 2012 World Championship. I hope that Aigua Charter find their sponsorship of the Worlds as rewarding for them as their sponsorship is to our class. The Championship is still 4 months away, but the entry list closed in February, after reaching 130, the maximum limit for the venue. A reserve list has been started and has already reached double figures: read Gill's Championship report for further updates. Congratulations to all the Championship Committee for a sterling effort so far.

photo: Andy Bury

It gives me the greatest of pleasure to announce the very special award that was made to David Rowlands at the GP14 Class International Association 60th anniversary dinner. David has been made an Honorary Member of the GP14 Class for his exceptional work for the Association over a 36-year period. David has actively embraced many roles in his service to our Association, such as Area Rep, T&R Chairman, Treasurer and President. Without his outstanding contribution, the GP14 Class would not be the strong organisation it is today.

During my time as President, I have been very pleased to make progress in the development of coaching. I have listened to numerous debates at committee over the years, regarding the best ways to encourage people into our sport. Most of the ideas came to nothing – that is until now.

The development of our coaching squad under the leadership of Phil Hodgkins and RYA coach Adam Parry has given me renewed hope for the future. Our Association is sponsoring courses at clubs and sailing centres all over the UK, giving our members a major benefit from their membership whilst enhancing their sailing skills. I'm delighted too that after much discussion over many months the committee has approved the purchase of a training/promotional boat for the use of the Association coaches/promotional team. Phil and Adam will control the movement and transportation of the boat, and all enquiries regarding its use should be directed, initially, through the GP14 Association office.

Another very necessary project started at the beginning of my term as President was the digitisation of the association archives. Tens of thousands of records, enough to fill an average sized bedroom, were removed from the old Crewe office three or four years ago and Hugh Brazier and his son Owen offered to undertake the monumental task of digitising the entire archives of the class, a task now close to completion. Our records have been scanned and



are now stored digitally, giving us security and ease of access for the future.

Following the phenomenal success of the 2011 GP14 World Championships in Sri Lanka, I am excited to hear that we have received a formal application from the GP14 sailors in Sri Lanka to form an overseas branch of our Association. I look forward with interest to development of this embryonic branch and news of their activities.

I can't believe that my term as President is coming to an end. This is certainly my last President's Piece for Mainsail, and I would like to take this opportunity to thank everyone on my committee for sticking with me and the Association through the past three years. When I set out on the journey with my team, I had one mission in mind: 'to make the GP14 more appealing to more people'. I believe the massive effort put in by the entire team has now turned the tide for the GP14; new people and younger people are engaging with our Class and as a result there is a new excitement on the dinghy park. The GP14 as a package has the lot – the boat, the Class Association, the people and the clubs. Above all, close competitive racing at all levels of ability. Many sailors have tried the flashy new classes and then returned to the GP14. Why? Because they were disappointed with the alternative. The GP14 Class has it all in abundance, and delivers what most other classes can only dream about.

Continue to enjoy what we've got.

Ian Sinclair, President



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### GP14 insurance scheme: a warm welcome from Craftinsure

Craftinsure is delighted to have been appointed to run the GP14 Association insurance scheme from 1 April 2012, and we look forward to welcoming the many sailors who take advantage of the scheme as new customers.

Having been in place for nearly 60 years, the scheme has been extremely successful and enjoys a very high level of support. In addition to the involvement and excellent guidance provided by Graham Knox over much of the scheme's history, the long established relationship with Navigators & General as underwriters has no doubt been an important factor, and this continues.

In addition to special terms for members, the Association will continue to benefit financially from the arrangement, providing a valuable contribution towards administration costs as well as events. Craftinsure has already confirmed sponsorship proposals for the 2012 World Championships in Looe as well as the Irish Nationals at Ballyholme Yacht Club in July.

#### Introducing Craftinsure

Craftinsure is the UK's leading online boat insurer, established in 2001, with the backing of Navigators & General (part of the Zurich Insurance Group) as underwriters.

Whilst designed to provide a quick and cost effective way to insure boats via the internet, there is also a Help Line (0845 2607 888 or Freephone 1800 844100 from the Republic of Ireland) providing easy access to a team of specialists who are also keen sailors. There is also a separate 24-hour helpline for claims (0845 2607 999), and claim progress can be tracked on line. Virtually all racing dinghy claims are dealt with by in-house specialists to help get you back on the water as quickly as possible.

Craftinsure already has well established links with a number of other dinghy classes including Wayfarer and Topper, for whom they have provided class association insurance schemes for several years, and with IODAI for Optimist owners in Ireland.

As Craftinsure is internet based, policies and renewal invitations are sent by email, and payment is by debit or credit card. Existing customers can view a copy of their policy at any time by accessing their details on the website – very handy if you need evidence of insurance at an Open event and don't have your policy with you!

For more information about Craftinsure visit [www.craftinsure.com](http://www.craftinsure.com) or [www.craftinsure.ie](http://www.craftinsure.ie) if based in the Republic of Ireland.

#### How to renew your GP14 insurance

If you haven't already renewed you insurance, an immediate renewal quotation and cover can be obtained in one of two ways:

- calling Craftinsure on 0845 2607 888 (UK) or Freephone 1800 844 100 (ROI); this is particularly recommended if you have a claims history.
- using the Craftinsure website. Just select Racing Dinghy as the boat type and then GP14 from the 'pick list'. You should then be able to obtain a quotation and purchase a new policy within a couple of minutes. Your policy will be emailed to you immediately.

Craftinsure will also be contacting members to help with the transfer process up to and after 1 April.

#### Key features of the GP14 Association Insurance Scheme with Craftinsure

As Craftinsure's policies are underwritten by N&G, there is very little change in cover or terms, and premiums have been held as close as possible to 2011 levels, with a Cruising Only

option for those who do not require any racing cover as previously.

Here is a summary of the main points:

- Internet based facility with 'anytime' access to your policy records on line.
- No rigid 1 April renewal date requirement in future.
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- No policy or administration fees for members.
- Premiums and claims payments in Euros for customers based in ROI.
- Automatic cover for up to 30 days use in continental Europe which can be extended on request at no additional costs for members.
- Premium discounts at renewal where more than one boat insured.

Craftinsure is very keen to receive any feedback from members and we look forward to being involved with the Association, hopefully for many years to come.

If you have any queries or concerns, please don't hesitate to contact us.

*Rod Daniel ACII*

Craftinsure.com  
customersupport@craftinsure.com

## RYA Club of the Year 2012

Congratulations to Hollowell Sailing Club, the 2012 RYA Club of the Year! They were finalists themselves in 2009 and 2011 and this year they beat off the other strong finalists Chichester YC, Leigh and Lowton SC, Salcombe YC and Staunton Herald SC.

The awards panel 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 strong links to many local schools and youth groups, their RYA OnBoard sessions provide the perfect opportunity for other family members to come along to the club and also enjoy their first taste of sailing. Meanwhile, as a Volvo RYA Champion Club, talented youngsters are frequently fed into the RYA's World Class racing programmes.

The club also hosts successful, popular annual Open Days with last year's event attracting around 147 through the gates. An incredible 83% of the adult and junior members who joined the club last year had no previous sailing experience.

Jackie Bennetts, who coordinates RYA Club of the Year explains: 'Hollowell Sailing Club are very worthy winners of this year's award. Not only do they continually make improvements to the equipment and facilities but they have an excellent vision for the future. We hope other clubs will learn from their success'.

You can enjoy Hollowell's excellent facilities at the GP14 Midland Areas which they will be hosting in September.

## Wilf Earnshaw

We regret to report the death of Wilf Earnshaw in Texas. Wilf met many members at Championships, and other events in the past, as husband of Maggie Earnshaw who worked in the Association Office in Crewe for many years.

# Racing

## Championship report

Well, 2012 certainly started off with a bang. I was overwhelmed with the rate of entries for the Worlds – absolutely amazing! Looe Sailing Club are very hospitable and I am sure you are all in for a good time.

### The Grand Prix Series

A big thank you to Steve Parker and Elite Sails for Sponsoring this year's Series.

The Grand Prix Series kicks off with our three-day Inland Championship over the May Day Bank Holiday at Northampton Sailing Club. We have been offered a preferential price for the three days sailing and the outcome is that an entry fee of just £50 has been set which includes a meal on the Saturday evening, and a band will provide music. Good value for money! The NOR is on the website and there is a restriction of 60 boats for the event. Twenty more places than any Inlands in the last 10 years. However 15 boats are entered already! On-line entry is available: get yours in now to avoid disappointment. Camping facilities are available, visit [www.northamptonssailingclub.org](http://www.northamptonssailingclub.org) for details. Entry closes on the Wednesday before the event.

There are three sea-based events before the Worlds: Largs, Poole and Brightlingsea to choose from to get that ever important practice.

We have slightly altered the qualifying rules in that an Open meeting isn't necessary in the minimum of four events to qualify. We don't feel that will be in the least detrimental to the number of people who enter those events. We are just trying to make it easier for everyone to understand how they may qualify.

A low point scoring system will be applied to the Grand Prix, using your best four events, of which one must be the Inlands or the World Championships. The prizegiving for the 2012 series will be held at the End of Season Championship. The result from this event will not count towards the 2012 circuit, but will be the first event of the 2013 Grand Prix.

The scoring for the Worlds will have a 50% rating to keep it in line with the Inlands scores, where we hope to attract the maximum entry of 60.

With five Area Championships to choose from, we hope that the enthusiasm generated by the Worlds may see more sailors qualifying for the Grand Prix Series this year.

The Masters and Grand Masters Championship is hosted by New Quay Yacht Club from 30 June to 1 July and presents an opportunity for those old enough to qualify (40+) for some sea sailing practice before the Worlds. New Quay is a pretty Welsh town and the members of the Yacht Club are very welcoming. The numbers are restricted to 40 boats and the meal has to be booked separately as there are only 50 places available, so these will be allocated on a first-come basis. A four-race series is planned, with registration on the Saturday morning. On-line entry is available and, again, book early to avoid disappointment.

The Youth Championship is booked at Bolton Sailing Club the last weekend of the Autumn half term, 3/4 November

Happy sailing – hope to see you all on the water.

*Gill and the Championship Committee*

### Please note

All helms must be current members of the GP14 Class International Association; a Single Event Membership fee is available.

Helms and Crews who are under 18 at the time of the event must have a declaration form completed by their parent or guardian before they will be allowed to compete. The parental declaration form is part of the entry form. This can be downloaded from the website.

*These rules apply to Association-run events: the Worlds, Inlands and Area Championships. Clubs running Open meetings may also adopt these rules, or they can follow their own practice.*

## The Worlds



Puerto Andratx is one of the oldest and prettiest yachting marinas on Mallorca. It is still a working port, supporting around a dozen fishing boats who go out each morning at 4.30 am and return at 17.00, when you can see the catch before it goes to the market – also on the quayside.

### Introducing the World partners

The 2012 GP14 World Championships is set to be an event to remember, with entries fully sold out six months prior to the start. We are delighted with the support from so many sponsors this year and would like to thank them for their great generosity. Without giving too much away, all the competitors this year will have the opportunity to walk away with some fantastic prizes.

The title sponsor is Aigua Charter (see Simon Relph's note, right). We are also pleased to announce that the following have confirmed their support:

#### Clothing and merchandising partner

Zhik

#### Senior event partner

Craftinsure

#### Race sponsors

Harken (sponsoring 2 races)

Super Spars

HD Sails

#### Event associates

Winder Boats

Allen Brothers

P&B

Duffin Marine

Chloe Brennan

Paintcraft

#### Buddy sponsors

SP Boats/Elite Sails

Ginger Boats

Be sure to check in to the event website at [www.gp14worlds.com](http://www.gp14worlds.com) regularly for more details about our sponsors and the program for the week.

### Aigua Charters

Aigua Charters.l.u., of Mallorca, are delighted and proud to be the title sponsors of the highly prestigious GP14 World Championships for 2012.

For 24 years I used to race GPs in the UK, based at Bolton SC, but for the last few years I have been living mainly in Mallorca, working with Aigua Charter for the past two. Your (very persuasive!) President, and my good friend Ian Sinclair suggested we at Aigua Charter might be interested in becoming involved in the 2012 Worlds, and we are delighted to be donating a week's bareboat charter to the winner of each of the Bronze, Silver and Gold fleets, on our new Delphia 33 sailing yachts, here in Mallorca. The boats sleep six people, so the family or friends of the winners can also benefit from the prize!

Aigua Charter run a superb Yacht Share programme, ideal for those who don't own their own yacht but still want to go sailing. You just pay a very reasonable monthly fee, and go sailing for six weeks per year. We are also going to be promoting some Club Regatta Weekends in the early spring and autumn, specifically aimed at UK club dinghy sailors, where we will provide two identical Delphia 33s for a weekend of match racing, a short cruise and lots of fun, for £175 per head. Either get a group of clubmates together, or better still challenge a rival club! Check out the website [www.aiguacharter.com](http://www.aiguacharter.com), or ring us here on +34 971 735 372 for further information.

Simon Relph

## Grand Prix events 2012 *supported by Steve Parker Boats and Elite Sails*

5 – 7 May	Inlands	Northampton SC
19 – 20 May	Scottish Area Championship	Largs YC
19 – 20 May	Southern Area Championship	Brightlingsea SC
14 – 15 July	Northern Area Championship	Derwent SC
28 – 29 July	Northern Nominated Open	Bassenthwaite SC
5 August	Southern Area Nominated Open	Poole YC
11 – 17 August	Worlds	Looe SC
2 September	Midland Area Nominated Open	South Staffs SC
22 – 23 September	Midland Area Championship	Hollowell SC
29 – 30 September	Welsh Areas Championship	Llandudno SC
6 – 7 October	Scottish Nominated Open	Castle Semple SC
20 – 21 October	End Of Season Championship	Royal Windermere YC

The overall result will be based on your best four events, one of which must be the Inland or World Championship.

The prize-giving for the 2012 Grand Prix will be held at the End of Season Championship. The result from this event will not count towards the 2012 circuit, but will be the first event of the 2013 Grand Prix.



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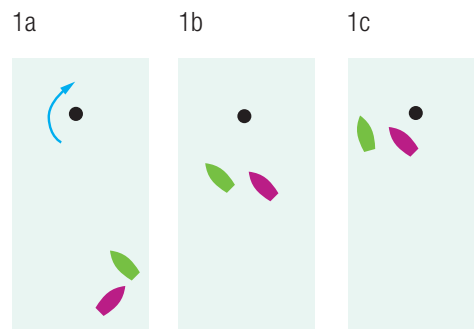
## Another in our occasional series by Ian Dobson

Previous episodes of Alarm Bells have focused on situations predominantly seen in championship races, and I am conscious that most of the readership are not often exposed to this type of racing. So here we examine a single example often seen in club and lake sailing.

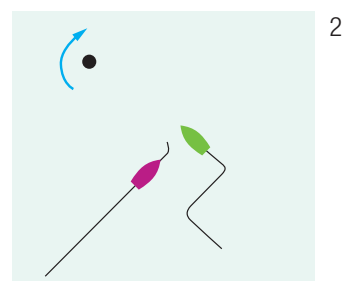
## The starboard rounding mark:

We have a simple saying on the team racing circuit 'Ducked – you're F#£\$\*d'. So now look at the equally colourful illustration.

Green approaches the windward mark underneath the layline. Pink ducks Green and shortly after, flops onto starboard. Green has given up the starboard advantage and is now 'pinned' to the outside lane. Pink rounds the mark ahead. This is a very simple situation that happens very frequently, even to the best of sailors.



I haven't tagged the picture with the catch-phrase symbols (Ding, ding – alarm bells) as I believe that by the time you are in situation 1a it is far too late to be thinking about what is about to happen. It is not necessarily a problem to find yourself just shy of the layline (being on the layline too early is obviously an option limiter), particularly because the tack loss in a GP14 is virtually zero. So when should the alarm bells be ringing?



When positioned under the layline on starboard tack approaching a starboard rounding mark, a team should be eagle-eyed and conscious of boats approaching on port tack. Don't easily give up the right hand side of the course. Try tacking up to the layline (or perhaps even half a boat length over it) before the pink boat gets near. Allow yourself space to tack back on to starboard without infringing the port tack boat and hence protect the inside line.

This happens similarly downwind when approaching the bottom mark, so give that some thought too!

## Improve your boat for the new season

I asked a very random selection of people for tips on how to get a GP14 in better shape for the new season and I had a pretty random, but excellent, response! Here is a selection:

## Dale Knowles

TLC. Now's the time to give the boat a thorough going over checking for worn ropes and fittings and, as my helm found this winter, square blocks! Check all running gear...runs! Are there knots catching anywhere? Think about all the little niggles that occurred last year – fix them now before the new season starts or else you end up living with them for another season, or worse – something breaks just when you're having your best race ever. I'd also encourage you to make the effort to get your boat weighed again to see if your correction weight can be reduced.

Chocks and cunningham control. Highly under-used by the majority of the fleet I would say. Obtain/make your own chocks and fit out a cunningham control system then read Ian Dobson's and Stuart Bithell's notes on using them. (The rest of their articles is extremely informative too!)

## Mike Senior – 10 top tips

- Clean your GP, remove all tyre marks etc... having a boat that looks the business will put you in the right frame of mind for racing.
- Consider replacing your sails. If your sails are looking a little tired, consider selling them on and replacing with a new set. Unfortunately it doesn't matter which sails you use, if you are an active racer you will need to replace your sails on a fairly regular basis, depending on how often you sail. Usually your genoa and kite will need replacing before your mainsail.
- Fair and polish foils. If your foils look a little ropery (e.g. chips out of the trailing edge), fill them with an appropriate epoxy filler and then polish up.
- Replace any old ropes. It is much better to replace them before they break! I generally go through at least 1 genoa sheet, kite sheet and mainsheet per season.
- Inspect all your fittings on the hull and mast and replace any that look tired. Same reason as ropes.
- Check your settings. Is your rig set-up correctly for the sails you are using? Speak to your sailmaker to ensure you are getting the most from your rig.
- Check your slot gasket. A slot gasket is just a piece of material and will degrade over time. It will need replacing more often than you think. If it goes whilst you are racing, then this will have a major impact on your boat speed.
- Consider how you could change the layout of your fit-out to make the boat easier to sail for your style. Some people prefer complicated systems that control everything. Some prefer more simple systems. Choose a system that is right for you.
- Replace your spinnaker trays with bags. There is nothing worse than hoisting a soggy kite when it is light and good spinnaker bags suspended off the floor will prevent this.
- Re-thread all your ropes, including any inside the mast. Over time your ropes will become twisted, therefore remove them and

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### My top tip is lubrication!

take out the twists. Just think, if you sail a triangular course and use the pole-on-boom system, every time you gybe you put another twist in your pole adjuster rope.

#### Ian Sinclair

My top tip is lubrication! I can't stress strongly enough (especially after a long period of inactivity) the importance of reducing the friction on the mechanical fittings in the boat to an absolute minimum, thus enabling the helm and crew to operate the fittings and controls on the boat right first time, not forgetting the pulleys in the mast. The genoa halyard block is one I focus on in particular – a seized genoa halyard block is the cause of many genoa halyard failures, and is

easily avoided with a little drop of WD40 or something similar on a regular basis.

When lubricating the various fittings on the boat, make sure you cover the floor and side decks, etc. A liberal application of silicon lubricant on the wrong surface can have devastating consequences for both helm and crew when they are trying to keep a firm footing: it's at this time you realise just how good some lubrications are!

#### Ann Penny

Forget the gadgets, the fine tuning; if you've got a decent hull, foils and sails, change the helm!

Alternatively get the helm to stop eating chocolate and get fit!

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## A new perspective on practising

### Dale Knowles

I don't think people practise enough. Despite our best intentions to practise something, as soon as we are in a race, we revert to type and the intent to practise goes straight out of the window. Practising for me is getting out there on your own completely free from the race environment. This can be done before, between or at the end of your normal day's racing – when it's safe and courteous to do so, obviously.

Practise your boat handling – not just the mechanics, but how you communicate with each other on who does what, when and in which wind strengths this changes. Think about all the things that have gone on in previous races where you thought – mmm, that could have gone a bit better. The list will obviously vary depending on your experience, but as a guide I would suggest tacking, spinnaker hoists (windward/leeward, pole right/wrong side), gybing (run to run/broad to broad/close to close and all the combinations), spinnaker drops (drop then round/drop then gybe then round), mark rounding (top and bottom mark scenarios). The list goes on. Throw in the fact that there's benefit from practising in the various wind strengths and this is a lot of practising! I truly believe *one hour* of practice in this form will give you much more value than doing *one day* of your typical racing round the cans at the club.

I say this because when you're free from the shackles of racing you can try something, stop and discuss it, try it again, repeat it, string a sequence together, etc etc. You simply don't get this opportunity in a race where the thing you're trying to practise is usually a one-off (or a one lap event at most). Practising is doing something repeatedly in a short time frame so you can perfect it, and then you've got the improved technique to call upon in a race.

I hope you'll appreciate I'm not suggesting we stop racing by any means! Racing's the fun part and needs a lot of practice in its own right. But if you are in a bit of a rut in terms of technique, then rather than going round and



round the cans each week, I recommend you think a bit differently – take your lunch in the boat one Sunday and spend the hour practising something instead – you will benefit from it!

In this Olympic year, I'll recall Clive Woodward's (Team GB's Director of Sport) continual reference to the 'one-percenters'. Like every sport – there's no silver bullet in sailing – it's the marginal improvements that make the difference. I encourage you to identify and improve your 'one percenters' by practising properly.

As a footnote to this, I would really recommend those who are going to Looe this year and feel they could improve their sea sailing technique to do everything they can to get on the sea beforehand. I should reiterate the 'where it's safe and courteous to do so' comment again for the obvious perils of the sea. It may be that that the only time you get to practise will be at the Worlds itself but there's plenty of opportunity before and between races, assuming you get out early enough! All the techniques I mentioned above take on a slightly different nature on the sea, not to mention the actual getting-from-A-to-B activities which are a different ball game when waves come into play.

Can you safely park your boat up in a swell waiting for the path finder? You won't perfect that by sailing round the cans every Sunday at your local reservoir!



# West Lancashire 24-hour race

## How to put a successful team together

One of the best events in the sailing calendar is the West Lancashire YC 24-hour race. I have been fortunate enough to be a member of both Bolton and South Staffs sailing clubs, both of which have a long tradition with the race, so I thought I would share some of my experience. I hope this will help you with your preparations for this year's event or even persuade you to enter a team. The 24-hour race is a fantastic advert for GP14 racing. If you were at the 2011 event, you will know that the final few laps, where South Staffs and Hollingworth were battling for the overall lead in breezy conditions, was fantastic drama! There is no greater buzz in sailing than hearing your supporters cheer you on from the shore on every lap!

### Building your team

As a basic set-up a strong team should have the following:

- Shore-based team manager
- Team captain (may or may not be the shore-based manager)
- At least three helms, four crews

### Shore-based team manager

It is essential to have someone permanently on shore, to take responsibility for things such as signing the declarations, getting hold of crew members, organising changeovers and boat spares when needed, providing feedback on race strategy, keeping track of lap times of you and your closest rivals and then communicating to the sailors currently on the water. In my experience this person is awake for the entire race.

### Team captain

In most teams the team captain is also the team manager; however in recent years I have acted as team captain for the South Staffs team and delegated the roles above to the team manager. I see the team captain's role as setting overall race strategy.

### Sailors

Generally, each team I have been involved in has had about three helms and four crews. If you are entering a team just to complete the race, I would advise doubling that number, otherwise you may struggle if the conditions became rough. Some people think the teams I have been involved in are too small, and they could be right. Ideally I would have a bigger team, all chomping at the bit to get out and perform.

### Boat preparation

The 24 hour race is all about good boat speed. Therefore pick your fastest boat! Last year everyone thought I was mad to use my new Duffin for the race. The risks never entered my mind. I saw it as a 24 hour boat test. It would have taken me two months of club racing to get the same usage out of the boat! I see my boat as a racing machine not a piece of furniture, although I do look after it as if it was!

There are a few simple but essential things for the 24 hour race:

- Spare mainsheet and kite sheets in the boat.
- Have a few lengths of rope in the boat for running repairs.
- A new roll of electrical tape in the spinnaker bag.
- Make sure you have a shackle key.
- Tape up all hatch covers with duct tape.
- Have spares of everything onshore. Essential are spare rudder system, tiller extension and sheets.
- Check all fittings for wear and tear. It is a good idea to replace such things as tiller extension joints if they look a little tired. They will definitely look a lot worse after the race.
- Don't use a fixed rudder unless it is blowing 25 knots. In recent years the weed on the marine lake has been fairly good, but if there is weed I can assure you that you won't go fast with your whole arm out the back of the boat clearing it off your rudder!

Make sure everyone in the team has had an opportunity to sail the boat before the race. I have never done any specific 24-hour race training such as changeovers etc... but I do make sure that everyone has a good understanding of the equipment they are about to use.

### Race strategy

It is important to note that all the teams I have been involved in have aimed to win the event. Each sailor has expected to be called upon to sail or not sail, as required. This level of understanding has meant there have never been any disagreements about crew changes or who is supposed to sail. Quite simply, the quickest team sails the most and at the right times: generally the team as a whole knows who will go quickly depending on the current conditions. Sometimes a complete crew change is not needed and we may just change a crew or helm.

**Figure out who is going fast** and use them as much as possible at the right times. The 24-hour race is not your conventional race. For example, quite often you can go through periods where there are almost no beats. Just because some of your sailors maybe very quick at your home club it doesn't mean they will be at the 24-hour race. Because of local geography it is very shifty, there is usually weed to contend with and competing with Enterprises and Larks on the same course means you should consider how these boats are going to react to different circumstances.

### Don't overcomplicate changeovers.

When changing over, consider what the wind is doing. Only do a running changeover if you are confident it will come off. The consequences of getting it wrong are much greater than saving a few boat lengths!

### Cut your stint down into bite-size chunks.

Try to forget about how long you have got or been out for and just concentrate on your next target ahead.



photo: Mike Pickering

WLYC 24-hour race 2011

**Try to plan what is coming ahead.** There are times in the race when you will hit a lot of traffic and times when you will have relatively free air. It is likely that a lot of the boats in traffic will be going slowly as they will be racing each other. You need to make sure you keep thinking about the bigger picture, keep your lane clear and remember boat speed in this race is king!

**Sail flat.** A GP always sails better flat, but this is accentuated if you are sailing with your centreboard lifted a little, because of the weed on the bottom of the marine lake. You can visibly see boats drift sideways because they don't react quickly enough to changes in pressure.

**Don't get penalties.** It is very easy to get caught up in individual events on the water and undertake a risky manoeuvre which if it works may get you a boat length or two, but if you get it wrong could cost you at least a ¼ lap. Believe me I know how painful this can be. I have now been part of three teams since 2006 where a penalty has cost us the overall win! If you do get a penalty, pull together as a team. Don't blame the culprit. Deal with it and figure out how you can overcome it.

### Summary

The 24-hour race should be on every club calendar. It is a great way to show off your club and GP racing. I can't think of a better team-based sailing event that has the same festival atmosphere. The competition is fierce but good-hearted, the social is legendary, but the main reason I love the event so much is the chance to catch up over a few beers with mates that you haven't seen since last year's event. The WLYC 24-hour race is truly unique. If you haven't yet considered entering a team, why not give it go?

*Mike Senior*

# Coaching

## Pre-season training weekend

The training team put together a pre-season training weekend on the weekend of 18/19 February, at Crosby Lakeside Activities Centre. This was an intensive weekend aimed at getting the participants fully back up to speed for the season ahead and it was attended by three youth pairs and one adult pair from Midland clubs.

Following the Friday evening session on boat preparation and goal-setting, Saturday morning started in breezy conditions with an hour's shake-down, to give participants who hadn't been on the water since mid-October time to settle back into sailing. Then we ran some short windward/leeward courses, looking at sail control and starting. Everyone quickly got back into racing mode and most of the starts were well contested. In the afternoon the wind increased even more, so after a few capsizes it was time to head to the shore to study the video footage from the day.

The participants were also asked to reflect on the goals they had identified the previous evening and consider whether any needed modifying. This was followed for most of the group by a gym session, with coach Adam Parry showing the best exercises for strengthening various parts of the body, before an evening presentation on different gear options for the GP14.

Sunday presented us with much calmer winds than the previous day, so we began with the exercises planned for Saturday afternoon, and the coaches filmed every boat on the water in order to give individual feedback. Towards midday, we gave everyone the opportunity to practise gate starts – something that everyone should practise before the Worlds. Finally, the afternoon session allowed everyone to practise things identified for them as areas for improvement. After a short debrief, it was time to pack up and head home, ready for the new season ahead.

## Coaching opportunities

The GP14 Association believes that the secret to growing your fleet is to offer race coaching to your members and – putting our money where our mouth is – we are prepared to subsidise this training so that it is available to your members at only £20 per boat!

We have also decided to buy a brand new GP14 which will be taken to as many clubs as possible so that your members can enjoy sailing in the very latest boat.

Coaching days can be arranged for your club alone, or in conjunction with another nearby club. If you would like a training session at your club this season, please let me know or contact the office.

*Phil Hodgkins, GP14 Training coordinator*

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# Fixtures 2012

- Northern Bell** best 4 event results
- Southern Travellers** best 4 events
- Scottish Travellers** best 3 events
- Irish (Goacher) Leagues** best 4 event results
- Midland Bell** best 5 event results (2 starred, 2 unstarred)

## ▶ UK 2012 GRAND PRIX

The overall result will be based on your best four events, one of which must be the Inland or World Championship.

### March

- 24 Shustoke**  
Midland Bell  
Sue Gill 02476 415 814
- 31 Papercourt SC**  
Southern Travellers  
Peter Roche-Kelly 01483 223 904

### April

- 1 Midland SC**  
Midland Bell  
Terry Gray 01217 830 372
- 14 BTYC Sailsports, Welsh Harp**  
Southern Travellers  
Dennis Adams 07753 834 804
- 14/15 Annandale SC**  
Scottish & Border Traveller Series  
Andrew Greenhalgh 01461 40581
- 14/15 Swords SC**  
O'Tiernagh Challenge  
Goacher leagues
- 15 Combs SC**  
Northern Bell  
Peter Gardner 01663 733 721
- 15 Nantwich & Border Co. SC**  
Midland Bell\*  
Peter Thoms 01270 500 397
- 21/22 Royal Windermere YC**  
Northern Bell  
Nigel Hutchinson 01539 443 106
- 22 Staunton Harold SC**  
Midland Bell\*  
Charles Saunders 01332 518 781
- 29 Burwain SC**  
Northern Bell  
Innes Armstrong 01282 710 993

### May

- 5-7 Northampton SC**  
**Inland Championship**  
**Grand Prix event**  
01604 880 248
- 12/13 Cushendall**  
Purcell Trophy  
Goacher Leagues
- 13 Hollingworth Lake SC**  
Northern Bell  
Graham Knox 01706 642311
- 19 Tamworth SC**  
Midland Bell  
A Simpson 07973 423 046
- 19/20 Brightlingsea SC**  
**Southern Area Championship**  
**Grand Prix event**  
Steve Browne 01702 477 113
- 19/20 Largs Sailing Club**  
**Scottish Area Championship**  
**Grand Prix event**  
01475 670 000
- 26 North Staffs SC**  
Midland Bell  
Dave Martin 01782 271 979
- 27 Shropshire Sailing club**  
GP14 regatta

### June

- 3 Budworth SC**  
Northern Bell  
Hugh Devereux 01928 789011
- 9 Royal Windermere YC**  
**GP14 Vintage and Cruising weekend**  
Nigel Hutchinson 01539 443 106
- 16/17 Greystones**  
Leinsters  
Goacher Leagues
- 17 Trimpley SC**  
Midland Bell  
Jonathan Websdell 01299 861 535
- 24 West Kirby SC**  
Northern Bell  
Rob Fraser 0151 625 6179
- 30 Southport SC**  
**Junior 12 Hour Race**  
William Birch 01704 872 841
- 30/1 New Quay Yacht Club**  
**Master & Grand Master Championship**  
01545 560 516

### July

- 7 Seahorse SC, Welsh Harp**  
Southern Travellers  
07855 207 476
- 7 Bolton SC**  
Northern Bell  
Graham Kershaw 07754 045 271
- 8 Banbury SC**  
Midland Bell  
Tim Matthews 07850 418 361
- 14/15 Derwent Reservoir SC**  
**Northern Area Championship**  
**Grand Prix event**  
also Scottish and Border Travellers  
Ann Penny 01207 255 681
- 21/22 Ballyholme YC**  
Irish National Championship  
028 91 271467
- 22 Leigh-on-Sea SC**  
Southern Travellers  
Steve Corbett 01702 521 461
- 28/29 Bassenthwaite SC**  
**Scottish and Border Traveller Series**  
**North West Nominated Open**  
**Grand Prix event**  
Val Bell 01768 776 341

### August

- 5 Poole YC**  
**Southern Travellers, nominated Open**  
**Grand Prix event**  
Den Valentine 01202 602 038
- 12-17 Looe Sailing Club**  
**2012 GP14 WORLD CHAMPIONSHIP**  
**Grand Prix event**  
01503 262559
- 19-21 Tollesbury SC**  
Southern Travellers  
and Round the Island  
Rik Alewijnse 07940 115 802
- 25/26 East Antrim**  
Ulsters  
Goacher Leagues

### September

- 2 South Staffordshire SC**  
**Midland Bell\*, nominated Open**  
**Grand Prix event**  
Mike Senior
- 8/9 Arran YC**  
Scottish & Border Travellers  
Gus MacLeod 01770 700 353

### September continued

- 9 Hampton SC**  
Southern Travellers  
Madeleine Anderson 020 8642 0326
- 9 Manor Park SC**  
Midland Bell  
John Salomonson 07427 467177
- 15/16 West Lancs YC**  
WLYC 24 Hour Race  
Damien Chisholm 01704 878 120
- 22/23 Hollowell SC**  
**Midland Area Championship\***  
**Grand Prix event**  
Alistair Montgomery 01604 740 328
- 22/23 Autumn Open**  
Sligo
- 29/30 Llandudno SC**  
**Welsh Area Championship**  
**Grand Prix event**  
Andy McNamara 01492 877 559

### October

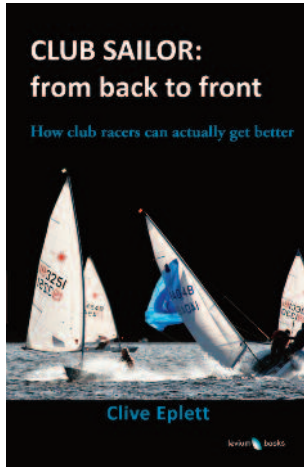
- 6 Castle Semple SC**  
**Scottish & Border Travellers,**  
**nominated Open, Grand Prix event**  
Paul O'Neill 0141 580 6884
- 7 Chelmarsh SC**  
Midland Bell\*  
Ken Westwood 01746 764 719
- 14 Frensham Pond SC**  
Southern Travellers  
John Traylor 01276 474 534
- 14 Nottingham SC**  
Midland Bell  
Roy Nettleship 0115 982 1127
- 14 Southport SC**  
Northern Bell  
William Birch 01704 872 841
- 20/21 Royal Windermere YC**  
**End of Season Championship**  
**Grand Prix event 2013**  
Nigel Hutchinson 01539 443 106
- 20/21 Loch Earne**  
Hot Toddy  
Goachers Leagues

### November

- 3/4 Bolton SC**  
**Youth Championship**  
Graham Kershaw 07754 045 271

# Book review

Hugh Brazier



**Clive Eplett, *Club Sailor: from back to front***  
Haslemere: Levium Books, 2011.  
ISBN 978-0-9570915-0-1. 126 pages.  
£14.99, from [www.clubssailor.co.uk](http://www.clubssailor.co.uk).  
Also available as an ebook (PDF format) £8.99.

Some of the books Liz has asked me to review for recent issues of Mainsail have proved pretty heavy-going, so this time I went and found one for myself at the Dinghy Show. And I found a book that is a real breath of fresh air – just what we need, in more ways than one! What's more, it has a nice (?) photo of a GP14 on its front cover. How could I not write a review of it?

Clive Eplett is based at Frensham Pond SC. He is an experienced RYA coach and has a particular interest in training club sailors once they have gone beyond the beginner stage but are not yet (or perhaps will never be) ready to make a bid for hotshot national champion status. His book, like his website at [www.clubssailor.co.uk](http://www.clubssailor.co.uk), is aimed squarely at improving the racing skills of those club sailors, and he neatly illustrates the need for such a book with a graph:



There is probably some truth in this. Books for beginners rarely cover racing at all, and once an author gets started on the racing business, it almost invariably gets too complicated too quickly. This book makes a good stab at occupying the middle ground. It is a book for sailors who do most of their racing in a club fleet, typically on a small pond with idiosyncratic courses and quirky wind shifts, rather than on a championship course of triangles and sausages on the open sea in nice predictable wind. In other words, this book is firmly anchored in the real world that most of us sail in, where your boat is not always the latest model with the best kit, where the sailors you are competing against may not be much good and are liable to do silly things, where an avoidable capsize is a distinct possibility, and above all where the sailing is for fun.

This book is also fun. It is divided into seven sections, starting with a 'preparatory signal' and ending with some 'wise words' and 'final thoughts'. Along the way there is one on mental attitude ('head faster'), a very good review of strategies for negotiating the various stages of a race ('around the course'), and sections on tuning the boat and tuning the sailor ('making it faster' and 'speed').

The text is light-hearted and chatty (it looks as if it might have originated in a series of half-hour talks – and that's no bad thing). There are frequent headings to help you navigate through the text, nice short chunks of text, a couple of dozen good clear diagrams. The author relies heavily on bulleted and numbered lists, ranging

this book is aimed squarely at improving the racing skills of club sailors

from 'ten ways to spot a heading shift' to 'a dozen favourite schoolboy errors' and an all-encompassing 'ten commandments' (which includes 'join in at the start' – good advice, that). And there is lots of good advice throughout, all dished up with a healthy (and only occasionally overcooked) dash of humour. In case you think I'm straying off-metaphor here, I take my cue from the author, who, after describing a manoeuvre for overtaking at the leeward mark, comments 'So guess which boat is Toast and which is Butter, smooth, slippery and soon all over them? Tasty.' I also liked his (non-food-related) description of the windward mark: 'The main problems at the windward mark come from unrealistic optimism combined with apparent ignorance of Murphy's Law.'

This is a stylish and useful book, with a design and layout that is surprisingly good for a self-published production, and an error count that is no higher than what you'd expect in many a professionally published book.

Club Sailor does have some things in common with classics such as Eric Twinline's *Start to Win* (extensive discussion of what goes on inside the sailor's head) and Frank Bethwaite's *High Performance Sailing* (good technical information about wind and waves). But it is all so much more readable than either of those classic texts, and it really does look as if it could do a great job for the average club sailor, helping him or her to get 'from back to front'.

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*Adrian Dence, 7 November 2011*

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# Building a GP14 off-plan

## Phil Hodgkins

This story starts at Easter 2011. Struggling to find the time to get over to the Lake District to sail my parents' boat, I set out to find a cheap boat to use over in Newcastle. My initial intention was to find a cheap Mark 1 and then spend the winter modifying it to the new specifications – or as close as. Whilst looking for a boat to begin this project with, I began to realise that the cost of these modifications would be such that it would be cheaper to build a boat from scratch. I thought how hard can it be? A GP is just a few sheets of ply, some epoxy and some other bits of wood – how little I knew! So a new credit card and a quick call to Sue in the GP Association office and a set of plans was on its way.



Upon opening the plans I suddenly realised there was a bit more involved than I originally thought. Conversations had been along the lines of 'There's never that many components to a GP', 'Dad, what do you mean the templates aren't to scale?' and 'Whose stupid idea was this again?'

My first challenge was drawing full scale templates. Using the measurements from the plans I set about creating the hull shape I was after. The plans included drawings for the new floor design, but it quickly became apparent that these were only any good for use as table mats or draught stoppers. As it goes, the plans are extremely difficult to work with, and a lot of time is needed to interpret and understand them. This took considerably longer than expected (months longer!) and a few very lengthy conversations with the Technical and Rules committee were needed.

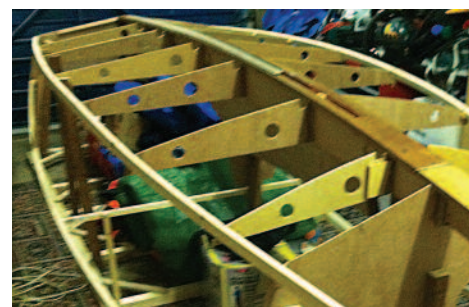


Once my sizeable wood order had arrived, it was time to start cutting the ply – no turning back now – and my modest budget meant there wasn't any spare to make mistakes. The first thing I cut and built was the centreboard casing. My feeling was if I could do that bit ok, how hard could the rest be?! So with a finished case, I proceeded to cut the rest of the frames, transom and spine sections. Only one mistake reared its head, I'd made a couple of frames 10mm too long. Must remember to measure twice, cut once, and not the other way round! I then cut out the bulkheads, leaving me with all the parts to build my boat in its skeleton form.

At this point I was unable to get into the garage where it was to be built, so I decided to work on all of the hardwood components for the boat until it was empty. After much deliberation I decided to go for a very contrasting finish to the inside of the boat. Mahogany benches with a beech inlay which will sit on a beech thwart with contrasting mahogany inlays. The case is finished off with walnut capping in a curved shape that was inspired by a wine glass – creating a unique finish to the boat.

With the garage now clear, it was time to build the jig that the boat will sit on whilst it is having the hull skin fitted. A great deal of time was spent checking every measurement as the jig was built and the bulkheads fitted. Once these were set, I built the spine of the boat and fitted it to the bulkheads. Then all the floor frames were set in place and all the joints were glued. The next step was to fit and glue the hog and stringers. This job

took longer than planned as great care has to be taken to prevent the boat from trying to twist. This was also the last opportunity to make sure the boat was the correct measurement. I then spent a good few back-breaking hours with a plane, carefully shaping the stringers, stem and hog, before one last measure to check all was ok.



When I wasn't working on the boat, my time was being filled working on other people's boats and also finding suppliers for other people's projects. The idea of being able to supply hulls to fellow sailors at competitive prices was beginning to seem really appealing, as did offering replacement parts and a high quality

## Whose stupid idea was this?

repair service. The requests kept stacking up and before long I registered myself as a trader. It was my partner Hannah, who found a name for the company – while sailing one day she just blurted it out – Gingerboats – and so it stuck.

It was time to make another push on the boat. I was able to cut out, scarf together and fit the bottom hull skin panels. Finally my pile of wood was starting to look like a GP. The bending of the plywood for the bow was interesting, to say the least; at one stage it looked impossible, but I knew that many thousands of boats had been built before this one, so it had to be possible! Eventually the plywood found its way into the right shape, after some not so gentle persuasion.



Once the rest of the keel, bilge keels and side panels were fitted, it was the time to plane everything to the right shape so that the boat could be turned over. Despite its skeletal form, this was a very happy moment!



I then took a few days off work to have a real go at getting as much done as possible, rather than being limited to a weekend. The next stage was to seal all of the internal tanks with epoxy before



they were hidden from the light of day. Once it was back on the jig, right way up, I set about fitting the floor panels. For once, a relatively easy job – well, this would have been the case if I had already cut the drainage slots in the centreboard case. It's amazing what you can do with a router bit on the end of the drill! Once cut, the floor was fitted with relative ease; this added real rigidity to the hull.

Next step was to fit the side tank frames and the fore deck frames. Then I fitted the front and aft deck beams. The more well-informed reader will be aware that this may not be the conventional next step when building a GP. However, as I was running out of time, I wanted to make sure that the hull was well supported at deck level. This did create a little headache fitting the side tank panels, but where there's a will there's always a way. Getting the right openings took a bit of thought; the class rules are set so that no boat can drain too quickly after capsizing and for this reason the side panel openings are closely regulated. This provided me with some mathematical fun and necessitated having to acquire a new drill bit. Once shaped, the panels were ready to be fitted, with only gentle persuasion needed, which just leaves the benches, thwart, case capping and the decks to fit. All being well I will be able to find the time to complete the hull ready for final finishing and fitting. I look forward to its launch party with a bottle of well deserved champagne for all the months of hard work.

Now there is the question of fixtures and fittings. Obviously budget has a big part to play and so has the advice of fellow sailors and my own experience as both helm and crew. I have had great input from Adam Parry, with whom I will be campaigning the 2012 Worlds. Hannah will be crewing the boat in the years ahead and so she also has a lot of say, not just in the fit out but also in the whole build of the boat.

The hull will be finished using SP systems Eposeal and Epifanes UV stable 2 pack epoxy varnish, supplied by Marineware, polished to a high gloss. The bottom, once faired, will be finished in metallic white (requested by Hannah) that will be polished to a very high finish that any owner would be proud of.

The fittings throughout will be from Allen, every item chosen to meet my own specification. All the running rigging is an array of high spec ropes made by Marlow, supplied by All Spars; apart from the Dyform shrouds there is no wire on the boat. The rig is a Seldon Alto section made to my own specification to suit how the boat is being fitted out – the section was also supplied by All Spars.

Now, when it came to sails, I was undecided for a long time. Several people had asked if I would make my own sails, seeing as I was building the hull. After careful thought I made the move to start developing my own patterns. To help me I called upon a close friend and sail maker Neil Gibson. As the sewing machine will be out of its box for the foreseeable future, I have also decided to make the cover, kite bags and foil bags for the boat.

Although there was once a time when this was the norm, there are very few people around in the fleet these days that can go out sailing in a boat they built themselves. I hope I have shown that anyone can build a GP14 with enough determination. I'm not saying it's easy and, yes, I have lost a lot of sleep over this build, but it will all be worth it. It may take you a few weeks, may take a year, but if you put in the time the rewards are there to be had.

All being well, by the time you are reading this, the boat will be on the water and going well. I'd just like to take this opportunity to thank all those who made the build of the boat possible and I look forward to building the next one very soon.

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# Area reports

## Ireland

Judging by how quickly the entry list filled up, I'm not the only one amped about the Worlds this summer. Well done to all involved in choosing the venue and selling the event. You have made it look easy. For once in my life I got my finger out in time and am lucky to be involved, as I know a few who have suffered the disappointment of missing the cutoff. Imagine how easy it would make it for the hosts of all our events if they knew numbers this well in advance. Be a wonderful habit for everyone to get into, so, come the start of the season, maybe enter early? Or at least give the host club a heads up on numbers travelling from your club well ahead of time.

As I write this I am lucky enough to be heading into a week away from work. I wonder if it's going to kickstart a new fitness regime with the end goal of straight leg hiking all the way to glory... hmmm... I suspect a large portion of it may be spent in the pub, eatin', drinkin'... I see there is a prize for the top boat outside of Britain, can we lower the expectations a little bit to best result with least preparation?! Yes... all the best intentions for the year seem to have lost some of their impetus... However Swords Sailing Club, where our first event of the year will take place, are going to get us all kickstarted over here by running a Sunday series starting the end of March and running through April. Since going out sailing would appear to be the best form of training, we may just have to attend. I only hope we can distinguish ourselves slightly better than in previous years, when having cancelled racing because it was HOWLING, we went for a sail nonetheless. Flipped the boat, blew out the headstay and got towed home, much to the amusement of those on shore.

The first event, the O'Tiarnaigh, is made up of short twenty minute races. Racing is nice and tight and makes a perfect start to the season, lots of starts and mark roundings show up all the deficient skills and give you lots to work on for the next event. That will be held up in Cushendall, in County Antrim on some of the most beautiful

Siobhan Broaders (Mrs GP is her nickname in the club), enjoying a dip at her local club in Swords.



photo: Thomaz Wroble

coastline you will ever see, only a short hop across from Scotland and just a wee drive north from the ferry in Larne. July will take us down to Greystones, home club of one Norman Lee who's been racing GPs a little while now; some of you across the water may also recognise it as the town our present National champion, Shane McCarthy, hails from. Chances are they'll both be out providing competition for anyone who might take a ferry to Dublin for the short drive down to their hometown. This training lark is starting to sound easier, isn't it?

The event that comes next is our big one, which I might have mentioned in the previous issue... our Nationals. They'll be held in Ballyholme. Up north, short drive out of Belfast. I'm getting lots of e-mails with lots of questions on how to run it just right; they're well ahead of the game and looking to make it a great event. Dates, for racing, are 21 and 22 of July. Friday the 20th will be a training day.

Only three weeks out from the Worlds it will make a nice warm up for the main event, and since we think it IS the main event, you'll have a competitive fleet that's guaranteed to make you work. Now who says training isn't fun? Sounds like I can eat, drink and make merry, cos I'll be fit as Neill Marsden come summertime.

Whatever you do this summer, racing or pottering in your GP, have fun. Best from Ireland.

*Richard Street*

## News from Australia

The last season has been really quiet with only a few stoic members keeping it all together and not doing anything out of the ordinary. We have had a number of retirees and injuries amongst our elder members, mainly the Dunsborough contingent, whittling our numbers down so much that it has even caused us to cancel our State Championships this year since the only participants would have been the regular Sunday sailors and thus not really worthy of a 'State' title. A sad but realistic picture of where we are at the moment.

On the bright side, after my most enjoyable sortie to Sri Lanka last year I have managed to persuade a couple of the other regulars to enjoy the camaraderie I experienced so we have three entries for Looe in August. A great effort I think, given the sad state of affairs outlined above. Myself and crew are sorted for a boat (thanks to an ex-sailing colleague of my crew) but the others are looking for two boats and one crew.

We are thinking of bringing over a GP14 trapeze and harness so we can give some of the locals a feel for the Aussie form of sailing!

*Bruce Quail*

## Scottish Area

One of Scotland's most active GP14 clubs is starting the new season on a high note after successfully acquiring the funding to dramatically extend their ground. Lack of boat parking space has inhibited the growth of Castle Semple Sailing Club for years and has prevented the enthusiastic members progressing with plans to build a new clubhouse.

The club played an integral part in forming the Semple Sports Action Partnership, a group that includes all the users of their loch at Lochwinnoch, west of Glasgow. After years of fundraising, the group took ownership of the field adjacent to the sailing club on 17 February.

Once planning permission for the change of use is granted, the sailing club's current compound will be extended threefold. A thrilled GP14 Fleet Captain, Paul O'Neill said 'With our compound at capacity, prospective boat owning members have been going elsewhere; hopefully our membership will now increase and we have already received several enquiries from boat owners.'

Paul has been involved in the plans from the start and the members have been actively fundraising for 5 years. Paul said 'All the hard work and meetings are starting to pay off.' The club is

now looking ahead to the possibility of a new single-storey clubhouse, possibly in partnership with the other loch users. 'Together the clubs have got funding in place for a feasibility study and are about to begin consultations with architects, surveyors and planners.'

### Scottish Area Championship 2012

The Scottish Championship will be hosted by Largs Sailing Club on 19/20 May. Largs will be host to the 2013 Nationals, so this is a great opportunity to visit this top quality racing venue.

### Scottish and Border Travellers 2012

14/15 April	Annandale
19/20 May	Largs
14/15 July	Derwent Reservoir
28/29 July	Bassenthwaite
8/9 September	Arran
6/7 October	Castle Semple

### Scottish GP14 Team Racing 2012

We are currently talking to Galloway Sailing Centre. They are based on Loch Ken in south west Scotland and have various types of onsite accommodation.

*Duncan Greenhalgh*

## A winning combination is essential whether you sail in the Bronze, Silver or Gold fleet

### North West Area

In this Olympic year it is only fitting to begin with recognition of our 2011 National Champions, Stuart Bithell and Christian Birrell (Hollingworth Lake SC), and Stuart's wonderful achievement in representing Team GB in the men's 470 class this summer. I am sure that everyone will support Stuart and his helm, Luke Patience, and hope to see them on the Gold Medal podium. To quote Stephen Park, Olympic Manager, 'Luke and Stuart have come a long way since they started sailing together back in 2009, and are a classic example of how getting the right complement of skill sets for helm and crew in the boat can really launch sailors' careers'. This applies equally to the GP14 fleet – a winning combination is essential whether you sail in the Bronze, Silver or Gold fleets.

The annual North West Fleet Captains' meeting on Saturday 26 November 2011, however, summed up the variation in the fortunes of our clubs. There was a great deal of optimism for the future of youth sailing, but this was tinged with regret that such activity does not always currently translate into increased participation in GP14 sailing.

West Kirby, for example, reported that there had been a great deal of activity at the club through the On Board scheme, which had generated a large number of junior sailors. Unfortunately, funding for local schools is no longer available and so many bookings for the scheme had been cancelled. The majority of the young sailors who do join then become involved in team racing rather than general fleet racing. On the plus side, the nature of GP14 racing at the club remains very competitive, despite declining numbers and difficulties with finding regular crews – a trend throughout the region.

The focus last season at Budworth SC was on the social nature of sailing, which it was hoped would eventually increase participation on the water. This proved successful as the club entered three teams for the WLYC 24 Hour Race: the A and B

teams finished 3rd and 16th respectively; however the C team had a sinking feeling and retired... Despite this, a good time was had by all!

The 24-hour race honours in 2011 went to Hollingworth Lake SC and it is clear that participation in this and the Junior 12 Hour race remains a priority for clubs in the North West. Burwain SC entered two GP14s in the first and one in the latter: the GP14 remains the mainstay of the club training fleet and juniors are encouraged to take part in the events as helms or crews as well as competing in the Club series. Winsford Flash SC entered an all-comers team in each event in order to encourage both the young and less experienced (older) sailors to participate, and generated a great deal of enthusiasm for GP14 sailing as a result.

Going back to the Nationals, Royal Windermere YC produced a winning combination of Gavin Tullet and Mark Wilson in the Bronze Fleet and the club is hoping that its focus on adult training in 2012 will increase the number of active GP14 sailors.

It was agreed at the Fleet Captains' meeting to change from a high to a low scoring system (the details to be worked out by Hugh Devereux, FC at Budworth SC) in an attempt to make the Northern Bell Series more competitive, particularly towards the end of the season. The success of this change will no doubt be reported in future editions of Mainsail. In the meantime I must thank Neil Platt, Omega Sails, for his continued generous sponsorship of the Northern Bell. The Prize Giving for the 2011 Series will take place at RWYC on the evening of Saturday 21 April 2012. I look forward to seeing you there, to acknowledge the achievements of the region's sailors in the past season and to toast the success of our GB squad later in the year.

*Mandy Mitchell*

### North East Area

Owing to a slight slip between bailer and bucket, my last entry did not make the Autumn edition of Mainsail but I nevertheless felt that it still provided folk with a good snapshot of GP life in the North East, so I have dusted it down for late publication.

I am pleased to report plenty of GP14 activity amongst the NE Area membership. Our flagship Club these days is without doubt Derwent Reservoir and, as anyone who takes part in the Grand Prix Series will know, the Derwent boats made frequent raids to all points of the compass last season, including Abersoch for the Nationals and Welsh Harp for the Masters. Three Derwent crews also flew the GP14 flag at the West Lancs 24-hour race last year, achieving 8th, 20th and 32nd places overall, including one 'fastest lap' award.

On the home front, Derwent ran their team racing event again, with teams from Annandale and Castle Semple as well as their own members. Unfortunately a clash of dates with York RI's regatta created a 'no show' from the southern part of our region. Nevertheless, six teams were assembled and close competition took place over two days in wind that varied from near gale force to flat calm. The result was a clear win for Annandale and a sail-off for second and third places that eventually resulted in victory for the home crews. Plans are now in mind for this year's fixture and I hope that we shall be able to attract teams from York RI and Scaling, to add to the fun.

Although the York RI boats were not seen too far from the Ouse last year, I am pleased to report that GP14s continued to take part regularly in our Wednesday evening and Sunday racing. Sea Willow did also make an appearance at the Northern Areas (see Phil Green's article in the last edition) and that was a great weekend. Unfortunately my daughter's wedding kept us from the Nationals (dare I say it was a close run thing!).

Our Club weekend at Ullswater was a particular highlight as we celebrated the long awaited and much anticipated re-launch of Hugh Brazier's



photo: Mike Craggs

Hugh Brazier's *Daffodil*

beloved *Daffodil* (10334) following her 4-year long rebuild, as well as the 50th birthday of my Sea Willow, one looking very shiny and new, the other creaking but still very much alive (like its owner!). On a sad note, we also have had to record the loss of Steve Hogg's Hoggwash (6255) in an arson attack on his garage. She was an interesting boat having been (I believe) the Boat Show\* model demonstrating the option of built-in front and stern buoyancy tanks, in timber of course. The idea never took off so she was a rarity and it is a shame that she was totally destroyed.

I am now looking forward to 2012 and in particular, the Worlds. One of our top sailors, Pete Craggs, has been out and bought himself a 'plastic fantastic' and joined the Association, just to prove that he can sail a GP as fast as he can a Lark. This means that once again the North East Area will be out in force with 5 boats from Derwent and 2 from YRISC. I shall be acting as sweeper in Sea Willow so we shall have a presence at both ends of the fleet!

The other big event will be the Northern Areas that are to be held at Derwent Reservoir on 14/15 July. It is going to be a great weekend and I hope we shall see lots of visitors.

See you there if not before.

*Steve Parry*

\* This was the Earls Court Boat Show, probably in 1964, before dinghies had been separated off from yachts and given their own Show.



Guaranteed will be a warm welcome and a well-run event

## Midland Bell preview 2012

In 2010, the Petes Jacques and Tait team; 2011, Pete Mitchell and Emily Cole Evans. Whose names will be on the Midland Bell trophy in October 2012?

Based upon winter results, Instone & Toothill are looking good, they have been showing some excellent boat speed in the Blithfield Barrel series, although as this is a Worlds year there will hopefully be a host of faces putting in practice on the competitive GP14 Midland Circuit.

The series gets underway on a Saturday, 24 March in the NE of Birmingham at Shustoke, and ends with Nottingham in mid-October. In between we have 11 other events; to qualify, a total of five events need to be sailed, two of which must be starred events, two non-starred and the fifth can be either. After a dry 2011, with drought measures being whispered in the Midlands, we need some moisture to fall. We are fortunate that many of the reservoirs are pump fed, but with Chasewater now being reflooded after repair work on the dam, let's hope it has no knock-on effects on the remainder of our sailing waters.

The Midland Areas this year are being held in the south of our region, down in the rural tranquillity of Hollowell Sailing Club, 2011 RYA Club of the

Year. Those who have sailed at Hollowell will know that it is a friendly club that offers excellent racing on its relatively large race track. Guaranteed will be a warm welcome and a well-run event. 22/23 September is the date for that one.

The 2012 Grand Prix series is coming to our area only twice this year. Once for South Staffs, our nominated event in early September, then for the areas at Hollowell – although the Inlands which are being held at Northampton over the Bank Holiday weekend 5/7 May, is not really out of the Midlands Area.

Last year we reported on the arrival into the Midlands area of three Froggatts; this year it is the Seniors who are adding to the prospective light weight crew pool. Congratulations to Liz and Mike on the birth of George Charles Senior.

Many GP14 sailors will associate John Salomonson with the Midlands Area. John has stood down from the committee after a number of years service, for which all are appreciative. I have taken up the helm for the area.

2012 is a Worlds year, let's make it a great one. Remember, five needed, plan them early.

*Matt Thursfield*

Hollowell's large clubhouse on the edge of the reservoir



## Southern Area

A good turnout of Southern travellers is booked into the Worlds with 23 Southern boats including strong turnouts from Poole and BTYC. Great also to see Simon and Tim Girven from Hampton and representatives from Milton Keynes and Brightlingsea signed up.

We are looking forward to an exciting and slightly different 2012 season in London and the South. After last year's Masters championships we revert to our normal two events at the Harp and look forward to the usual high turnout from the home clubs, BTYC Sailsports, Seahorse SC, Wembley and North Circular SC. We will hold the 2011 prizegiving during the lunch interval at Welsh Harp on 14 April and there may be the opportunity for a short class meeting.

We have our usual 'bookends', with the season starting at Papercourt in Surrey on Saturday 31 March and finishing at Frensham Pond SC on Sunday 14 October. We have one river venue at Hampton and possibly up to five tidal venues. We are repeating our successful Southern Championships at Brightlingsea on 19/20 May and we are looking forward to an even larger turnout than last year. There is an unavoidable

### Venue and event information:

venue	type	launching	mooring	start	morning	lunch	afternoon
Papercourt	inland	dry	pontoon	CB	1 or 2 races	break	1 or 2 races
Welsh Harp	inland	dry	pontoon	CB	1 race	break	2 races
Brightlingsea	tidal	sheltered	2-day event with 3 races back-to-back each day				
Leigh on Sea	estuary	beach		CB	3 races back-to-back		
Poole	tidal	sheltered	Team racing Saturday; normal Open on Sunday				
Hampton	river	dry	pontoon	fixed	1 race	break	2 races
Tollesbury	estuary	beach		CB	3 races back-to-back		
Frensham	inland	dry	pontoon	CB	1 race	break	2 races



photo: David Dodman

Hampton's island clubhouse

clash with the Scottish championships on the same weekend, but forgive us for this – we have real tide problems on the East Coast this year with low tides and weekends clashing. We have an open at Leigh on Sea (more details below) and our normal Poole weekend on 4/5 August which consists of a team race around Brownsea Island on Saturday and an open meeting on Sunday.

We have been unable to arrange an open at Lee on the Solent this year, but we are close to agreeing a visit to the River Medway in Kent. It has been many years since there was a GP14 open there so I hope you will make the effort to join us. Dates are still being arranged but keep an eye on the email and website and I will update you. Tollesbury has come up with a really interesting weekend in Mid August (see below).

Qualification this year will be the same as last year – best four results to count with the Jaldi cup awarded to the highest placed qualifier who has not been placed in the top five in a previous year. So do try to join us on the circuit this year – it's easy to qualify and there's a good mix of opposition!

## Club news

### Leigh On Sea

After the 2011 Centenary year and the very windy GP14 Open meeting the small fleet at Leigh are looking forward to a good 2012. The active fleet is made up of the two boats sailed by Steve Browne and Steve Corbet, with a couple of old boats which occasionally join in for club races. The GPs starred in the local interclub team races, when the fleet was joined by Nick Hann in a borrowed boat, returning to the fleet after a gap of several years, to win the prestigious Ingram Shield, against strong opposition. At Leigh, the GPs race in the medium handicap fleet with RS200s Lasers and a growing fleet of Solos for company. Visitors and anyone in the Leigh on Sea area who wants to race with us on the sea, are always welcome – have a look on our web site [www.leighsailingclub.org](http://www.leighsailingclub.org) to see what is on at weekends – we are of course restricted by the tides. We will be holding a one day three-race Open on Sunday 22 July – hopefully with some sunshine and a moderate breeze – hope to see as many boats as possible. The two Steves look forward to seeing you at Opens around the SE.

### Welsh Harp

Winter racing at the Welsh Harp was very enjoyable with the usual good fleets of 25-30 boats, but this came to an abrupt end when freezing weather moved in from the arctic in early February and the lake was solid ice for a few Saturdays. Let's hope it has killed off the weed and saves us having to work so hard to keep it under control next year. We've had some good social events during the winter, including a Scottish piper and dancing on Burns Night. Thursday evening training will start picking up in pace as the days lengthen and we're looking forward to welcoming more new members than usual in this Olympic Year. We will be supporting the RYA 'Push the Boat Out' day on 21 July, with sailing and a barbecue.



photo: Brian Jefferies

The Welsh Harp under ice this winter

### Hampton

We have 14 boats in our fleet and we have our own start time each Sunday, with the season stretching from end of March to Boxing Day. Simon Girven has returned to Hampton Sailing Club where in his youth he helmed a Cadet (World Champion) and is now crewed by his brother Tim. Simon has entered for the GP Worlds this year in Looe, Cornwall and we all wish him good luck. We welcome visiting GP sailors to our Regatta weekend 16/17 June and to our open Meeting on the 9 September.

### Tollesbury

We had a late change on the Tollesbury Open as the original date offered was taken over by the Southern Championships, so we are very grateful that they have organised an alternative date, 19 August. By combining this with Mersea week on Monday and the unique Round the Island race (Mersea Island) Tollesbury are offering three days of sailing variety which will be great for those of us not heading for Looe. See opposite for more details.

### Other clubs

Little to report from Frensham other than the summer season appears promising; there are several new members with boats and the intention to race.

David Fry is now sailing at Medway YC and Tonbridge and is encouraging activity in deepest Kent. Perhaps we can get an open at Tonbridge in due course.

For more details or any other assistance feel free to ring David Innes on 07711 819990 or 01483 894993.

## The Blackwater Experience

If you are not heading down the M5 to Cornwall this August for the GP14 World Championships, but would like some sea sailing experience, a visit to the East coast for two or three days of very varied sailing is another option. The Blackwater, once home to huge GP fleets at Brightlingsea and Stone, is a superb dinghy sailing area. The north shore has been preserved from all development and, with conservation groups now owning many areas around Tollesbury and Mersea Island, it is a National Nature Reserve.

The Tollesbury SC GP14 Open, sailed in the shallow tidal fleet (lagoon), is on 19 August 2012. This will have the usual format of afternoon sailing with hot food/bar and prize giving after three back-to-back races. The difference this year is that we hope to encourage visitors to stay and sail the first two days of Mersea Week [www.merseaweek.org](http://www.merseaweek.org).

On Monday 20 August, the sailing is in the main estuary, with launching from the West Mersea slipways. West Mersea is just a short drive from Tollesbury and does not have the same tidal restrictions. With plans to re-establish GP14s at Mersea Week, the Tollesbury GP14s will be supporting the event in greater numbers this year. Mersea Week is best known for its large fleet of Essex oyster smacks. These represent a pinnacle of working sail development and provide a spectacular sight on the water.



photo: Colin Beharrell

Round Mersey Island race

On Tuesday 21 August, the WMYC and Dabchicks SC run their version of the 'Round the Island Race'. This is an open dinghy/cat handicap with up to 170 entrants, and its unusual feature is that you have to specify your entry time a week in advance and circumnavigate the island (in either direction) with the aim of reaching the causeway to the island at high tide and so cross quickly. There is usually a good turnout of GP14s, and Tollesbury SC members and supporters will be on the causeway to help people across. However the event is something of a gamble and an account can be found in the articles section on the TSC website: [www.tollesburysc.com](http://www.tollesburysc.com). Depending on conditions it takes between two and three hours.

So, on offer are several days of very different sailing with options for cruising (for example to visit the Green Man Pub at Bradwell Waterside) if you don't fancy all the races! The TSC members will try and provide accommodation for visiting sailors, but other options include Mersea's numerous caravan sites or B&Bs; there is also the Bradwell sailing centre across the estuary.

Details and entry forms will appear on the TSC website, or email the Dinghy Captain [dinghy@tollesburysc.com](mailto:dinghy@tollesburysc.com). You will be guaranteed a warm welcome, a unique combination of events and assistance to attend any of them, whatever your level of experience. The main objective is that everybody has some thoroughly enjoyable holiday sailing in a beautiful area only a short drive north east out of London.

*George Rogers*

Essex smacks

# Cruising

## A backward glance

For what I expect to be my final Cruising Corner before I retire from office in August the Editor has kindly invited me to write a retrospective, picking up the highlights from my time in office. I am accepting that invitation, but first I must salute the new direction that the job has taken this year. The style of management is called Delegation: I merely co-ordinate, while the Team does the legwork!

Specifically we now have Ed Washington on board and looking forward to running the Cruising events next year. Because a clash of dates prevents me from making the National Cruising Week this year – for the first time in eight years – he will also be running this year's event, with some assistance in the initial planning from Richard Moore, who has the advantage of living locally. My absence will enable Ed to put his own stamp on the event without him feeling that I am breathing down his neck, and I wish the event well. We also now have Gareth Morris on board to run the Vintage events, with events already arranged at Shropshire SC and at Royal Windermere, clubs strongly associated with the very earliest days of the class. At the time of writing we are having some difficulty making arrangements with Dovey YC for a weekend there this year, and may have to send information by email nearer the time, if we are able to arrange an event.

Behind the scenes we have another member of the team: Steve White, who cruises on the Solent with Cody SC. He reports that there are three groups actively cruising dinghies in the Solent and Chichester/Langstone areas, and they are all open to GP14s joining them. The Cody Sailing Club cruise dinghies without a safety boat and with good fleet discipline and seamanship, leaving from a variety of public slips. The Dinghy Cruising Association tend not to cruise in a fleet, but rather state a location and a time to meet. Crawley Mariners generally cruise Chichester Harbour and the east of the Solent and take a safety boat. Any members wishing to contact Steve should please email [cruising@gp14.org](mailto:cruising@gp14.org)

in the first instance, and we will then forward the email. This is also the address to contact me for further information, or if you would like to offer other cruising events..

So now to the highlights of my time in office.

The annual UK National Cruising Weeks have always been the flagship events for me.

I came into office at the 2007 AGM, which I think was midway through the Cruising Week at Neyland YC, and it is perhaps a nice symmetry that the last such event that I have run was a return visit there in 2011. Both were highly enjoyable events, hosted by a most hospitable club, and enjoying an interesting variety of scenery and of sailing challenges. And both produced conditions sufficiently strenuous to generate occasional capsizes.

The 2008 Cruising week at Abersoch was rather spoilt by a low turnout and a dismal summer, but we enjoyed two other superb Cruising Weeks in magnificent scenery, a return to Poole Harbour in 2010, and a visit to Anglesey in 2009 which immediately after a picnic lunch in an idyllically scenic and almost landlocked bay also produced the 'big game hunting' of the dinghy cruising world – a completely unforecast full gale for the return passage.

We have also enjoyed some very good shorter events. The first Cruising and Vintage Weekend at Aberdovey, in 2010, produced a fleet which included four boats with sail numbers below 100 (it looked as if there was a fifth, but this one was no. 4250 using 47's sails). There were two boats with numbers below 10, plus one modern boat, cruising within the estuary on the Saturday and along the coast on the Sunday. And we were also able to meet Searson Thompson, at a sprightly and very alert 99 years young, probably the last surviving person who had a leading role in the birth of the Class.

The first Ullswater Weekend last summer was hosted by a very hospitable club, and enjoyed

glorious summer weather and stunning scenery – indeed some people claim it to be the most beautiful of all the English Lakes – together with equally spectacular windshifts and the rare phenomenon (well, rare for me, as an estuary and sea sailor) of flat water, free of waves. On a personal note, it was a return visit to one of my boyhood haunts of nearly sixty years ago, as the Yacht Club now stands on the spot where we used to have our caravan.

We have also had invitations as an Association to sail in a number of events organised by a variety of clubs for their own members. These have included a splendid day cruise on the Blackwater (Essex), run by Marconi SC. This was sailed in a stiff force 5-6, with first an exploration of one of the tributaries and then lunch on Osea Island, followed by sailing up the river to reach Maldon at High Water, and enjoying the sight of the traditional Thames Barges and the Colchester Oyster Smacks.

The two successive Anglesey Cruising Weeks run jointly for the Association and Red Wharf Bay SWC had a number of highlights: sailing into the very secluded and scenic and almost landlocked estuary of Traeth Dulas, whose seaward entrance is guarded by a narrow, tortuous and completely unmarked channel, in which tides run at up to 6 knots in the Narrows; planing hard under deep reefs, with the boat only just under control, in the middle of a large school of dolphins, which were so remarkably close (on each side of us) that I was concerned at the risk of collision; a much gentler afternoon sail past Ynys Dulas when we unexpectedly found ourselves in company with a couple of Minke whales; the minor seamanship challenge of sailing off a desperately shoal dead lee shore in a force 5; and a large and varied fleet sailing along this stunning coast and into Traeth Coch for a convivial pub lunch at The Ship Inn.

Another Class Association highlight during my time in office was the 60th Anniversary



Ashore for a picnic lunch at Porth Eilian

celebrations, and in particular our Commemorative Exhibition at the RYA Dinghy Show, when I was honoured to be asked to source three suitable boats, including a prime example of a cruising boat and a prime example of a vintage one. We ended up with my own modern boat *A Capella* as the cruising boat, and two vintage boats, Gareth's *South Bank*, no. 7 and my *Snowgoose*, no. 64.

Highlights of my personal cruising in *A Capella* have included two single-handed visits to Harrowslack, Windermere, one in the autumn and the other the following Easter, sleeping aboard the boat and cooking out of the back of the Land Rover. We (that is, the dog and I) had exceptionally light winds on both occasions, so at times they felt more like dog-walking holidays than sailing ones, but never mind.

Then there was a 3-day trip to the little visited bay of Porth Cwyfan on the west coast of Anglesey, in settled easterly winds, again sleeping aboard the boat and cooking out of the back of the car. Vehicular access to the beach requires a 4x4 vehicle, and for the sake of the boat one tows at absolute minimum speed, as the track is seriously rough, and steep as well. This is a spectacular bay, made even more so by the church standing on a drying islet in the middle of the bay, with low tide access via a very rough causeway. Early maps show the church standing on the mainland, but erosion of the boulder clay by the sea over several centuries has left it now an island.

Another spectacular dinghy cruising experience was the 2009 Holy Island Rally, and I am not referring to the torrential rain through which I drove in order to get there, and again in order to get home: while we were there the rain held off and we enjoyed good sunshine. Offshore the area



Porth Cwyfan

boasts a substantial number of North Atlantic Grey Seals and the waters between the island and the mainland are home to one of the country's largest breeding colonies of Common Seals. On our first sail exploring those waters we were forever finding vast numbers of seals popping their heads out of the water to watch us, with an expression that looked like curiosity on their faces.. No less remarkable was the warmth of the welcome from the local people, several of whom went out of their way to approach us as we were camping in the dinghy.

So how will I celebrate retirement from office in order to spend more time with my own boats? Well while one project concerns my 'semi-big boat', a.k.a. the 'dinghy with a lid', the Privateer 20, another project is the restoration of Quiver, GP14 no. 3, the second oldest surviving GP14 in the world. She needs a lot doing, and the very real challenge will be to achieve a structurally sound, historically authentic and fully seaworthy restoration which will also (I hope) look superb, while retaining as much as possible of the original. I hope at this stage, in advance of a full and detailed examination, that I will be able to stabilise where I can, and cut and replace only where I must.

Finally I must record my appreciation of the way in which your Committee as a whole have supported my efforts in promoting the Cruising and the Vintage activities: not a grudging acceptance of something tacked on to the racing programme, but genuine interest and appreciation, with useful suggestions and specific offers of help. While that is entirely as it should be, it is also very welcome.

My warmest good wishes go to the young team who are taking over Cruising interests for the Association and I hope that they enjoy the job as much as I have.

*Oliver Shaw*

## GP14 UK National Cruising Week

**28 July – 3 August 2012 at  
Restronguet Sailing Club  
Mylor (near Falmouth)**

We are pleased to announce that this year's GP14 National Cruising week will be held at Restronguet Sailing Club near Falmouth, with Carrick Roads forming the stunning setting for a week of family friendly sailing.

This will be our third visit to Carrick Roads and Restronguet are keen to have us this year. They will be providing safety cover along with the all important local knowledge of the best inlets to explore, beaches for picnics, or pubs for a quick stop off.

For those unfamiliar with the area, it is a sheltered and relatively large natural harbour surrounded by a beautifully stunning landscape, with a large expanse of water to sail in, coupled with the river Fal which passes the famous King Harry chain ferry and is navigable for several miles up to Truro. Outside of the estuary opening there are several sandy beaches that – should conditions permit – make for good destinations for a picnic lunch and the all important ice cream, while providing opportunities to venture out into the open sea.

We will have access to club facilities and boat parking, and although the club will not be open most evenings there are plenty of places around the area to eat. Being Cornwall, there is plenty of accommodation in the area, ranging from hotels to cottages to camping. On the camping front, there is a growing number of people planning on camping at the Cosawes Camping Park which is a convenient 10-minute drive from the club; see [www.cosawestouringandcamping.co.uk](http://www.cosawestouringandcamping.co.uk). For more accommodation ideas, click on 'Location' at [www.mysailingclub.org](http://www.mysailingclub.org), or try [www.carnon-downs-caravanpark.co.uk](http://www.carnon-downs-caravanpark.co.uk).

Your boat needs to be seaworthy,  
float and not leak too much

### Cruising programme for the week

#### Saturday 28 July

Arrival: no organised sailing:

A day to travel to the club, arriving when convenient and to rig boats and prepare for the week's sailing, settle into lodgings and meet up with the other cruisers.

#### Sunday 29 July to Friday 3 August

10:00 Meet at the club and prepare for sailing

10:30 Briefing at the club – day's sailing plan and safety advice

11:00 Planned launching time

13:00 Arrive at destination for picnic lunch, or more if facilities available

14:00 Set sail to return to Restronguet

16:00 Arrive back at Restronguet

The exact location for each day will be decided at the morning briefing, with a rough outline being laid out at the start of the week once we have a better view of the weather conditions for the week, to help us maximise the available sailing. Rest assured that we will try to keep the programme varied, with some easy and some slightly longer sails.

As with all cruising events, the above times are approximate and will vary based upon the conditions, intended destination and tides. On some days, sailing and legs will be longer and on others shorter, and we may not always make it to the intended destination for the day. Hopefully the weather will be good all week, however some sailing may have to be called off because of the weather, or you may choose to opt out for the day for any reason.

Early morning looking across Falmouth harbour



photo: VisitCornwall

For those new to our cruising, here are a few tips:

- Bring food and drink with you; even if the planned destination has food available we may not always make it.
- As weather can change, bring both waterproofs and layers, and something to wear if it's hotter and don't forget the sun cream and a hat!
- Your boat needs to be seaworthy (float and not leak too much), and a paddle and bailer are always a must.
- A rope for towing and mooring is essential, and a few can be handy to help tie up boats, or for securing dropped sails.
- An anchor is always strongly recommended on the sea, with around 30m of warp; a couple of metres of chain help any anchor but this is not essential. You anchor should always be tied on securely!
- A dry bag or other waterproof container for the sandwiches is recommended, and also for any spare clothes.
- As for any sailing adventure, spare shackles, split rings, bungs and cord can always come in handy.

If you need any more information please get in touch with the Association Office.

*Edward Washington*

# Vintage

## Older and vintage GP14 events

So far we have three events in the pipeline aimed at the not-so-new GP14:

- 27 May: a Sunday race/regatta at Shropshire Sailing Club
- 9/10 June: a weekend cruise at Royal Windermere Yacht Club
- The famous Aberdovey weekend – still awaiting a firm date, so check the website

As in previous years, these events are not just for vintage boats, so if your boat is still stuck down the bottom of the garden, bring another/newer/a GP14-shaped boat!

Shropshire SC Regatta will be taking place alongside their Spring open meeting, and a full day's sailing is planned, so do come and boost numbers. It will be an informal race amongst ourselves, so whether or not you have entered an open meeting before, bring your boat! No-one will moan if your genoa has a hole in it, or your main was used as a dining table cloth and has gravy stains. This is about getting club sailors out for a bit of fun without being scared off the water. If you do start being too serious we might start throwing water bombs at you (but if we let Josh Bennett fill them you will be safe, as they never explode!).

Royal Windermere will be a weekend of gentle sailing. Using RWYC as a base, we will enjoy the ice cream and pubs of the lakes, or take a picnic. We won't care how many you have to a boat, but if the water comes over the decks, you might need to throw the fittest ones out to swim back! If you have never been on a cruise before, come with your boat and join us. You shouldn't need anything special (I should know as I normally leave all the nice new bits I've bought at home!)

So I've organised something! If anyone has any other events they know of, email them to me or the office so they can go on the website.

Thanks,  
Gareth, 7, 23 & 13555  
g.r.d.morris@btinternet.com



photo: Ed Washington

Gareth with no 7's modern mast and sails

## Wraysbury

Get your entry in quickly for the Jack Holt Centennial Open Meeting at Wraysbury Lake SC (near Staines, Middx) 7/8 July 2012. Numbers limited to 50 visiting boats. For more details and to register, please visit [www.cvrda.org](http://www.cvrda.org) or call Roger Devereux on 01373 303099.

## Bosham Classic Boat Revival 2012

Bosham Sailing Club invite you to join their Classic Dayboat fleet for a Classic Boat Revival meeting over the weekend 22/23 September 2012.

Set up to encourage owners of classic dinghies and dayboats (max 20' long) to enter into the spirit of the event and enjoy a weekend of racing in and around Chichester Harbour, this unique annual event is playing a key role in revitalising the racing opportunities for some of the older boats in the established dinghy classes.

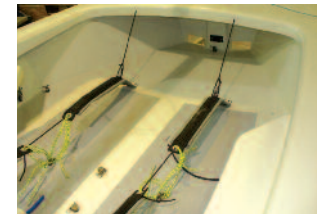
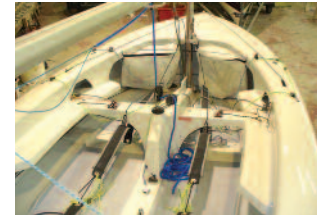
If you race/sail a classic Albacore, Cherub, Devon/Salcombe Yawl, Enterprise, Firefly, Fairy Falcon, Fireball, GP14, Graduate, Hornet, Jollyboat, Merlin Rocket, National 12, National 18, Osprey, Redwing, Scorpion, Scow, Sharpie, Snipe, Solo, Tideway or YW Dayboat – all are welcome, as long as your boat is 25+ years old and/or class designed before 1965.

It is planned to have committee boat starts for Fast, Medium & Slow fleets with all boats sympathetically handicapped to ensure close racing regardless of boat age/design. Six races are scheduled over the weekend with a BBQ and live music on the Saturday night. Local accommodation/B&B/camping is available for visitors.

Visit <http://bit.ly/y2luoC> for further details or contact David Edmund-Jones at [dej@edmundjones.net](mailto:dej@edmundjones.net)

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All the controls run down the central tunnel keeping the boat clean and free of clutter. The deck is glued along the seat with a cut out for the jib sheeting which is mounted on the seat.

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028 9045 7381

# Lucky 7

## Gareth Morris

Once again I've been delighted to show off my GP14 number 7, *South Bank*, in the West Corridor of Alexandra Palace. It was there at the 2010 Dinghy Show to celebrate the 60th anniversary of the Class Association, and a few weeks ago it was on show again, this time as part of a display to celebrate the greatest boat-designer of the 20th Century, Jack Holt.

I thought some of you might like to know more about the boat – and even a little bit about me!

The story starts in 1991 at the Southport 24-hour race, where some of the vintage boats did a sail-past. I got to see some of these boats and thought 'WOW!' I'm not sure why, but I've always liked old things, be it cars, houses or even boats. That day I saw No. 7 sailing, but I didn't dream that nearly 20 years later that same No. 7 would be sitting in my garage.

Fast forward to autumn 2008 – and No. 7 was bought as a wedding present for me by my wife, Naomi. When my parents asked Naomi why she had bought it she replied that it would keep me busy! I'm not sure what was wrong with the pub, the Playstation or another car, but spending nearly every night in the garage, I found it quite nice to be playing with bits of wood. After a few long months *South Bank* was re-launched on 19 April 2009. It was a perfect day, just enough wind, but it was quite strange sailing with 58-year-old cotton sails, in RED, and a wooden mast, and it started me thinking ... Why are these sails red? And why does it say 'GP' rather than have a bell on the mainsail?

The person who had sold us the boat, David Ayres, had a small document that he'd put together to help sell No. 7, but he actually didn't know much about the boat. He'd bought it in the 1970s and sailed her around the Birmingham area before garaging her, awaiting repair to a serious leak. The repair was never completed, and then the garage began to leak as well. So in 1988 David started looking for someone either to do the repair or to buy the boat. Mike Dunse

came forward, took the boat on a long-term loan and brought it back from a rotten mess to the boat which was well known in the 1990s and even made a short trip to the Worlds in America.

Mike was told that the boat had been given its name because of a connection with the Festival of Britain in 1951. He was pointed towards Bell Woodworking and Shropshire SC. The Shropshire link seemed cold, except for a photocopy of the 1957 yearbook listing GP 7 as owned by H. Morris, and two black and white photos of a regatta at Whitemere. Written on the back of one photo was 'first year of GP14 at Whitemere. GP 7 *South Bank*, with dark sails', and the second read 'GP 7 in middle of photo with dark sails in 1956 GP open meeting'. At last, a place and a lead – I was starting to feel like Tony Robinson on the Time Team!

I sent a few emails out to contacts I had at Shropshire SC, but I didn't get many replies. So I let it be and took No. 7 to the cruising week at Red Wharf Bay, and had great fun sailing with Oliver Shaw in his cruising boat, No. 64.

Oliver mentioned in passing that in 2010 the GP class was 60 years old and there was going to be a GP14 display at the Dinghy Show. The first boats to be considered were GP 2 and GP 19 – GP 2 because it is the oldest surviving boat and is still owned by the first owner's family, and No. 19 because it has had a wonderful restoration to the original spec. Unfortunately neither of these two boats was available, so my No. 7 and Oliver's No. 64 were rushed through a winter maintenance and taken down to Alexandra Palace in London.

While I was at the show I wished, like most of the other people on the GP stand, we could have had £1 for everyone who said 'I used to have a GP14!' Many people seemed intrigued by the history of the boat, including one particular gentleman, a member of the RYA judging panel looking for the best turned-out used boat in the Show, who urged me to continue my research into

## Why are these sails red?

the boat's origins. When the party moved on, a member of the Graduate class came up and said 'when a royal tells you to do something I guess you better had'. If only I knew my 'Royals'...

I still don't know who this gentleman was, but his encouragement stimulated me to start my search again. So in an email to Shropshire SC's commodore, I asked whether anyone had any connection to an original member of Shropshire SC. A member of my own club, Gresford SC, Ken Champion, whom I had already met at the 50th anniversary of the club, had told me he was sure it was Humphrey Morris who owned *South Bank*, and my renewed enquiries turned up a grandson of a former member with the surname Morris. At last, a name that matched the time and place!

I soon received an email from a Mr Morris, asking whether it was true that I owned his grandfather's boat. Now, that was quite an email after nearly two years of looking for information! So I replied with a photo of No. 7 with her red sails and informed him that I was indeed now the owner of GP 7 *South Bank*. His reply filled in some of the blanks:

7 was indeed my family's GP14, Mr Humphrey Morris of Shropshire SC. My father remembers the boat well and accompanied his father to the Festival of Great Britain where they saw the boat on the Bell Woodworking stand, and bought THAT boat. The boat was supplied with red sails with the number 7 on them. It was only after a few years of sailing that we were told that the boat would not be 7, and my grandfather refused to change the number. He also refused to change the insignia as he was sold the boat as '7' by a man from Bells, and now he wanted the number back.

Clear enough – No. 7 was bought at the Festival of Britain, as its name suggests – but was it actually No. 7? It certainly seems too low a number to have been built at the exhibition. In 1999 the owner of No. 7, David Ayres, wrote to

photo: Ed Washington



Bell Woodworking asking whether they would like to buy it. In his reply (rejecting the offer) Ivor Finn of Bell Woodworking pointed out that by the time of the Festival of Britain boat numbers had reached well over 100.

Although confessing that his memory was fading, he thought that No. 7

... is probably one that was originally owned by a gentleman in Shropshire, sailing at Ellesmere, as he had red sails with no bell on them. He refused to have a bell on his sails as he did not want to advertise Bell Woodworking.

We may not have built that one, as it was possible to build from plans after September 1949.

The boat was certainly built in 1949/1950 before the Class Association was formed and when clubs with a very small fleet of GPs numbered them from one up. No. 7 was very popular and several had GPs with sails bearing No. 7. This particular owner refused to change his number as everyone else did at Ellesmere.

When I met Searson Thompson (who used to be the 'main man' at Bells) in 2010 at Aberdovey, he was sure that my No. 7 had not been built by Bell Woodworking. However, before her first restoration, she did have the Bells maker's 'mark' on her back deck – but unfortunately this was lost.

I'll probably never know exactly when *South Bank* was built or whether she really was the seventh GP14 produced. But it does seem that she was bought at the Festival of Britain, if not built there, and that she was the boat whose Shropshire owner adamantly refused to relinquish the lucky number 7.

## Basic upgrades for club sailors in older boats

With the cost of fuel and new boats hitting record highs, here are some suggestions on how to make some effective and economical rigging alterations to vintage series 1 club boats. Hopefully, with a bit of luck and some skill you will be able to upset some of your much newer rivals.

I have found that sometimes several rig control lines can be removed and the cleats and pulleys put to better use elsewhere on the boat. The only control that must be led to each side of the thwart is the kicker, which is essential to control twist in windy conditions upwind and when reaching. The Cunningham can be a simple line starting at the gooseneck running up through the pulley/eye above the mainsail tack and down to a clam cleat screwed at convenient height to the mast. Likewise the outhaul can be a 4:1 cascade system inside the boom and ending on a clam cleat under the forward end of the boom.

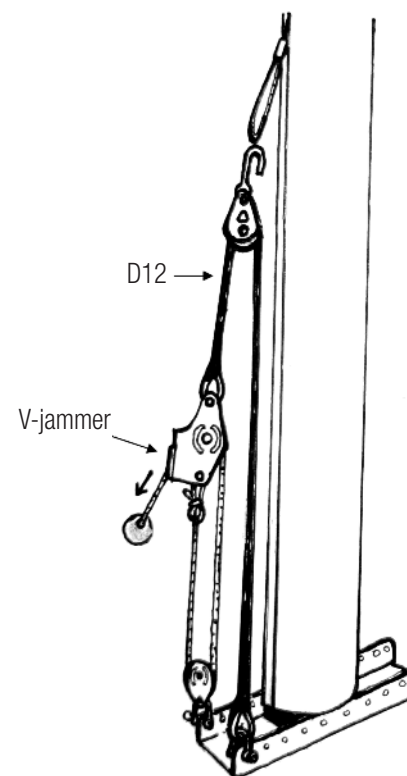
For the kicker it is best to use ball bearing blocks, but the 16:1 described is very powerful and, even with plain bearing blocks, will work unless it becomes very windy. Assuming the boat has a pair of blocks securely mounted on either side of the forward end of the case, three more singles (one with a becket) and one double are required. One single block is attached to the boom and another with a becket is shackled to the mast. A two-part cascade is prepared from 4mm rope with a dyneema core (or if you have a splicing fid use PS12 or D12). The rope is halved with a half hitch and the loop shackled to the becket of the single on the mast, hold the boom slightly higher than normal and lead one end through the block on the boom and tie the remaining single to the end so it hangs only a few cms below the boom block. The other end from the becket is led through this hanging block and the end is tied to the double so that the three blocks are fairly close. The control line from the thwart cam cleat down to the case and then forward can be cheaper pre-stretched polyester. It runs from the forward floor lead block up to

the double then in to the mast and out to the double again before going down to the floor on the opposite side etc.

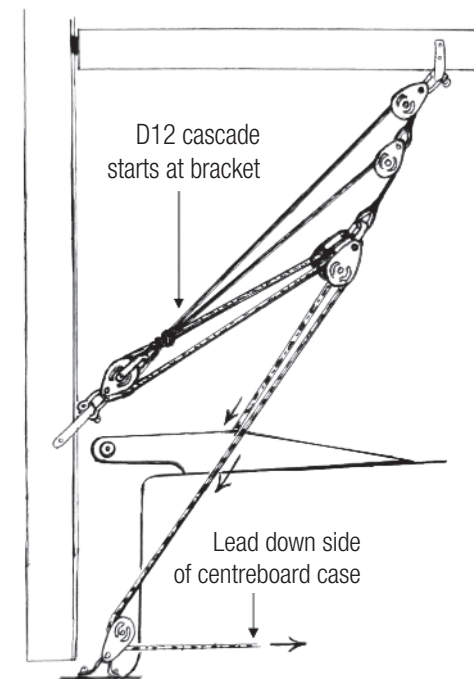
Some very easy improvements include gluing thin packing (wood or plastic) to the sides of the centreboard to ensure it is a snug fit in the case. Likewise, the rudder must not be so worn that there is a lot of pintle movement; the blade needs to have a large wing nut on the pivot bolt so that it can be nipped up once the blade is lowered to eliminate movement and in effect produce the advantages of a fixed rudder. Early wooden stocks tend to be heavy and finding a second-hand aluminium replacement with integral tiller is also worthwhile.

The rig tension on older boats can involve considerably more expense and work to upgrade from the common highfield lever or muscle box. It is essential to strengthen the mast step as those of us who entertain ourselves with old boats know to our cost – if you increase the rig tension, at best the hog and keel will part company with the case or, at worst, the mast goes through the bottom! The mast step needs to be raised and a new mast foot with a tenon needs fitting after the mast has been shortened by about 10cms (old or broken masts are the best source of these). Advice might be needed here so get in contact if necessary. Increased and adjustable tension will greatly improve upwind pointing, but remember also to check the spreader lengths and angles as well as your rake and genoa sheeting angle. Usually if it is fine if the genoa clew is a few cms above the fairlead and the leech close to the spreader tip.

Regarding the actual tensioning system, three hi-load ball bearing blocks (two attached to the mast) usually with metal sheaves are needed. One requires a becket and needs a substantial hook. 5mm D12 or 5mm dyneema cored rope can be used in place of wire. Three further small ball blocks (two small cheek blocks and one with a becket) and a cam cleat are needed to



Simple 1:6 purchase for wooden boat with modified mast step



Powerful 16:1 kicker

complete this standard 9:1 system. Another simpler system uses one hi-load block and two singles, one with a becket and V jammer. 5mm dyneema is started at a spare aft hole on the mast step and run up through the single hi-load block which hooks to the wire halyard and attaches to the single with the jammer. The other single is also shackled to the mast step but on the other side. This is a 6:1 system which does put more compression on the mast; also the 5mm dyneema is highly stressed so metal thimbles are needed.

Effective spinnaker systems usually involve a reverse 2:1 along the floor with a small cheek block on the transom knee and an upstanding block (to haul from) and a slightly raised cam cleat behind the case. This should allow the helm to stand astride the tiller while raising the kite which should cleat automatically as it is raised. Reaching hooks tend to catch other ropes, so twinning lines are easier to work with, but of course require more fairleads and small cam cleats. It is often easier initially to work with sheets, etc, that are a little over length. Cheap

4mm rope can be used initially for sheets and a whipping sewn in to hold the stopper balls at the correct position. To avoid the sheets falling down the stem and under the boat, an old burgee rod can easily be bent in a U to make a 'catcher'. The ends are pushed under the pins of the stem fitting and bent back a bit. For safety reasons this wire must be round at the front and not so rigid as to cause damage.

A split mainsheet allows the boom to come to the centre line without over tightening and so closing the leech too much and stalling the top of the sail. I have found that it is possible to split an existing sheet. First, pull back the outer and split the core over about 10cms. Then using a tubular fid insert the ends into some PS12 or D12, secure with a few stitches of whipping twine and usually with some difficulty pull the outer back as far as possible, again secure with some stitching. The 'tails' need to just enter the block and so are about 1.3m long.

*George Rogers*

# Sail register

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

## Sailmakers

### Elite Sails

Steve Parker  
A & J Business Park,  
New Road, Burntwood,  
Staffordshire WS7 0BT  
T 07884 363109  
E park7@talktalk.net  
www.sp-boats.net  
www.elitesails.co.uk

### Goacher Sails Ltd

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

### HD Sails

Jim Hunt, Andy Davies  
Boulton Works, 54 College Road,  
Perry Barr Birmingham,  
West Midlands, B44 8BS  
T 0121 356 2175  
E andy@hdsails.com  
E jim@hdsails.com  
www.hdsails.com

### McNamara Sails

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

### Neil Marsden

18 Holmeswood Crescent,  
Barton, Preston, PR3 5BB  
T 07985343735  
E neilmarsden@aol.com

### North Sails ODI

Scott Derham  
Unit 12A The I.O. Centre,  
Stephenson Road, Farham,  
Hampshire, PO15 5RU  
T 01329 443430  
E scott@od.northsails.com  
www.northonedesign.com

### Omega Sails

Neil Platt  
53 Druidscross Gardens  
Calderstones Liverpool L18 3EB  
T 0151 428 4625 Mobile:  
07738 169857  
E neil\_platt@btinternet.com

### Pinnell & Bax

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

### Speed Sails Marine Ltd

Tony Lincoln  
Speed Sails Loft, Spinney View,  
Stone Circle Road,  
Northampton, NN3 8RF  
T 0845 5040 600  
E sails@speedsails.co.uk  
www.speedsails.co.uk

### Trident Sailmakers

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

## Boat builders

### Boon Boats

Steve Boon  
Unit 5, North Staffs Business  
Park, Innovation Way,  
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