

# mainsail



Sailing into summer with the GP14



## AGM 2013

The 63rd Annual General Meeting of the GP14 Class International Association will be held at Largs Sailing Club, Largs Yacht Haven, Irvine Road, Largs, KA30 8EZ on Monday 12 August 2013, at 19.30 hours.

### Agenda

- 1 To receive apologies for absence
- 2 To receive the Minutes of the 62nd 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 the year ended September 2012 will be available to view on the GP14 Association website before the AGM.

Cover:  
14112, Matt Thursfield and Sarah Allen  
at the Inland Championship

photo: Gill Beddow

## Editor's letter

This Spring edition has segued into being a Summer one. A sort of collective lethargy crept over all our regular contributors during March and April, when it should have been Spring but was really just an extended cold, gloomy Winter. When the sun did begin to shine, the blossom and flowers in my garden came out all at once, rather like the way the contributions finally arrived in my inbox!

They are quite a mixed bag – something for everyone I hope. All the regular sections are there – Areas, Cruising, Training, Racing and the Fixtures List. We decided to put this in, by popular demand, even though the early events have already been and gone. There are articles by Mike Senior and Ian Dobson, written to help you improve your sailing technique and to plan for your next big open meeting, Hugh Brazier reviews the latest offering from racing guru, Saltonstall, while Phil Green continues the adventures of the Yellow GP, which still hasn't come last at an Open meeting. Plus some interesting technical articles that reflect new developments in the 21st century – more rules and regulations, but higher standards of design.

Don't forget to take a look at the new website which is up and running alongside the current one. It looks light and fresh and easier to navigate. Andy Bury and Mike Senior have been working extremely hard on this, as well as earning a living, looking after their families, developing their sailing and playing key roles in the running of the Association! If you have any comments on the new website or suggestions to make, join in the conversation on the forum. Although he is stepping back from Association work, Andy is continuing to look after the current website and Hugh Brazier has kindly agreed to get a team together to help service the new website when it is launched: he and Andy will be working closely together to ensure a smooth handover. Mike Senior will continue his input and no doubt Andy will still be looking after the photographs.

We are always crying out for up-to-date news and results on the website. The forum on the new website is open to all – no need to sign on – and there is a new facility to upload results straight onto the site. Please take advantage of this to enter your club results and news, every week if possible, to keep the website fresh and interesting.

Have a great summer on the water.

*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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Peter and Will Gardener at Combs



photo: Martin Stanley

### President's piece

Well here goes my first Mainsail article as President of our Association. First, a tribute to my predecessor Ian, who as President for the last three years did a fantastic job. His passion and enthusiasm for the GP14 and this Association is infectious and I am sure I speak on behalf of all the members when I thank him sincerely for his time and effort in office.

I've only been in position since the New Year and what a busy year it been, many more topics to deal with than I imagined there would be when considering the job. You'll read about some in this edition of Mainsail. I am pleased to be diverted by the start of the sailing season – that's what it's all supposed to be about.

Whenever I speak to members about the Association it is clear that Mainsail is a highly valued publication, truly appreciated and an aspect of the Association we all wish to retain. I am grateful to Liz Hall for her continued work as editor; she puts a vast amount of time into the magazine and this is reflected in its quality. However, it is frustrating that articles have been slow in coming in for this edition. I'm sure many of you have something interesting to contribute from your experience in sailing and in the GP14:

we would love to hear from you to help keep the magazine alive for the future.

As Vice President, Liz is a great asset to the Association as was recently demonstrated at the RYA Dinghy Show, where she organised a great stand, which attracted lots of enthusiasm and much interest in our class. It is clear to me that our new Vice President, Ann Penny is also going to be a key asset, her enthusiasm for the class is massive and she is currently spearheading a drive to increase membership. I do hope you will all support her initiative to bring new sailors into our class; this is of key importance for the future both of the class and of our Association.

I have recently been out and about sailing at some great events including the Midlands Championships at Staunton Harold and the Inlands at Burton. I may have been in the bottom third of the fleet, not having helmed in a race for many years, but I truly enjoyed the racing: our class has much to offer to all sailors, from the front of the gold fleet to the back end of the bronze. The socialising is pretty good too. I strongly encourage all you racers out there to give the Grand Prix a go; you only need to do three to qualify, but I'm sure you'll enjoy these

events so much you will do many more. My thanks to Gill Beddow and her Championship team for co-ordinating these events.

I hope to see many of you in Largs at the National Championship and Cruising Week, also importantly at the AGM. We will be electing a new Honorary Secretary at this meeting and I take this opportunity to thank Andy Bury who has been an excellent secretary and webmaster for the past three years. Former secretary Peter Guest is generously taking over his duties until the AGM and I am pleased to welcome Hugh Brazier as webmaster.

Retiring from her post, at the end of the year, is our ever efficient administrator Sue Sinclair who has run the office so professionally for ten years.

Many of you will be familiar with Sue and like me will be grateful to her for undertaking her work so cheerfully over all this time.

So, a few personnel changes in the pipeline. If you are interested in taking up any of the vacant posts or helping the Association in any way please look at the articles asking for help in this edition and do get in touch. I hope to see many of you on the circuit throughout the season and will be very interested to hear your comments; just grab me in the boat park, the bar or drop me an e-mail.

All the best to you all for a successful sailing season.

*Duncan Greenhalgh*



Dinghy Show 2013

photo: Andy Bury

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# Tim Hemsley

27 February 1964 – 4 February 2013

Memorial Race 26 February



There was standing room only in the crematorium chapel in Aldershot, Hampshire to celebrate the life of Tim Hemsley who died suddenly from a stroke in February. A congregation of more than one hundred gathered to say farewell to Tim with family and close friends and many from his home sailing club at Frensham Pond, as well as offshore yachtsmen and international sailing figures. The GP14 class was well represented with Paul and Tom Simes travelling up from Cardiff Bay, Tony Blackmore from Starcross, Emma Pyke, Rebecca Marriott and Paul Trubridge among others. Many others left tributes on the Facebook tribute page including Alastair Smedley from Australia and Richard Harding from Dublin. The Association was represented by Liz Hall, Steve Browne and David Innes representing the Southern Travellers. Also present was a large contingent of Tim's Travis Perkins workmates and many friends from the non-sailing world and from the worlds of rugby and off-road motoring. It was a moving and fitting occasion accompanied by Tim's favourite music, including Status Quo. Tim's family and sailing friends read tributes that brought so many memories of this great and lovable character.

Following the ceremony a long convoy of cars set off for Frensham Pond Sailing Club. Here a cheerful wake was arranged in exactly Tim's style. Famous throughout the sailing world as 'the pieman' it was appropriate that Alresford hot pies were on offer for all. On the water a short memorial race took part. Thirty five dinghies from seventeen classes took part from Access 2.2 to RS100 and including two GP14s. Members of Tim's family took part as well as his 2010 winning crew for the round the Isle of Wight Race. The memorial race was informal, but first to the finish was Tim's Phantom series rival, Simon Hawkes. Tim would have loved seeing Paul and Tom fling an old Dom Marine around the start line and almost, but not quite, beat the whole fleet to the windward mark. It was also great to see Tim's own Phantom dinghy out on the water as well as his newly bought National 12. It was so sad that Tim was not at the helm. See <http://youtube/UVVMPnmU8Bo>

**Tim Hemsley GP 13617 'I ate all the pies'**  
Southern Champion 2002  
London and Southeast Traveller Champion  
1997 – 2002



how most of us remember Tim – from behind his boat!

Your association needs you...

## A successor to Sue in the office

After more than 10 years of looking after the administration of the GP14 Association, Sue Sinclair has decided it is time to retire and has asked the Committee to start the search for a successor. Sue has indicated a desire to continue until the end of 2013, and so there is time for an orderly hand over.

As a result we are now seeking applicants for this position and clearly someone with an interest in the class would be useful, although not essential. The job is part time, up to three days a week, and ideally suited to a home working environment, with sufficient storage space as the Association does not have its own office.

The successful applicant will need to demonstrate good administration and communication skills covering a wide spectrum of activities including event organisation, meeting preparation and minute taking, accounting for payments and receipts, and dealing with membership enquiries and suppliers to the GP14 Class. Much of the work is routine but continuous such as the updating and maintenance of the data-base, the setting up or cancellation of Direct Debits and making sure that the website is updated frequently with new adverts, news, notices, results and photographs. The successful candidate will be expected to attend three General Committee meetings, which are normally held on a Saturday. An understanding of Sage Accounts software would be an advantage, together with Microsoft Word and Excel experience.

If you have an interest in this position, please could you send a CV to [admin@gp14.org](mailto:admin@gp14.org)

It is hoped that we can appoint a successor to work alongside Sue by 1 November 2013.

*Paul Bowmer*  
Honorary Treasurer

## A personal tribute to Andy and to Sue

Over the years I have come to rely quite heavily on the good nature and dedication of these two people, especially when the time comes round for another issue of Mainsail. I know that whatever the query, they will answer it as soon as possible, even on their so-called 'days off' (do they ever really have them?). Andy will find me yet another nice photograph, identify the sailors in the boats and which open meeting it was, have a great idea for an article, give people a nudge when they are being slow to deliver. Sue gives me a gentle nudge to remind me of items that have to go in, she chases up the advertisers and charms them into renewing for another issue, sends the addresses and inserts to the printers, puts me instantly in contact with people when required and produces all the necessary technical data that needs to go in – fixtures, sail makers/boat builders, etc – with complete accuracy. All this, and I can have a laugh with either of them on the phone!

And both of them, although they have hardly ever met her face to face, have also built up a good relationship with our designer Tamasin, whose skill and creativity have transformed Mainsail into something that looks very special. Teamwork – it's hard to create and easy to destroy! I feel very fortunate to have worked with them and wish them well in the future.

*Liz Hall*

## WANTED

### A replacement Honorary Secretary for the GP14 Association

To start August 2013.

The job is not onerous and is fun and worthwhile. There is a bursary that accompanies the duties.

To learn more contact  
Peter Guest: 01925 753143  
Duncan Greenhalgh: 01461 40581

more high profile events = more people want to buy GP14s =  
a healthy boat sales market = more sailors on the water

## Can you help?

I am trying to improve the communication and support that the GP14 Association can offer to members and also to promote the Association to non-members.

Ideally sailing clubs have a GP14 Fleet Captain, who works with club members, acts as a point of contact, for the GP14 Office and also with the GP14 Class Area Representative. The Fleet Captain can be the crucial link between the Association and club members. Also the Fleet Captain can be the first point of contact for new members at a club who are sailing GP14s; and for the Association, the Fleet Captain can be the 'sales person' to promote membership.

So what are the benefits of becoming a member of the Association?

The Association protects your investment as a Member by:

- Framing the Class Rules
- Issuing Class Certificates
- Keeping a register of certified GP14s
- Instructing measurers
- Keeping abreast of current developments within the marine trade
- Promoting the class on a broad base to maintain demand and value
- Controlling the specification, quality and price of sails, spars and hulls
- Maintaining the strict one-design of the GP to make competition fair for all

The Association provides the following service:

- Publishes a class magazine in spring and autumn for its members
- Operates a lively and informative website, packed with news, results, photographs technical articles, details of other GP14 clubs, events, Boatmart and a forum
- Operates closely with Craftinsure to secure a boat insurance scheme of the highest quality
- Organises World, National and Regional Championships and raises funds for prizes
- Organises the 'Grand Prix' circuit of open events

- Organises, subsidises and advises on training. We offer the use of one of the latest GP14s to assist with training at your club
- Organises cruising trips
- Represents the Class at exhibitions etc: provides a centre of interest for members
- Provides registered boat history information from our archives
- Provides registered sailmaker and boatbuilder details

The Association also listens to the views of you, the members.

The Association relies on the work of dedicated volunteers, who give their time to ensure the GP14 Class continues to thrive. However to fund all the above, revenue comes from membership fees and this is where you can help.

Speak to your Fleet Captain ask if you can help with the Fleet – trust me they will be delighted. Talk to GP sailors in the boat park and check out whether they are members of the Association. Try and encourage more people to join the Association – this is our major source of revenue.

Which club can get the most new members? I know at times it is easy to think 'I'll just concentrate on my own sailing', but please see if you can help increase the Association Membership.

Any new members will be logged against your club and results published in the Autumn *Mainsail*.

Membership only costs: Full £31; Youth £15; Associate (non- boat owner) £24. An annual discount of £2 is available if you pay by Direct Debit.

Which club or area will win the competition? Not that I am biased, but come on Derwent Reservoir – Justin Smith I am counting on you!

Ann Penny, Rear Commodore D.R.S.C  
work: 01434 675258  
home: 01207 255681  
mobile: 07702 307371

more members = more money = even better support

## GP14 Class Association finances

Having agreed to take over as Honorary Treasurer to the class for the second time, it was surprising to discover that in the most recent financial year to end September 2012 the class will be posting a significant deficit in the Income and Expenditure account. We are in the final stages of finalising and signing off the accounts, and they will shortly be available to view on the Association website and at the AGM at Largs. I also anticipate that based on the performance year to date in 2013; there will likely also be deficit to the year ended 30th September 2013.

This does not signal any immediate alarm bells, as the class is solvent with sufficient reserves to support a temporary deficit position. However, we cannot continue to tolerate a situation where reserves are depleted year on year until we become insolvent. At the last General Committee meeting in April it was agreed that we need to pull together a plan to balance income and expenditure by the financial year commencing 1 October 2014. There is no easy solution but as a class we need to address declining membership and static or slowly increasing costs.

Our main sources of income are;

- Subscriptions from members
- Advertising revenue
- New boat registrations and royalties received
- Licenced sail maker labels for new sails sold
- Insurance Scheme commissions

Our significant expenditure categories are;

- Employment costs relating to administration of the class
- Mainsail publication and distribution costs
- Committee meetings and Committee travel costs
- Attending exhibitions, principally the Dinghy Exhibition in London
- Printing, stationery, postage and insurance
- Training

We will likely need to involve the membership in this plan because to cut costs dramatically could mean changing the services provided to members. A plan to address declining membership is already underway within the Committee. To support the class in the short term all members could act as ambassadors for the class when next sailing at your local club to ensure that all your fellow competitors are signed up as members of the GP14 Class Association. After all, without Class Association membership, a racing GP14 does not have a valid class certificate.

Paul Bowmer  
Honorary Treasurer

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### The debate about a potential new moulded GP14

For some Association members, there has been a significant debate recently about the need for a licenced builder to satisfy the needs of individual sailors, clubs or training bodies who do not want to pay the price for a top end racing specification GP14. It is argued there is an untapped market for new boats which could be moulded to a lower specification with a resultant lower priced hull. These boats could then potentially increase new boat registrations and satisfy the needs of this market. The purpose of this article is to set out the current situation and decisions taken by the General Committee in relation to this market and an application by SP Boats to become a licenced moulder.

The Association has been in discussion during 2012 with one company, SP Boats, regarding a proposed application to become a licenced moulder to the class and to service the market described above, as well as the racing market. During these discussions, SP Boats produced a prototype polyester GRP GP14 hull to a club racing specification. The prototype underwent trials and testing by various members with positive reports.

An application was submitted to the General Committee and considered at the meeting held in January 2013.

At the end of a long discussion in the Committee meeting it was decided that in the current economic climate there was no requirement for a third moulder for two main reasons:

- 1 The Committee decided that there was insufficient evidence that a market existed for new lower cost and lower specification boats to warrant appointing a moulder to service this market
- 2 In the current economic climate the Committee considered the racing market is adequately serviced by good quality products currently available from the existing moulders

Consequently, the application from SP Boats was rejected by a majority vote.

This is not the end of the matter, because the Committee has taken on board the strong lobbying from the membership for the need to provide a lower cost, lower specification boat and will now investigate to determine the size of this market, and indeed if there is a gap in our current supply chain which needs to be addressed. This will include a market appraisal, discussion with potential buyers of training boats, and discussion with existing moulders.

With a target to complete this assessment by the end of 2013, identification of a market need would lead to invitations to potential new or existing moulders to present a robust business plan within a new licence application or from existing licence holders to support this initiative. As ever the Committee welcomes input from members on all matters, but this subject is attracting significant interest, so please let your thoughts be known and specifically if you would be interested in buying a lower specification new moulded hull, which would be targeted at the training, cruising or club racer market.

*GP14 Finance and General Purposes Committee April 2013*

# Racing

## Championships



photo: Martin Faulkner

### Largs

Plans are well under way for a great National Championship and entry numbers are coming along well. It runs from Saturday August 10, with the Practice Race on Sunday at 12.25pm, followed by Race 1. It will be a nine-race series with two races back-to-back each day; if the weather is good this may allow use of the spare day on Wednesday to relax or to have some fun racing, maybe a crew's race – or join the Cruising Fleet for the day (see page X)

The elevated lounge and deck at Largs Sailing Club provide the spectator with a superb view over the sea and the kitchen/bar ensure this can be done with a drink or a full meal. The club has ample parking and berthing space (with night-time security) and there is an on-site chandlery as well as shops, and other excellent modern facilities. The sailing water is a huge expanse of water 10Km x 10Km in the Clyde estuary between the mainland and Bute. It's about 2km from the sailing club to the race area. In extreme weather there is a sheltered sailing area between the mainland and the island of Great Cumbrae about a mile from the club.

Have you ever been piped onto the water before? It's on the cards...

Launching is easy at Largs at all states of the tide and gate starts are anticipated, although the SI allow for line starts if warranted. The courses will

probably be triangles and sausages, maybe with a hitch in the first race, but again the SI allow flexibility. The tide does not run at more than 1 knot even on Springs.

Our sponsors have all been very generous and there will be great prizes as well as lots of plans for the social activities – BBQs, a quiz night, Q&A sessions, Highland games, bowling on Monday for younger people, a piper and a ceilidh at the prize-giving which will be held at a larger venue, Inverclyde, Sport Scotland.

Being a seaside town close to Glasgow, the industrial heartland of Scotland, Largs has always attracted trippers in need of some sea air, fish 'n' chips and ice cream. Its days as a holiday town with every second house a hotel have gone since the advent of jet travel, but plenty of the grandeur survives, and the high standard and quantity of eating and drinking establishments has been maintained. Some typical seaside attractions with flashing lights and coin slots keep the less adventurous entertained while the surrounding sea and hills provide those who are more mobile with extensive easy-to-access countryside to roam, cruise and rest in. There are three nearby islands to explore, either by foot, bike or car – Cumbrae (ferry from Largs, about a mile from the club), Bute (ferry from Wemyss bay, 4 miles north) and Dunoon (ferry from Gourock, 8 miles north). Millport, the very pretty main town in the south of Cumbrae, is only a four-mile walk away from the ferry terminal and there are plenty of places to eat. On Bute the main attraction is the 13th century Rothsaye Castle, built on an unusual circular plan and closely associated with the Stewart kings of Scotland.

We look forward to seeing you all at what promises to be a fantastic Nationals.

For further information and accommodation, see: <http://en.wikipedia.org/wiki/Largs>  
[www.largs.org/index.htm](http://www.largs.org/index.htm)  
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[www.largsonline.co.uk/](http://www.largsonline.co.uk/)



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# 2013 GP14 UK National Championship

## Largs Sailing Club

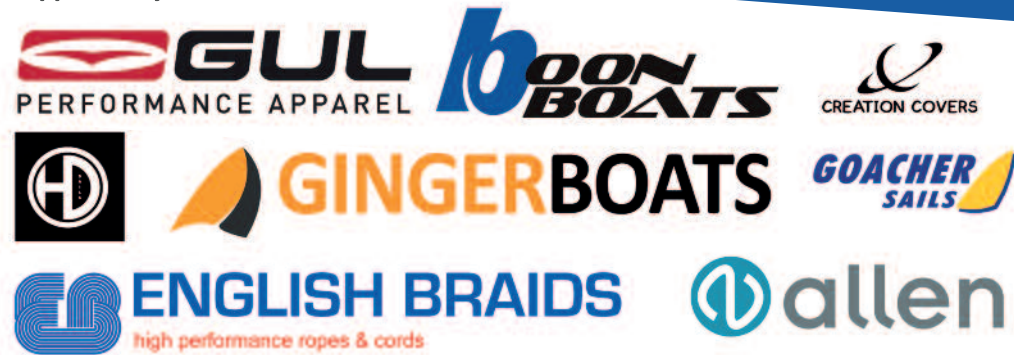
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### Future plans

In 2014 we look forward to the World Championship which will be hosted by East Down YC on beautiful Strangford Lough. This will take place in August and there will also be a three-day National Championship in Weymouth on 27/28/29 June 2014.

In 2015, the Nationals venue will be Brixham, with racing in Torbay, the English Riviera (so-called by optimists).

The 2016 World Championship will – all being well – take place in Barbados. Sunshine guaranteed. Watch this space!

### ISAF

Following a change of ISAF regulations in November 2011, the category of Classic Class membership for owner's associations has been withdrawn. As one of the existing three Classic Class members, the GP14 Association has been invited to transfer to full ISAF membership and was given two years from the date of regulation change to decide whether to do this or not. A meeting was recently held between Officers of the Association and representatives from ISAF to discuss, benefits and other consequences such as the costs of remaining in ISAF. Information will be prepared as soon as possible and put on the website well in time for discussion at the AGM in August and for decision later on in the year.

The main advantage of remaining an ISAF member would be the ability for the class to continue hosting World Championship events at what appears to be a modest cost of membership. We have permission from ISAF to run a World Championship in East Down next year and it is expected they will honour this agreement whatever we decide.

*Championship Committee*

### Grand Prix 2013

The Grand Prix Series for 2013, sponsored by Craftinsure, started at the end of 2012 with the pre-season race at Windermere, where 42 boats met to compete in conditions that ranged from light to non-existent, with the lake shrouded in autumnal mist on Sunday morning. Mike and Liz Senior won this event from Neil Marsden/Derek Hill, with Richard Instone and Jim Toothill third.

The next event, the Midland Championship at Staunton Harold on April 20/21, was a very different affair. The wind was a reasonable strength, but every single race was black-flagged because of premature starters and when they did get going the 28 competitors found the beats very hard to read with places gained and lost on almost all of them. Places were also up for grabs on the spinnaker legs which took the fleet all over the reservoir on tight reaches, broad legs and runs: certainly not follow-my-leader courses. Each race had a different winner, but Mike and Liz had the most consistent results and took first place, ahead of Andy Tunnicliffe/Chris Robinson, followed by Richard Bennett/Emily Cole-Evans.

The Harken GP Inland Championship took place over the Bank Holiday weekend of 4/5 May and attracted 30 helms and crews to Burton SC for what was to prove a very interesting weekend. Courses were kept simple – two good beats, two very broad and one beam reach, with a nice force 3-4 on Saturday, decreasing as the weekend went on. The Seniors won the first 4 races and looked set to win the Championship, but there was trouble ahead. To quote Matt Thursfield's report: 'It was race 5 that saw the event turn on its head. A 45 degree change in wind direction just after the 4 minute preparatory meant it was impossible to cross the startline on starboard, the pin bias becoming a pin must. 30 boats all vying for that prime location on a black flag start was destined to end in disaster. Many of the fleet were over, four more so than the rest. They were binned from the restart, wrongly in their opinion. Whilst Sam Watson, guided by his crew Andy





Breezy at the Inlands

photo: Gill Beadlow

Hunter, was sailing his way to victory, the BFD helms were filing their protests onshore seeking redress.

'Before the hearing could take place, race six was started with three possible winners of the event, all dependent upon the last race and that protest; the Senior hull, the Goacher pair of Andy Tunnicliffe & Chris Robinson and the McCarthy/Thompson duo. However, with four of the top five boats having been caught out in BFD-gate, it was paramount they all got a decent race result, only McCarthy in his Winder/HD fitout having five good results. As I was playing safe, away from that favoured pin, I'm unsure what happened next. I am safe to say that the Seniors were again caught OCS, Tunnicliffe & Robinson were some way down the fleet and Shane McCarthy was on his way to shore, content that he had won the Inlands, subject to that Protest – it was complicated! Rumour has it that the McCarthy boat had something to do with Mike Senior being over the line and at the same time causing Tunnicliffe to get a bad start, however I must stress that it is only rumour, but it allowed Graham Flynn & Adam Froggatt to sail away to the finish line, reducing their need for a positive protest result.

Once all were back onshore, the protest committee including National Judge Steve Watson sat to discuss the four boats seeking redress, a decision being made to back the PRO and his team, the BFDs standing, handing the Harken GP14 Inlands victory to Shane McCarthy & Andy Thompson without a race win to their names. Second were Flynn & Froggatt, third Richard Instone & Jim Toothill, fourth Sam Watson and Andy Hunter with a cracking set of Sunday results. Silver victory was retained by Lee & Greg Thomas despite being caught up with the BFD protest, Bronze was won by Megan Hicklin & Hayley Ramadhar'.

So the 2013 Grand Prix winner was not decided in the first three events, as it looked as if it might be at the end of Race 4 of the Inlands. Mike and Liz have four more opportunities to assert their superiority – at Loch Ryan (the result may already be known when you read this!), at the Southern Championship in June at Stone (remember Stone?...once a great GP centre), the Welsh Championship at Pwllheli in July and at the Northerns at Windermere in September. The Silver Fleet is currently – after the first three events – led by Paul Owen and Linda Instone (5th overall) and the Bronze by Tim Davies and Mark Collingwood (9th overall). We look forward to the battles to come.

## West Lancashire Yacht Club

47th 24-Hour Race  
7/8 September 2013

Preparations are well under way for this year's event. We had a team of volunteers at the Dinghy Show at Alexandra Palace and had a great response. Entries are up 40% on this time last year and we have received first-time entries from Lymington Town and Bartley.

We are expecting an entry from a GP14 hot-shot team shortly – will they throw down the gauntlet to the well-established front-runners from previous years? Watch out, Hollingsworth, South Staffs, Budworth and West Lancs – your top four finishing positions from last year could be under threat!

Bolton SC is back with an extra entry; could they be planning to challenge for leaders honours as they have so often in the past?

The race is not just about winning – it is a great place to meet up with old friends and to make new acquaintances. We are all working hard to produce a great party atmosphere for this year's event and will be releasing updates nearer the time.

 like us on facebook: wlyc 24 hour race

 follow us on twitter: @wlyc24

online: 24-hour-race.wlyc.org.uk

Entries received before June 30 will benefit from a £20 discount.

So, what are you waiting for? Come and join the party!

*Stuart Sinclair*  
GP14 Class Captain, WLYC



photo: Andy Bury

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# The yellow boat goes to Hollingworth

## Phil Green

The yellow boat made its first trip of the season to Hollingworth Lake on Sunday 12 May for the GP14 open meeting at Hollingworth Lake. The team was Steve Parry, Phil Green and Sea Willow – combined age 172 years and basically falling to bits.

Our last trip to Hollingworth resulted in the 'Severe Case of Wind' article published in these pages in 2011 so the venue holds many lifetime memories. However, the real draw is the food – lots of cake and cups of tea are the main attractions of the Rochdale Riviera.

The venue is only about 90 minutes from York and an easy journey – there is still no passport control at the Lancashire border. The all-day parking fee has gone up by 9% to £2.40 since our last trip, but we reasoned that you could park for about 30 minutes in York for this princely sum.

The boat was soon readied for action and we paid our entry fee – £13 including all of the food – unbelievable value. However, it was rather worrying to note that the lady organising the registration knew instantly that we were the 'yellow boat' – bad news clearly travels fast.

The briefing from the Race Officer concentrated mainly on the course marks. Sailing around Hollingworth Lake is a bit like racing on a bowl of alphabet soup – the course will be something like FEAHBDC x 4 laps, always remembering to cross the start/finish line on each lap.

They are kind enough to have a lead boat, if conditions allow, to guide you around the course but this is really only relevant for the Gold and Silver fleet sailors. Those of us in the Lead fleet are usually a couple of light years behind these crews and, due to old age, we can barely see the bow of our own boat in any event.

The first race started at 1100. We knew from greeting other crews that we would do well to finish last. There were many familiar faces, all

excellent GP14 sailors. Still, it would give the yellow boat a chance to sail on open water. We had not even raised a spinnaker in anger this season due to weather conditions in York and were determined to enjoy ourselves.

The course ensured that the spinnaker was up and down like a yoyo and the crew had a terrible time trying to get all of the different bits of string in the correct place at the right time. We did manage to get in front of one boat but he was clearly so upset to have a yellow boat in front of him he soon put matters right on the next lap. We did finish last.

An excellent lunch including cake followed the first race and this uplifted our spirits for the afternoon's two races. The Race Officer suggested that we have back-to-back races because the rain was falling and the wind strength increasing.

At the start of race two we had white water, which inevitably means capsizes, collisions and crews failing to complete the course. This means that the yellow boat usually gains positions by default – we just trundle around the course enjoying our extra weight. We were not disappointed as we finished 10th out of 13 in both races.

In the final race, we had a classic battle with Graham Knox and in truth he was giving us a bit of a sailing lesson. The lunatic who sits at the back of the yellow boat was getting quite excited at the prospect of beating Graham on the water but unfortunately the fool who sits at the front continued to struggle with even the simplest of tasks. The lunatic resorted to foul and abusive language on more than one occasion, quite forgetting that the crew, as an ex-bank manager, has been totally desensitised to this form of behaviour.

Sadly, Graham's crew asked to retire after he had been hit on the head twice with the boom. This shows how kind and considerate a helm can be.

Unfortunately, the helm of the yellow boat requires sight of a death certificate before we can retire.

Luckily for us one of the less experienced Hollingworth crews decided to demonstrate a broach and capsize together with the full inversion that comes as standard with an early Series 2 GP14. This gave us the chance to actually beat someone on the water, although even as we approached the last mark, the crew was still doing his best to snatch defeat from the jaws of victory.

We were hit by a huge gust of wind just as the spinnaker was about to be dropped for the final time. The crew ended up on his bottom back in the boat and the spinnaker pole decided to abandon ship. Luckily, we still have radar fitted

to the boat (weight not being an issue) and we rescued the pole soon after we rounded the final mark. It was then just a matter of crossing the line and retiring to the club house for more tea and cake.

I have to say in spite of the weather we had a great time. The GP14 fleet continues to offer the hand of friendship and is willing to offer help to each other (once the racing has stopped). Sailing at different venues helps to improve your skill levels and you cannot help but learn things from the better sailors within the fleet. The welcome you receive at Hollingworth is second to none, and we shall certainly return in future years for more cake.



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Andy Tunnicliffe of Goacher Sails, 4 times GP14 World Champion

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Photo Credit: SAILPICS

**BLOCKS**

# Training

## Howard Davies Memorial Training Week 2013

### What is it and when is it taking place?

The GP14 Class International Association is pleased to announce that it will once again be helping to provide up to 12 young sailors with a fantastic opportunity to access quality coaching at Crosby Watersports Centre, Liverpool.

The Howard Davies Memorial Training Week is a well established, advanced race training course run over five days. Sailors between the ages of 14 and 20, who actively sail GP14s are eligible to apply for a place on this heavily subsidised course. This year the course will commence on Sunday 27 October.

This full board, intensive, fun training week, which ordinarily would cost upwards of £400 per person, is available for just £150.

### Why should I go?

Former participant Pippa Mitchell, who took part with her brother Alistair when she was aged 15, commented, 'we had a fantastic time, sailing all day (weather permitting) and having a great laugh with new and old friends at night. . . If you ask me whether I would do it again, without hesitation the answer would be "yes"'.

### It sounds great...how do I get onto the Howard Davies Memorial Training Week?

The Selection Guidelines for the Howard Davies Memorial Training Week 2012

Potential participants for the Howard Davies Training Week will be assessed according to the following guidelines, but the final decision on who is invited to participate is at the absolute discretion of the course organisers:

- Any recent GP14 events participated in as helm or crew, additional weight will be given to major events such as the GP14 National Championship
- Participation in other GP14 coaching/training events

- Access to a GP14 of very good racing order
- Ability to handle a GP14 ashore
- Ability to sail (either helm or crew) to good club racing standard in a range of wind conditions, including planing conditions, and to right a capsized boat
- A letter of support from the Commodore of the individual's sailing club
- A letter about your sailing experience so far and areas you would like to improve
- Availability during the week commencing Sunday, 27 October
- Full payment received by 30 September 2013/on acceptance for course

Sailors who have previously participated in the Training Week on one or more occasions, but who fulfil the requirements set out in the guidelines will be eligible. However, priority may be given to those who meet the guidelines, but who have attended fewer times.

For some this week may fall outside the half term holidays. If this is the case but you still want to attend please make this known to the office. We can write a letter from the class president to your school to help with obtaining the extra time off.

We hope you agree that this is a great opportunity, so what are you waiting for? If you are reading this and you are not a Youth sailor, perhaps you know someone you can help to get involved.

Contact the office for a copy of the application form on 01257 351 222 or email [admin@gp14.org](mailto:admin@gp14.org).

*Phil Hodgkins*  
GP14 Association Training Coordinator

## GP14 coaching

The GP14 training team are once again offering their services to help improve the high standards of the fleet. After a fantastic 2012 during which we visited ten different clubs, helping to improve over 50 boats. This year the team are hoping to build upon the successes of last year and reach new clubs. Whether you have just learned to race or are a gold fleet sailor, as a team we aim to help everyone we can. Our friendly coaches are willing to help you whatever the problem is, from start to finish... we're even dab hands at the tuning older boats.

So if you're looking to improve your racing technique, climb higher up the fleet, or even just want some organised exercises then look no further.



photo: Mike Pickering

All the team ask of you is a group of 6 boats, a powerboat of any description, a few moveable marks and we are under way. The team has its own video camera which provides useful insight into any activities that we run. Careful study of the footage gives the coaches a chance to really impart knowledge and allow the students to fully absorb what is being taught.

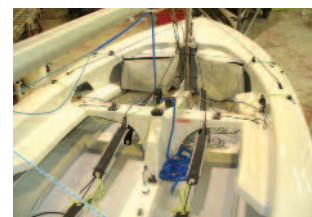
All Association training is heavily subsidised, keeping costs low. So if you are interested in hosting a GP14 Association organised training session please can you get in touch asap.

Look forward to hearing from you.

*Phil and Adam*

## ALL NEW OVEN BAKED EPOXY FOAM SANDWICH GP14

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# Better boat handling (tacking)

Mike Senior

Following my last Mainsail article on gybing, in this issue we look at ways to improve the most common boat handling manoeuvre – tacking. Effective tacking will give you options on the race course, especially when sailing inland. It is common that the person who has the best tacking skills ends up winning the regatta. It can get you out of trouble after a bad start, give you confidence to place the boat in positions where others would feel uncomfortable and potentially gain that crucial place at the end of a race. It is so important that I am always looking at ways to get better at it.

## Common mistakes

### Initiating the tack

- Too much tiller used to push the boat into the wind. This slows the boat and reduces distance travelled to windward.
- Windward heel to begin the roll applied too early. The mistake here is that you want the boat at this point to track forwards and to windward. Windward heel too early will counter this objective and slow the boat.

### Sheeting

- Genoa released too early. Remember you want to maximise boat speed into the wind. Releasing the genoa too early will slow the boat significantly.
- Mainsheet released pre head-to-wind. Releasing the pressure from the mainsheet pre-head-to-wind will reduce leach tension, which will affect pointing ability and thus reduce your distance to windward and slow boat speed.

### Tack exit

- Flattening the boat too quickly or not quickly enough. In lighter airs it is important to feel how the boat reacts and not to be too aggressive when flattening the boat out of the tack. In breezier conditions it is still important to let the boat roll slightly through

the tack, but then essential to hit the toe straps with maximum force to pull the boat flat and power out of the tack.

## My process

### Boat preparation

It is not possible to achieve effective tacking if your boat doesn't work properly! Common things to look for are:

- Is the elastic holding your toe straps in the right place so you can hit them with confidence and without looking?
- Are your genoa sheets the right length so you have just the right amount to grab on the new sheet? I find that when the genoa is pulled in hard, the 'old' sheet should have about 6 – 12 inches of slack from the cleat. Try tying two knots, firstly a big knot 6 inches from the end of the end of the rope and secondly a smaller one right at the end. This will create 6 inches of rope out of the cleat that is easy to locate and hold. Finally don't be tempted by thick genoa sheets: 7mm diameter is plenty and will run a lot better than thicker rope.

### Performing a good tack

Tacking is often done at a moment's notice, so it is extremely important the helm and crew have confidence in each other's roles. As soon as you have completed a tack the crew should be getting ready to go straight into another tack if needed, even if you think you will be continuing on the same course for some time.

Things to do before the helm indicates that a tack is imminent:

- Remove slack from old sheet. When you complete a tack the old sheet will create about an armful of genoa sheet in slack. As soon as the genoa is in on the new side, lift your bum and remove this slack by pulling it through the old cleat. This will reduce the time taken to pull the genoa on the new side.



Weight hard to windward to induce heel



Water on side deck – right amount of roll



Tack exit, steering with wrong hand

- Locate old sheet from old cleat. This will have been dealt with in the point above, but make sure it is not caught up in anything that could hinder the next tack.

When the helm indicates that they are about to tack, the crew should try and equalise the pressure on the genoa sheet. In breezy conditions there is a lot of pressure on the genoa cleat and this is the easiest way to release the sheet from the cleat.

The helm will then *slowly* begin to head in to the wind. If very light, the helm could move their weight inboard to induce a little leeward heel to help the change of direction into wind and thus keep rudder movement to a minimum.

If the wind is light to moderate, it helps to over-sheet the mainsail hard and create a very tight leech. This will help push the boat into the wind and make distance to windward.

*Only when the genoa fully 'backs'* and the roll initiated does the crew fully release the genoa. This should be easy as the crew will have equalised the pressure on the sheet.

The next point happens extremely quickly and is a crucial part of making a tack successful:

- At the point of the genoa backing fully and if the conditions are light, the crew should place their weight *hard* on the side deck. This will initiate the roll over to windward. An indication of right amount of roll is when your bum gets slightly wet (ie water just comes on to the side deck).
- As soon as the boat aggressively roles over to windward the crew should release the windward sheet. In very light conditions the crew will stay on the new leeward side or, if breezier, come up to the new windward side

to help flatten the boat. In both circumstances the crew should sheet the genoa *as quickly as possible* to get it to the new side, mindful that it should be left out few inches on the new tack for a few seconds to match the profile of the mainsail and to promote boat speed on the new tack. This transition of the genoa from the old to the new side is *extremely important* and will be the driver that will help power the boat out on the new course.

Points for the helm to remember:

- Keep the mainsheet pulled in tight until you begin to move to the new windward side to flatten the boat.
- At this point, when moving over to the new side you should release about an armful of mainsheet and then pull it back in as you flatten the boat. The genoa and mainsheet should be pulled in at the same time.
- It is extremely important to focus on maximising boat speed in the tack exit. There is no need to rush when swapping your hands over. Try practicing sailing with the tiller in the wrong hand behind your back and then swapping over when comfortable. When you do swap tiller and mainsheet try not to alter the course of the boat when passing your tiller extension in front of you. Instead lean your upper body forwards and pass the tiller extension under your armpit.

I cannot stress enough how important tacking is when sailing GP14s. As per my comments in the previous boat-handling article, the best way to improve is to put some serious hours in on the water outside of racing where you can figure out what you need to do in your own time with no pressure.

# Fixtures 2013

**Northern Bell** best 4 event results

**Southern Travellers** best 4 events

**Scottish Travellers** best 3 events

**Midland Bell** best 5 event results  
(2 starred, 2 unstarred)

## ▶ UK 2013 GRAND PRIX

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

### March

- 17 **Chase SC**  
Open Meeting  
Neil Davies 01543 276 904
- 24 **Shustoke SC**  
Midland Bell  
Sue Gill 02476 415 814

### April

- 6 **Annandale SC**  
Scottish and Border Traveller Series  
Andrew Greenhalgh 01461 40581
- 7 **Nantwich & Border Co. SC**  
Midland Bell  
Peter Thoms 01270 500 397
- 13 **BTYC Sailsports, Welsh Harp**  
Venetian Trophy  
Wiebe Nauta
- 13 **Royal Windermere YC**  
Open Event  
Amanda Wilson 01539 443 106
- 14 **Combs SC**  
Northern Bell  
Peter Gardner 01663 733 721
- 20/21 **Staunton Harold SC**  
Midland Bell\*  
**Midland Area Championship**  
**Grand Prix event**  
Charles Saunders 01332 518 781
- 21 **Papercourt SC**  
Southern Travellers  
Peter Roche Kelly 01483 223 904
- 27 **Bolton SC**  
Northern Bell  
Graham Kershaw 07754 045 271

### May

- 4/5 **Burton SC**  
**Inland Championship**  
**Grand Prix event**  
01159 141 172
- 11 **Tollesbury SC**  
Southern Travellers  
George Rogers 01621 869 729
- 12 **Midland SC**  
Midland Bell  
Terry Gray 01217 830 372
- 12 **Hollingworth Lake SC**  
Northern Bell  
Graham Knox 01706 642 311
- 18 **Tamworth SC**  
Midland Bell  
A Simpson 07973 423 046
- 18/19 **Loch Ryan SC**  
**Scottish Area Championship**  
**Grand Prix event**  
Duncan Greenhalgh 01461 40581
- 31 **North Staffs SC**  
Midland Bell 2013  
Dave Martin 01782 271 979

### June

- 2 **Budworth SC**  
Northern Bell  
Hugh Devereux 07778 403 011
- 8/9 **Royal Windermere YC**  
**Cruising & Vintage event**  
Amanda Wilson 01539 443 106
- 8/9 **Stone SC**  
Southern Area Championship  
**Grand Prix event**  
01621 779 344
- 15/16 **Poole YC**  
**Masters & Grandmasters Championship**  
Ian Aitken 07885 293 466
- 23 **Trimpley SC**  
Midland Bell  
Simon Fletcher 01299 250 614
- 23 **Leigh on Sea SC**  
Southern Travellers  
Steve Corbett 01702 521 461

### July

- 6 **Seahorse SC**  
Victor Trophy  
07855 207 476
- 7 **West Kirkby SC**  
Northern Bell  
Rob Fraser 01516 256 179
- 13/14 **Pwllheli**  
**Welsh Area Championship** tbc  
**Grand Prix event**
- 14 **West Lancs YC**  
Northern Bell  
Stuart Sinclair 01704 569 370

### August

- 3/4 **Poole YC**  
Round the Island Race (Saturday)  
Southern Travellers (Sunday)  
Ian Aitken 07885 293 466
- 10–16 **Largs SC**  
**UK National Champonship**  
01475 670 000
- 24–26 **Sutton Dinghy Club**  
**Championship of Ireland**  
Hugh Gill 00 35318 393 135
- 31 **South Staffordshire SC**  
Midland Bell  
Mike Senior

### September

- 8 **Erith YC**  
Southern Travellers
- 7/8 **West Lancs YC**  
**24-hour Race**  
24-hour-race.wlyc.org.uk
- 15 **Burwain SC**  
Northern Bell  
Innes Armstrong 01282 710 993
- 28/29 **Royal Windermere YC**  
Northern Area Championship  
**Grand Prix event**  
Northern Bell  
Amanda Wilson 01539 443 106

### October

- 5/6 **Castle Semple SC**  
Scottish and Border Traveller series  
Paul O'Neill 01415 806 884
- 6 **Winsford Flash**  
Northern Bell  
Mandy Mitchell 01606 889 934
- 6 **Nottingham SC**  
Midland Bell  
Roy Nettleship 01159 821 127
- 6 **Hampton SC**  
Southern Travellers  
Madeleine Anderson 020 8642 0326
- 13 **Frensham Pond SC**  
Southern Travellers  
John Traylor 01276 474 534
- 13 **Chelmarsh SC**  
Midland Bell\*  
Ken Westwood 01746 764 719
- 19/20 **Bassenthwaite SC**  
**End of Season Championship**  
Val Bell 01768 776 341
- 26 **Manor Park SC**  
Midland Bell\*  
John Salomonson 07427 467 177

### November

- 2/3 **South Staffordshire SC**  
**Youth Championship**  
Mike Senior

# Campaigning

## Ian Dobson

### Maximising performance at a large regatta

The World Championships 2012 began a long time before 12 August. In fact it is sometimes difficult to recognise when a campaign towards a particular event actually starts. A common time to both reflect and plan is during the cold winter months. We all need a motivational goal to look forward to in the forthcoming season.

Let us back-track slightly. Why use the word 'Campaign'? The word need not be exclusive to the precursor 'Olympic' and be 4 years in length! Everyone can 'campaign' towards improved performance. To be useful, a 'campaign' must first involve identifying the performance event, establishing a goal and then developing a plan to achieve this goal. Perhaps a better word to use is 'Project'. Projects should have plans, resources (including time), on-going reviews, deliverables and, equally important, evaluations. It soon becomes clear that day-to-day project management skills are still applicable at weekends! Of course project management is really just common sense! So here are some thoughts on common sense:

A good place to start a campaign is with an evaluation [of the previous one]. Where are we at now? How did we perform in our last deliverable? From this analysis we need to tease out where we performed well and exactly where we under-achieved, and this answer needs to be more sophisticated than 'We were slow'. Importantly this analysis should also look at the performance of the previous campaign as a whole, and then some specific problems may become clear, for example- 'We were slow as we did not have sufficient practice at sailing the boat together upwind in 15knts in 0.5m waves'.

### Define the performance event

The major championships of the season will form most people's key event, but this might equally be the sailing club's big Sunday race. Highly publicised is the concept of SMART targets (I suggest you google it if you are staring blankly!).

Ian Dobson in action at the Worlds



photo: R Craig

As well as defining your performance level, look at the event in detail as this may reflect on your training programme. With reference to the analysis of your current ability, decide upon the important factors in the performance event. This exercise should help prioritise your campaign training plan and can be done for every skill or aspect of the sport. In the RYA Olympic programme we called this 'Performance Profiling' but I first did the exercise when campaigning a Mirror and then a 420. Well worth doing formally for all factors you can think of, using this formula:

$$\text{(Target ability} - \text{current ability)} \\ \times \text{importance factor} = \text{priority index}$$

### A training strategy

Everyone's needs are different and similarly everyone's time commitments are different. The strategy needs to take into account a realistic and focused plan with the basic principle 'this is what we are rubbish at... this is what is important... this is how much time we have... this is what we are going to do about it'. For the 2012 World Championships Andy and I focused on wave technique following our venue analysis. We already knew that our downwind speed was a massive strength, so we focused on improving our upwind speed, a strategy which included both hours on the water and a sail development programme.

### Execution

All the planning in the world won't help if race day nerves drown you! But it will sure as hell put you in the best possible position. When you jump off the start line in race 1 you will know that the pre-event work has been successful when you leave for dust those that simply 'rock up'. Good luck.

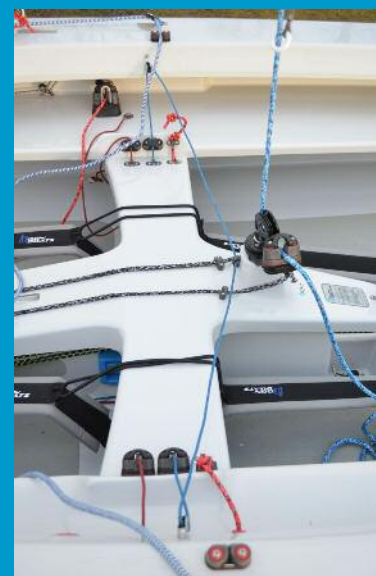
# BOON BOATS



**Boon GP14 Championship results so far:**  
**3rd World Championships 2012**  
**1st National Championships 2011**  
**1st Midland Area Travellers 2011**



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# Area reports

Thursday Training  
on the Harp



photos: Scott Hamilton

## North West



photo: Martin Stanley

Tim Harper approaching the gybe mark quite quickly

Good morning, afternoon or evening, or what ever time you prefer to read your fantastic Mainsail. I'd like to introduce myself as the new, well newish, Area Rep for the North West, after taking over from Mandy who did a fantastic job for the last five years or so.

My name is Martin Stanley and I've been sailing GP14s at West Kirby Sailing Club since 2002, and have also sailed on the Northern Bell Circuit and done a couple of championships, including the Worlds in Sri Lanka, which was fabulous. I've never really progressed beyond bronze status but have been fortunate to pick up the trophy a few years ago for perseverance more than ability. However, I love sailing and I love the GP14 Class and the racing it offers.

Well down to business. Last year on the Northern Bell series we had overall an incredible number of boats taking part across the venues, but only eight managed to complete the four events to qualify and, overall, the prize went to Neil Platt and Derek Hill who snatched victory from Peter Jaques and Peter Tate in the last open at Southport. The silver title went to Paul Norton and Laura Richardson and the bronze to James and Jude Downes. Hopefully, if we can round

everyone up, the prize giving will take place at Hollingworth Lake on the 12th May and Neil Platt as the owner of Omega Sails can present himself with one of his own spinnakers. A big thanks to Neil for the support he has given the Northern Bell over many years now.

Moving on to 2013, we have already seen two of the opens completed in quite testing conditions, and in fact Combs almost proved to be unsailable as all boats capsized in the first race. Tim Harper is taking the early lead with a second at Combs and a first at Bolton.

Hopefully there will be some stiff competition for Tim over the remaining events. This year the opens are spaced across the season a bit more evenly than usual so it may allow for more boats, including mine, to take the tour and qualify.

Good luck and best wishes for your sailing year and I hope to see you either in the North West or at one of the Championships; and definitely in Barbados in 2016.

*Martin Stanley*

### Northern Bell

Combs SC	14 April
<a href="http://www.combssailingclub.co.uk">www.combssailingclub.co.uk</a>	
Bolton SC	27 April
<a href="http://www.sail.org.uk">www.sail.org.uk</a>	
Hollingworth Lake SC	12 May
<a href="http://www.hlsc.org.uk">www.hlsc.org.uk</a>	
Budworth SC	2 June
<a href="http://www.budworth.org.uk">www.budworth.org.uk</a>	
West Kirkby SC	7 July
<a href="http://www.wksc.org.uk">www.wksc.org.uk</a>	
West Lancs YC	14 July
<a href="http://www.wlyc.org.uk">www.wlyc.org.uk</a>	
Burwain SC	15 September
<a href="http://www.burwain.co.uk">www.burwain.co.uk</a>	
Royal Windermere SC	28/29 September
<a href="http://www.royal-windermere.co.uk">www.royal-windermere.co.uk</a>	
Winsford Flash SC	6 October
<a href="http://www.winsfordflashsailing.com">www.winsfordflashsailing.com</a>	

## Southern Area

The 2013 season has kicked off with back to back opens at Welsh Harp in London and Papercourt in Surrey. The Venetian trophy at the Harp was hosted by BTYC Sailsports with 23 boats having an exciting day's racing in increasing southerly winds – a wind direction that always makes the arrival at the first windward mark an interesting experience, with multiple pile-ups. The Open was won by Mark Wolf crewed by Eugene Shrimpton-Phoenix with Rob Janering and Tom O'Neil from Wembley second and Ben Kaplan and Chris Lomax from Seahorse third. Papercourt was a different experience with very light and shifty winds, making for an interesting day for the 10 attendees which was a disappointing turnout for what was Papercourt's 50th GP14 Open Meeting. Richard Lord and Hannah Rose (Seahorse SC) took all four bullets, finishing ahead of Jim Faulkner/Ruslan Scutelnic from BTYC with Ben and Chris taking another third.

Tollesbury, also scheduled for early in the season is one of our most popular venues, but the forecast winds may have put some people off. Thirteen boats took part on a fairly wild day with 20-25 knots blowing. Tollesbury ran three races back to back with the first two races in the Fleet and the third going out into the main estuary. Conditions were challenging, particularly at the first mark which claimed a number of casualties. The buoy itself had a particular trick for the unwary – a protruding bolt punctured the front compartment of Andy Wadsworth's new Duffin! First place was fought out by Richard Lord/Helen Allen (Seahorse SC/BTYC Sailsports) with two bullets just winning from Ben Kaplan and Chris Lomax (Seahorse) with Roger Walton and Norman Brown from BTYC taking third: a clean sweep for the Harp.

We have an exciting range of venues still to come on the Travellers series and hopefully there is enough variety to suit all tastes and abilities. Full details are shown below and are now being advertised on the Yachts and Yachting website as well as in regular bulletins.

Southern Championships, Stone SC	Weekend	8/9 June
Leigh-on-Sea, Thames Estuary	Sunday	23 June
Victor, Seahorse SC, Welsh Harp	Saturday	6 July
Poole YC Round the island/Open meet	Weekend	3/4 August
Erith YC, Thames estuary	Sunday	8 September
Hampton SC, River Thames	Sunday	6 October
Frensham Pond SC, Surrey	Sunday	13 October

We look forward to returning to Stone SC for our Southern championships on the 8/9 June. Stone is an excellent venue which was a regular haunt for the class in the 'old days' so it will be good to return. Hopefully there will be a good turnout and we might tempt a few people back into the Class. Also of note is our first ever GP14 Open meeting at Erith YC on the River Thames which is part of our attempt to visit to at least one new venue each season.

The training season at the Welsh Harp seems to be going well with some lovely weather – although the first one in April was cancelled because of snow and one in May for gales! BTYC and Seahorse are experimenting this summer with running their training sessions together, with a joint New Members Club and also combining their race series later in the season. If these key activities can be made to work well, we hope to look at merging the clubs next year. So far, so good, and taster numbers and memberships are already at last year's levels... all 12 club jeeps out, with two trainees in each, most of them going out twice – it soon adds up!

Should readers require any information on the Southern travellers series or wish to be included on our mailing list please contact David Innes on 07711 819 990 or [davidinnes@campbellreith.com](mailto:davidinnes@campbellreith.com)

*David Innes*

## Midlands

What a start to the Midland Bell Season. We've already had our Area Champs at Staunton Harold SC, supported by 28 boats from around the Midlands and beyond, won by Mike & Lizzie Senior who showed great consistency throughout the weekend.

The Prize Giving for the 2012 Bell, recognising the dominance of Sam Blocksidge and Connie Hicklin has also been ticked off. Sam's new hull is already looking quick this year – can he retain the crown this year??

We've also had our first training session for some time, kindly supported by Boon Boats who donated prizes for our most improved sailors throughout the day. It is imperative that as a Midlands fleet we support these training days; the effort that goes in must be reflected in the numbers who attend, to make these training days worthwhile.

The return of the Chase SC open was held straight after the training, also won by Mike and Lizzie. It was a well-attended event, despite the forecasted lack of wind.

The wind didn't have a chance to say much for Shustoke's open – two foot of snow brought an early decision to bin it.

Between now and the end of the year we still have a great mix of Open Events, from small fleet clubs that need our support, to incredibly successful GP14 clubs who have worked tirelessly to develop and bring on their fleets. Learning from the successful ones must surely be a benefit to us all. If you have any ideas/thoughts that may keep our area driving in the right direction, collar me on the boat park, drop me a mail, just let me know; fresh ideas are always welcome.

*Matt Thursfield*

## North East

At the time of writing this, up here in the North East it is still deepest winter. The temperature outside it is struggling to keep above freezing and a light snow has been drifting from a grey sky. However, at York RI we shall be back on the water in two weeks time so the annual renovation of the 'old yellow boat' must be concluded as swiftly as possible and the sailing shorts and string vest must be recovered from the airing cupboard (I am not a great believer in wet suits!)

I know that things are already stirring at Derwent Reservoir, not least because Ann Penny has already been busy forming a group to come up with ways to increase the membership of the Association. By the time this edition of Mainsail falls through your letterbox we shall have had our first brainstorming meeting and I have no doubt that some exciting initiatives will be underway. One area of potential that I hope we can unlock lies in attracting the owners of older boats for whom GP14 sailing rarely extends beyond the shores of their home club. One reason that I keep campaigning 4615 is simply to demonstrate that competing at the large GP14 events with a vintage/classic boat is great fun and truly worthwhile. Gareth Morris is also sending the same message with regard to our Cruising Section. This year there will be more opportunities than ever for older boats to find fellowship afloat, with a Vintage/Classic race planned for the lay-day at UK Nationals in Largs, an 'old boat' fleet prize on offer at the Irish Nationals at Sutton and separate Vintage/Classic starts planned for the Northern Areas at Windermere, not to mention the excellent cruising programme scheduled for 2013. So I hope we can get the message to the membership of our clubs that when it comes to GP14 sailing, lack of big event experience and ownership of an old boat is no reason to be shy. Join the Association, come and take part and you will have a great time!



photo:

The 'old yellow boat' undergoes her winter refit in the company of her stable-mate, my beloved Velo, with which she has much in common: both are about the same age, dating from 1960, both need lots of TLC, both are prone to leak, both are hard work to windward but both pick up their skirts and fly down wind in a good breeze!

Having just banged the drum for the old boats I am also keen to let potential members get a look at the latest version of the GP, and one of the best ways of doing this to make use of the Association's training scheme that brings with it the new boat, owned by the Association. Phil Hodgkins does a great job in coordinating this and it would be good if Scaling Dam and York RI, as the two smaller fleets in the Area, could get together with Phil and stage a session. Watch this space.

See you on the water

*Steve Parry*

### STOP PRESS

Derwent SC will be holding a GP14 Open Meeting on 27/28 July

Please put the date in your diaries: details will be circulated nearer the time.

At the Midlands



photo: Gill Beedlow



# International

## The Australian trapeze at work at Augusta's Blackwood Challenge

The 2012/2013 West Australian sailing season is over but not without a good showing at one of our premier events, the Blackwood Challenge hosted by the Augusta Yacht Club. Now in it's 8th year, this fun, family oriented regatta saw entrants from Perth's Mounts Bay Sailing Club, some 4 hours to the north, Dunsborough Bay Yacht club, an hour to the north (everything's to the north from Augusta!) on the beautiful Geographe Bay, and from Augusta Yacht Club itself. With over 100 competitors and 25 boats from numerous classes, the river was more crowded than usual with many visitors and members enjoying the racing and socialising at one of Australia's most picturesque yacht clubs on the banks of the Blackwood River in Augusta.



The GP14 contingent were competing for their own magnificent floating trophy comprising a brass bell mounted on a polished piece of the prized local blackwood timber whilst the Junior Challenge comprised a number of youngsters from DBYC and AYC fighting it out in their Minnow, Splash and Mirror dinghies.

Although the regatta was moved from January to April in the hopes of quieter winds, Saturday saw Augusta turn on an afternoon of wind and waves that challenged the best of them. The second race of the day saw some very strong winds and major gusts that were responsible for some gear failures, many capsizes and anxious moments as crews battled to win points in this modified handicap series. The day's racing finished at 5:30pm with the more senior racers agreeing it was fun but very tiring.

Three young sailors who normally sail Flying Ants at DBYC, teamed up in a borrowed GP14 to put on a display that epitomized the use of the Australian trapeze; with lightweight bodies and strong winds the extra leverage provided by the trapeze meant they could also have fun, and have fun they did! Morgan Flower at the helm, Sebastian Roocke on the jib sheet providing additional ballast and Mary Pethick on the trapeze (all 13 years old) performed well in an unfamiliar boat and in strong gusty conditions, exhibiting lessons well learned from their Flying Ant training. They stormed round the course in all races without a single capsize, with broad grins on their faces and singing at the tops of their voices – a tremendous advert for the joys of sailing and camaraderie experienced at events such as these.

Day 2 dawned overcast and windy and as the weary sailors gathered at the club to prepare their boats for the first race there was much discussion on wind strength. After the difficulties of the previous day many felt hesitant but, by start time, the wind had moderated to around 15 knots and the clouds had disappeared to make



The fleet at Blackwood

conditions ideal for sailing. The final two races for the day were held in near perfect conditions and made for some fierce competition, particularly the last race which was worth double points.

The Teams' Race for the Flying Fish Cup was simultaneously run between three GP14s from DBYC and three from MBSC (Team Big Smoke) producing strong competition and see-sawing place getters with rivalry fierce and dinkum but Team Big Smoke finally taking away the honours.

In the main event La Rousse (MBSC) and Cocktail Cherry (MBSC) as always provided strong opposition with the spinnaker handling of La Rousse giving them the edge, but Ragged Edge (DBYC) was up there in the rankings even though they did not fly their spinnaker over the two days. Aeolus (DBYC) had moments of dizzy speed and challenging promise but came to grief fairly frequently with the sand and mud banks in the unfamiliar river, or when gusting winds proved too diverse at the crucial moment.

The 2013 GP14 Blackwood Challenge Trophy was decided between Ragged Edge, Cocktail Cherry and La Rousse on a count back with third position being only a point behind, everyone having had a great weekend and visitors have already penciled in the date for next year.

*Bruce Quail*

## Genoa roller reefing from Flexible Reefing Spars

### Reefing the GP14

'The enjoyment we get from our 1970 restored dinghy has been transformed by the ability to reef the main and genoa quickly and easily. A wind of Force 3/4 means 1 reef; Force 4/5 means 2 reefs.

The roller reefing of the Genoa gives us immediate flexibility and ability to run safely to a beach or buoy. We raced with 1 reef this year and found the boat competitive. For safety and fun the reefing facility is a must.

*Adrian Dence, 7 November 2011*



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www.flexible-reefing-spars.co.uk

# End of Empire

## GP14s in Singapore 1974–1976

Ken Innes

Until 1975 GP14s were a regular sight racing in the Johore Strait between Malaysia and the Republic of Singapore. They were originally brought to Singapore by the British Forces and in 1974 there were 30 GP14s sailing at the old Naval Base Sailing Club which was renamed Red House Sailing Club when the forces opened up membership to civilians. The GPs shared the extensive sailing waters with 10 Ospreys, 3 Larks, some Albacores and 14 Bosuns the latter being normally used only by visiting naval sailors. The club was well run by a committee elected from members but was strongly supported by the ever reducing British Forces with a subsidised bar, sail lofts for drying the Terylene sails in the humid conditions and the luxury of boat boys to help in rigging and launching.

The big events of the year were the Round the Island Race, the Singapore GP14 National championships and the Christmas Novelty race which involved sailing different legs of the course without various combinations of genoa, mainsails, rudders and tillers. The leg involving the crew

jumping into the warm waters of the strait and swimming around the boat was generally welcomed as a change to cool off but sea snakes were a unusual hazard. The final leg of the race involved sailing backwards over the finish line having drunk a pint of tiger beer through two straws. This may sound easy but try it one day. The effects of aeration are interesting! The Round the Island race was a significant undertaking involving sailing around the whole island, some eighty miles, without such luxuries as safety boats or escorts and navigating through some of the busiest shipping lanes in the world.

The winners of the GP14 class in the 1975 Round the Island were Ken Innes and army officer David Twigg who having set out at 2.00am in the morning fully stocked with food and beer reached the final leg up to the old Naval Base in fading light and lightened the boat by dumping unnecessary food to get up on a plane. The Tiger beer was however retained by moving to the waiting boat boys who assisted in the recovery.



photo: Olga Spillers



Red House Sailing Club was shut down towards the end of 1975 as the final closure of abandonment of British military bases in the Far East. A Royal Navy taskforce visited for a last time and departed to Hong Kong with the Ospreys, Larks, Bosuns and some of the glass fibre GP14s if memory serves.

The older Mark 1 wooden GPs were gifted to the Republic of Singapore Yacht Club and arrangements made for the transfer of the civilian members who joined the new club who were racing 420s and Dragons. The GP14s rapidly made their mark on the local racing scene and were still there in late 1976 when the Innes family left Singapore for the last time.

It is not known what happened to both the GPs returned to Hong Kong and those left in Singapore. A quick search of websites shows, not

surprisingly, no sign of them and it would be interesting to find out if anyone knows. Identified Red House GPs were 6913 'Dumple', 6912, 6857, 7480, 5875 and 3358.

Ken Innes	Red House SC	GP 6913
David Innes	Frensham Pond SC	GP 14020



An old joke in Singapore: the naval base was HMS Terror!



Editor's note:  
When I received this article, I remembered that I had been loaned a copy of the GP14 Handbook for 1964 and, guess what, there is an exciting account of a Round the Island Race sailed by one of Ken's club members, ten years before his arrival in Singapore. I have asked Andy to put it on the GP14 website, so that you can get a flavour of how difficult this race could be.

# Compare the market...

## Ian 'Aleksandr' Sinclair GP14123

### New boat sales

47 new boats were sold in 2003 – the GP14 was 4th in the new boat table. In 2012 28 new boats were sold and the GP14 was 5th in the new boat table.

	2003		2012
Wayfarer	92	Wayfarer	120
RS200	83	Firefly	c. 50
RS400	55	RS200	48
<b>GP14</b>	<b>47</b>	Fireball	30
Enterprise	41	<b>GP14</b>	<b>28</b>
Wanderer	38	Wanderer	28
Firefly	30	Merlin Rocket	15
Fireball	27	Enterprise	12
Merlin Rocket	15	RS400	12
Miracle	9	Miracle	7
National 12	8	National 12	4
Lark	7	Scorpion	4
Scorpion	5	Lark	3

For this comparison I have relied in the main on annual class statistics supplied by the various class associations for publication in the December edition of Yachts and Yachting.

### New plastic boat prices

These have been based on ready to sail boats with a full suit of sails, lifting rudder, under and over covers, launching trolley and road trailer, fit-outs normally based on Allen fittings. There is a wide spread of prices of new boats fitted out as described. Not surprisingly, the overall size of a dinghy has an influence on the price of the boat and equipment, and in addition to comparing the all-up prices, it is interesting to see how much weight you get for your money. The GP14 comes third in the £/Kg table, great value when you consider GPs are built from Epoxy Resin, which at £9 per kilo is three times more expensive than Polyester Resin, the material used for the Wayfarer and Wanderer boats that come in marginally cheaper per kilo.

	Complete boat price	Building material	Boat price per kilo
Wayfarer	£10,630	GRP	£62.90
Wanderer	£8,634	GRP	£66.90
<b>GP14</b>	<b>£9,258</b>	<b>Epoxy Resin</b>	<b>£69.60</b>
Lark	£7,880	GRP	£83.00
Firefly	£6,510	GRP	£88.00
Enterprise	£8,885	Epoxy Resin	£94.50
Miracle	£6,815	GRP	£115.10
RS200	£9,510	GRP	£121.90
Scorpion	£10,345	Foam sandwich	£127.70
Fireball	£10,100	Epoxy Resin	£127.90
National 12	£9,600	GRP	£129.70
Merlin Rocket	£13,000	Epoxy Resin	£132.70
RS400	£12,612	GRP	£148.40

## How has the GP14 performed over the last decade compared to other two-man classic classes?

### Historic GP14 prices (plastic boats)

The 2008 Speed Sails price for a GP14 fitted out as described sold new at around £7400. Taking into account inflation over 5 years plus the increase in VAT to 20% from January 2011, the price for the same boat in 2013 would be a few pounds less than £9000. Our current builders are offering GP14s at a comparable price to those offered in years past; the difference: modern GPs are built from a far superior building material which can only mean a more durable and long-

lasting hull that will stand the test of time and attract an excellent resale value. The same sort of calculation can be made with pre-owned boats: one example of many available in 2005 was an 18-month old boat with all the kit described above, for sale at £5700; the equivalent value today would be in the region of £7500, more or less what you would expect to pay for an 18-month old boat now.

### National Championships (entry statistics for two man dinghies)

It is interesting to compare entries from various classes in their Championships. 2003 and 2012 were both years when the GP14 Class achieved first place in the National Championship league table, a remarkable achievement! More remarkable, however, is the average National Championship attendance figure over the decade 2003 – 2012, when the GP14 took second place in the Championship table with an average of 77.5 entries, an outstanding performance for a class of our vintage.

	Nationals 2003	Nationals 2012	Average attendance 2003-2012
RS200	101	86	113.4
<b>GP14</b>	<b>142</b>	<b>120</b>	<b>77.5</b>
Merlin Rocket	63	80	68.8
Fireball	72	57	64.3
Enterprise	56	52	62.5
Scorpion	66	57	61.8
RS400	62	55	61.4
Firefly	58	48	61.1
National 12	59	51	53.8
Lark	51	50	52
Miracle	54	41	41.4
Wayfarer	39	34	31.3
Wanderer	25	19	18.3

### Conclusion

Over the last decade the GP14 has maintained the same excellent value for money. Yes, new boat sales have declined, but so they have for 80% of the two-man dinghy market, the exceptions relying on overseas sales to boost their new boat sales figures. The GP is weathering the double dip recession as well as our competitors and far better than most. With a

fair wind and the continued support of our membership, our builders can continue to deliver boats of the quality that make GP14 sailors proud to own and sail them. The GP's performance over the last decade is remarkable when compared to other classic classes: long may it continue.

**Simples!!**

# Book review

## Hugh Brazier

LH: Hugh, could you do a book review for the spring Mainsail?

HB: Of course, Liz! What should I review? There's an interesting book about marine ecology – that might get GP14 sailors thinking about the fragile ecosystem of the sea they sail on.\* Or maybe a book about sailing at the 2012 Olympics – perhaps we should mention the only event of 2012 that was officially better than the GP14 Nationals at Looe.\*\* Or we could look for something from Adlard Coles – now, there's a publisher with a great track record of producing high-quality sailing books, so anything they publish should be worth discussing. How about Jim Saltonstall's new book? Leading publisher, well-known author. Bound to be good. It's not out yet, but I'll ask them for a review copy.



Jim Saltonstall  
**On Course to Win:**  
**Jim Saltonstall's Racing Tips for Sailors**  
 Adlard Coles (Bloomsbury), London, 2013  
 ISBN 978-1-4081-8786-9  
 96 pages, £14.99  
 Also available as an ebook

Adlard Coles is now part of the Bloomsbury publishing empire. An email was duly dispatched, and we are very grateful to Naomi Webb, Marketing Manager, for instantly sending a copy of the book.

Errrm. If you get a free copy of a book on the strength of promising that 2,000 people will see the review, you have to say something nice about it, yes? Errrm...

There is no doubt that Jim Saltonstall is an expert – a racing coach for almost 40 years, Yachtsman of the Year in 1984 and 1995, British Olympic team coach in 1996 and 2000, awarded an MBE in 1996 – and his pedigree is trumpeted not only in a foreword by Iain Percy but also in some complimentary words from Ben Ainslie on front and back covers. I am equally sure it is true, as Sir Ben tells us, that Jim Saltonstall has had 'an immense impact on sailing', and that he possesses an 'infectious ability to inspire'. I am quite sure he is a great person to have in the coach boat. He also has several other books about sail racing to his name, and I'm sure they are excellent. It's just a pity that this particular little book fails to deliver.

There's some good stuff in it. Plenty of words of wisdom, plenty of advice. Individual bits and pieces work well. But as a complete package it fails. It is skimpy, incomplete, repetitive, disjointed and hard to follow. I wonder, in fact, if it was not really written by the author himself as a coherent whole, but maybe stitched together from his various writings by a publisher who reckons that anything with the name Saltonstall on the cover will sell.

The back cover promises us a book 'sprinkled with Jim's trademark sense of humour and lightness of touch'. And it's true. There are three jokes in the book. It's just a pity that two of them are the same joke, repeated almost word for word. And I really don't need to see the phrase 'racing ferret' four times in a book as short as this, or to be told twice to 'apply my F1 driving skills'. What on earth does that even mean?

A large part of the problem is due to the pictures and their captions. Between them, they occupy well over half of the 96 pages, and a lot of it consists of pictures of nothing-in-particular, with captions that repeat what also appears in the main text – or, worse, captions that anticipate what is going to appear in the text several pages

\* Callum Roberts, *The Ocean of Life: the Fate of Man and the Sea*. Viking, 2012.  
 \*\* Mark Chisnell, *Sailing Gold: Great Moments in Olympic Sailing History*. Thomas Reed, 2012. Or Ben Ainslie, *Close to the Wind: Britain's Greatest Olympic Sailor*. Yellow Jersey, 2012.

later. To read the text you often have to jump over several pages mid-sentence, doing your best to ignore the pictures, which have nothing to do with the text at this point. Or you can look at the pictures and read the captions, but lose the thread of the book.

About halfway through, one chapter ends with the comment 'There are numerous boat tuning controls, which I will illustrate later with photographs to assist you with setting up your rig for the conditions of the day.' After that, guess what – nothing, not a single photograph of a control of any sort, and no captions that discuss tuning.

Some of it is extraordinarily brief. The chapter on 'boat preparation', for example, consists of one skimpy page of text and four photos. The text

amounts to (1) take your class certificate with you to an event; (2) keep your hull and foils smooth; (3) minimise the number of fittings; (4) reduce windage, not forgetting your clothing; (5) have the best spars and sails possible. The photographs illustrate (1) don't let string dangle in the water; (2) check everything before you go afloat; (3) have marks on the spinnaker halyard so you know when it's fully hoisted; and I'm not sure how (4) is relevant – it's a photo of a boat with a badly set jib. Nice photo, useful advice, but what is it doing in a chapter about boat preparation?

Oh dear. What happens the next time we want to review a Bloomsbury book? Dare we ask for a review copy ever again? I hope so – but I really do not think this one quite comes off. Sorry, Naomi. Sorry, Jim. Sorry, Liz.

**Genoa roller reefing from Flexible Reefing Spars**

**Reefing the GP14**  
 'The enjoyment we get from our 1970 restored dinghy has been transformed by the ability to reef the main and genoa quickly and easily. A wind of Force 3/4 means 1 reef; Force 4/5 means 2 reefs.

The roller reefing of the Genoa gives us immediate flexibility and ability to run safely to a beach or buoy. We raced with 1 reef this year and found the boat competitive. For safety and fun the reefing facility is a must.

*Adrian Dence, 7 November 2011*

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## Calling all older boats

As you will be aware, if you read my Classic and Vintage section in Mainsail, the class are actively trying to get some of the club members with older boats, who would normally not think of attending class events, to come to some less formal 'get togethers'

Well this year we have something different!

At the 2013, End of Season Championships, to be held at Bassenthwaite sailing club, the older boats. i.e sail numbers up to 9999, will be welcome to sail with boats of similar age and rigging. To be fair to the vintage boats, this fleet will sail with 2-sail rig, i.e *no spinnakers*. So we are hoping that YOU the club sailor who might not be confident in 3-sail racing, will come and enjoy the 'lighter' side of GP14 racing!

So put the End of Season champs in you diary now.....

An older boat can be fast! Chris Aubrey & Alex Pilkington in a Mark 1 at Bolton



photo: Martin Stanley

### Events for 2013

- 8–9 June, Royal Windermere sailing weekend – entry fee £20 to cover safety and parking
- 20–21 July, Port Dinorwic Menai Straits weekend -- £15-£20 to cover Safety fuel
- 24 August – Liverpool SC TBC – watch this space or the internet!
- 19–20 October, Bassenthwaite SC – End of Season Champs. With separate racing for boats with sail number less than 9999

As well as these, there will be usual cruising events that the older boats (and newer) share, such as the 'Toddbrook' weekend at Bala (6–7 July) and the main cruising week, August 10–17

I really hope that this year is a positive year for the older boats that are members of the association. We know you are all out there, so come and join us. We don't bite!!!!

Looking forward to meeting more of you this year

Gareth – GPs 7 and 23

## An ageing process?

Maybe it really is confirmation of the ageing process; remembering in crystal clarity the past as opposed to the here and now?

It was Hugh Gill who sparked this particular delve into history. He was eulogising, as only Hugh can, about the forthcoming Championship of Ireland, but particularly the introduction of 'classic sailing' for Series 1 GP14s for this event in Dublin bay.

I immediately thought; What ever happened to my old championship winning steed. Is she alive, dead or decimated? Is she a nautical 'plant pot' on a roundabout somewhere in Ireland?

I bought her in the eighties from Paul O'Connor who was a friend of the great Peter Duffy. She was painted orange and was named *Carmel*, presumably after his good lady.

She was my first real racing craft. Prior to her I had a home-built GP number 3617. She was aptly named *Slowcoach*, which I quickly changed; didn't make her go any faster. Thereafter I spent some time building and sailing McComb Plastic GP14s with Bill Whisker. I fitted out one of the bare hulls myself. She had a metallic brown gel-coat; I called her *Mahogany*... She's gone missing too.

And so, with my trusty crew of the time Michael Lynch Jnr. we set about pimping *Carmel*; the orange was replaced with silver, we added an orange waterline. I renamed her *Agony & XTC*. Later, her livery changed to burgundy and then finally to grey with green graphics. She was number 10593, last seen sporting a suit of Ullman sails and a green and white spinnaker.

She was one of the revolutionary Stewart boats of that time. She was fast. With Michael, then Richard Henning and finally Alan Parker *Agony & XTC* had won many races and a couple of championships for me.



Ulster Champions

Here's the problem. I can't remember who I sold her to. The ageing process and the curiosity continue to eat into me! If you have spotted this auld classic or have any information which could assist in the search, perhaps you could give me a call on +44 (0)7809 691585

Tom Jobling

Well Tom, I put your query to our archivist Hugh Brazier, who quickly found that you sold your boat to David Bourne in Dublin. If anyone has further information, let Tom know. Ed

# Cruising

## 2013 events

Yet another sailing season is already upon us! It doesn't seem long since the last one ended and there hasn't been enough time in between to fettle boats and make good all those repairs planned for the winter months. I hope you are all starting to dust down boats and are getting ready for another season of sailing, if you haven't already started.

As mentioned in last winter's Mainsail, this year's key cruising event is the week-long event that will this year be held in Largs, and once again will be running side by side with the national racing championship. The dates are the 11th to 16th August and Largs is a fantastic cruising location, with plenty of open water sailing that is sufficiently sheltered from the full force of the Atlantic, and many great options for destinations; we are looking forward to it being a great event. If you would like to join in or want any additional details then please visit the website, contact the association office or email [cruising@gp14.org](mailto:cruising@gp14.org) for more information, including application forms.

I feel this is a good opportunity to describe the format for these events and how in general I regard cruising, and why it's a great opportunity to experience some fun and friendly sailing with others.

I'm reminded of a time back when my Dad was doing this job, and organising the cruising to accompany the first European at Carnac YC in France. There were some communication problems because of our lack of ability to speak French and their being unable to understand some of the terminology that we were using. After much confusion and a few conversations it was clear that they didn't understand cruising until the description was used of 'non-racing boats'.

Suddenly the mist lifted and all became clear, a group of boats that want to come to events, want to take part, want to go sailing but we just don't want to race. It's not necessarily that we don't ever race or that we don't like racing, nor do we not find fun in racing. It's just we'd rather spend



photo: Edward Washington

BBQ on the Beach at Poole Cruising Week

our week's holiday in a slightly more relaxed way, not worrying about the start or which side of the course we'll take to the windward mark; rather, it's more worrying about do I have enough biscuits and change for an ice-cream, did I pack the sandwiches and do any non-sailing members of our party know where we're going so they can meet us at the beach we're heading to? Or in some cases that there are three (or even four) of us in the family and we all want to go for a sail instead of leaving someone behind and, yes, we can sail three-up and not be disqualified.

Well this is us, we sail good boats and old boats, competitive and not so competitive ones. Of course a boat has to be seaworthy and you need to know the basics of how to handle it, but beyond that you can come and join in with the family or even with the dog (believe me it's been done). Events are laid back and relaxed and

there's always plenty of help and advice on offer from more experienced sailors.

As far as the sailing goes, we have a history when our cruising events run alongside racing ones that we spend more time on the water, setting off earlier, returning later, spending anywhere from 4 to 6 hours on the water, enjoying the sailing for the sake of sailing, while taking in the sights around us. The added benefit is the break for lunch on a nice beach, maybe with a pub; we can look forward to a nice comfort break in the middle of the day. To this day, I'm still not entirely sure how racers get around this problem when out all day, and this isn't an invitation for answers!

We cruisers are a varied bunch of people, much like the racers. Young and old, families and individuals, experienced sailors and those who

need a little help, along with the inevitable sprinkling of people whose bodies are no longer up to the rigours of racing – though this doesn't necessarily mean old and we have as many who are young and broken as we do retired and fighting fit!

So if you own a GP that you do or don't race, maybe you've not yet tried sea sailing and think it'd be good to have a go, or if you already enjoy cruising by yourself, then get in touch and come and try it with a bunch of people who are probably more like-minded than you might think.

For up-to-date details on all cruising events, please visit the website.

*Edward Washington*

## Great design takes time

*The GP14 is a 60 year old design that enthuses some of the best builders and designers in the industry. Each builder has their own ideas, and the process of design and development takes several months before the construction of the first boat can even begin. Phil Hodgkins of Gingerboats together with Steve Beresford of Good Wood Boats have just completed this process and are now in construction of their first production boat. To give readers a greater understanding of the work involved Phil has given an insight into the process they went through...*

Our work started just after the Worlds in Looe: the first step was market research. This involved talking to people throughout the fleet, finding what they liked in current design and what they might like to see in a new boat. We also looked closely at the current crop of new boats, investigating the key areas of development and design: hull shape, weight distribution, layout, style and material.

Our first concern was to create the most effective hull shape possible. The GP14 has several measurement parameters meaning that several hundred hull shapes are possible. By using computer aided design (CAD) we were able to build the hull shape accurately and could work on refining this in the comfort of a warm office. To help optimise the shape, we used computer fluid dynamics (CFD) to test the CAD models. CFD is a virtual towing tank, used to work out drag calculations and show the flow characterises of the hull; with CFD, balance, trim and sea state can all be changed to get a full overview of how the hull performs.

After several months of CAD work and CFD testing we had our hull shape, but this didn't mean we had a finished design. The next step was to create the several drawings that make up all the parts of the hull. We decided to use CAD to create the drawings, firstly so that every part would come out exactly the shape we needed to produce the hull shape we had spent so long

designing. Secondly, for consistency: we want every boat to come out of the jig the same. Therefore we decided to use computer numerical controlled (CNC) cutting, as this would mean fast, millimetre perfect cutting and minimum wastage. To make sure the final hull shape was what we designed we developed a female jig. The frames for the jig were also CNC cut for complete accuracy.

As well as creating the drawings to make the hull shape we also had to produce the drawing for the internal structure of the boats. Producing drawings is a time consuming job. Attention to detail is paramount, all the time considering how each of the pieces fit together during construction. Before creating all the drawings, we spent a lot of time working out how we wanted the overall appearance of the boat to be, taking into consideration all of the feedback collected earlier.

There were other things to consider as well as working on the hull shape, construction drawings and design. The Recreational Craft Directive was an area we saw as being very important. New regulations mean that new boats that are to be used for any purpose other than racing must be CE marked and we decided to go down the route of ensuring that all our boats will be sold with CE approval. The other development has been in the materials used for hull construction. All the woods we are using have Forest Stewardship Council certification and are from sustainable sources, helping to protect the world's forests for future generations.

After months of hard work and development, we are now under construction of the first production boat, aiming to have it ready in time for the nationals in Largs. We are dedicated to the future of the GP14, both as a racing boat and a family boat, and I hope this gives an insight into the hard work that goes into producing a new high quality, attractive and competitive GP14.

*Phil Hodgkins  
www.gingerboats.co.uk*

## Trailers – the next generation

From 29 October 2012, all new trailers must be supplied with a Certificate of Conformity (COC), or a Pass Certificate from the Individual Vehicle Approval (IVA) scheme, and comply with nine of the thirteen directives required for small boat trailers as laid out by the European Parliament in 2007, Directive 46.

The good news is that this legislation will not be applied retrospectively, so does NOT apply to any road trailers built before 29 October 2012.

The nine directives and the key points that affect the boat-towing fraternity for unbraked trailers up to 750kgs (known as O1 trailers) are as follows:

### 1 Rear Protection Device

This section refers to the design of the trailer at the rear, without the boat loaded. The aim is to improve protection from behind. Two heavy-duty detachable over-riders also support the lighting board. There are specific heights and widths for these.

### 2 Rear Registration Plate

This deals with the car registration number plate, its spacing and position on the lighting board. The yellow number plate with black digits must be produced by a bona fide supplier. Homemade number plates are not acceptable any more.

### 3 Safety Chain/Wire

No significant change here. The chain or wire must be tested and sanctioned by the Vehicle Certification Agency (VCA) before being used.

### 4 Identification Plate and VIN number

All trailers will have to have a VIN (Vehicle Identification Number) stamped into the main draw bar of the trailer. This consists of a seventeen-digit coded reference which states the manufacturer, job number and date, plus any other information the maker wishes to code in. In



addition, the manufacturer's name plate will display the unique Euro reference number issued to the manufacturer when Type Approval has been granted. It also contains the VIN number, various axle weights, the manufacturer's address, tyre pressure and capacity.

### 5 Lights and Reflectors

There are two parts to this: a) the light board and b) the road trailer

#### a) The Light Board

The new regulations are much more rigid than the present ones with regard to spacing and light configurations. The main change is that the registration number plate will now have to be illuminated from both sides with separate light units. The lighting board has to be wider than the present spec, as it has to be within a pre-set distance from the outside of the trailer. There is a further new element: that all new trailers must have a lighting board supplied and fitted at the point of sale in order to comply with the COC certification. Finally, all new trailers must be fitted with the proper facilities to hold the light board when the trailer is empty. The new Rear Protection Devices are being utilised for this purpose.

#### b) Lights and Reflectors on the Trailer

As a rule of thumb, white lights or reflectors face forwards, orange on the side outwards and red backwards.

# Sail register

The following is a list of sail makers and boat builders in Great Britain and Ireland registered with the Association 1 January 2013 to 31 December 2013

## 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

### 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

### Ginger Boats (wooden boats)

Phil Hodgkins  
37 Heathfield, West Allotment,  
Newcastle upon Tyne NE27 0BP  
T 07800 896 818  
E phil@gingerboats.co.uk

### SP Boats (wooden boats)

Steve Parker  
Unit 15, A & J Business Park,  
New Road, Burntwood,  
Staffordshire WS7 0BT  
T 07884 363109  
E park7@talktalk.net  
www.sp-boats.co.uk

### Duffin Marine (wooden boats)

Alastair Duffin  
2a Manderson Street,  
Belfast BT4 1TR  
T 028 9045 7381  
028 9181 9892  
E duffinmarine@myway.com

### Pinnell & Bax

Dave Wade  
Heathfield Way, Kings Heath,  
Northampton NN5 7QP  
T 01604 592808  
F 01604 592818  
E sailloft@pinbax.com  
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

### Tim Harper Boats & Sails

(wooden boats)  
Tim Harper  
35A Sussex Road Southport,  
Merseyside PR9 0SR  
T/F 01704 541166  
E tim@timharperboats.co.uk  
www.timharperboats.co.uk

### Winder Boats (plastic boats)

David Winder  
Kensington Street, Keighley,  
West Yorkshire BD21 1PW  
T 01535 604980  
F 01535 605371  
E david@winderboats.  
freeserve.co.uk 7



to the end user and to keep a copy of all information relevant to the trailer transaction. The VCA, in conjunction with trading standards departments and their own enforcement agency, will be robustly checking that all manufacturers and retailers are compliant. There is no requirement for an MOT-type test to be carried out on any existing trailers at the moment!

### So what does this mean to the GP14 sailor?

If you own a road trailer built before October 29 2012, there is no need to change anything on the trailer itself, but to conform to the old regulations (Road Vehicles Construction and Use). The trailer must be fit for purpose with regard to design/construction/weight limits. There must be a safety wire or chain. Tyres must be in good condition and the lighting board in working order.

One final and key point is always to remember that failure to abide by these Regulations could well invalidate your insurance. Should you make a claim, it is important that you can prove, if necessary, that your trailer was built before 29 October 2012.

*Rob O'Neill*  
*Sovereign Trailers*

This article is a slightly adapted and shortened version of the one which first appeared in the Merlin Rocket Class Magazine: Ed

The key point here is the width of the trailer. If it is less than 1.6m wide, then only forward-facing white reflectors are required. If wider, then lights have to be fitted. The orange side reflectors have to be mounted at right-angles to the road surface and must be within 3 metres of each other. Red reflectors facing backwards are only required on the lighting board.

### 6 Spray Suppression System

For the uninitiated, this refers to mudguards and mudflaps! There are quite a few changes here, mainly in relation to the outside valance and facility to mount the reflectors/lights at right-angles to the road surface. Also, mudflaps have to be fitted on the back of the mudguard.

### 7 Tyres

This is fairly straightforward and is targeted at the suppliers and manufacturers to make sure the wheels are approved and certified, and appropriate for the weight and speeds the trailer is designed for. Once supplied,, it is then the responsibility of the owner to maintain the wheels in a good condition, with the correct amount of tread and tyre pressure.

### 8 Masses and Dimensions

Again, mainly directed at the manufacturers; all trailers must be measured, weighed and the amounts recorded on the Control Plan, with the relevant information transferred to the final certificate handed to the end user.

### 9 Couplings

The coupling must be certified, and the height above ground when the trailer is horizontal and laden must comply with pre-set height criteria. This does mean that the boat-ride on the trailer is at a much better level.

There is an additional requirement for the supplier to provide the Certificate of Conformity





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