

International GP14 Class Association

MAINSAIL

www.gp14.org



SPRING 2021



Subscriptions 2021

Full members: £33 (£31)

Associate members: £25 (£23)

Youth members: £16 (£14)

Non-European: £10

Temporary Member: £12

The figure in brackets is the discounted subscription rate for payment by direct debit. Direct debit payments 1st collection January 2021. (2nd collection) will be collected on or shortly after 1 April 2021.

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

Published by the GP14 Class
International Association
Albert House, 42 Seymour Road
Astley Bridge, Bolton BL1 8PT
T: +44 (0) 1204 590325
E: admin@gp14.org

Front Page: Budworth Sailing Club

Editor's Letter

Welcome to the spring edition of Mainsail.

Congratulations to Ceylon Motor Yacht Club in Sri Lanka who celebrate 70 years of the GP14 (page 35) and Budworth Sailing Club on their 75th Anniversary (Spotlight). If you would like your club to be considered for a future Mainsail, please send me the details.

Following on from the Mastermind-style crossword in the last Mainsail I have devised a slightly less challenging Wordsearch, so please have a go for another chance to win a GP14 70th Anniversary Burgee. Good luck!

Thanks to all who have contributed to this edition. If you have something to say, advice to pass on, an interesting story to tell, please send your articles for the autumn Mainsail due out in December 2021.

Also a big thank you to our advertisers and Championship 2021 series sponsors, your continued support is much appreciated.

See you on the water

Julie Courtney
Editor

admin@gp14.org



Contents

2	Editor's Letter
4	President's Piece
6	Secretary's Scratchings
8	Treasurer's Talk
9	Obituaries
10	Dinghy Show 2021
	Training
12	E Howard-Davies Training
	Cruising
16	Cruising Week
17	Advanced Cruiser Training
17	Cruiser Log Trophy
	Technical
19	Working to Windward
	Championships
25	Racing Dates 2021
26	Robline UK
	Area Reports
28	Midlands Area report
29	North West Area report
30	Scottish Area report
31	Southern Area report
33	Irish News
	Spotlight Feature
39	Budworth Sailing Club

Features

- 11 **Home Boat Building...made easy**
Norman Quarry
- 15 **Win a Burgee Wordsearch**
Julie Courtney
- 22 **Plan to go Sailing**
Rod Daniel, Craftinsure
- 35 **Sri Lanka celebrates 70 years of the GP14**
Michelle Gunawardana

President's Piece

Maybe it's only Parkinson's Law (Work expands to fill the time available for its completion) but, despite the fact we have really had no serious sailing for most of the last six months, as an Association, we seem to have been very busy.



The COVID 19 pandemic has been responsible for much of this activity in one way or another. Unlike many other Class Associations who usually display at the RYA Dinghy Show, The GP14 Class did have a display in the “virtual” Show. The principal feature of our “stand” was a series of conversations about various aspects of our activities covering the range of Championship and Club sailing through to Cruising. We also tackled the problems of some of our affiliated Associations - highlighted in this case the North American Association. The talks were of exceptionally high quality so a big “thank-you” to all contributors and especially to Vanessa Devereux and her team for pulling together such good graphics and a comprehensive programme.

For those of you who missed the talks, happily they were all recorded and are now available to download and to view on our website.

Much of our activity over the winter has been in dealing with the racing programme. The severity of the pandemic in the UK has made us rethink our approach to this year's events. While the vaccine rollout is now going well it is slower in many other countries and they are experiencing a “third wave” which may yet affect us in the UK. The decision to postpone the 2020 World Championship from 2021 to 2022 looks wise. Our regretful decision to cancel the British Nationals at Brixham still also seem for the best as it was clear that we would not be able to have the style of event we would wish for, and that, if restrictions are lifted sufficiently, week-long “staycations” would make the accommodation situation very difficult.

Nevertheless, we feel that a great summer of sailing is still possible. We forecast that Club turnouts will be high with more racing being done close to home than usual. However, if circumstances continue to improve we will retain enough flexibility to schedule some larger meetings at suitable Clubs later in the season. This year's calendar will of necessity be flexible and I advise you to keep an eye on our website for updates.

Finally, in the past few weeks we have undertaken a major investment on behalf of the Class. On learning that the moulds for building GRP/Epoxy GP14s owned by SP Boats were for sale, we decided to purchase these on behalf of the Class (subject to inspection at time of writing). The Class has cash reserves earning negligible interest. The next meeting of the Association Committee due in early April will be deciding how best to use this equipment to generate more interest in new boats, especially for the Club training and General Purpose market.

I'm hoping that when you are reading this there will be more easing of lockdown restrictions (at the pace dictated by the Government of where you live - we will all be at different stages for some time to come) and that better weather will get us all out in our boats again.

Good Sailing

Curly Morris, International GP14 President

Specialist

INSURANCE REPAIRS

Wood and G.R.P. topped up with a special paint sprayed finish

Paintcraft

Nigel Potter
01159 754302
www.paintcraft-boats.co.uk/
paintcraftinsurancerepairs@hotmail.co.uk

Secretary's Scratchings



Hello to all our members.

My name is David Bower and I have recently taken up the post of Hon. Secretary.

I have been a keen GP14 sailor since 1969, but here is a little of my GP14 history.

In a desperate, and largely successful, effort to keep his four kids on the straight and narrow, my father bought a wooden kit GP14 from Wyche & Coppuck in 1968 (£49.10.00 if I remember correctly). Being the oldest of the bunch, and the only one who knew one end of a plane from the other, I was duly roped in to help with the construction. We joined WLYC, and so started a career in sailing. I started to crew with Brian Randall, whom I am sure that a few of you may remember.

The boat was launched on Coniston water in 1969 and, miraculously, we managed to sail with all 6 of us on board without capsizing. (Not quite so lucky on day 2 when me and Dad managed to capsize with the family and many friends watching).

I started racing as a crew regularly, and I managed to persuade Dad to start racing in our GP, and so started my association with the GP14 class association, when we had to get the boat measured. I think this was 1971. It passed without a problem and was the start of a successful club racing career. Then came the open meeting, area championship, national championship and world championship ladder. I also went to university



and became a fixture in the university boat club and very quickly got into team racing with a great deal of success.

By the mid-eighties I began to think that I should be putting something back into an association that had done so much for me and the family and became the area rep for the NW region. Thus started my GP14 Association committee relationship, holding various other offices including chief measurer, Hon. treasurer and training officer.

Rolling on a few years and coming to the end of my working 'career' (I retired, and then went back part time for 6 months), I was looking for something to occupy myself other than restoring our original

GP (8528) and my MGA. I spotted Steve's plea for a new Association Hon. Secretary and contacted him. After discussion with various committee members that I remembered from old, I agreed to take up the post.

I have to say that it has been really good meeting up with the various members from the past, and I would like to thank them all for the support that they have given me so far in the role.

Dave Bower

Treasurer's Talk

This is my first year in the role of treasurer and what a steep learning curve it's been! Thankfully, under the expert tutelage of Paul Bowmer, my crash course in accountancy is paying off and I'm pleased to report that SAGE is not the mysterious beast that it was 8 months ago.



A huge thank you goes out to all the members who continued to support the association last year in the renewal of their memberships and we welcomed a number of new members to the class. This loyalty was key to keeping the association running through what was a very turbulent and difficult year. Events will be held in the near future, restrictions permitting, so if you are yet to pay your subscription this year we look forward to your renewal.

It was a pleasure meeting lots of you in the Zoom talks at the Virtual Dinghy Show several weeks ago. For anyone who could not attend the talks or thought they were so good that they want to go back for seconds you can find them all online on the GP14 Association YouTube channel.

Now it's time to trade in our Zoom personalities and dust the cobwebs off of the boats; hopefully see you on the water soon!

Charlie Cotter, Hon. Treasurer

Obituaries

MARK VALENTINE With great sadness, the GP14 Ireland Committee heard of the death of much loved GP14 sailor Mark Valentine on 7 January 2021.



Through holidaying close to Lough Erne Yacht Club, Mark was introduced to sailing, crewing for his father Peter in Mirror dinghies. Through LEYC, Mark became close friends with current Committee member JP McCaldin, with the pair sailing against each other many times on Lough Erne and sailing a no. of events together.

In the GP14 Class, Mark sailed with a number of people including Ruan O'Tiarmaigh and the aforementioned JP. However, the best remembered pairing was Marks partnership with Martin Hannon, the pair were very competitive and always a threat.

Mark was competitive on the water and great craic ashore. An asset to every fleet he sailed in and every Club he was a member of. He will be greatly missed by all who knew him.

PAUL ROWAN was a renowned member of the GP14 class, a staunch supporter of East Antrim Boat Club at Larne and a talented helmsman sadly passed away on 23 January. Paul was a highly successful sailor despite carrying a weakness in his shoulder muscles on one side, a legacy of childhood polio.

Paul's prowess in the GP14 world came to prominence in 1965 when he and crew Graham Gingles won the Northern Ireland Championship. He was runner-up in the British Nationals in 1968 and 1973.

His indomitable spirit as displayed on a foray in Fiona Hicks' RS Elite at Bangor. Word is that after racing he and crew Lee Stevenson and Bill Whisker stormed into the harbour entrance under spinnaker!



Our thoughts and prayers to family and friends.

Dinghy Show 2021



It was certainly a different experience both in setting up and running the Dinghy Show stand this year. Many thanks to all who helped to make this a fantastic event.

The stand allowed us to place many documents and links to share the information with you all. The lack of questions to the team manning the stand proves that we got this right, but we did miss the catching up and socialising which is part of the live show.

In the Concours D'Elegance; the GP14 of Andy Tunncliffe taking 5th place with Marland. The short film of this is on the website if you wish to see it. Listening to the discussions about the boats and the criteria for this was remarkably interesting for us and we can now work towards gaining a higher position. Many thanks to Andy and his team for putting this together for us.

Many, many more of you visited the stand virtually and we hope that you enjoyed and found useful the videos and document. If there is anything else that you need please contact Julie at the office or the relevant committee member.

The talks via zoom proved to be a success and were informative, amusing and well attended. Many thanks to all who took part in these. The care and preparation by these members really showed through in their professional presentation.

The virtual show certainly gave us and the RYA some things to consider before the 2022 show.



Training

THE INTERNATIONAL GP14 CLASS ASSOCIATION

2021 Craftinsure and E Howard-Davies GP14 Youth Training Week Information and Application Form

Sunday 24th October to Friday 29th October 2021
Plas Menai National Outdoor Centre, Caernarfon, Gwynedd

The Craftinsure and E Howard-Davies GP14 Youth Training Week is an advanced race training course run over five days for helms and crews able to demonstrate racing competency and a desire to compete at GP14 championships. Sailors must also be under 22 on 31 Dec 2021. Each day we have a guest coach associated with the GP14 Class who have specific skills to give a week of first Class Training.

The cost of the week is £285. This cost principally covers your food and accommodation for the week, as the coaching is heavily subsidised by the E Howard-Davies Memorial Fund. Craftinsure are kindly providing sailors with team hoodies. We can take a maximum of seven boats, so have fourteen places available. We need a minimum of twelve sailors for the week to be viable.

The following guidelines will be used to select participants from the applications received:

1. Participation in recent GP14 events - as helm or crew – particularly championships and major events such as National or World Championships.
2. Participation in GP14 or club training events.

THE INTERNATIONAL GP14 CLASS ASSOCIATION			
2021 Craftinsure and E Howard-Davies GP14 Youth Training Week Application Form			
NAME			
DATE OF BIRTH		I WILL BE UNDER 22 ON 31 DEC 2021	YES / NO
ADDRESS			
POST CODE			
EMAIL			
TELEPHONE NO.		MOBILE NO.	
CLUB			
I AM ABLE TO BRING A BOAT	YES / NO	BOAT NO	
RACING EXPERIENCE (PLEASE STATE AS HELM OR CREW)			
RECENT GP14 EVENTS	EVENT	HELM/CREW	POSITION
I WOULD LIKE TO ATTEND THIS EVENT WITH MY REGULAR HELM / CREW		NAME	
I HAVE ENCLOSED A LETTER OF SUPPORT FROM MY CLUB COMMANDER/TRAINING PRINCIPAL OR OTHER RECOGNISED PERSON			YES
SIGNED		DATE	

February 2021

3. Ability to:
 - a. sail at a good club racing standard in a range of wind conditions, including planing conditions.
 - b. to right a capsized boat.
 - c. to handle a GP14 ashore.
4. A letter of support from your club Commodore, Training Principal or other recognised person who can confirm your ability and commitment to the GP14.
5. Access to a GP14 in good racing order.

Please use the form on website: About, Training 2021 to apply for a place and send it to Julie in the GP14 Office. Applications should be received by Wednesday, 30th June 2021 to be sure of consideration in the initial selection process. The final decision on who is invited to participate is at the absolute discretion of the Association.

Upon acceptance you will be required pay a deposit of £50. The balance of £230 and medical/consent forms will need to be received by August 30th. Sailors are required to be Youth members of the Association.

This event is being organised by the International GP14 Class Association for its youth members and is not designed to award any specific sailing or racing qualifications. The coaching will be provided on the Association's behalf by the National Outdoor Centre for Wales who will provide a Senior Instructor for the week. In addition we have our Guest Coaches. Sailors will be housed on-site in our own annex. There will be a volunteer house parent system for the under 18s when they are not at the Centre.

Sailors will be expected to arrive on Sunday, 24th October to rig their boats before the evening meal. Sailing will start on Monday morning. They should be ready to leave at 1700 on Friday 29th October.

Gill Beddow

The **Youth Championship at Budworth SC August 6th-8th** with the offer of training on the Friday this dedicated weekend for youth gives the opportunity for our youth and juniors to experience racing. A new fleet to this event will be the youth helm with a non youth crew – this is aimed at those who wish to gain experience in helming and these entrants will not meet the criteria for the trophies and titles of the Youth Championship – please see the NoR for further explanation.

The coach from Friday will be on the water during the weekend, along with the 5 race championship there will be the chance of a coached sprint series for those who wish to participate on the Saturday evening. The club is offering a prebooked ticketed meal on both Friday and Saturday evening.

REGISTER ONLINE: www.gp14.org



GP14 Youth Championship




Training day
Friday 6th Aug with
top coaches
Nick Devereux &
Sarah Jarman

**6th-8th
August 2021**

Budworth SC
Warrington Rd
Great Budworth
Cheshire
CW9 6HA

Entry open to Under 21's

- Full weekend of racing
- Prize giving and social

 • Mixed adult crew / youth helm races



Budworth Sailing Club
sailing in the heart of Cheshire

The coach, Sarah Jarman; has sailed competitively in a number of fleets-oppies, 420s, 29ers and keelboats. She has coached the National Optimist class National squad and the Welsh Optimist Squad, and the 29er National Squad. She has twice won the GP14 Youth Championship – once as helm and once as crew as well as sailed the GP14 in a number of championships as well as in the Sailjuice series.

Another chance to win a Burgee



D V D T J G F F Q D U L L I D P R W D X U X Q P
M A S T G J H I K J I W W B N Z A B U V E P M O
I J K H S E O Y C V O S E E Y M K Z W P W D H R
K U B S E B N F A E A D V R C L G S I G O R M T
O C F E S O M E T J M O T N C E A D F U P A I H
B M V A R A U T R F E U Z A B H U R O S D O L K
O O J M U U D S D A M D N B U R G E E P E B G G
X S N Y O E Q S P N L M A H G N I N N U C E T D
Q N G W C T Y W K I I P H S O H V Y H Q N R B M
F A E S D S H E K S N W U W W K E C S F K T S T
H R B G H U Y W Y Y K N P R I P S U O L K N G Q
E T H Q G E Z N A R H N A U P K S U M E M E Y F
B S T D R Y E P S R W U V K N O R Q P Q F C U O
T X R O M Z B T O D T O C Y E T S O N K P E E I
S T H W A U Y E K N H Y Z L E R D E F L I A S U
S B Q N I C D P W Y G Z E E E T T T Q G Q Q V P
Y V O W N H L P W L F D N C O A C I S K D J U H
M H G I S R W D Q E B I I K N N T L L R Q W T A
B I S N A W A Y F O O N L M U W L C A L C I W U
U Q S D I X S E T C H G W P F U J Y E T E B E L
O I M Z L B O O M G L H O Y S U L G N A T R L N
Y Z H A T W U F Q O T Y B O Z A D I T V R P C E
H F J S T A R B O A R D V Z H N R N Y O O Y U S
P P L C V T Y E L L O R T G N I H C N U A L D T

Boom Bowline Buoy Burgee Centreboard Cleat Course Crew Cunningham
Dinghy Downwind Fourteen General Purpose Gybe Halyard Helm
Launching Trolley Mainsail Mast Port Sail Sheet Spinnaker Starboard
Tack Thwart Tiller Transom Uphaul Upwind Windward

ONE OF THE WORDS IS MISSING. PUT THAT WORD ON AN EMAIL TO admin@gp.14.org First correct entry out of the bag after 28th May wins.

CRUISING: Cruising Week

As previously announced, we will be hosted by Restronguet Sailing Club on the Fal estuary, in West Cornwall, which is a superbly scenic cruising area and deservedly popular. It also makes for a family-friendly holiday, with plenty of other attractions in the area as well as the sailing.

Dates: Wednesday to Wednesday 21 – 28 July

Bookings are coming in well, and at the time of writing we are expecting 6 or possibly 7 boats, the 7th one being possibly *Pimpernel*, sailed by myself. There are two more possibly coming, so we could be up to 9 boats, even without any late comers, and many of the “old hands” have yet to book.

For the first time in my experience, there is a risk that the host club may be embarrassed by the numbers wishing to participate; but they are sure that they will cope! However, if significant additional numbers wish to book we may have to ask you to use the neighbouring commercial facility for boat parking and launching.

CRUISING: Advanced Cruiser Training

Because of the knock-on effects of the COVID restrictions the course is postponed. However, there is a possibility we would be welcome to reserve dates in September (24-26); that would again be a long weekend course (Friday-Sunday) culminating in a day-cruise (which would now be upriver due to the tides). I am in active discussion with the club Officers, and as the situation develops I will update those interested by email and/or by the monthly e-News.

One unexpected but fair point which is emerging from the discussions with the club is that the cost will be higher for this 3-day course than for the 2-day course in 2019 at Graffham Water. That is partly because the course is 50% longer, and the cost of RIB hire plus fuel will, be significantly higher; not merely pro rata, but also because the day cruise will cost significantly more than merely stooing around the club. However, that is all under negotiation at the present time, and I will update those interested when I know more. It is still likely to be a

very competitive price compared with other courses, and we happen to think that this course is very possibly unique.

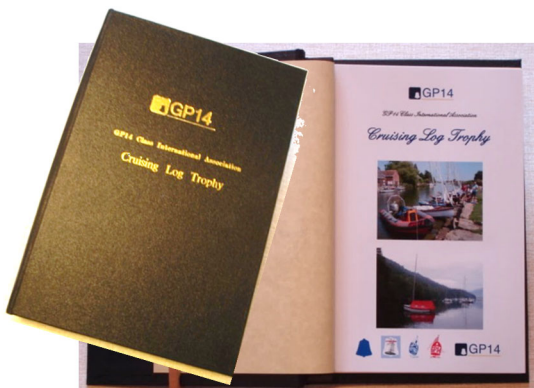
CRUISING: Cruising Log Trophy

Several years ago, during my previous term of office as Cruising Rep, we instigated a Cruising Log Trophy. This was inspired by the model provided by the Wayfarer Association, who have such a trophy, and one which I understand is much coveted and is hotly contested. I also understand that it rather acts as a spur to their cruising activities, both individually and those organised by the Class Association. However, in our case, for whatever reason, this did not attract the number of entries we had hoped, and in later years it has rather been in abeyance; but it would be good to re-launch it.

The competition is for the best log of GP14 cruising received each year. In normal circumstances we would say cruising during the current season, but in the present circumstances we will simply say “recent” cruising; what classes as recent may be left to your judgement, so if you wish to submit a log of your cruise/s in, say, 2008 you are very welcome to do so, and there is no inherent bar to it winning - but if we also have a similarly good entry relating to cruising in this current year we will then tend to prefer the more recent one.

Entries may be either handwritten or word processed, and photographs are very welcome to accompany the text. If you feel the muse to wax lyrical in verse, do please feel free.

We will not set a prescription, beyond that it must be a record of cruising of some sort, in one or more GP14s, but we would suggest that it should convey the enjoyment that you found in the cruise.



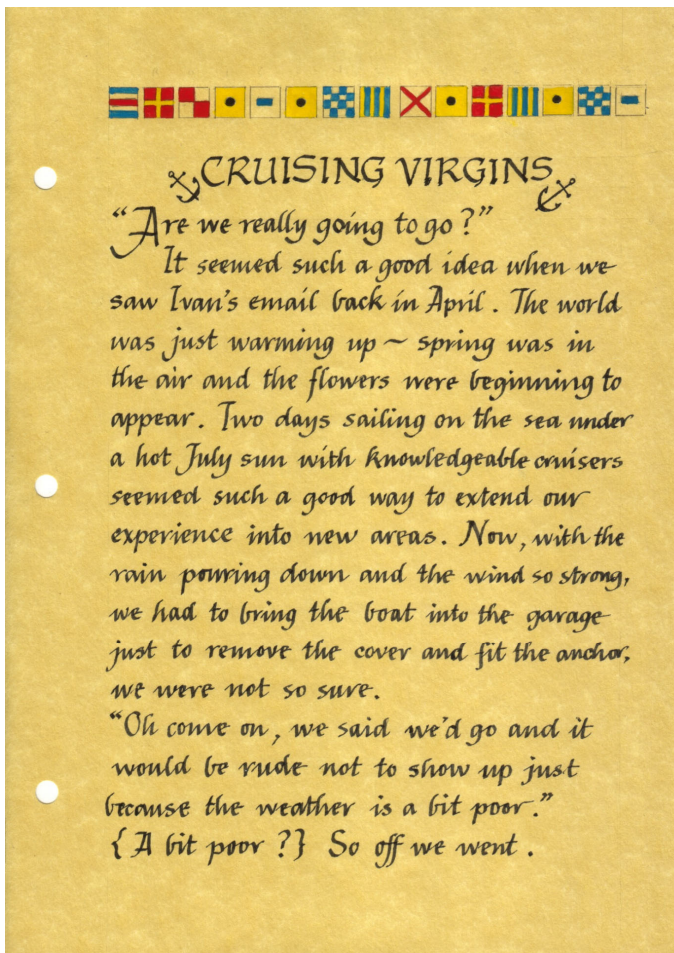
The perpetual trophy is in the form of a copperplate book, in which each successive year's winning entry (including yours, if you win) is written up in hand and done by calligraphy on a parchment-style paper, accompanied by the winner's photos or other

illustrations. We would aim to present it at a suitable event, and the winner holds it for approximately one year.

Entries should reach me by 1st November, please, if at all possible, in electronic format (cruising@gp14.org), please. If a member really is unable to submit it electronically, hard copy may be sent to the Association Office, to arrive by the same date; but that then puts us to the labour of scanning it for onward distribution to the awarding committee, and we also presume that entrants would prefer not to lose possession of their hard copy original.

Once entries are received I will convene a subcommittee to choose the winner. That is likely to include the President, myself, and any other members of General Committee who wish to be involved.

Oliver Shaw cruising@gp14.org



Page 1 of 9 in this
winning log
(7 pages calligraphy
plus 2 of photos)

Technical: Working to Windward – the penalty of boat speed

I claim no originality for the concept, since the initial idea is based on an article that has been published elsewhere (*The Race Is Not To The Swift* by the late Knut Kreiger, an American sailor, and a Professor of Chemistry, originally published in *Yachts & Yachting* in 1976). However, the maths and the way the idea is developed, are entirely different here, albeit leading to the same conclusion. And the fact that two different and independent methods of analysis both lead to the same result is a good endorsement.

The original mathematical analysis was reputedly derived by two mathematicians at the University of Genoa, the Italian Dr Premo Aprilio and a French colleague M. Poisson d'Avril, and published in the mathematical journal *De Ceptua Fallaciaque*; all that I have done is to simplify the maths in order to make it accessible to a wider audience. For those of you who find maths challenging, please bear with us; there is not a lot of it, and we can promise you that all the working is absolutely correct; it was part of my professional subject in my teaching days.

We all know that when a boat is moving through the water the apparent wind is due to a combination of the true wind and the effect of the boat's own movement through the water. The sails of course experience this apparent wind, and a boat cannot sail to windward at any less than some specific angle to the apparent wind; the size of this angle depends on the design of the rig and the cut of the sails, and somewhere in the calculation (we have a choice of just where) we need to correct for any leeway that the boat makes.

Let's assume that we are upper echelon of bronze fleet sailors, in a reasonably responsive boat, so that we can sail at a respectable speed, but not outstandingly fast. Let us also keep the numbers as easy as possible and let us assume that the leeway is small enough to ignore.

Suppose, for simplicity, that for our particular rig the minimum angle for the apparent wind is 45° , and that we are sailing in a true wind of 6 knots (upper end of force 2) and assume also that both boat and crew are good enough to be able to achieve 3 knots boat speed through the water under these conditions. Those three pieces of information establish the familiar vector triangle (Fig. 1, below); note that the vector labelled “**Boatspeed**” has a minus sign, so it is in the opposite direction to the Boatspeed itself. The fixed quantities are the speed of the true wind, the boatspeed, and the 45° angle; so, the lengths of two sides of the triangle (representing speeds), and the 45° angle are all fixed. There is then only one angle from the true wind and only one speed for the apparent wind which fit the triangle.

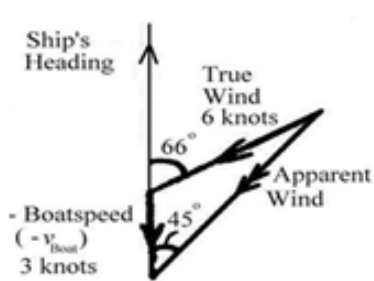


Fig. 1

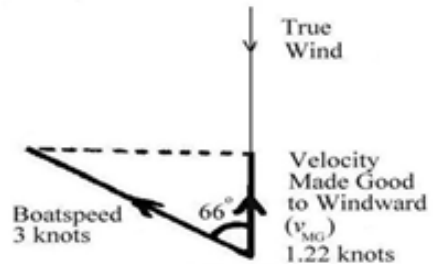


Fig. 2

That triangle can be solved either by trigonometry or by scale drawing, and the solution shows that the nearest the boat can sail to the true wind is 66° (which is also marked on the diagram). The actual velocity made good to windward (v_{MG}), (shown in Fig. 2), is then given by $3 \cos 66^\circ$ (that modest bit of school level trigonometry is good for you!), which works out to be 1.22 knots.

Now, suppose that you are a Gold Fleet sailor, and have a particularly fast boat, and you can sail at $4\frac{1}{2}$ knots boatspeed in this wind, and still at this same 45° angle to the apparent wind. The vector triangles are similar in principle, but the numbers (including the angle to the true wind) are now different. We now find that the nearest the boat can sail to the true wind

is now 77° . A boat speed of $4\frac{1}{2}$ knots at 77° gives a true velocity made good to windward (v_{MG}) of $4.5 \cos 77^\circ$, which works out to be 1.01 knots. Thus, we have the totally unexpected result that **a 50% increase in boat speed has produced a reduction in actual velocity made good to windward**, because the increase in speed is more than offset by no longer being able to point so high.

Now, suppose that a competitor sailing an identical boat happens to be an Olympic Gold Medallist in Sailing. His (or perhaps her) boat has a micro-polished bottom, brand new top of the range racing sails, and is set up and sailed absolutely to perfection. By sheer brilliance he or she can achieve 6 knots boatspeed, still at this same 45° angle to the apparent wind, i.e., the boat speed is now equal to the wind speed. The vector triangle now becomes isosceles, i.e. two sides are equal, and we still have that fixed 45° angle to the apparent wind. Fig. 1 has now become Fig. 3 (see below). Even without any trigonometry it is immediately clear from the diagram that the closest the boat can sail is 90° to the true wind, and no progress to windward is possible, i.e. $v_{MG} = \mathbf{NIL}$.

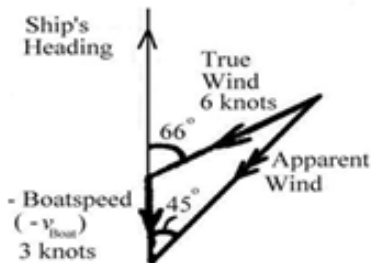


Fig. 1

now becomes

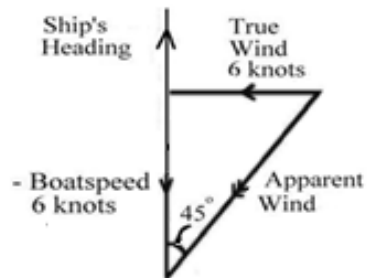


Fig. 3

So, the best speed to windward corresponds to least boat speed through the water. Perhaps races might be won in future by dint of trailing a bucket over the stern on the windward leg?

Answers on an email to admin@gp.14.org

Plan to go Sailing



NOW WE ARE GOING BACK TO SAILING – HERE ARE A FEW REMINDERS AND SOME GOOD NEWS FROM

[CRAFTINSURE.COM](https://www.craftinsure.com)

Whilst it hasn't been an easy start to 2021, it looks like, assuming no more massive fluctuations, we will be back to normal sailing activities and events will get back on track. So we're reminding boat owners to check that their insurance is still in place or to reinstate cover if it lapsed during the past year. Also check that you have cover for racing at any events you are likely to enter – **some insurers restrict racing to a local club only** for example.

If your boat is back in the club dinghy park, bear in mind that you will almost certainly be required to have at least Third Party liability cover in place as a condition of club membership. Even whilst parked there's the risk that your boat could blow over and damage adjacent boats. One GP14 claim last year was caused by a gust blowing the boat off its trailer whilst being rigged, repair costs were over £750. Another was damaged by a fallen tree during a storm.

If you're planning to take your boat on the road in 2021, do carry out a thorough check on your trailer, especially as it may not have seen much use for a while. As well as tyres and wheel bearings, check for corrosion, especially around the hitch lock area, and make sure the hitch mechanism is sound.

Securing straps also need to be assessed to decide whether they need replacement. As well as normal wear and tear, they can become brittle due to exposure to ultra-violet light over time, and then the strap breaks, as one of the Craftinsure team discovered when moving his RIB a few years ago!

Lockdowns may well have provided a good opportunity to refurbish boats and prepare well for a new season but as always, a good pre-launch check will help avoid problems once on the water. Something as simple as a missing clevis pin can result in a serious rig failure.

First launched on 1st April 1955, the GP14 Class Association 'insurance scheme' will have been managed by Craftinsure for 10 years at the end of 2021.

The scheme continues to support the Association whilst providing a convenient great value insurance option at special terms for GP14 owners. And as well as our 'new look' website, **Craftinsure have made our premiums even more competitive for GPs in 2021.**

For more details or an immediate quote, visit www.craftinsure.com or call **0345 2607 888**. You can now use our App to manage your boat insurance on your phone.

Rod Daniel



BENEFITS



- No policy fee
- No administration fees (for copy documentation, amendments, etc)
- Reduced charges for special extensions (including no additional premium for Southport 24 Hour Race).
- Special consideration in the event of previous claims when transferring to the scheme (call for details).

In addition, a contribution is paid to the Association for each GP14 insured with Craftinsure, helping to reduce membership costs. Policies provide cover on a 'New for Old' basis on all items apart from sails or covers over 3 years old (where a deduction of one third of the replacement cost applies), and outboard motors.



The GP14 Class Association has benefited from having an insurance scheme with the UK's leading boat insurers for over 60 years. The scheme, handled by Craftinsure.com, provides a convenient and cost-effective way to insure your GP14, with the backing of Navigators & General (part of the Zurich Insurance Group) as underwriters.



Claims are handled by dinghy sailing insurance specialists and you can track your claim progress on line. There is also a 24-hour Claims Helpline (0345 2607 999).





We are pleased to announce that Robline UK has agreed to join Craftinsure in sponsoring our 5 area championships, the Inland Championship and the Youth Championship and the Master Championship.

Southern Championship
Brightlingsea YC - May 22nd-23rd

Northern Area Championship/Scottish & Borders Bell
Derwent Reservoir SC July 17th-18th [New date](#)

Youth Championship
Budworth SC - August 6th-8th

Inland Championship
Bala SC – August 13th-15th (**3 day event**)

Masters Championship
Nantwich and Borders SC August 21st & 22nd

Scottish National Championship
Largs YC - August 28th-29th

70th Anniversary Welsh Championship
Dovey YC - June 4th-6th (**3 day event**)

[Due to RYA CW restrictions to participants to events this date has been postponed in the hope that we can have enough entrants to make this a championship event.](#)

Midland Championship
Staunton Herald - October 9th/10th

End of Seasons Championship
Royal Windermere YC - October 30th-31st

All events will go ahead COVID-19 permitting and at the discretion of the host venues and clubs. Please follow all COVID-19 procedures and stay safe whilst attending these events. The usual paperwork is coming as soon as it is tweaked to comply with the new racing rules.

Robline

World Class Yachting Ropes

Robline UK Leading manufacturer of yachting ropes reinvents itself!



In recent years, FSE Robline, a brand of TEUFELBERGER, has increasingly shifted its focus to becoming the leading specialist supplier for sailing & yachting ropes. And successfully so, by moving closer to those who set the pace. Sailing crews from Austria, Kuwait, Qatar, Croatia, Brazil, etc. rely on the expertise of and on cordage from Robline®. We are also the official supplier of lines for the most active high performance sailing classes. In the RC 44, GC32, TP 52 and M32 classes, the world's best regatta sailors challenge and support us in the development of ropes that perform to the max in any situation.

Robline in a nutshell

Rebellious - breaking out of familiar patterns, breaking new ground with innovative, pioneering Robline cordage. The colours of the Robline brand illustrate and emphasise this spirit.

Racing - if you want to be at the forefront of the regatta field, then don't leave anything to chance. With Robline you are sure to enjoy success in your race!

Rigging - in the Robline Splice Centre we can design your own personalised and exciting yachting equipment with our Rigging Service. The result is a perfectly assembled set of cordage.

Relationships - we value not only the challenges that sailing presents, but also the community that has built up around water sports. With Robline we therefore support young and enthusiastic sailors and ambitious teams in every class.

Ready - Robline's hand-spliced, ready-made products ensure your safety while in action on the high seas as well as in port.

Relentless - the best way to describe us where our customers are concerned. Everything that we do, we do so that you can concentrate on the important things - the wind, the waves, enjoyment and success - and let Robline take care of the rest!

Responsible - anybody who, like Robline, mixes it at the top with the elite also has a responsibility towards society and the environment. With Robline cordage, you can rest assured that we will make our contribution together.

Relaxing - With Robline cordage, there's no need to worry about your sailing trip, because it's our job to do the thinking for you. Every amateur sailor can sail off into the sunset in complete relaxation knowing that Robline's easy-to-use ropes are at hand.

Area Reports

MIDLANDS AREA REPORT

Just emerging from Lockdown 3.0 in the Midlands with club sailing able to resume this week (29th March). Good turnout at Staunton last night even with very low winds, shows how desperate we are to get back into our favourite sport. However, the latest Lockdown and the route out of it, with restrictions being eased very gradually and careful reading of the rules, has meant that there has had to be some re-arranging of the early season events. In particular, the Midlands Area Championship at Staunton Harold has had to be postponed until October 9/10th. At the



- May 9 —Midland SC
- May 22—Tamworth SC
- May 30—Nantwich & BC SC
- June 13—Bartley SC
- June 19—Trimpley SC
- July 4—Chase SC
- July 10—North Staffs SC
- Sept 4—South Staffs SC
- Sept 25—Chelmarsh SC
- Oct 2 —Shustoke SC
- Oct 9/10—Staunton Herald SC (Midland Champs)

Charles Saunders
07554 432649
charles.saunders@talk21.com

time of writing (1st April) the on-line calendar is up to date for Midlands events and we will start the Midland Bell series at Midlands SC on Sunday May 9th – we look forward to pleasant weather, a good breeze and a good turnout. I think we have now learned not to look forward too much, as the last year has proved so unpredictable, but here's hoping that we get some good sailing in over the next 6 months. Meanwhile, keep safe.

Charles Saunders

NORTHERN AREA REPORT

We have reviewed the Northern Bell events in light of the expected relaxation of COVID restrictions. It was felt that the first two events, Burwain and Hollingworth were just too soon to be practical, although HLSC are looking into the possibility of re-scheduling their event.

Most clubs will require pre-registration of some sort to allow them to control numbers - we'll post links for this on the Northern Bell event page of the GP14 association website nearer the time.

A separate decision will shortly be made on the Northern Area Championships. This was meant to be early May, but again we felt that it was too early.

With the uncertainty around the COVID situation, it is likely that some of



GP14

Northern Bell Series 2021

22nd-23rd May	Bassenthwaite SC
6th June	Budworth SC
11th July	Royal Windermere SC
17th-18th July	Northern Area Champs Derwent Reservoir SC
26th September	Bolton SC
2nd October	York RI SC River Race Open to all boats. Northern Bell series. There will be an option to participate in Sunday club racing on 3rd September for anyone staying overnight.
17th October	Hollingworth Lake SC
TBC	Burwain SC

Adam Chaplin
adamchaplin@hotmail.com

the events will change again - we will communicate updated schedules through the monthly e-newsletter, Northern Area fleet captains and the Northern Travellers Facebook group.

Adam Chaplin

SCOTTISH AREA REPORT

Time to spruce up your boat for the Scottish & Borders Bell. We hope to be at Bassenthwaite on 22nd and 23rd May, then Castle Semple SC on 10th and 11th July, and the Scottish Championship will be part of the lively Largs Regatta. It includes the long race around the Isle of Cumbrae.



There may be GP14s cruising around the Scottish waters this summer, so do join the conversation on WhatsApp by contacting me.

Arthur Logan arthurlogan@hotmail.co.uk



Scottish Travellers Series 2021

May 22/23—Bassenthwaite SC

July 10/11—Castle Semple SC

Aug 28/29—Scottish Champs—Largs SC

TBC—Northern Champs - Derwent Res SC

Arthur Logan
arthurlogan@hotmail.co.uk

SOUTHERN AREAS

I am sure you are all aware of the roadmap that HMG is working to which will hopefully allow us to sail our full programme this season which is set out below. Very sensibly the Harp delayed the Venetian trophy and this will now take place on Saturday 26th June at Brent Reservoir in north London. I would also like to highlight our Southern Championships at **Brightlingsea SC** on the weekend of the 22nd and 23rd May and our new tidal Open at **Maylandsea Bay SC (see photo)** on the 12th June.



All dates are of course subject to change with COVID and will be advertised on Club websites, the GP14 Association website and GP14 Southern Travellers Facebook pages and by occasional emails on the Southern Travellers mailing list. If you are interested in GP14 travelling this year and you are not receiving regular email updates from myself then message me on davidinnes@campbellreith.com and I will add you to the circulation list. In addition you can join our Facebook group on: <https://www.facebook.com/Gp14Southerntravellers/>

If you have not sailed an Open before and want to know more feel free to get in contact.

Frensham Pond SC are working on plans for a day of Association race coaching which will be open to all Southern Clubs. This is likely to be later in the season. Date will be advised in due course



Qualification for the series will be best results from four opens taken from the 2021 events listed above. For the avoidance of doubt there will be no carry-over of any results from the 2020 season

David Innes GP14 Southern Area Rep
GP14 14234 Flo Flo
Tel 01483 894993 - Mob 07711 819990
Mail: davidinnes@campbellreith.com or
innesd142.0@yahoo.com

GP14

Southern Travellers Series 2021

- 2 May—Papercourt SC**
- 22/23 May—Brightlingsea SC (Southern Champs)**
- 12 June —Maylandsea SC**
- 26 June—Venetian Trophy, Welsh Harp SC**
- 10 Jul—Leigh-On-Sea SC**
- 14/15 Aug—Poole Weekend (Round Island/Open)**
- 5 Sept—Tollesbury SC**
- 19 Sept—Hampton SC**
- 2 Oct—Victor, Welsh Harp SC**
- 10 Oct—Frenscham Pond SC**
- TBC—Erith SC**

David Innes
DavidInnes@campbellreith.com

Irish News



Greetings to all Mainsail readers. My name is Michael Collender. I recently took over as President of the GP14 Association in Ireland – not because I am a good sailor, but more because David Cooke wanted to focus on bringing the Worlds to Skerries sometime in this century, having managed to get only one event on the circuit in Ireland in 2020. I felt it was a safe bet – I could do better. I'm off to a poor start – the Irish Committee just cancelled the first event of the season, the Purcell & Munster Championship in Cullaun on May 15-16th. The good news is that it has been rescheduled for November 6-7th 2021. I have been Treasurer of the Association in Ireland for eight years.

I started my sailing 35 years ago in GP14s at Mullingar Sailing Club, a wonderful dinghy club on Lough Owel in the midlands of Ireland. My youngest daughter was just starting her first sailing course in Mullingar and I decided that signing up for an adult course might be a good idea – I got hooked. I spent a few years crewing with a very patient Gary Walshe, before purchasing my first GP14 – an old beginner boat. It did not take long to progress from there to a new Speed Sails boat, jointly purchased with my permanent crew at the time and personally delivered to Mullingar by the late Richard Estaugh.

We started heading off to events on the GP14 circuit. In Ireland there are 7 events annually, usually split into about half and half between Northern Ireland & the Republic. Later, my good friend Brian Walker stepped into his place at the front of the boat. We are bronze fleet sailors, but we really love sailing, primarily in GP14s. We would normally travel to most of the national events, as well as competing twice weekly at the club. We hope to be seen soon again in Geepers no. 14061.

DATE	EVENT	CLUB
Jun 19/20	Ulsters	Newtownards
Jul 2-4	Leinsters	Dun Laoghaire Regatta
Aug 13-15	Irish Championship	Lough Erne
Sep 11-12	Autumn & Youths	Sutton
Sep 25-26	O'Tiarnaigh	Mullingar
Oct 23-24	Hot Toddy	East Antrim
Nov 6-7	Munsters	Cullaun
Aug 22	World Championship	Skerries

Lough Owel is a fantastic sailing area – great crystal clear water in a relatively deep & clean lake. Once launched from the slipway at the Club, one is in the sailing area within

five minutes. I was Commodore in 2004 when the new log cabin structure clubhouse was completed, after a massive amount of voluntary work by the members. The Club focus is on Mirrors for the youths and GPs for adults. It is a friendly & welcoming place (except at the windward mark). Nothing gives me greater pleasure than seeing a dozen GPs and a bunch of Mirrors sailing on a Wednesday or Sunday or watching over 40 youths enjoying the junior course every year.

Like all of you, the boat remains in storage. It now looks as if it could be another couple of months before it gets wet. A full season of events has been scheduled in Ireland and we can only hope that most of these can happen. I am greatly encouraged by the members of the Association here in Ireland, who supported us by maintaining their membership in 2020, despite the scarcity of events.

We are building towards hosting the Worlds in Skerries, after deferring for two years. The dates are still subject to confirmation, but it now looks like kicking off on August 14th, 2022. We are really looking forward to welcoming a large fleet for the Championships, particularly those of you travelling from abroad. Here in Ireland we have been doing a lot of work already to improve contact with GP14 sailors in the various locations around the island, assisted by our club representatives. As soon as we can get back on the water, we will be launching an initiative under the banner of “Adopt a Sailor”, under which our experienced sailors in the fleet will be encouraging and assisting more GP14 sailors with travelling to events, with a view to attracting a really big entry at Skerries 2022. Meanwhile, it is time to start dusting off the boat-cover and have dreams of doing what we all love most – sailing, talking about the day’s sailing & more sailing.

Michael Collender

Sri Lanka celebrates 70 years of the GP14



The first Sunday in March saw a happy buzz at the Ceylon Motor Yacht Club, as sailors came together to celebrate the 70th anniversary of, what has long been its much-loved 'club class', the GP14. After a somewhat drowsy year due to the Covid pandemic, the club on the Bolgoda Lake came alive for this anniversary regatta, with seventeen GP14s on the start line.



The weather gods served up their usual tropical fare of bright blue skies with a generous helping of sunshine, and a light sea breeze of 7 knots filled in by noon, just in time for the start of the first race.

Devin Goonawardena (Youth champion at the 2008 GP14 Worlds), sailing with Kaif Sally, won the pin end, and rounded the windward mark with

Navy champions Gnanawardene and de Soyza, and veteran international GP14 sailors Duncan and Gail Fraser close on their transom. The three boats fought for the lead all the way around the course, and eventually finished in the same order, several minutes ahead of the rest of the fleet.



In the second race, the favoured starboard end became very crowded, making it difficult to make a clean getaway from the line. By the time the fleet reached the top mark, Gnanawardene and de Soyza had already pulled out a comfortable lead, and they were untouchable for the rest of the race. Downwind, Devin and Kaif lost several places thanks to a twisted spinnaker, and Duncan and Gail were snared by floating weed. Father-daughter team of Sehr and Chandima Goonewardene, who had a fourth in the first race, were quick to take advantage, bagging second place.

The overall winners were Navy sailors, Gnanawardene and de Soyza, with Sehr and Chandima Goonewardene second, and Duncan and Gail Fraser third.



It was a fantastic day's sailing, with Olympian Lalin Jirasinghe as principal race officer, ably assisted by the Navy, and the participation of sailors aged 15 to 65 in GPs, and younger sailors competing in Optimists. Trident UK provided some wonderful prizes for the winners. (Thanks to Graham Fraser for reaching out to them!)

Sri Lankan sailors have many friends in the international GP14 community and the GP14 Class Association has always been very supportive, especially with regard to encouraging participation at international events. The late Richard Estaugh had a special relationship with Sri Lankan sailing, starting from the late '80s. He had such a positive influence on our sailors: training, supplying boats and equipment, and helping so many of our sailors compete at international GP14 (and Enterprise) events, that he will always be remembered with much gratitude and affection. In more recent times, Nigel Potter of Paintcraft has been particularly helpful in sourcing and shipping boats to us at the CMYC. The four young sailors, Sehr, Devin, Nadine and Pramukshi, who were awarded sponsorships to attend the GP14 Worlds in Abersoch in 2008 through the Howard Davies Fund, were on the water for the Anniversary race.

Sri Lanka has hosted several successful dinghy sailing championships, including the Enterprise Worlds in 2009, the IODA Optimist championships in 2012 and 2016, and the GP14 Worlds in 2011. The sailors loved the great beach venues, the warm, windy conditions on the water, and the wonderful party atmosphere on shore, not to mention the famous Sri Lankan hospitality! Many, who had travelled a long way to get here, took the opportunity to spend an extra week exploring the sights and rich historical heritage of the beautiful island nation.

We are very excited about hosting the 2024 GP14 World Championships, and the Yachting Association of Sri Lanka is already working on the event.

We look forward to seeing you on the start line!

Michelle Gunawardana



SPOTLIGHT FEATURE: BUDWORTH SC

GP14s at Budworth Sailing Club – I am speaking with Bill Kenyon, Commodore of Budworth Sailing Club and stalwart of the GP fleet, past winner of the Northern Bell Series and top helmsman for Budworth's 24 hour A team, which has been a consistent top performer at the 24 race with a string of seconds and thirds.

So how did it all start at Budworth Sailing Club?

Well, the history of Budworth started just after the second world war, in 1946, when sailors at the Manchester Cruising Association were looking to start dinghy racing. Timber for making boats was in short supply but somehow the build for 18 new Snipe dinghies was commissioned from Fairlie Yacht Yard in Scotland. A conversation on where the boats could be sailed was overheard in a local hostelry by a gamekeeper at Arley Hall and he suggested they try Budworth Mere. The rest is history, with fleet racing commencing, club houses being built and the club even buying the mere and its grounds to secure sailing in one of the most beautiful spots you could imagine. So Budworth is celebrating its 75th anniversary and is just 4 years older than the GP and has become a premier fleet racing club with around 450 members being positioned in the heart of Cheshire, close to the big conurbations of the North West.

So, what about the GP14s at Budworth Sailing?

GP14 dinghies were introduced at Budworth way back in 1955, with a fleet of 12 boats being recorded in 1956. Since then, it has been front and centre at Budworth, enjoying massive success. In the early 1990s demand was incredible. There was a waiting list which was so long that some members chose to sail in a supplementary fleet where members could only sail on Saturday. Average

turnouts for Sunday racing were 17 in 1993, no I am not saying maximum, this was the average. The fleet had to split into bronze, silver and gold sections with great races and prizes awarded whatever the ability, with great trophies such as Wallwork Tankard where the winner was the



boat which had the most improved results between the first and second parts of the season. Competition was intense, one notable member, even painting his GP different colours on its port and starboard sides to try confusing his competition. It was as it is today, great fun racing no matter what your ability, be it just starting or being a crew able to compete at the highest level in the world renowned GP fleet.

There has always been great competition for GP14s in the North West, has Budworth joined in?

One of the great attractions of the GP has been its open meeting series and great friendly rivalry between local clubs who have their own tradition of racing GP14s, be it Burwain, Bolton, Hollingworth, Winsford flash, or other local clubs where there have always been fantastic GP sailors. Budworth's first GP14 open meeting was 61 years ago in 1960, and today the Budworth Open meeting at the start of June (this year the 6th June) is always a highlight of the season. You can be assured there will be an epic sailing day no matter what your ability with home sailors always endeavouring to match the hotshots from the circuit. Turnouts are great too with over 30 boats usually expected.

Why do you think the GP14 fits in so well at Budworth Sailing Club?

The ethos of the GP14 fits perfectly with Budworth Sailing Club. The club has always resisted introducing lots of different boats but stuck to its core value of promoting fleet racing between equally matched one design boats. This leads to fantastically enjoyable tactical racing where your skill matters more than your boat. You can enjoy racing in any wind strength and know on the water how you are doing, without having to refer to a stopwatch.

Budworth Sailing Club has a beautiful environment, relaxing lawn, inviting galley and all-important bar, which makes it a perfect place to enjoy your weekend or an evening with friends or family. As a boat suitable for husband-and-wife teams, parent and child, or simply just friends, the GP14 suits this perfectly. It is not only a wonderful racing boat with the spinnaker ensuring an equal role for helm and crew but is also a perfect boat for learning to sail or simply cruising around and chilling out on the water.

The water itself also suits the GP14, large enough to enjoy exhilarating three sail planning reaches but also having those interesting tactical wind shifts of an



inland water which is perfect for the GP14 where the boats remain close to ensure the absolute best of tactical racing.

How does the GP fleet at Budworth keep on being successful year after year?

A lot of that is down to the GP14 and the fact that those who start sailing the boat fall in love with it. The club has a history of members, even going on today, becoming involved with the association and helping the great work you do to promote the boat. Our fleet captains are always dedicated and continually come up with new methods to keep the fleet engaged. An example is our current GP fleet Captain David Morris, running a club wide entertaining quiz via zoom to cheer us all up on a windy wet January night, right in the middle of a pandemic. It makes us almost unable to wait until sailing can commence normally.

What about the future of the GP14 at Budworth?

It is looking fantastic. Even with pandemic restrictions, no bar, no galley not even a changing room the fleet prospered. On Monday nights the fleet organised informal racing with great turn outs of well over a dozen boats and everyone was having a great time.

The GP14 is also at the heart of our “new better” sailor groups. Budworth bought two training GP14s and use these boats to add to the training fleet for the RYA level 1, RYA Level 2 and better sailing training courses. These new sailors move on to recreation and informal training on Saturday mornings which has led to an

incredibly active group of members called “the better sailors” who enjoy both recreational sailing and racing.

The GP14 is that perfect social boat for this group, so we are finding both the recreational and racing GP fleets increasing with people new to sailing being introduced to our wonderful sport.

Are your Junior sailors interested in the GP14?

Very much so, we were so proud of our juniors and their record, entering the Southport 12-hour race on 10 occasions and winning it in 2003, 2008 and 2018. It is brilliant for the club with pairings coming from the junior training session straight to the GP, borrowing fleet members boats to train, adding to our fleet racing and even in 2018 being keen enough to have weekday training sessions. It’s a perfect boat to teach youngsters teamwork and brought the club together with our experienced sailors passing on their experience to the kids.

We are also very much looking forward to the GP14 youth championships coming to Budworth this summer (7th and 8th August 2021), we’re really hoping for a great turn out and big fleet racing to enthuse our up-and-coming young racers.

So, what about Budworth and its relationship with the Southport 24-hour race?

It’s such a great event for Budworth, keying into the ethos of the club, for everyone, no matter how experienced you are, to have a brilliant time racing. For Budworth the event starts way before those 24 hours in early September. Teams, (last year we had four), start preparing in the summer with training sessions and increased turn outs for our GP fleet racing series. It galvanises the whole club with members from different fleets becoming GP experts for the late summer. The weekend itself is like a three-day party with us pitching our tent early Friday, with that team pizza and setting the gazebo ready for our Saturday socials, be it Pimm’s or Prosecco parties. We usually have more than 100 of our members being involved in one way or another. Teams are split with the A and B teams super competitive, no sneaking to the bar on Saturday night for them, C and D only for fun, although the C teams are becoming more interested as the results improve. For the A team, the club has bought its own specific 24-hour boat and brings together the best sailors at Budworth to compete, its great fun and we get ever closer to the big prize having finished second twice in 2019 & 2013 and 3rd no less than five times in the last 10 years. Our B teams have won

the over 50s Masters prize multiple times and is a consistent top 10 performer showing the strength in depth of Budworth Sailors. The great competition, feeling of community and great social event bring together those important aspects which make sailing such an enjoyable sport and Budworth will continue to strive to try to get that elusive first win.

What is happening at Budworth in 2021?

Like all clubs we are controlled somewhat by the pandemic and how quick we can resume our full range of activities. But we have loads to look forward to notwithstanding the GP open, Youth Championship and 24-hour race.

It is our 75th year so were hoping social events can reopen so we can fully celebrate the achievements of the club.

Our training will continue with us just having ordered three fusion dinghies, a perfect feeder to the GP14 dinghy.

The overall environment continues to improve, last year we opened the Eastern side of the club house to a new lawned boat park, so our already beautiful club has become even more beautiful. We have more expansion plans, and our committee are working hard to make Budworth a brilliant place to sail for the next 75 years.

So, roll on to the summer and the resumption of sailing which I am sure we will enjoy even more when as we put the awful pandemic behind us. Next year is shaping up to be a brilliant one for the GP14 and Budworth Sailing Club.



NOT ON
COMPARISON
WEBSITES!

The Specialists



craftinsure.com



The Official: GP14 Class Association Insurance Scheme

- NEW for OLD Cover
- Cover for use in Continental Europe
- Third party liability cover of £5,000,000 included
- Multi-boat insurance discounts – insure two or more boats for less
- 24 hour claims help line and simple online claims tracking
- Includes Third Party liability insurance cover when borrowing a similar boat
- Underwritten by Navigators & General (a trading name of Zurich Insurance plc)

UK and Irish
Event
Sponsors



Created by boating people for those who love their boats!

www.craftinsure.com

or call: 03452 607888

Authorised and regulated by the Financial Conduct Authority