

International GP14 Class Association

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www.gp14.org



spring 2022



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Above: Burwain Open winner & 2nd see Northern area report
Front Page: Skerries Sailing Club, Ireland

Editor's Letter

Welcome to the spring edition of Mainsail.

We were out sailing at Bolton on the first day of the season - 27th March - to ideal sunny/warm/light breeze conditions...hope its not downhill from here. Intending to go to the Northerns so hope to see a few of you there.

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 Mainsail due out in autumn. 2022.

Also a big thank you to our advertisers and Championship 2022 series sponsors, your continued support is much appreciated.

Great sailing!

Julie Courtney
Editor

admin@gp14.org



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Above: Midland Area
Championships at Chase SC

President's Piece



There are a lot of interesting and some exciting things going on in the GP14 world at present. Many of us have seen the first "Butler" GP14 - the composite version (and very good it looked too) at the RYA Dinghy show. We have an exciting programme of racing during the spring and summer, leading up to our World Championship to be sailed at Skerries S C in mid-August, and I hear from David Cooke that more sponsors are coming on board. There is training for a wide range of sailors, which will help some to get to their first open meeting and others to get ready for the Worlds. There are reports of new boats being bought or ordered and second-hand boats are difficult to find.

All of this doesn't just "happen". It is the product of contributions by a variety of people - some just small, but others very substantial. I know we have a part time professional office run very competently by Julie, but her main focus is day to day business of the Class. Most of the things I have described above are organised by volunteers. I know that David Cooke and Colman Grimes of Skerries are putting a huge amount of time and effort into ensuring a successful Worlds - not easy in our current times and a high proportion of the membership of Skerries S C will have a job at some stage of the Championship. Michael Collender has the Irish Committee backing up this effort.

The Committee in the UK relies heavily on Vanessa Devereux and her committee of area representatives to pull together a coherent racing programme and the British Nationals at Llandudno will be a highlight, offering sea sailing in the run up to the Worlds. Gill Beddow has arranged one of our most extensive training programmes ever, catering for a wide range of ages and experience, and the Irish committee also has some interesting possibilities. I mentioned the Dinghy show earlier and that doesn't happen by chance either. There's a lot of organising in getting the boats and their sails in place on time; once again Vanessa and a team with David Innes and Charles Saunders very much to the fore on the days of the event.

Volunteers are the life blood of our Association (and many organisations like us). Some, like the people above who I've mentioned, along with our Hon Treasurer

and Hon Secretary, Charlie Cotter and Dave Bower do a great deal of work, but there are lots who make more modest contributions. Working together for our Class (or a Club or running a Championship) helps make long lasting friendships and gives a satisfaction which is hard to quantify. At a personal level I have amazing hospitality and friendship from sailing friends in many parts of the world, some of whom I had not been in touch with for as long as thirty years!

This train of thought was brought on by going to a training seminar for GP14 measurers to make sure we had enough people with the right skills to make sure everybody's boat is up to scratch at Skerries. Our Chief Measurer Jon Close travelled to Ireland to deliver the course and David Rowlands flew in for the day having found a very cheap Manchester - Dublin flight. The eight trainee measurers, all volunteers, covered a wide range of age and sailing ability, and I am pleased to report that having completed the course, we now have our measuring team in place for the event. The oversight of our class rules falls to our Technical and Rules Committee and David and Jon along with Steve Parry and Jimmy McKee are the backroom heroes who serve on this. At a time when, more than ever, the class needs to be receptive to new ideas, this committee has a crucial role to play.

Do think about what you might be able to do for our great Class. Retired Committee members are a ready and reliable source of support to "newbies" and continue to make a quiet and unsung contribution. As president and on behalf of the "ordinary" members I say a big thank-you to all of the people helping run our Class. You can be part of this (if you aren't already). Now we can go to events and socialise again, by playing a part in the running of the class you will end up getting more out of your sailing than you ever imagined.

Let's hope for a great season ahead. I wish you all good sailing.

Curly Morris, International GP14 President

New GP14 Composite

BUILT FOR YOU

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Treasurer Talk

With warmer weather on the horizon and the sailing season kicking off I know we're all excited to get back on the water (or retire the drysuit for the next 6 months) and try to figure out how to get the pointy end over the finish line faster. With lots of open meetings scheduled, you will have ample opportunity to vie for position and I'd like to take this opportunity to gently remind you to renew your membership if you haven't yet done so.



The search for a successor

After 2 years of watching over the association's finances I have decided to relinquish my card reader and so am looking for someone to replace me on the GP14 committee. It's been a very interesting role with the option to be involved in all sorts of association projects as well as managing the finances. If anyone is keen to find out more about the position please get in touch on 07827296115.

Charlie Cotter

A graphic advertisement for 'Paintcraft Insurance Repairs'. The design features a central white diagonal band on a dark blue background. The word 'Specialist' is written in white on a dark blue triangle in the top left. The words 'INSURANCE REPAIRS' are written in large, bold, white capital letters across the white band. Below this, in smaller white text, it says 'Wood and G.R.P. topped up with a special paint sprayed finish'. In the bottom right, the word 'Paintcraft' is written in a large, white, stylized font. At the very bottom right, contact information is listed: 'Nigel Potter', '01159 754302', 'www.paintcraft-boats.co.uk/', and 'paintcraftinsurancerepairs@hotmail.co.uk'.

Secretary's Scratchings



I hope you are all well and eagerly looking forward to a new season of sailing, uninterrupted by lockdowns.

I have just come back from visiting the RYA Dinghy Show at the new venue, Farnborough Airfield. This was a great occasion, the hall is a big improvement on previous ones that I have worked on at Pickets Lock, Crystal Palace and Alexandra Palace, being a lot more suitable for a big show and having plenty of spare space for an even bigger one next year (hopefully this can be used to expand the catering a bit more).

It was great to see the GP14 stand buzzing with visitors, and our team busily showing three different builders of GP's. Everything looked so well presented and the stand was a glowing tribute to the class as it moves into its 7th decade. Hopefully we shall see even more visitors next year.

As we move into the new season there is a great deal more optimism about. Many clubs have come through lockdown with a lot of new members having plenty of training under their belts, this includes Budworth SC who won the RYA club of the year award, triumphing through many challenges to win this award. My congratulations to them!!

One fly in the ointment, I was disappointed to see that the 24Hr race has once again been taken from the calendar this year. I do hope that WLYC can take a positive review of the future and get this great event back on soon.

On a much more positive note, your Association has a full calendar of Championship events this coming season, including the World Championship at Skerries. It is a good few years since I sailed there, but I still remember the fantastic welcome we received (and the beer lorry trying to get down the narrow streets to replenish the supplies that were supposed to last all week 😊). The sailing was excellent, so, if you haven't booked already, do so now.

As we climb out of the dark days of the world pandemic, the future is looking much brighter and I am looking forward to another year of helping your Association to remain as one of the top world sailing organisations.

Dave Bower, Hon. Secretary

WebMaster vacancy please!

Can you help us...

The Association has a vacancy for a Website Manager – that is, someone to keep the content here up to date! New content usually comes from the other committee members, the office or the area reps. The task is simply to put it up on the website.

This is an interesting position, does not take too much time and no technical knowledge is needed. If you have some enthusiasm, please contact me at website@gp14.org and I will be delighted to discuss with you and am happy to offer “familiarisation training” to help you. Support is there for you at every stage!

Thanks, **Chris Hearn**

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The GP14 - Great Racing, Great Fun!

GP14 Sailing
The Class Association promotes GP14 sailing and racing; a thriving club network; unrivalled championship racing; training for all abilities, and an active cruising & vintage fleet.

World Sailing

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Moulding a New Future



Most members will be aware that the Association purchased two sets of moulds and some related tooling from SP Boats last year, following Steve's decision to move out of the dinghy-building market. We were fortunate in finding a new moulder in the form of Woodwind GRP in Todmorden who produce plastic hulls for Butler Boats in Brough, East Yorkshire and Peak Boats in Derbyshire.

Butler Boats was the obvious choice to partner Woodwind in their new GP14 venture, as they already build the Herons, Streakers and Miracles together, with considerable success and a high reputation. Butler Boats has developed a market for a new concept in composite boats, in which not only are the decks formed in marine plywood but so too is the entire cockpit. This creates a what is in effect a beautiful looking wooden boat with a plastic hull skin.

The result of the new marriage of moulds and moulder is that the GP14 will ultimately be available, through Butler Boats, in three forms from the Associations moulds:

- The new 'Allrounder', a starter boat available in a variety of specifications and based on the all-plastic SP training boat. Built in Coremat and polyester, this is aimed at the training and teaching market and also at the cruising sector and the entry level racing scene. See the advertisement elsewhere in Mainsail.
- The all-new Butler Composite, intended primarily for racing and aimed at those looking for success, it uses the ex-Boon Boats hull skin of foam/Vinylester construction, with all-timber topsides. The boat was launched at the Dinghy Show in Farnborough and attracted much interest.
- The all-plastic racing version of the boat based on the highly regarded ex-Boon Boats moulds and built using the foam/vinylester method. This is a much more complicated boat to build than the Allrounder and Ed Greenwood of Woodwind GRP, working in liaison with the Association, is going to explore options for simplifying the cockpit construction before the boat is formally launched during 2022.

Added to this are our existing builders in the form of:

- Winder Boats, experts in producing racing GP14s in versions to suit both learner and expert, using the foam/epoxy construction method. David Winder's boats have a proven track-record, built over many years of gold fleet success.
- Duffin Marine, for all-wood boats that combine sheer beauty with renowned speed. And if yours has been finished by partner in crime, Nigel Potter of Paintcraft, you ought to win any concourse!
- Gingerboats Racing, builders of great looking all-wood boats that incorporate high-tech design and construction methods to achieve the optimum hull shape for that winning edge!
- Tim Harper Boats, a builder of wooden boats with many years of experience, Tim Harper offers a bespoke service for those who want to go racing or simply enjoy cruising in a lovely-looking wooden boat.

The Association's strategy in purchasing SP Boats' moulds was primarily to protect the assets, but I hope members will agree that we have managed thereby also to widen the range of options available to the prospective new owner of a GP14.

Steve Parry (on behalf of the Tooling Task Group)

GP14 Allrounder

Announcing the

Over more than 70 years the GP14 has become a popular choice for learner and expert alike, its varied specification offering a safe and stable platform for the beginner and a challenging racing machine for the expert.

The Class Association is excited to announce the addition of a new variation of the all-glass GP14. This versatile model is aimed at the beginner and training market as well as the cruising and budget racing sector, with a specification that includes:

- A fully self-draining cockpit.
- Reinforced gunwales and stem.
- Optional fendering to gunwales and stem.
- An inverted vang in lieu of the traditional kicking strap.
- Loose footed heavy-duty mainsail with two sets of reefing lines. Kicking strap option with 'in-boom' mainsail.
- Midi jib as standard (genoa option available).
- Optional mast head float.
- Launch trolley and cover.
- Spinnaker option (all masts will include halyard sheave)
- Optional hull reinforcement points to receive additional cruising fitments



**A
boat
for
Life**

SEE OVERLEAF FOR ADVICE ON TAILORING THE BOAT TO MEET YOUR NEEDS

Contact the International GP14 Class Association at admin@gp14.org
for a full specification and builder's details.

Visit website at www.gp14.org to see just how great the GP14 experience can be!

The GP14: a boat for life, not just for learning

GP14 Allrounder

TAILORING THE BOAT TO MEET YOUR NEEDS

The Allrounder is intended to offer the widest possible range of options to the prospective owner. Below are some of the variations, please discuss any others with the builder.

Gunwale and stem protection:

The polyester construction of the hull makes it resilient to minor bumps. The addition of the gunwale and stem protection is available if the boat is to be used for training or cruising. The added protection will need removing if you wish to enter the boat in the Association's championship racing events to bring the boat into conformity with current class rules. For racing the boat at club level, we recommend that you request a dispensation from the club committee which, following advice from the GP14 Class Association, should be upheld.

Gnav or kicking strap:

The gnav option will maximise the clear space within the cockpit to accommodate three or more people. The option is likely to appeal both for teaching or for family cruising. The boat will be supplied with a loose-footed mainsail, that will also feature two sets of reefing lines. As with the gunwale protection, to enter the boat in one of the Association's championship racing events, the gnav will have to be replaced with a traditional kicking strap and an 'in-boom' mainsail substituted. The spars supplied with the boat can be readily converted between the two systems, but a second mainsail will be needed. If you wish to race the boat in club events using the gnav system, local dispensation must be sought.

Spinnaker:

The starter package for the boat does not include the spinnaker or the fairleads and cleats but the mast is fitted with a sheave ready to receive a spinnaker halyard. For an additional cost, the boat can be supplied with a spinnaker and all the associated fittings.

Optional hull reinforcement points:

For extended cruising trips, for which maximum secure on-board storage facility is needed, the hull can be built with localised reinforcement, tailored to the customer's needs, for bespoke fastening points.

Mast-head float:

For teaching novices or family cruising, there is the option of a mast-head float with your purchase. The floats offered with the boat are standard proprietary items.

**The GP14:
a boat for life, not just for learning**

Technical: GP14 Self Build by David Rabbetts

Finishing via a poly-tunnel

The internal finishing is now complete and while the Dinghy is still upright I turn my attention to double coating the topside and internals in a sheath of epoxy. Taking care to wash the second coat before abrading to eliminate the dreaded bloom.

I then re-invert the dinghy to a convenient working height ready to double coat the hull with epoxy. But first the Keel band needed to be fitted and the Stem faired. Rightly or wrongly it was decided to fit the keel band before coating with epoxy and painting. The keel bands



either side of the centre board slot are fitted when the gasket is fitted after painting.

Starting at the stem the keel band is carefully screwed and bent around. It is fitted short of the slot to allow for the forward flow diverter. I made a pair of these diverters out of Mahogany and epoxied them on to the keel in a predetermined position. Another diverter was fixed at the rear of the slot followed by remainder of the aft keel band. Then the hull was double coated with epoxy.

Once washed and abraded we were ready for the paint system to the hull.

Jenny rollers and foam brushes were recommended and purchased along with various Purdy and Anza synthetic bristle brushes.

I followed the Kit supplier's recommendations on paint choice (International Perfection Pro) and proceeded to purchase enough Topcoat, undercoat and primer plus appropriate thinners. These paints should be applied using all the recommended health and safety equipment i.e. fume mask, gloves, goggles etc.

Fairing of the hull was kept to a minimum thinking this surely adds unwanted weight, the ply hull was pretty true anyway with very few dinks or bumps.



Two coats of Interprotect primer were applied to good effect and with appropriate sanding I was ready for three coats of Perfection Undercoat.

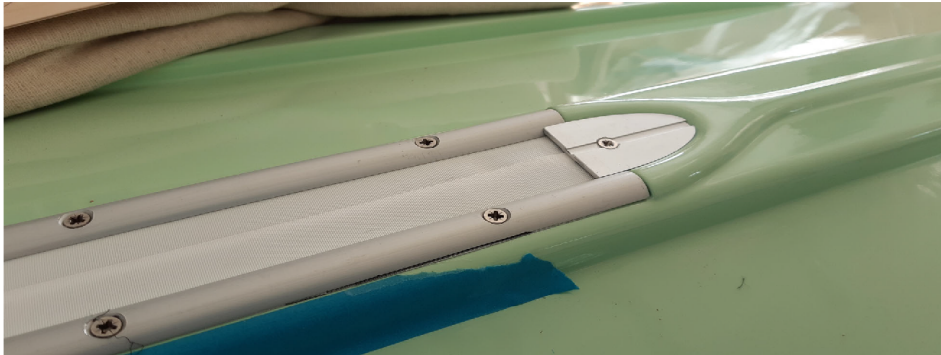
Note, These paints are 2 pack therefore contain some quite strong solvents and the Jenny roller sleeves and foam brushes were not able to cope. Dulux foam roller sleeves were obtained and used to good effect.



The Top coat “International Pro” is quite remarkable in that it’s best applied by roller and requires no tipping off. I did however use a lovely little soft bristled art brush (round) which was used on the keel and bilge keel sides but everywhere else was applied by roller only. The first topcoat when dry appeared to be contaminated with fine particles similar to when you gloss your internal house doors, **annoying or what!** After finely abrading the surface I decided to decontaminate the entire workshop of dust and erect a Poly-tunnel over the Dinghy, sealing the tunnel to a window at one end where a dust filter was placed. A fan was placed at the entrance door the other end sucking air out of the poly-tunnel. Then a second coat was applied. Unfortunately the window filter and poly-tunnel made no difference with the same result as the first coat, so more abrading. Advice was sought from an extraction company who recommended a thinner window filter, this was sourced, fitted and a third coat was applied with the result being only marginally better. **Oh the frustration!!!!!!** More advice was sought. It appears that the air instead of coming through the new thinner window filter was entering the poly-tunnel above and below the fan (area of least resistance) To stop this happening a frame covered in polythene sheeting was place at the open door and a hole cut to precisely fit a 16in fan.



A fourth coat was applied and finally a finish that I could accept. Each coat was started at the transom end working forward along the bottom hull panel between the keel band and the chine. Then on reaching the stem I continued back toward the Transom on the side hull panel. Depending on the temperature in the work shop you can go back over your wet painted surface to add or remove paint with the roller. I was working at approx. 13 to 15 deg. C and managed to add or thin out up to 10mins after first applying with no adverse effect to the finish. This time could possibly be extended but I didn't want to risk it.



Before turning the dinghy over I raised it to get underneath and varnish all the upside down parts i.e. under side decks, under seats, under thwart etc. because for now they are the right way up.

Perfection Plus Varnish is a 2 pack product and best applied coat on coat so that the coats key to each other chemically, if you can. If too much time has passed before the next coat then a mechanical key is required so 3 coats applied then finely abrade before final coat.

The Dinghy is now righted and all the pretty parts are given 3 coats, abraded, 4th coat, abraded, 5th coat and here we go again fine particles in the finish no matter how careful. Decide to try polishing and soon realise that more coat on coats are required. Best to build up 3 layers coat on coat then polish. The Decks, coamings and rubbing strips have been given a total of 9 coats of varnish before attempting to polish which is a whole new ball game to me. I purchased a 5in. orbital polisher and 4 grades of polish compound. Before the polishing begins though we need to sand the 14 day hardened varnish starting at 800 grit and work up through the grits to 2000. I then worked my way through the 4 polishing compounds a total of 3 times, each time the finish was improved and I think it's now a good DIY finish.



Apparently there is a shortage of fittings due to so many people turning to sailing during lockdown so the time of writing this I am therefore waiting patiently. Sails are ready for collection as is the genoa roller/reefing system from Aeroluff spars.



Hope you enjoyed. Windy.

Training

Training is an important part of sailing and improving your skills. Many top sailors spend more time training than actually racing. There are various levels of training so don't be afraid to join in. At local Club level an Improvers Day will get you to understand more about your boat set up, about spinnaker work, starts, mark rounding etc.

Just think about mark rounding on the pools where most of us sail. How many marks do you round in a race? If you lose one boat length every mark you have probably lost half a leg overall.

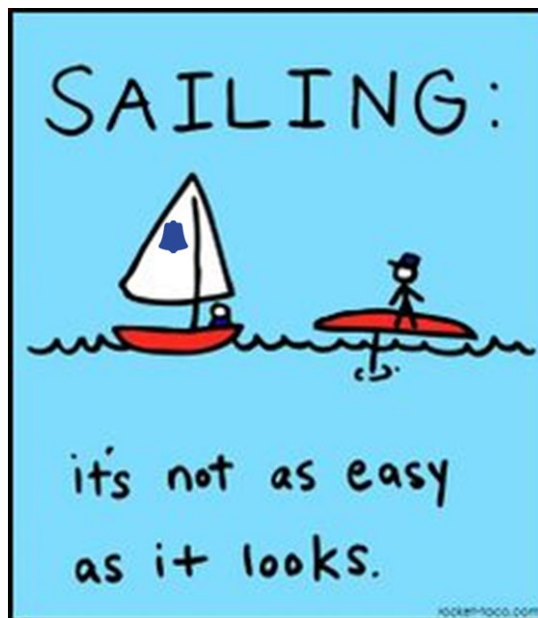
If you race regularly then a day with one of our Guest Coaches will open up new ideas to practice

- **Bala Training Day** Friday May 20th Guest Coach Mike Senior current World Champion; 5 places left; see details on the website
- **Llandudno Sea Training** Thursday 21st July ; 4 places left
- Don't miss out! Due to the popularity of the **Weymouth Sea Training** weekend scheduled in April, a second weekend is on the calendar

Sea Training Weekend Saturday 2nd July; Sunday 3rd July

There are only 4 places left for this weekend being run by a Senior Instructor from the Andrew Simpson Centre and Ian Dobson, multiple National and World Champion, is our Guest Coach.

The weekend will start at 10.00am with a short Classroom session followed by launching and a morning on the water of Portland Harbour. Lunch with a debrief of the mornings sailing and then back out sailing. Day 2 will have a similar



format and possibly outside of the harbour. More details will follow in due course.

Accommodation is available to book at Portland House, built to house the GB sailors for the 2012 Olympics. 01305 828941 With a code from the GP office, a twin room can be booked for £60 a night. These rooms have self-catering facilities.

Alternatively Camper vans can book onsite directly with W&PNSA. There is a café where breakfast and lunches are available. There is also a Lidl next door

An entry form is on the website and an initial deposit of £30 is required. The cost of the weekend per person is £70 if we have 6 boats and £50 per person if we have eight boats. Eight being the maximum. The balance will be due on 1st June.

This is a fantastic opportunity to brush up your skills with many sea sailing events on the Calendar for 2022, not to mention the World Championship in Skerries.

If your Club would like a Training Day please get in touch, or if you have any queries about Training please fill in a Training Survey and I will get back to you,

Please remember to fill in an entry form as places are limited on every Training Day and it is not possible to turn up on the day and join in. All entry forms are online and you can find them either in the Training or Event pages on the GP14 website

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Cruising Corner

In the last issue I welcomed Frank Whitley and Tony Braviner onto the “cruising management team”, and I am delighted to be able to say that between us we have put together what augurs well for being two good major events for this season.

In the Cruising Week we are also being ably assisted by local GP14 sailor Jeremy Baverstock, who is a member and past-Commodore of one of the two clubs we are using, and whose local knowledge and assistance has already proved invaluable.

UK National Cruising Week

This year and for the first time in my personal experience with Class Association Cruising Weeks we have chosen an inland waters venue, the Norfolk Broads, and we now have ten boats booked, so we are full to our intended capacity. All but one of the participants sailed in one or both of last year’s events, and some have also sailed in countless cruising events in previous years; so it will be very largely a gathering of old friends, which augurs well for the camaraderie of the week.

We start the week at Norfolk Broads Yacht Club, based on Wroxham Broad (which they in fact own), in order to cruise the western part of the Broads; and most of us will be camping on a warmly recommended site - with a country pub on site - which is just a few minutes from the club.

Then on the Wednesday we decamp and move to Hickling Broad Sailing Club, in the eastern part of the Broads. Again we have been warmly recommended to a local campsite, which most of us will be using. Hickling Broad itself is the largest of the Broads, and claimed to be the most scenic.

Both clubs seem very keen to welcome us, and the area promises a very different type of sailing from what we are used to, and with quite a lot of variety, in picturesque scenery. We are also planning a varied and interesting evening programme, ranging from pub meals - including our Annual Cruiser Dinner - to a Jazz Night on the Monday evening, club racing for those interested on the Wednesday evening, and very possibly also a sailmaker and reefing system

demonstration evening. We hope the latter might include how to get the best out of your cruising sails, possibly also a visit to a sail loft to see sailmaking in action; and - in the context that Rob Helyar has now retired and there is therefore a big question mark over the future of his popular reefing system - a demonstration of an alternative headsail reefing system. The latter may be of significant interest for the future, as people change boats, or replace ageing equipment.

Since this is our first visit to the Broads I have no GP14 photos of the area as yet; so the photos pertain to our 2023 plans.

Ullswater Cruising Weekend – 27-30 May

March Update! As has been advertised previously, the Lake District event is to take place over the first weekend of the Jubilee Week. We are kindly hosted by Ullswater Yacht Club, where we can make use of their camping field, parking, slipway, and clubhouse facilities. There will be two full days sailing on Saturday and Sunday, followed that evening by a meal in Pooley Bridge. For those who wish to there will be an opportunity for a shorter sail on Monday.

As it stands, we have six boats confirmed (though of these, two single handers may well end up sharing). So, there is definitely space for a couple more boats to join the group! Do let me know if you are interested and I can forward more details.

STOP PRESS – Cody Poole Camp – 9-14 September

This dovetails nicely into the Dinghy Cruising training that Cody have planned, in that the training is at Southampton Sailing Club from 9-11, and then people can go to Poole for the Monday to Wednesday to sail. Further details from Steve White: rear-commodore@codysailingclub.co.uk

Advanced Cruiser Training

Following the success of the two iterations of the Advanced Cruiser Training Course at Graffham Water in 2019 and at Liverpool in 2021 I have been invited to run it on Southampton Water in September this year, for Cody SC and Southampton SC. Although this will be primarily for those two clubs, there will

be an open invitation (subject to a limit on total numbers) to members of this Association. Further information from Steve White, at

rear-commodore@codysailingclub.co.uk

I gather that an official of the local region of RYA will be observing the course, which I warmly encourage, as it had always been my intention once the course has been run a few times to offer it to RYA as a further course to sit alongside their Seamanship Skills and Day-Sailing courses.

2023 Events

Looking ahead to next year we are planning a return visit to Anglesey for the Cruising Week, to be run by Frank Whitley, with input of local knowledge and with “mother ship” support from myself. This will be hosted by Red Wharf Bay Sailing & Watersports Club, at Traeth Bychan, on the east side of the island; they are very keen to welcome us, but details (including dates) are still being worked out. Watch this space.

The area is blessed with superb scenery, a weather shore (in the prevailing winds, although we can also get easterlies, very occasionally strong ones, which then turn it into a lee shore), generally weak tidal streams, and a more than adequate range of day-cruising destinations. The cruising destinations range from very local and very easy (c. 2 miles) to several with round trips of about 10 miles, and some with round trips of 15 miles and 20 miles. For something

slightly more adventurous it might also be possible to arrange a sail over to Conwy, leave boats in the marina overnight, and sail back the following day.

The photo below is from previous visits to this club, from 2005 to 2009.



Oliver Shaw,
cruising@gp14.org

Championship: Midland Championship

The GP14 Worlds Season sets off to a flying start with the Midland Areas Championships at Chase SC

The GP14 Championship Series sponsored by Craftinsure and Robline got underway this weekend with the Midland Area Championships at The Chase Sailing Club, in Staffordshire. With two of the registered boats out due to covid, 14 pairings arrived on Saturday morning to be greeted by blue skies,



sunshine and a decent F2 breeze. The gold fleet entry promised for some close competitive racing and the event did not disappoint; this bodes well for the GP14 Worlds at Skerries SC in Ireland in August.

As the competitors rigged their boats on the foreshore, a forlorn Ian Dobson was lacking anything to rig, as crew Andy Tunnicliffe; who was bringing the boat missed the start of the race. For the rest they started by the powerboat club with the wind blowing easterly. The fleet set off with a good intent of close racing as the front two boats of Graham Flynn/Frank Nickless (Chase SC) and Justin Jones/Chris Anderson (Chase SC) had a good back and forth throughout the race before Graham and Frank took the first win of the day.

Throughout day one, the front half were tightly packed with a small gap and then the second half of the fleet also tightly packed making for a good spectacle for those watching from the shore. With Ian and Andy carrying the first race DNS this left Graham and Frank the overnight leaders.

With most of the gold fleet at the evening's social, there were many a whispered 'let's get him another pint so he's hungover tomorrow'. Unfortunately, they all seemed to be buying each other an equal number of pints; with the net impact being that they would all be equally as regretful the morning after. None more

so than the Marine 13 mannequins in the club house who after taking a turn around the dancefloor with Justin and Chris; then ended up in a compromising position by the bar alone. With the band finished and the chips strewn across the wet room (see first point re number of pints!) gathered up a lively and successful social ended.

Throughout the weekend the fleet were competing within their own fleets, with all competitors putting in a good showing. The ever-improving Trimpley SC travelling boats enjoying a good tussle at the rear of the fleet for bronze fleet to the fight for the silver fleet prizes in the middle.

For Ian and Andy, the sailing cobwebs were well and truly blown away, in all three races on Sunday, they had their moments of being pushed by the rest of the top five; but by the end of each race finished with a healthy lead. Graham and Frank along with Nick Craig, showed great consistency and a solid start to their worlds prep. Justin Jones, of Robline, one of our main sponsors, was fifth overall and managed to sail without breaking the boat or himself.

In his acceptance speech Ian Dobson commented on what a great lake Chase was to sail on with tight racing and plenty of roll tacks. He also mentioned the fantastic hospitality of the social. The Marine 13 mannequins had also recovered but at prize giving still looked slightly under the weather.

Thanks to series sponsors Craftinsure and Robline and event sponsors Marine 13 there were plenty of prizes for entrants. Winners of the Gold Fleet and event were Ian Dobson and Andy Tunnicliffe (Burwain SC), second overall and first club boat were Graham Flynn and Frank Nickless (Chase SC) and third were Fergus

and Jasper Barnham from Snettisham Beach. The Silver Fleet was won by Maurice Cleal and Romak (Wembley/Welsh Harp SC) with local sailors Cath Grove and Rob Slack (Chase SC) winning the Bronze Fleet. OOD Alex Walton did a fantastic job with the courses all weekend and thank you to all the many volunteers on and off the water, that made the weekend a great success.

Photo: Ian Dobson/Andy Tunnicliffe,
Midland Area Champions



Championship: Looking Ahead

The Association and sailing clubs have worked hard to put together a great season of racing at all levels from club through area opens and championships to out nationals' championships Inlands, sea, Masters and Youths and finally our end of season. These events would not be possible without the volunteering of our sailors and members and our sponsors.

Following two years of uncertainty it was great to be able to meet sailors at the Dinghy Show, we are again in a time of uncertainty with what is happening in Europe. To ensure that these events go ahead without the venues or the Association being out of pocket there must be enough entries and revenue to cover the running costs. **Please enter early to show support in these events.**

May is the start of a busy time with the **Welsh National Championships at Dovey YC** on the 7th & 8th. This will be the chance to win some of the pewter tankards engraved for the 70th Anniversary.



Two weeks later we will be at **Bala SC for the Inlands and Masters.**

Those who are eligible can enter both these events for a single fee. The races will be on the same start line and the first two races of the day will count towards the Masters Championship. There will be a ticketed BBQ on the Saturday evening at the club.

The **Southern Area Championships at Maylandsea Bay SC** is on the 28th & 29th of May. This venue was introduced onto the Southern Areas last season and has proved popular to be chosen as this seasons Area Championship venue.

For those keen to travel, fuel prices allowing, the following weekend the **Scottish National Championship is at East Lothian YC – North Berwick.** A popular venue for both sailors and supporters.

Next on the agenda is our **Nationals an eight-race event over three days at Llandudno Sailing club.** This sea event already has some Irish entries, not sure if they are after extra practise or they are checking out the competition. We have a local restaurant supplying breakfast and evening meals at the club. You will need to get your own lunches, plenty of local places. We are looking forwards to a great catch up and socials.

Force 9 gusts held up championships G.P. 14



This was the first major championship in the newly reformed Llandudno Sailing Club.

The class would return every four years until 1979

Anyone have any memories from the previous Championships that they can share or photos? Can we beat the 1975 record of 227 entries?

Editor: I wasn't around for the 1975 Llandudno championship, however I remember the Force 9 gale that hit the fleet in 1993. Graham and I were considering our best re-entry approach onto a wild lee shore (panicking), when fellow BSC club member, Simon Relph, who was about to become the National Champion, came alongside and said

"aim straight for the ramp and hope for the best". When I opened my eyes we were on our launching trolley surrounded by several burly sailors...nice! Got our best result that day...still at the back, but half the fleet didn't finish!

The following month we travel to Ireland for the Worlds. This will be a great event and social – see page 29.

In the Autumn we have the new venue and dates for the Youth Championship with the regatta fleet of youth helm adult crew category returning after its introduction last year. I hope to be able to announce this before we go to print.

Our final Championship of the year is the End of Seasons to be held at Poole YC over the weekend of 22nd & 23rd October. This double prize giving event with the Series champions being presented at the black tie/smart attire dinner on the Saturday evening and the weekend championship being decided with the weekends racing and being presented after the last race on the Sunday.

PLEASE SIGN UP EARLY FOR THESE EVENTS TO ENSURE THAT THEY GO AHEAD



Championship: Youth Championships



GP14 National Youth Championship – Bolton SC September 17th & 18th is open to any helm and crew who have not reached their 22nd Birthday by the 31st of December 2021. There are five races across two days of which four count towards the Championship.

With the changes by World Sailing to enable multi-championships together on the same course and event. The GP14 class is eager to encourage youth sailors into our fantastic class and financially support them to enter events. To encourage more participation a new category racing for a new shield had been introduced by the Association – **Youth Helm sailing with an Adult Crew**. This regatta category was introduced in 2021 and has proven popular. This was introduced to allow more novice and lighter weight helms to experience racing a GP14 although with COVID it allowed more boats to compete on the water. This fleet is suitable for helms who are inexperienced at racing. The age eligibility for the helm is the same as for the Youth category. There is no age limit on the crew. Competitors in the Regatta Fleet will not be eligible to compete for the Youth Championship. The organisers will award a prize to the winning boat in the Regatta Fleet. Below are some excerpts from last years' report

“With the days official racing complete, several boats comprising of a 2 laps windward-leeward course with very short legs. The races may have been a chance for the sailors to practise and did not count towards the championship, but nobody told the sailors. Positioning on the line was hotly contested in each of the 4 races with at least one all boats recall. Mark rounding’s were hectic, and the close quarter racing made more entertaining as the wind began to fresh to a fun 12 knots. Despite the close racing, all boats were returned to the



boat park in one piece much to the delight of those that had lent their boats for the event.”

“Many of the sailors and spectators had not experienced sprint racing and soon realised how entertaining and intensive on practising skills it could be.”

Sailor ***“sprint races were short and concise which gave an opportunity for others to lead. We learnt a lot in a short space of time and consolidated coaching into practise.”***

Some sailors learnt about the importance of sailing at other clubs as mark identification can be different as well as learning how fluky small lakes can be. Visiting sailors commented on how ***“many juniors had been trained up by the host club Budworth and entered the event”***.

Sailors who were new to the class expressed that they ***“found the event friendly, competitive and welcoming . It was a valuable learning experience due to the great training and sprint racing.”*** Another commented ***“the skills learnt could be transferred into their usual sailing fleets”***.

The event created friendships and hopefully will help the Association in seeing the required entries to be able to upgrade our first Youth Boat at a Worlds to a Youth World Champion.

Many thanks to Bolton for stepping in to hold this event. With entertainment planned for the Saturday night and food all weekend it will be a great event to welcome all youths to our class.





Northern Championships
Derwent Reservoir SC - 30 April-1 May

Welsh Championships
Dovey SC - 7-8 May

Inland Championships & Masters Championship
One Entry - One Start - Two Championships
Bala SC - 21-22 May)



Southern Championships
Maylandsea SC – 28-29 May

Scottish National Championships
East Lothian YC, North Berwick - 4-5 June

GP14 UK National Championship
Llandudno SC - 22-24 July

World Championship
Skerries SC - 14-19 August

Youth Championships
Bolton SC – 17-18 September

End of Season Championship
Poole YC - 22-23 October

Championship: Progressive Credit Union GP14 World Championship 2022

So the 2022 Season is approaching fast and we can now say, with a strong degree of certainty, the Progressive Credit Union GP14 World Championships 2022 is finally going to happen. Sailors are starting to look for their GP14s in their sheds and get ready for the big one. A worlds year is always a big one and with a gap now of 4 years since the last one, and 3 years since a British Nationals, 2022 certainly has all the ingredients for a great GP14 Sailing Season.



If entries and enquiries are anything to go by this year's worlds is going to be a bumper one. We currently have 139 boats entered which already takes into account a few drops offs from the 2020 entries.

With enquiries with regards accommodation, ferries, sponsorship opportunities we have not stopped all winter. The organising committee continue to tick off the long list of tasks and the next 4 months are going to be busy.

4 things you can do now to help us!

Enter – Pay Balance – Update Registration Details – Book Accommodation

1. If you are planning on coming and haven't paid your deposit yet please do so without delay. We are nearing our 150 boat limit and may not be able to accept more than this.

Please enter and pay your deposit £30 at www.gp14.org

2. If you have already entered its time to pay the balance of your entry (Late fee applies after 1st May)

Please pay balance of entry €260 at www.skerriessailingclub.com

3. You should have got an email to update your original entry details, which includes category selection etc. If you didn't let us know.

Please complete and return this form without delay

4. If you haven't secured accommodation yet you need to get in touch now. We have assisted a lot of people with securing houses and apartments and have motorhome space and camping available. Thankfully we still have a number of houses/apartments available. We will need final numbers on motorhome and camping by the 1st of May

If you still have got in touch re accommodation get in touch now not to be disappointed

Our sponsorship team have been working hard to ensure we can put on a brilliant event on for you, packed full of all sorts of prizes! Our local Progressive Credit Union is the main Sponsor.

If you are coming to any event in Skerries in 2022 you will be going around **Craftinsure** event race marks. Yes the good people at **Craftinsure** have signed up to become the GP14 Worlds and Skerries Sailing Clubs event race mark sponsor.

As well as the Worlds we have a number of large events in the club this year including the GP14 O Tiarnaigh and Optimist Leinsters. Thanks again Rod, visit www.craftinsure.ie.

We also have some high profile names onboard as our race day sponsors. These include **Startkraft**, **PTSB**, **Shimmer Research** and the better known **Allen Brothers**. Thanks to Ben Harden and co for their continued support of the GP14 class. Visit www.allenbrother.co.uk

We have plenty of event sponsors; Irish Life, Alliance Insurance, Mobius Design, HD Sails, Duffin Marine, Rooster, P&B, Impact Marine and Marine 13.

Thanks to all those who got involved so far. If your business is interested in becoming a sponsor for the event please reach out to discuss.

On behalf of Skerries Sailing Club we look forward to welcoming you at Skerries, but in the meantime if we can be of any assistance please get in touch.

Colman Grimes, cgrimes@colmangrimes.ie

Championship: World Champ Sponsors



Area Reports

MIDLANDS AREA REPORT

Well at last a fairly normal season seems in prospect, though absences from events due to Covid seem to be quite common at the moment. We started the season in the Midlands with a very enjoyable and well run Area Championship at Chase SC – the wind forecast had seemed unpromising earlier in the week, but turned into near perfect conditions on the Saturday and only slightly less wind on the Sunday, it was also possible to have a social event on the Saturday evening. The event was won convincingly (5 bullets) by former World Champions Ian Dobson and Andy Tunncliffe, local sailors Graham Flynn and Frank Nickless took second, Fergus and Jasper Barnham third, fourteen boats sailed.

The prizegiving for the Midland Bell 2021 series will be held at Staunton Harold SC followed by Midland SC on 8th May. There are 11 events in the 2022 series

including the Area Championship mentioned above – attendance at 5 events is the qualification requirement. The one day events are a mixture of Saturdays and Sundays, larger and smaller venues, so something to suit everyone through the season, please support them as much as you can. We are lucky that traveling distances are not too great in the Midlands Area, so we are looking forward to a successful year. All events can be found on the Association website.

Best wishes for the new season – and if you managed to get in some practice at any of the wild winter events, good for you!

Charles Saunders, Midland Area Rep.



Midland Bell Series 2022

26/27 Mar	Chase SC (Midland Champs)
10 April	South Serney SC
23 Apr	Staunton Herald SC
8 May	Midland SC
15 May	Nantwich & Borders SC
21 May	Tamworth SC
18 Jun	Trimpley SC
26 Jun	Bartley SC
9 Jul	North Staffs SC
3 Sept	South Staffs SC
17 Sept	Chelmarsh SC

SCOTTISH AREA REPORT

We look forward to welcoming people to the Scottish & Borders Bell starting off as part of The Northerns at Derwent Reservoir on 30th April and 1st May, and enjoying all the hard work the club has put in recently. We then move to North Berwick for the Scottish Championship at the East Lothian Yacht Club (clubhouse photo) Regatta on 4th and 5th June. This is part of the 2022 Championship Series, and is a great location to enjoy the extra-long holiday weekend. There is a very good campsite close by.

We will benefit from more hard work on the clubhouse, put in by Bassenthwaite, when we are there on 18th and 19th June. Their very own campsite and facilities make the weekend very easy.

Finally, we head to Largs as part of the Largs Regatta Festival on 27th and 28th August. It's around the cans on the Saturday, and the excitement of the Round Cumbraes Race on the Sunday, where anything can happen.

Pencil in 2nd and 3rd July, as Castle Semple Sailing Club may hold an Open that weekend as well.



Scottish & Borders Bell 2022

30 Apr/1 May Derwent Res SC (Northern Champs)
4/5 Jun East Lothian YC (Scottish Champs)
18/19 Jun Bassenthwaite SC
27/28 Aug Largs YC

Arthur Logan
arthurlogan@hotmail.co.uk



Looking forward to seeing everyone again.

Arthur Logan,

Scottish & Borders Area Rep
arthurlogan@hotmail.co.uk

SOUTHERN AREAS

Something for everybody with six inland and four tidal events. Word is that we are going to have a bumper season with a lot of returning post COVID and others venturing into Travelling for the first time. Highlights will be our two day Southern Championships at Maylandsea Bay in late May, our normal visit to Poole for a weekend involving team races around Brownsea Island with a Sunday Open meeting and our first joint open with the Midland Bell travellers in South Cerney on the 10th April.



2 Apr	Welsh Harp SC
10 Apr	South Cerney SC
1 May	Papercourt SC
28/29 May	Maylandsea SC (Southern Champs)
18/18 June	Poole Weekend
16 Jul	Leigh-On-Sea SC
10 Sept	Tollesbury SC
18 Sept	Hampton SC
1 Oct	Welsh Harp SC (Victor)
9 Oct	Frensham Pond SC

Prizes: Prizes and trophies are awarded by the individual clubs depending on the size of the fleet. Larger events will award trophies to Gold, Silver and Bronze fleet allocations. There is also the Jaldi Cup awarded to new Travellers who have not been top 5 placed in any previous year

David Innes

DavidInnes@campbellreith.com

Club News: GP14 sailing in the south remains largely concentrated in five clubs (Welsh Harp, Poole, Frensham, Hampton and Tollesbury) with others sailing on at various clubs including Papercourt, Spinnaker, Tonbridge Town and Leigh on Sea. At **Poole YC** racing is very active with races held both at the weekend and on Mondays and Thursdays in the summer months. Turnout is a regular 8 to 12 boats. **Welsh Harp SC** remain a strong GP14 club and with the catchment area of London have a healthy regular turnout for their Saturday races with over 40 teams registering at least one race last season. They host two Opens each year and offer strong race training to those new to sailing. **Frensham Pond SC** is a long standing GP14 club in Surrey and is resurgent with turnouts regularly exceeding 10 boats. With fleet racing on Sundays and handicaps on Wednesday Evening and Saturdays it is a great club to get time on the water. Other clubs such as **Tollesbury** and **Hampton** both have good activity and there is a growing fleet at **Spinnaker SC** in Dorset

Training: Places available for July 2nd/3rd please see Association website.

David Innes (Frensham) innesd142.0@yahoo.com

GP14

Northern Bell Series 2022

NORTHERN AREA

First event in the series was at Burwain SC on 3rd April. Although not a large turnout there was good competitive sailing in chilly and gusty conditions with John and Jack Telford from Bassenthwaite SC taking the honours and Robert Richardson and Steven Wilson from Royal Windermere YC in a closely fought second place.



3 Apr	Burwain SC
24 Apr	Hollingworth Lake SC
30 Apr-1 May	Derwent Res SC (Northern Champs)
5 June	Budworth SC
18/19 Jun	Bassenthwaite SC
10 Jul	Royal Windermere YC
TBC Jul	West Kirby SC
25 Sept	Bolton SC
Sept/Oct	Chester Sailing & Canoe Club

Adam Chaplin
adamchaplin@hotmail.com



Special mentioned for Emre Frankland, crewing GP14 13447 with Tom Partridge helming, who celebrated his 13th birthday as well as an excellent result of 3rd overall. Peter Dewhurst and Maria Mussell in 4th and Adam Ward and Susan Bleasdale in 5th, both boats from Burwain SC.

Julie Courtney



Irish News

Our sailing events start at the end of April with a return to Sligo Yacht Club for the rebranded Spring Open on the April 30 – May 01 weekend. This is the first of a series of events on coastal waters in the lead up to the World Championships in Skerries in August. Large fleets are expected at all of these events as boats, helms & crews prepare to get “match” fit for the big one. The trip to Sligo is followed by events around the Northern coast at Lough Foyle Yacht Club (Ulster Championship) and Royal Northern Ireland Yacht Club for the Nationals. Then, the fleet goes South to Skerries, the venue for the World Championship. Skerries Sailing Club is hosting the O’Tiarnaigh Pre-Worlds event at the end of July to create an opportunity for competitors in the Worlds, only a fortnight later, to see what challenges & opportunities the waters in Skerries offer.



Preparations for the World Championship continue at pace. The entry currently stands at 143 boats, which is fantastic. Money makes the world go round – the balance of the entry fee of €260 (there are reductions for Youths) is due to be paid before May 1st. To pay, go to <https://ti.to/skerries-sailing-club/gp14-world-championships-2022>. Great – now that the pain is out of the way, all that can be said is that the team in Skerries are working very hard to deliver a fantastic week for all, both on & off the water – if you have not already entered, I would strongly advise to do so now. Remember that the GP14 World Championship is one of the few big events that offer competition at all levels all the way up to World Champion titles for Overall, Male, Female, Mixed & Youth winners. There is nothing like being on the start line with 140 other boats or the spectacle of 140 spinnakers flying. The usual reminders – ferry discounts are available (see gp14.org) and for accommodation contact Colman Grimes on Cgrimes@colmangrimes.ie

Although the Worlds in Skerries promises a lot of fun, both on & off the water, we do have to put in a bit of work to prepare. There will be two training

weekends in Skerries on 9/10 April and 11/12 June. These weekends will be restricted to 8 boats per coach on a first come first served basis. Contact JP McAldin at jpmccaldin@hotmail.com or +447989963821. Another training weekend is being planned in April at Royal Northern Ireland Yacht Club – details will be finalised soon. Youth training has been arranged for 23/24 April in Blessington and 24/25 September in Mullingar – contact Des McMahon at 2desmac@gmail.com or 086-8246760.

Our AGM took place recently and the outgoing committee were re-elected. Andy Johnston was elected as Vice-President. The meeting was followed by a very enlightening Q&A between Stephen Boyle and Ross Kearney on “Preparing for a Major Championship”.

That’s it from Ireland for now, it is time to get the cover off the boat and get ready for a huge season of thrills & spills in 2022. We, in Ireland look forward to welcoming you all to the World Championships next August – but do remember the National Championships at Royal Northern Ireland Yacht Club & the O’Tiarnaigh Pre-World event in Skerries when planning your sailing season. I know some here have been getting their boat wet already and I hear that some new boats are on their way too. The challenges never get smaller!

Michael Collender

DATE	EVENT	CLUB
Apr 30-May 1	Spring Open	Sligo
May 21-22	Ulsters	Lough Foyle
Jul 2-3	Nationals	RNIYC
Jul 30-31	O’Tiarnaigh Pre-Worlds	Skerries
Aug 14-19	Worlds	Skerries
Sep 17-18	Leinsters	Mullingar
Oct 01-02	All-Ireland Sailing Championship (GP14s)	Blessington
Oct 15-16	Hot Toddy/Youths	Newtownards

International News

New Zealand

My name is Jon Geehan. I live on the west coast of New Zealand in the city of New Plymouth, in the region of Taranaki on the North Island. Given its ruggedness, the region has a healthy racing scene, the majority of which takes place in estuaries and harbour mouths. The New Plymouth Yacht Club does race outside of the port but only on favourable days. However I've not had the pleasure of sailing out of here...yet!



The region is well known for its good surfing but not much in the way of cruising opportunities which is my sailing preference. I have entered a few races at a local club but that's about it.



I am currently the Exhibitions Coordinator for The Govett Brewster Art Gallery and Len Lye Centre, a well-regarded Art Gallery here in New Plymouth.

I guess I would consider myself a part-time artist/sculptor and furniture maker too. I moved to New Zealand from Southsea, Portsmouth UK in 2007. I am currently minus a GP14 but have been a proud owner of sail no. 4561 in the past.

Sailing history: When I graduated from art school in 1993 I bought my first dinghy (class unknown) and gave it some much needed TLC working by hand on the shore of Langston harbour. Not long after that I bought a small wooden cat which also needed some new paint and some remedial work. With this Cat I joined the ECA (Eastney Cruising Ass) at Langstone Harbour. Whilst at the ECA I bought my GP14 (sail no.4561) which I named Ransome Note with the proceeds from the

sale of the Cat. The following year I moved the boat to the Tudor Sailing Club at the top of Langstone harbour. From here I cruised out and about in the Solent with many weekend trips to Bembridge on the Isle of Wight and sometimes down to Cowes.

Why have I joined the GP14 family?

Many years later and with a young family I have a desire to once again be a GP14 owner. However, the last GP14 I saw for sale in NZ was 5 or 6 years ago. I have always had a secret desire to build my own boat and I have been searching for appropriate plans and doing a great amount of research for a boat that is well suited for a family of 4 for NZ waters (Estuary, lake and sheltered seas). However, a lot of small dinghy sailing in NZ is launched from our beaches as well as from slipways. My now long gone GP had a solid mahogany centreboard case, thwart and transom which did make it very heavy. But having seen that new timber GP's can have plywood throughout and are much lighter, they would be well suited for trailoring to better cruising spots with the family plus I consider GP's great in choppy seas, I still come back to how much I wish to be a GP14 owner once again. Therefore the plan is to purchase a set of GP building plans and start the dream of building my own GP14 in the years to come!



South Africa – GP14 National



George Lakes Yacht Club (GLYC) hosted its annual New Year Regatta over the new year weekend. In conjunction with this, the GP14 class also had its national championships.

Proceedings for the GP14s started on the Thursday, allowing for a four day event. The GP14 class had twelve boats competing, GLYC had six boats, Knysna Yacht Club three, two entrants were from Gauteng and one from Gqeberha.

A light South Westerly wind provided the motive power on the first day of the GP14 Nationals. Two races were sailed. The first race was won by Pat Mitchell and Andrew Marsh, sailing for Pretoria S.C. with Anthony Parker and Callum Price (KYC) in second place.

Both of these skippers are previous National Champions. However, in the second race, it was the new youthful team of Matthew de Villiers and Chris du Toit taking line honours.

The second day had a strong southeaster blowing, gusting to over 20 knots in the afternoon. Four races were sailed in these conditions. Another previous National Champion, the KYC team of David Shilton and Luca Lutolf, won two of these, with the other two going to Mitchell and de Villiers.



On New Years Day, the GP14s had one race in the morning,

won by Mitchell, before being joined by the New Year Regatta fleet for the afternoon's three races.

GP14s at speed. Matthew de Villiers (left) and Chris du Toit under spinnaker, ahead of Anthony Parker and Callum Price.

Veteran Laser sailor Charlie Hills was consistent in third place. On the last day, the wind was a patchy, light southerly. The GP14 sailed two races, while the New Year fleet had three. Malcolm Osborne and Daniel Kruger scored a maiden race win in the first of these races, while Shilton and Lutolf were the winners of the last race.

At the prize giving, the GP14 Rose Bowl trophy was awarded to Matthew de Villiers and Christopher du Toit and being crowned National Champions for 2021/2022. Pat Mitchell and Andrew Marsh received the GP14 Bell trophy for second place, with Anthony Parker and Callum Price receiving the ERYC trophy for third place.



For more information about

George Lakes Yacht Club, go to www.glyc.org.za

Rank	Boat Name	Sail Number	Name	Crew Name	Club
1	Annie	13776	De Villiers, Matthew	Christopher du Toit	GLYC
2	Stik Nyawo	14070	Mitchell, Patrick	Andrew Marsh	PSC
3	Chiel 3	7486	Parker, Anthony	Callum Price	KYC
4	Davy's Comet	12671	Shilton, David	Luca Lutolf	KYC
5	Simba	1351	Conrad Holm	Luke de Villiers	GLYC
6	Sea Fever	10625	Osborne, Malcolm	Daniel Kruger	GLYC
7	Vamp	10572	Laing, David	Anthony Alant	GLYC
8	Moonshadow	13355	Soldin, Jordyn	Kyle Koeries	GLYC
9	Moon Beam	13366	Barry, Tom	Colin Stephenson	GLYC
10	Sutty	7646	Clayton, Peter	Megan Peers	BSC
11	BOB ALONG	12431	Reynolds, Kenneth	Caley Reynolds	KYC
12	Davy's Rocket	12231	Morgan, Russel	Julia Morgan	Sailing p e

Pimpernel's Latest Journey

As many of you are aware No 2 GP14 Pimpernel has been fully restored and following her stint on the Dinghy Show stand in 2020 a new home has been sought for her. Pimpernel has had a few homes, starting from Dovey Yacht Club, then to York whilst she was being restored, and then at Chase Sailing Club.

Pimpernel is going to the Classic Boat Museum in Cowes on the Isle of Wight, where she will be on loan.



It was a bright and sunny day for the ferry trip across the Solent. The visibility was clear with Hurst Castle and the Needles looking picturesque.



Hugh, his father Tony, and I took Pimpernel across on the ferry from Lymington to Yarmouth and drove to Cowes. After a slight technical hitch with the Sat Nav, we arrived at the correct museum. I went inside whilst Pimpernel was unhitched. To find Gill my contact for passing the boat over.

Gill once found, rubbed her hands with glee when I said that I had a GP14 for the Museum. On arrival back at the entrance Pimpernel was duly unwrapped and admired by many. Whilst anything which was not wooden, or cotton was removed from the boat, Tony had slipped into one of the exhibitions and was having a guided tour.



Gill Burns, nee Bredon; is originally from Chase SC and has sailed GPs and had been wanting one for the collection. I'm sure that she will take extra care of No2.

Once Hugh and I had a chance to look around the museum we found that Pimpernel was joining a few other Jack Holt designs including, No 6 Merlin Rocket, who has also sailed in the CVRDA Nationals, a Hornet with a sliding seat.

There are several interesting and historical boats at the museum which I'll let you find out about if you decide to visit. The Museum closes for the winter but will open at Easter with Pimpernel on show.

There has already been a suggestion that a flotilla of GPs cross the Solent for the GP14 75th Anniversary.

For more information about the museum click here:

<https://www.classicboatmuseum.com/>

Vanessa and Hugh Devereux



SPOTLIGHT FEATURE:

Colman Grimes

Usually called: Cole

Date of Birth: 29th of July 1980

Marital Status: Married to Brid. She is half French half Irish. So I eat like a French person and drink like an Irish and French person!

Children: 2 lovely young boys, Dylan (6) and Matt (3). Both have been out on the GP14 and Dylan has completed a full beat in a club race before forcing me to shorten course in search for Ice cream back at shore.

Started Sailing: My dad had got into sailing when I was a baby and I started when I was around 10, sailed a Mirror for a few years before I got into GP14s at 15. But I have been going to GP14 events since I was about 6 when my dad got his first one. There are pictures of me and my now crew Ross Gingles at events when we were very little.

First Boat: My first boat was a mirror called 'Swallow', picked it up for £450. It should have been called 'Patch' really as I cut every bit of plywood out of it over time fixing it up. It was a flyer, at club level anyway.



Favourite boat class: I am going to say GP14 obviously. But really anything with close fleet racing like the GP14 offers. Faster boats are great for a while too but loses that nip tuck racing the GP14 offers.

Why the GP14: I was lucky enough to go to Howard Davies Training

Week in Plas Menai twice in the 90s thanks to the late great Riocard O'Tiarnaigh ensuring I got over as part of the Irish youth Contingent. The legendary Graham Knox used to pick us off the Ferry at Holyhead (with skateboard full of supplies!) bring us to Plas Menai and after to the youth championships and then back to Holyhead. Its people like Riocard and Graham that have made and make the GP14 class great and, together with a great class association, that continues to promote new youths coming through are some of the reasons why the GP14s have stood the test of time and remains so strong and the reason I sail the GP14.

First Club: Monkstown Bay Sailing Club in Cork Harbour. Great club, huge current, helped hone the skills when younger, but not the most ideal race course and you have to make a call on the odd ship passing through the course too!

Championship History: I can't say I have a 'championship history' when I think of many who have been on this spotlight. I won a GP14 event a few years ago down on Blessington Lake (Love that place!) and I have been getting closer to the top with a few podium finishes in the past few years. Been putting more thought into my sailing more recently so maybe this year we might crack it!

Have done 3 GP14 worlds and finished more or less 30th in all 3. Defo plan on improving on that this year!

Other boats sailed: Laser, Laser 2, 49er, Mirror Mermaid, Vagabond, Cruisers

Career: I have been an estate agent for 18 years now. Most proud of achieving: Proud of taking the big step to go out on my own and setting up a property business in 2010, right in the depths of a recession. People thought I was mad!



It's been years of hard work, but I enjoy it.

Who do you admire and why: Its one question that always catches me out. I don't really admire anyone in particular that's famous

or anything. I do admire people who step out of their comfort zone and do stuff big or different.

Favourite Event & Why: Love the big events like the Worlds with so many boats. There is just so much going on from the starts to mark roundings. Great craic!

Best memory of a sailing event: I have enjoyed a lot of events and classes over the years, the few years in the laser 2 and the Europeans in Holland in 2003 was up there with the best of fun. As was living in a van for a summer in the UK in 2004 with my good friend John Chambers sailing a 49er.

However, while I know we are gearing up for Skerries Worlds 2022, the Skerries worlds in 1997 will always be a special memory for me. I was only 16 at the time and went in with no major expectations, but with no work or school I had been training a lot. All of a sudden we ended up being pathfinder two times and knocking about the top 20 of a 150 boat fleet most of the week. Great fun! And the après sail was brilliant too. Highly recommend any youths to get to skerries 2022 and make great memories.

What makes a good sailor: Plain and simple, practice. Time on the water makes all the difference. After that read plenty of books on tactics.

Tips for new sailors: Enjoy it and if you are looking to improve your results get some of the best sailors in your club out with you in your boat, get tuned up and learn from them.

Future Plans: Planning to sail GP14s long into the future but hopefully going to get a cruiser after the worlds and spend a lot more time with the kids over the next few years while they still think I am cool.



Burning Ambition: Beat Hugh Gill at the GP14 Worlds and win all those €5's off him! Other than that enjoy life to the max, most of it on the water!

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