

International GP14 Class Association

MAINSAIL

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SPRING 2024



Clwb Hwyllo

PWLLHELI

Sailing Club





Subscriptions 2024

Full members: £36 (£34)

Associate members: £25 (£23)

Youth members: £16 (£14)

Non-European: £12

Temporary Member: £15

The figure in brackets is the discounted subscription rate for payment by direct debit. Direct debit payments 1st collection January 2023. (2nd collection) will be collected on or shortly after 1 April 2023.

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
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Front Top: Mounts Bay Worlds
Front Bottom: Plas Heli Worlds

Editor's Letter

Welcome to the spring edition of Mainsail.

The lake (what there is of it) has defrosted so sailing at Bolton is set to start in a couple of weeks. The only problem is the tide is out again (dam issues again), so while the rest of you will be hoping for warm, sunny and breezy weather, say a little prayer for us in Bolton for constant biblical style rain, at least until we can get our GP14 down to the water without having to push the launching trolley through the mud!

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 next Mainsail due out in the spring.

Finally thanks, as always, to our advertisers and sponsors, your continued support is much appreciated.

Great sailing!

Julie Courtney
Editor
admin@gp14.org



Contents

- 2 Editor's Letter
- 4 President's Piece
- 5 Notice of AGM
- 6 Obituaries
- 9 Dinghy Show

Technical

- 14 Trailer Tyres

Training

- 19 What's happening in 2024

Cruising Corner

- 24 Poole
- 25 Plas Heli

- 26 **Vintage and Classics**

Championships

- 28 Racing 2024
- 29 Worlds 2024

Area Calendars

- 33 Midlands
- 33 Northern
- 33 Scottish
- 33 Southern

International

- 34 Irish News
- 36 Progress in Sr Lanka

- 41 **Spotlight Feature**

Features

- 12 **Tango of the Wein**
Adeel Khan
- 18 **Probably the Smallest Sailing Club in the World wins RYA Award**
- 21 **Quiz Time**
- 38 **WLYC 24 hour race: The Ultimate Challenge**
Richard Westlake



Above:
West Lancs YC 24 hour race – just in case any of you missed the memo – Its back on!

President's Piece

The RYA Dinghy Show has kicked off the new season in style; it was bigger and busier than last year and we had excellent footfall to our stand. There was the added attraction of the official re-launch of the (in?)famous 24hour race by West Lancashire Yacht Club on our stand on the Saturday. The GP14 Association is acting as the shop for entries as part of the widespread effort by a number of organizations including other clubs/associations and the RYA to get this event going again. Is your club up for the challenge? Can you field a team (or two)? Perhaps more importantly can you provide some help on the day (and night) with running the event? It's going to be a big team effort, a lot of fun and a great occasion. Entries are now open – time to get your team together.



It was also great to see a couple of GP14 clubs in the “Club of the Year” awards, with Gresford SC winning the Community Club of the Year and Derwent Reservoir SC shortlisted for Active Club of the Year – congratulations to all.

Our unique E H Davies Youth Training week at Plas Menai is now fully booked – thanks to Gill Beddow for all her hard work in getting this organized. The location is conveniently close to the ferry port at Holyhead, so many of the participants this year are from Ireland where GP14 sailing is thriving.

Entries for our World Championships at Plas Heli are going well with 61 boats signed up so far – can we match the 100+ fleets in the last two Worlds – it would be great to make the ton – are you entered yet? Other event entries are now opening including the Inland Championship at Staunton Harold on April 6/7th, so plenty of time to get some fleet racing practice in before the World Championships in August. Our cruising section have also got a program of interesting events available for those of a less competitive nature.

It just remains for me to say, have a great year, there's plenty to enjoy – happy sailing.

Charles Saunders, International GP14 President

Notice of Annual General Meeting 2024

The 74th Annual General Meeting will be held during the Class World Championship at Plas Heli, Pwllheli, LL53 5YT at 19:30, Monday 12th August.

There will be an option to attend via Zoom for those members who are unable to attend in person.

Agenda

- a) To accept the minutes of the 73rd AGM.
- b) To receive the Secretary's Report.
- c) To receive the treasurers report and Annual Accounts.
- d) To consider any motions to change the constitution.
- e) To elect officers of The Association.
- f) To elect the Directly Elected members of the General Committee.

Details of any decisions made concerning the constitution or other details decided at the April General Committee meeting will be published before the AGM.

David Bower, Hon. Secretary



Specialist

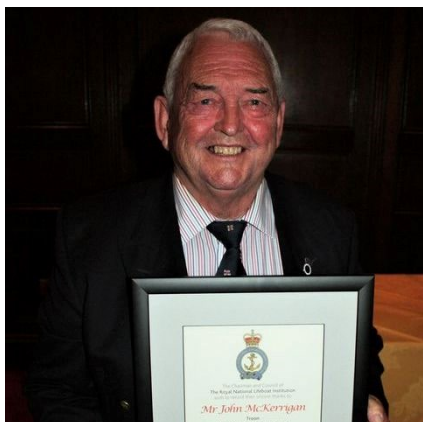
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Obituaries *our condolences to family and friends*



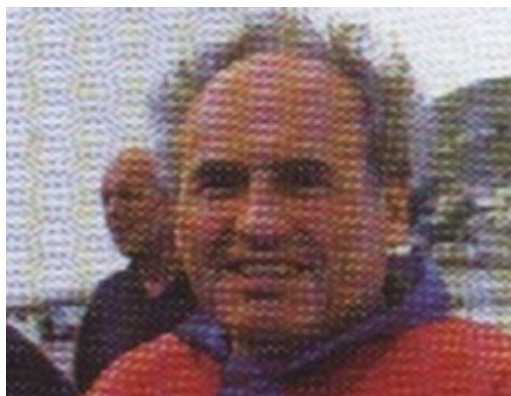
GRAHAM MCKERRIGAN

Graham passed away in the summer quite suddenly. He was diagnosed with cancer and died two weeks later. In the days when we had Championships off the beach at Troon, Graham was very much involved as a GP sailor. His friendly smiling face is not readily forgotten. In time, he became a very proficient Championship Race Officer and I think he did that duty the first time we visited Largs. He is also noted for receiving a RNLI award in 2017 on his retirement as

Troon Lifeboat Chairman and his smile was there too.

BILL HALDANE

Our condolences also go to the family and friends of Bill who sadly passed away in February this year. Bill first started sailing GPs on the Scottish Travellers circuit, but shortly after moved down south to be nearer his family. He became GP14 President in 1991 and served to 1994. The photo above was taken at the World Championships at Cape May, Maryland, USA where he officiated his first major event.





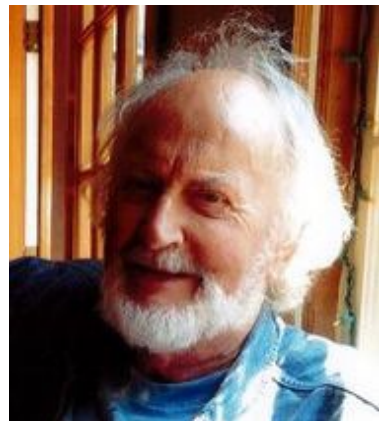
DAVID EDWARDS

Very sadly Dave Edwards from Nantwich and Border Counties Sailing Club passed away over the weekend of the 1st/2nd of July following a stroke. Dave was a member of Nantwich sailing club for over 30 years and a long time GP14 sailor. He competed in many of the Midland Bell events as well as compiling the results for the Midland Area in recent years.

Dave was always willing to give you his time and any advice you needed. He was beach master for several GP national events, including Abersoch in 2019.

GUS HENRY

It was with great sadness the news of Gus Henry's passing filtered through early last Saturday morning. The GP14 fleet, recovering from a Friday battering at a very windy Volvo Dun Laoghaire Regatta were readying themselves for Day 2 of the Leinster Championship an event graced by GP14 legend Gus for many many years including victory back in 1971 at Kilbarrack in Willi Hazard.



Gus arrived on the GP14 scene in the mid 60s when it was still the NI Branch of the GP14 Association. He was fleet captain for an emerging Sligo fleet in 1967 that was expected to reach 13 boats in the following seasons. At this stage Gus was a keen racer and also building GP14s. In 1968 Gus requested Sligo be considered for the 1971 Purcell Trophy and was present at the July 1970 meeting where the NI Branch became the GP14 Ireland Class Association and at the subsequent AGM was elected representative of Area C and a member of that first Committee.

As well as contributing to the Class through Committee, Gus continued to race and build successful boats. Some of those self-built boats included Willians and Willi Waw were well to the fore in the fleet. Pat Murphy, former Chairman of the Class and a multiple times National Champion well remembers the transom of Willi Hazard and Willi Waw with Gus regularly leading him home.

While Gus never won the Championship of Ireland, he had a number of top 10 finishes notably finishing 3rd in a fleet of 60+ boats at the 1983 Championship of Ireland in Galway behind Curly Morris and Pat Murphy. A 10th in 1983 and a 7th in 1985 demonstrated his capability.

His interest was starting to move towards race management both locally and nationally and of course continued to build boats for his son Niall who had emerged into the GP14 scene along with a host of other young Sligo sailors that also included Tim Corcoran.

Gus became one of Ireland's premier race officers, regularly handling national championships across various classes. Within the GP14 scene he was PRO for the GP14 World Championships held in Sligo in 2006.

Sligo had emerged as a great developer of Youth sailors, particularly in the Mirror Class and when the Mirror World Championships (1987) and Mirror Europeans (2010) came to the Club, Gus Henry had a big role in ensuring these events were a success on the water.

Outside of GP14s Gus was widely respected and played a significant role in ensuring the Enterprise World Championships (1979), Scorpion World Championships (1977 & 1980), Fireball Worlds (2011) , Irish Sailing Associations Dinghy Weeks in 1978 and 1983, all in Sligo were the success they were. Gus was the recipient of the prestigious Irish Sailing Association Volunteer of the Year Award in 2004 and in 2007 was inducted into the Sligo Sporting Hall of fame.

On behalf of the GP14 Ireland fleet and Committee, I would like to extend our condolences to Niall, Conal and Aoife and the extended Henry family.

Ar dheis Dé go Raibh a Anam



The RYA Dinghy and Watersports Show has now expanded to fill the whole of the Farnborough Exhibition Hall. This year our stand was in a prime spot, just inside the entrance. The total number of visitors to the show was just under 9,000.

Once again, the members of the Association not only supported us by loaning their boats but also their expertise. Chris Robinson from Goacher Sails brought his 2023 National's winning Duffin boat down for the stand. Andy Tunnicliffe from Impact Marine was also very supportive on the stand. Andy has regularly loaned his National and World Championship boat to the Association for the Dinghy Show.

Budworth 24hr race syndicate loaned us their dedicated Winder GP14 which only comes out for training and the 24hr race itself. Many thanks to Budworth 24hr A-team who got the boat ready. Unfortunately, the trailer hadn't moved very far since the last race in 2019. The road



trailer had a puncture on the way down. Thanks to Hugh Devereux for changing it, and Budworth for bringing a second spare wheel down for the trip back north.

The stand was very busy with fellow GP sailors popping along to catch up with their Association friends. Queries came in from many for rigging, boat maintenance, buying new boats, doing up abandoned boats with their club's youth. Our visitors came from a whole range of clubs and we had 2 groups from Ireland. We had queries and were given contacts for shipping to and clubs in Kenya and Canada.



Many were there to ask questions about boats as well as to buy those much-needed boating bits. Future venues came by to introduce themselves and familiarise themselves with what type of National's at Tenby in 2025; our 75th Anniversary year. WPNSA also popped onto the stand to see us.

It was great to see that some sponsors came to visit us as well. Craftinsure, Sail Loft and FM Sailing all came onto the stand to discuss sponsorship and catch up. The representative from Sail Loft also bought the Association's invitation to the

Endeavour Race for the top UK placed boat at the Worlds.



As seen in the photos the Goacher Duffin doubled as the youngsters' entertainment, feeding station, training boat for the next generation and rigging demonstrator. Simon Hault, our Youth National boat, Oscar's

father, came with the family as their will be 2 Hoult boats at the Worlds this summer. Simon came prepared with a clipboard of questions. Andy Tunncliffe gave him a master class as Chris was on childcare duties.

The RYA, under their new president, is moving towards supporting any club, class or sailing and watersport provider; by including them in the information sharing and forums.

The 6 Nations Rugby match on Saturday afternoon caused the show to become quieter so Charles Sauders went off to a forum. Gill Beddow and Vanessa Devereux went to forums on the Sunday. These forums are new and will become more popular and better attended. Vanessa and Gill were the only attendees at their forums and came away with many ideas and sources which were specific to the classes needs. We are looking forwards to more of these forums in future years which we hope will enable us to share information and network.



Vanessa Devereux



Technical: **Tango of the wind**

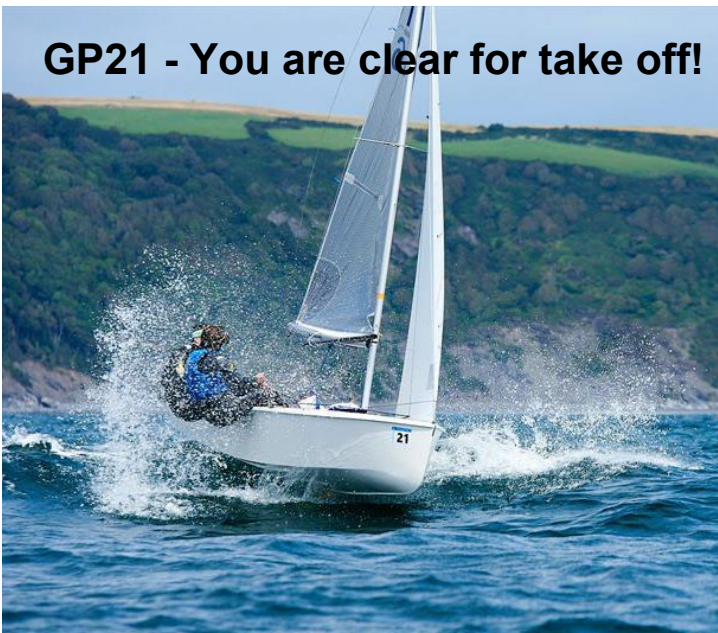
Wind is never constant. It is like a breathing god. I say god because experiencing wind through our senses on the water is nothing less than miraculous. It is totally unpredictable in details. Meteorological Science can only predict the general patterns of weather changes but not the detailed minute to minute changes of wind. Wind pattern no matter where it is flowing on the sea or over lakes and reservoirs is always going to be constantly oscillating between stronger and lighter force. Sailors who are most vigilant to these changes, predict and adapt better to them, are the ones who will perform better than others.

Wind in its dynamic unpredictability is like life itself, anyone's life. Life with its complex relations that are constantly changing. We develop heuristics and abilities to predict changing relational patterns. Those of us who are better at understanding people around us are perhaps able to navigate through life and its unpredictability better.

So in sailing the more you sail and practice, learning how to read the wind, observing darker patches on the water and adapt accordingly, the better you will be able to navigate across the water. This can be called dancing, the tango of the wind. The wind is leading you in a dance. When it blows stronger you react accordingly, when it blows lighter you react accordingly. The wind is your dance

partner and the tango music at the same time. She is leading both the dance and setting the music as well.

We need to be able to dance to the wind and its unpredictable tonalities, its strengths and weaknesses. This breathing god as I called it, this variation of gusts and lulls and constantly





NO WAIT! I THINK WE CAN SAVE THIS

oscillating between the two creates the unique combination of the conditions of sailing.

We know that wind when flowing over the water in a gust creates dark patches over the water. The crew who is completely vigilant of the changing colours of the water on the horizon in front of the boat will be able to predict the impact within a few seconds before the gust hits the boat. This gives the crew vital knowledge which can be used to make adjustments to the sail trim and the weight distribution in the boat according to the changing circumstances. The more prepared the boat is for the inevitable gust the better it will perform through this eventuality.

Similarly, as the gust recedes it is usually followed by a lull or what is considered to be less stronger wind. Adjustments to sail trim and weight distribution need to be made accordingly. Usually on an approaching gust weight should be put outside the boat and the kicker should be tightened, causing the boom to bend. This will prepare the boat to receive the gust as the sails are depowered through these adjustments.

Similarly, on a receding lull the crew can readjust the kicker by letting it out and powering up the boat, while simultaneously moving into the boat if needed for weight distribution to keep the boat flat. How do we reduce the blockage between the two sails caused by a lull in light winds? A way to adjust to the blockage is usually when the crew needs to come inside the boat, let off the genoa ever so slightly and then pull it back in again. Stay tuned for more tips on feeling the blockage next time.

Adeel Khan

Technical: Trailer Tyres

Now that we are entering the sailing season proper, which for some of us is also the towing season, a note about this important topic may be helpful.

First, towing speeds. It is generally well known, but all too often ignored, that the maximum legal speed for towing in the UK is 60 m.p.h. (And you are also not allowed to use the outside lane on motorways of three or more lanes.)

What is not so well known is that almost all trailer tyres (including the very popular 4.00 x 8 tyres, and also most larger sizes when used on trailers) are rated for a maximum speed of 62 m.p.h.; so if you exceed that speed you are not only breaking the law, you are also taking a chance by exceeding the rating of your tyres.

Now, pressures, and ply-rating; and it is interesting how much difference of opinion there is in regard to pressures.

When I returned to GP14s in 2004, after several decades as a yachtsman only, I looked up the correct tyre pressures for my newly acquired combi-trailer. I have no idea now where I obtained the information, but it may well have been a trailer manufacturer's website; at any rate the figure I obtained (for my 4.00 x 8 tyres) was 35 p.s.i., and until very recently I have stuck with that value ever since. However I now have reason to believe that this may be significantly too low, and an online search this evening gives values ranging generally from 36 to 62 p.s.i., with two lower outliers (contributors to a forum) - one giving 28-32 p.s.i., and the lowest one saying "I run mine about 20'ish. The suspension doesn't do much!". One site, UK Campsite, quoting Erde (manufacturer) data, gives *Normal loading - 2.5 bar (36 p.s.i.) Heavy loading - 3.0 bar (44 p.s.i.)*,

although
"Normal" and
"Heavy" are
not defined.

The consensus
seems to be
towards the
higher end of



that range (around 60 p.s.i.) if using 4-ply tyres, and still higher (up to 75 p.s.i.) for 6-ply. However we don't know what loads these sites envisage, and those high pressures seem to correspond to MGW values that exceed the capacity of most of our trailers.

I normally make a point of checking my tyres regularly, and particularly before a long journey, and have usually been free of trouble; but I have twice been badly caught out. The first occasion, around ten years ago, was a trip to Windermere. Tyres nearly new, and pressures checked before departure from Liverpool. On the return trip the offside trailer tyre blew out on the motorway, while driving at almost exactly the 60 m.p.h. speed limit. So after that experience I upgraded to 6-ply tyres and had no more trouble - until last September.

Last September I treated the trailer to new wheel bearings, new wheels, and new tyres. My "local" trailer shop - a mere hour's drive away, and the other side of the Mersey, could get 6-ply for me, but had only 4-ply in stock. However they asked what load I would be carrying, and they assured me that for a GP14 I would find 4-ply perfectly adequate, so that is what I bought.

Still believing at that time that the correct pressure was 35 p.s.i. I am certain that I checked the pressures when I fitted them, and I have no recollection of letting air out to reduce the pressure to 35 p.s.i., so I can only presume that that is somewhere around the pressure at which they were supplied. First trip, Liverpool to Southampton, getting on for 350 miles; an hour down the motorway, at my legal 60 m.p.h., and the offside trailer tyre blew out. Spare wheel fitted by the breakdown service - I won't do that job myself on the side of a motorway - and then a most dreary continuation of the journey with a self-imposed speed limit of 50 m.p.h. in deference to the tyres.

I am now once again back on 6-ply tyres! But also now at a higher pressure; now running on 50 p.s.i., at which pressure I understand that the tyres are rated for 394 kg MGW, which exceeds the MGW of the trailer (300 kg, according to Mersea Trailers). We will see in the fullness of time whether I need to reduce that pressure slightly, which might be suggested if the boat bounces around too much.

In theory these 6-ply tyres can even be taken up to 85 p.s.i. for 670 kg MGW, which is more than double the MGW of the trailer.

Oliver Shaw

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



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**

Probably the Smallest Sailing Club in the World wins RYA Award



Gresford Sailing Club won the prestigious RYA “Club of the Year 2023” Award in recognition of its commitment to making the sport accessible for all.

The RYA Club of the Year Awards supported by Gallagher were presented in front of a packed

audience on the main stage at the RYA Dinghy & Watersports Show supported by Sunsail at Farnborough International on Saturday 24 February 2024.

Gresford SC was named RYA Community Club of the Year and thanks to sponsorship from Suzuki Marine, Rigiflex and Extreme Trailers, won the prize of a new safety boat to support its on-the-water activities.

The Community category celebrates those who provide meaningful, welcoming and inclusive opportunities, with Gresford SC one of four finalists for the title from a total of 14 exceptional clubs shortlisted for the 2024 awards.

Chief instructor Simon Jones said: “We couldn’t believe it when we were announced as the RYA Community Club of the Year! We were so excited and to win a new safety boat on top is fantastic, we will certainly make good use of it



to support our junior sessions and training. It was really generous of the award sponsors and it will be a brilliant asset for the club.

“We really appreciate all the hard work that our members have put in over the years to get us to where we are now. It is wonderful for everyone involved with the club to achieve this national recognition.”

Training

The E Howard Davies week at Plas Menai is imminent and for those of you who are not aware it is a weeklong residential course for our Youth sailors. We take a maximum of 10 boats and all potential candidates must provide a letter of recommendation from their home Club on their sailing ability. It is a full-on week and we need to know that our applicants will benefit from a tough training programme.

The Outdoor Pursuits Centre are acting as host to the week and a Senior Instructor from the Centre oversees the week. Each day we have a Guest Coach and this year we have Ollie Goodhead, 7th at Looe Nationals 2023; Adam McGovern, RYA NW and NE Area Rep; Neil Marsden winner of Worlds and multiple National events and Sam Watson National Champion 2022. A wealth of experience to disseminate to our young sailors!

The week is structured and co-ordinated by our SI. It is unique to the GP14 Class, invaluable to the sailors and extremely rewarding for me as the Training Co-ordinator to watch the amazing progress that the week provides to all taking part.

Other events this year are:

Llandudno Sea Training Weekend April 27th/28th - Weekends were first introduced to the Training Calendar in 2022 by demand and proved to be very popular.

With 90% of the GP14 Fleet being pool sailors getting out on the sea is a must if you are considering taking part in a National or World event. Launching your boat can be challenging and waves...*What do we do with those?* All explained over a weekend to make you able to enjoy the experience.

This year our weekend is hosted by Llandudno Sailing Club and currently it is fully booked, but it could be that someone may have to drop out at a late date so if you are interested register your interest with the Office.

Coaches for this weekend are Adam McGovern on Saturday and Mike Senior on Sunday

Training Day at Budworth Sailing Club Saturday 1st June - Booking will soon be available on the gp14.org website.

Saturday 10th August Pre-World Championship at Plas Heli - What more could you want than a whole day Training on the sea to prepare yourselves for sailing the World Championship. All the events have limited entry numbers and 8 spaces are still available for this day.

Our Coach is Drew Lindo-Hynes, who was the SI at one of the 2022 Weymouth Sea Training weekends. Maximum 10 boats: The day will start around 9.30am with a Classroom briefing. Then out on the water to master launching and waves. Definitely the right way to start the week!

Find Entry forms on the website under the Event tab. £50 per boat

All the Training events are publicised on the website on the Event tab so look out for them they are invaluable to our improvement of our sailing skills

Gill Beddow, Class Training Coordinator

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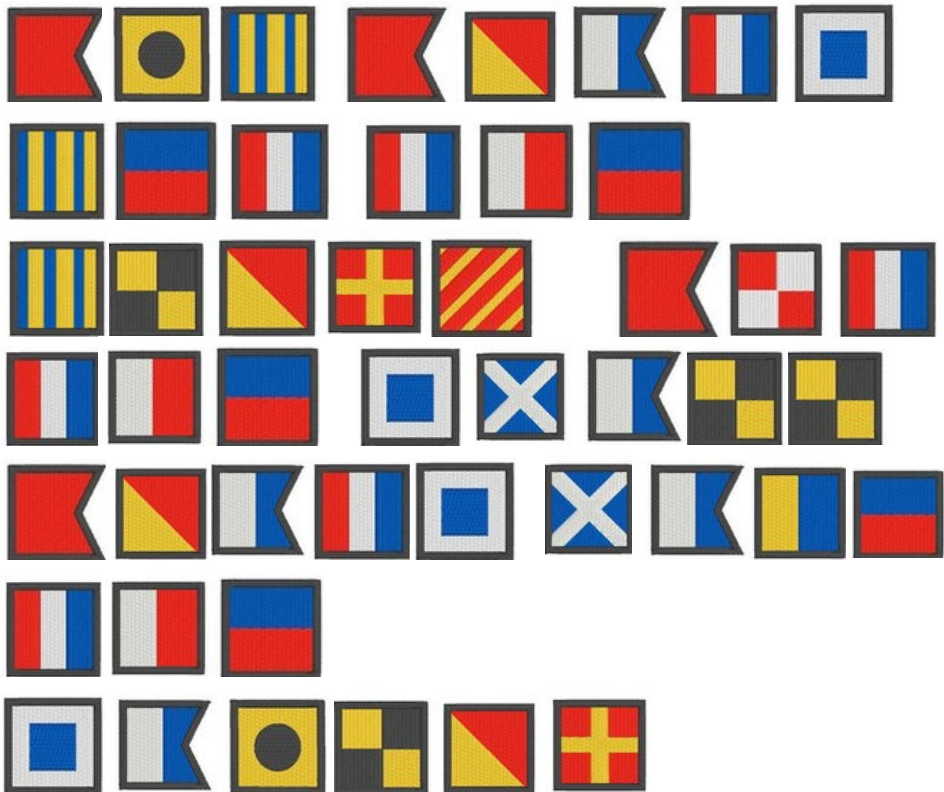
Butler Boats

QUIZ TIME



Pretty easy really, as you well know all the Nautical Flags are represented by a letter of the alphabet. Your mission, should you wish to participate, is to work out the saying below. The correct answer out of the bag on the 30th April gets (*drum roll*) a much sought after 70th Anniversary Burgee.

Email to admin@gp14.org ref "QUIZ TIME"



March	April	May
1 F	1 M Youth Training EHD	1 W
2 S	2 T Youth Training EHD	2 T
3 S	3 W Youth Training EHD	3 F
4 M	4 T Youth Training EHD	4 S
5 T	5 F Youth Training EHD	5 S Northern Bell: West Lancs YC
6 W	6 S Inland Champ: Staunton Harold SC	6 M Early May Bank Hol.
7 T	7 S Inland Champ: Staunton Harold SC	7 T
8 F	8 M	8 W
9 S	9 T	9 T
10 S	10 W	10 F
11 M	11 T	11 S Southern Bell: Maylandsea SC
12 T	12 F	12 S Northern Bell: Bolton C
13 W	13 S Southern Bell: Welsh Harp SC	13 M
14 T	14 S	14 T
15 F	15 M	15 W
16 S	16 T	16 T
17 S	17 W	17 F
18 M	18 T	Northern Bell: Bassenthwaite SC 18 S Irish O'Tiamaigh Champ Ireland Belt: Tamworth SC
19 T	19 F	19 S
20 W	20 S Midland Bel: Nantwich/Borders SC Irish Munster Champ	20 M
21 T	21 S	21 T
22 F	22 M	22 W
23 S	23 T	23 T

	June	July	August
	UK National Youth Champ: Winsford Flash SC 1 S Scottish Area Champ: E Lothian SC Irish Leinster Champ: Howth YC	1 M	1 T
	2 S Northern Bell: Budworth SC	2 T	2 F
	3 M	3 W	3 S
	4 T	4 T	4 S
C	5 W	5 F	5 M
	6 T	6 S Midland Bell: Trimpey SC Southern Bell: Leigh-on-Sea SC	6 T
	7 F	7 S	7 W
	Southern Area Champ: Mount Batten WSC 8 S Sunrise to Sunset: Leigh & Lowton SC	8 M	8 T
	9 S Southern Area Champ: Mount Batten WSC	9 T	9 F
	10 M	10 W	10 S World Champ: Plas Heli SC
SC	11 T	11 T	11 S World Champ: Plas Heli SC
	12 W	12 F	12 M World Champ: Plas Heli SC
	13 T	13 S	13 T World Champ: Plas Heli SC
	14 F	14 S	14 W World Champ: Plas Heli SC
	15 S Northern Bell: Hollingworth Lake SC	15 M	15 T World Champ: Plas Heli SC
	16 S Midland Bell: Midland SC	16 T	16 F World Champ: Plas Heli SC
	17 M	17 W	17 S
C	18 T	18 T	18 S
	19 W	19 F	19 M
	20 T	20 S Southern Bell: Poole YC	20 T
	21 F	21 S Southern Bell: Poole YC	21 W
	22 S Scottish Bell: Largo SC Southern Bell: Tolesbury SC	22 M	22 T
	23 S Northern Bell: West Kirby SC	23 T	23 F

Cruising Corner

We are looking forward to two cruising events at fabulous destinations this year, the first by popular demand is Poole Harbour, and the other is Plas Heli, North Wales.

Poole Harbour Monday 15-Monday 22 July

Simon Conway and I carried out a successful recce in February to Poole Yacht Club who were extremely welcoming, and keen to help make the cruising week a success. The Club building has top notch facilities and is positioned next to the boat park and right above the marina slipway.



The cruising area in the Harbour is perfect for dinghies, though might involve pushing the same water on occasion in what might become familiar surroundings by the end of the week. Weather and tide permitting there is a possibility of venturing out of the Harbour on a longer coastal cruise. We have an invitation to join Poole Yacht Club's Friday and Sunday cruising outings, which are typically followed by a BBQ afterwards. There's also evening racing on Tuesday and Thursday if we wish to take part.

Most of us will be camping, though of the campsites we have recced, there's a choice from very (very!) basic to 5 star deluxe sites with all the trimmings. I suspect we will suggest somewhere in the middle of the range! Simon is kindly exploring options and we'll let you know of our recommendation as soon as possible.

Those of you who have kept an eye on the monthly bulletins will have already registered their interest and will have received joining instructions. It does look as though we'll have a full fleet of 10 GP14s which is brilliant. If you were not included, and you would like to join, it is definitely worthwhile letting me know in case places become available later. I will of course do my very best to ensure everyone who wants to can come, including those who have not sailed with the cruising fleet before.

Plas Heli Saturday 10- Friday 16 August

This is the 2024 World Championship venue. We have a kind invitation for cruising GP14s to join which is a great opportunity to be involved in the excitement of the Worlds, on and off the water. Do please let me know if you are interested in attending.

I'm looking forward to seeing you all again, and some new cruising sailors too.

Best wishes

Frank Whitley, GP14 Class Association Cruising Rep cruising@gp14.org



Vintage and Classic

Every so often Julie will forward an email to me from a non-member, who is having to clear their parent's house and wondering what to do with 'dad's old boat' that has been sitting in the garden since his declining health prevented him from sailing. Sadly, the message is very often the same:

"I remember him building it, he loved that boat, and we just want it to go to a good home. I am no expert, but I can see it needs some work doing, so we do not want anything for it. Can you help?"

The first course of action is to ask for the sail number and some photos. If dad built the boat, checking provenance is not an issue, but if it was purchased second-hand it is always worth a quick check in the archives to see whether it ever won a big championship (*or once belonged to a movie star!*). All too frequently the photos reveal a very sad state of affairs: decks that have decayed beyond salvage and obvious evidence of rot, if not actual holes, in the floor of the hull. Those of us who mess about with old wooden boats all know where to look for trouble and these examples never fail to disappoint!



The sad part about all this is that these boats, being uneconomic to repair, all too often end up on the bonfire. But having been designed for the amateur to build at home, even the most challenging restorations are feasible if time and money allow. I was greatly inspired some years ago by Hugh Gill and his colleagues at Sutton Dinghy Club, when I saw a project that they were running that used life-expired GP14s to teach young people, (many I think from disadvantaged backgrounds), new joinery and decorating skills. The completed

boats were then available for the youngsters to learn to sail and adopt if they wished. I am probably making work for myself, but I have contacted a national charitable organisation that seeks to help disadvantaged people learn new building-trade skills, in the hope that they might be interested in setting up a scheme similar to the one that used to run at SDC. It is a bit of a long shot but if any of you can offer suggestions, please do drop me an email. If our scrap boats can be used to provide new skills for those in need of a new start (or even just a start) in life, that has to be good; it will also do the Association's profile no harm at all.

Looking forward to seeing plenty of boats with 'round holes' on the water in 2024!

Steve Parry, 4615



TIES FOR SALE

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**inclusive of packing/postage to UK
Outside UK, please contact office:**

01204 590325 or admin@gp14.org

Championship: Racing 2024



CHAMPIONSHIP

Series 2024



Inlands - Staunton Harold SC - 6-7 April

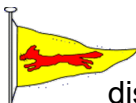
Free camping on site for both tents and motor homes.

Midland Areas - Nantwich & Border SC - 20-21 April



Northerns - Bassenthwaite SC 18-19 May (with Solo fleet)

There are many hotels and boarding houses within a short distance as well as caravan and camping sites. Eating places are plentiful.



National Youths - Winsford Flash SC - 30 May-1 Jun

(Thursday training and races Friday and Saturday. June 2nd is Budworths open which is 20 mins up the road for those who can make it.) Rumour has it that Neal Marsden is the coach for this event. Camping for tents and a few motorhome hookups on site.



Southerns - Mount Battern SC, Plymouth - 8-9 June

Some accommodation on site



Scottish Nationals - East Lothian YC - 1-2 June

Masters - Welsh Harp SC - 5-6 October

Rutland Battle of the Hikers - 11-12 May
Sunrise to Sunset - Leigh & Lowton SC - 8 June
Junior 12 Hour Race - Southport SC - 29 June



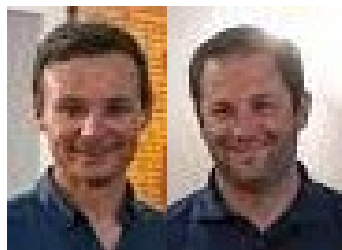
24 Hour Race - West Lancs YC - 21-22 September

Championship: **World Championship**

The GP14 Worlds at Plas Heli, Pwllheli is once again **5 championships** in one event. Following changes by World Sailing the GP14 Association is once again able to crown 5 World Champions from one event- subject to meeting criteria of number of entries. Sailing on the same course, start line and competing against all competitors The chance to be a double World Champion in 2024 as the plan is to crown the **overall World Champions, Male Champions, Mixed Champions, Female Champions and Youth Champions**. As this is being written there are spaces on all these podiums as the Youth Champions are now too old – sorry guys, and not all those who placed in 2022 at Skerries have entered yet.

Runners and Riders

Matt Mee and Chris Robinson, the current British National Champions are the only sailors from the Male Champions' podium currently entered for the Worlds! The runners up from Skerries who got back together in a boat that they both know as they were struggling to find the time to learn and fine tune sailing in another fleet together.



Fergus and Jasper Barnham from Snettisham Beach SC, Fergus has been a regular fixture of the GP14 fleet has recently teamed up with his father, Jasper. These runners up at the 2023 Nationals and third at the 2022 Nationals are looking to improve on these positions. Ferg has been rumoured to be looking to borrow a boat for the Irish Nationals, to get in some practice and check out the Irish fleet.

Sean Craig and Stephen Boyle, a new Irish pairing; with ILCA 6 and RS Aero sailor; who has recently finished 6th in the Grand Masters ILCA 6 at the World Masters Championships in Adelaide, Australia, in February of this year. Sean is reported to have said “the GP14 is the most competitive

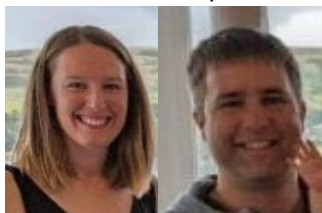


double handed fleet sailing in Ireland at the moment". Stephen sailing with son Peter came 7th in the 2019 Nationals sailing on the same water as this year's Worlds.



Tom Gillard, a frequent visitor to the GP14 fleet has yet to announce who his crew will be. Fresh from being crowned World Champions (with a race to spare!) at the 2024 Fireball Worlds in Geelong, Australia. Will he have Shandy his crew in Geelong with him or his Merlin Rocket crew Rachel Grey? Tom will be looking to improve on his and Shandy's 10th place at the Mounts Bay World's in 2018.

John and Jack Telford, another father and son pairing this time from Bassenthwaite SC, 14th at the 2023 Nationals. A pair to keep an eye on.



Adam McGovern and Ellie Wheeldon RYA North's RDO; Adam has paired up once again with Ellie.. This pair were 20th at the Mounts Bay Worlds in 2018. Ellie sailing with Ollie Goodhead was the first mixed boat at the 2023 Nationals coming 7th overall.

Russ and Ali Cormack, Budworth SC, came 19th at their first GP14 Nationals in 2019, with a great start, when they won the first race of the Championship. Russ is hoping that the alternative sailing day moves, and that Thursday has no racing as he has work commitments on that day. All is in the lap of the wind gods!

Sam Watson and Darren Roach; Sam our 2019 National Champion, when sailing with Shandy, paired up last season with Darren from Plymouth SC coming 4th in their first Nationals are looking to improve on this. Rumour has it that they are going to Ireland for the Irish Nationals to check out the competition.



Mixed Championship contenders

Of the 14 mixed pairings currently entered none are from the 2022 podium

Adam McGovern and Ellie Wheeldon as well as **Russ and Ali Cormack** are contenders for this title.



JP and Carolyn Maccaldin 43rd at Mounts Bay in 2018 are also a pair to keep an eye on.

Youth Helm, **Fin Waterhouse** has paired with **Sian Baird** to compete in both the Youth and Mixed category, this brand new partnership could be one to watch.



Female Champion contenders

Female sailors have always been recognised by the GP14 Class. The ability to crown them as World Champions at our Worlds is a fantastic recognition for them. At present we have 5 female pairings including Ann Penny one of our past presidents sailing in this event.

Youth Champions

Jude Stanley and Oscar Houtt; the Youth champions from the 2023 Nationals in 19th place; have been honing their skills at the weeklong Youth training camp which is unique to the class and is subsidized by the Association.



Fin Waterhouse and Sian Baird will be hoping to remain as close with Jude and Oscar as the pairing of Fin and his Father in 2023 did in 2023 when they were one place behind in 20th place.

Daithi and Arann Murphy from Tralee Bay SC.

The Irish Youth are very keen with them taking 9 of the 10 boat places at the **Howard Davis Youth training week**. The Irish sailors are trembling to see how much the youngsters improve with some of them returning for a second year of this intensive training week after how much they improved last year. According to the craic on the Irish WhatsApp they managed to beat the oldies in a few races once they returned last year.

The Youth fleet is subsidized both on entry; youth boats have a 50% discount and Youth helms 25% discount in all Championships with the difference being paid by the Association. The previously mentioned **Howard Davis Youth Training Week** is also subsidized by the Association as well as having guest coaches from

the National and World Champion helms and crews as well as top gold fleet sailors. Added to this are the grants for sailor development and overseas travel.

Jack Austin Memorial Fund The fund provides support for junior competitors by way of travel grants to assist financially their participation in World Championships who are overseas from the host country. Details on how to apply for these are on the website under membership, then grants.

Apologies to the Irish sailors, when asking on the WhatsApp platform for runner and riders the discussion disintegrated to the usual craic!! **Entry is still open on the web site.**

Sponsors

The following have verbally agreed to sponsor the Worlds:

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Goacher Sails



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Y&Y



Musto



Area Dates



Midland Bell Series 2024

24 Mar	Chase SC
6-7 Apr	Staunton Harold SC (Inland Champs)
20-21 Apr	Nantwich & Borders SC (Midland Champs)
18 May	Tamworth SC
25 May	South Cerney SC (joint Southern)
16 Jun	Midland SC
6 Jul	Trimpley SC
28 Sep	South Staffs SC - prize giving

To qualify you need to complete 10 races from the eight event series and attend at least two club opens.

Keith Budden
midlandarea@gp14.org



Northern Bell Series 2024

5 May	West Lincs YC
12 May	Bolton SC
18-19 May	Bassenthwaite SC (Northern Champs)
2 June	Budworth SC
15 June	Hollingworth Lake SC
23 June	West Kirby SC
19 October	Royal Windermere YC

3 to qualify for series
Adam Chaplin
northernarea@gp14.org



Scottish & Borders Bell 2024

18/19 May	Bassenthwaite SC
1/2 June	East Lothian YC (Scottish Champs)
22/23 June	Largo Bay SC
7/8 Sept	Loch Lomond SC

Arthur Logan
scottisharea@gp14.org



Southern Travellers Series 2024

13 Apr	Venetian Trophy at Fishers Green SC
11 May	Maylandsea SC
25 May	South Cerney SC- Joint with Midland Bell
22 June	Tollesbury SC
6-7 Jul	Leigh-on-Sea SC weekend
20-21 Jul	Poole weekend
21 Sept	Hampton SC
5-6 Oct	Welsh Harp SC (Masters/Victor)
20 Oct	Frensham Pond SC

David Innes
southernarea@gp14.org

Irish News

First event of the 2024 Calendar gets underway with a visit to Killaloe Sailing Club for the Munster Championships (April 20/21). This is the first time the Class has visited the Club which is based on Lough Derg. The NOR race has been posted along with other event information on both the Killaloe Sailing Club and GP14 Ireland websites.

Just announced is the fact that Irish Ferries have confirmed availability of a discount code for boats travelling to Plas Heli for the World Championship in August. As of today they have also confirmed the code could be used by UK sailors travelling across for the Championship of Ireland at the end of June this year or indeed by Irish sailors interested in travelling across to some UK event prior to the Worlds.

- World Championships - August 10-16
- Championships of Ireland - June 28/29/30
- UK Inland Championships - April 6/7
- Northern Championship - May 18/19

Please note though, to avail of this offer, sailors must email Irish Ferries team at clubdeals@irishferries.com quoting event code GP14WC. The full details of what is needed to submit when applying can be found on the home page of the GP14 Ireland website.



While our first event doesn't take place until April, that hasn't stopped Irish GP14 sailors getting on the water. A small number of 4-5 boats have been taking part in the Howth Yacht Club PY Frostbites which concluded last week with racing before and after Christmas. The event is partly organised by one of our GP14 sailors Matthew Cotterh who has encouraged GP14 and dinghy sailing in Howth. Great to see Conor Twohig & Matthew, Alan Blay & Hugh McNally and Blessingtons Sam Street & Josh Lloyd getting time on the water.



Currently underway is the Royal North of Ireland Spring Series for GP14s which is organised by Gerry Reid and Ross Kearney. There is 16 entered and they have regularly had 12 boats on the water over the first few weeks. Latest results are on the website.

Andy Johnston

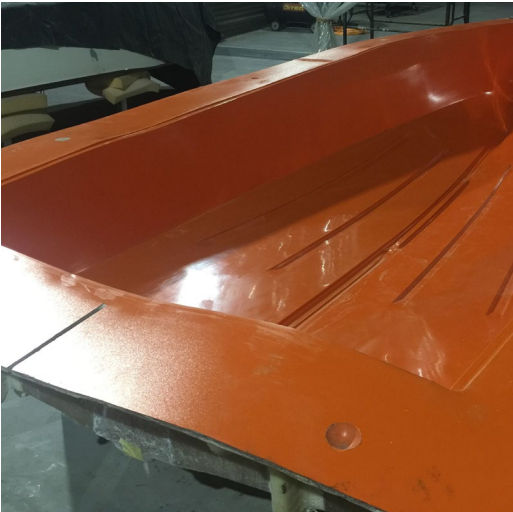


DATE	EVENT	CLUB
Apr 20/21	Munster Championship	Killaoe SC
May 18/19	O'Tiarnaigh Challenge	Mullingar SC
June 1/2	Leinster Championship	Howth YC
June 28/29/30	Championship of Ireland	Newtownards SC
Aug 10-16	World Championship	Plas Heli SC
Aug 31-Sep 1	Ulster Championship	Carrickfergus SC
Sept 14/15	Autum Open & Youth Champ	Sligo YC
October TBC	Hot Toddy	Lough Erne YC

International: Progress in Sri Lanka



Anil Gundawardana who is masterminding the building of the Sri Lankan GRP GP14 tells me he is making good progress. Their first hull has been produced from the hull mould and similarly a prototype deck has been made from the deck mould. Work now continues on the interior moulds to get these just right also. Spars and fittings have been ordered so that when the complete hull is assembled it will be possible to fit it out promptly and get it on the water.



The Mold was strengthened to support infusion molding. Anil says special thanks to Alistair Duffin for giving permission to use his boat to construct the mold.

Anil is the Chief Technical Officer and a director of Metropolitan Technologies who are the company behind this project. Their main production at present is a catamaran designed for Australian waters. They have already had several on line meetings with members of our Technical Committee. When the boat is completed Jon Close, our Chief Measurer, will travel to Sri Lanka to measure the prototype and train up local measurers to continue to do the job after he leaves. Rather appropriately John will be funded by the Classes' Richard Estaugh fund, Richard having had a close connection with sailing in Sri Lanka for many years.

We await views of the assembled hull and word of its first sail. In the meantime

Anil's team of ex-navy craftsmen continue to work on the project know there is already a firm order for this first boat. Let's hope many more will follow.

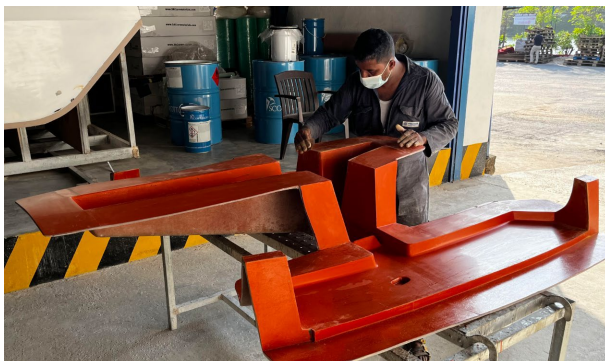
Curly Morris



The Hull follows the exact shape of the Duffin Hull used as the plug



Inner Tray-The mold for the inner tray has been fabricated with a special nonslip pattern that will be transferred onto the production inner tray



Customized mold has been made for the Centreboard box and seats added structural rigidity to the boat



Photo-Roy Kissick

WYLC 24 hour race: The Ultimate Challenge

Yes! We're reviving the 24 Hour Race in 2024...and we need you to be with us in Southport on 21st & 22nd September 2024. Thanks to all the clubs who have already expressed interest in supporting the first 24 Hour Race of the new series. The race is on! If your club also wants to be part of the new history of the 24 Hour Race, the UK's premier dinghy sailing endurance event, entry is now open.

We're adopting an innovative, collaborative model to stage this monster of an event for the first time in 5 years. The RYA are advising on race management. Our thanks go to the GP14 Association who will manage online entry for teams sailing both Enterprises and GP14s. We're asking teams to provide some trained resources to help us make the event safe and enjoyable and Budworth Sailing Club have stepped up to organise the duty rota. It's going to be teamwork and

all the more fun because of it. We'll retain all the spirit and excitement of the traditional WLYC 24 Hour Race on the water, whilst streamlining some onshore facilities.



The West Lancashire Yacht Club 24 Hour Race is one of the three great dinghy sailing endurance events staged in the UK, hosted by the hardy sailors of the North West of England. Leigh and Lowton SC are welcoming club teams to Pennington Flash in Greater Manchester for the Sunrise to Sunset Race on 8th June – it will be a chance to warm up ahead of the WLYC 24 Hour Race in September, and for junior sailors Southport SC are hosting

their National Junior 12 Hour Race on 29th June, also on the safe waters of the town's Marine Lake.

The 2024 West Lancashire Yacht Club 24 Hour Race will be the 53rd edition of an iconic event and the first in the new series after a five-year break. It's clear that many clubs want to be part of creating the new history of the UK's premier dinghy sailing endurance race. Seven clubs will be competing for the 53rd time, and 32 clubs have competed more than 30 times. The participation and performance of GP14s in the event has been outstanding in recent years. Whether you are new to the race or a third or fourth generation of sailors, you all share the same appetite for adventure and want to pit your skills against the ultimate challenge. We'll see you in Southport. It'll be quite an experience.

Richard Westlake – Commodore, West Lancashire Yacht Club



Entries so far:

ENTRY	Sailing Club	Team Captain
1	Wish (Wigan and St. Helens) SC (A)	John Riley
2	BUDWORTH A	Russell Cormack
3	Midland Sailing Club	PAUL YOUNG
4	Glasgow University Sailing Club	James Bishop
5	Scammonden Water Sailing Club	Paul Cornish
6	Toddbrook Sailing Club	Josh Bennett
7	South Staffordshire Sailing Club	Amanda Whitehouse
8	West Lancashire Yacht Club	G E Pinch
9	Warsash Sailing Club	Roger Marino
10	West Oxfordshire Sailing Club	James Ball
11	Elton Sailing Club Bury	Scott john Worthington
12	Dovestone Sailing Club	Alice Morris
13	Royal Thames Yacht Club	Nick Craig
14	Royal Windermere yacht club	John Richardson



Spotlight Feature: Tim Harper



Tell us about your Career:

Left school with no idea what I wanted to do. Ended up with an apprenticeship on the local council doing joinery. After a few years realised it was not going anywhere so left and started working for myself. I did a few years working with Derek Jolly building boats but he kept talking about retiring and I thought I would be left with nothing. So I set up on my own building GPs and repairing boats which is still what I do now

Why did you start sailing or who encouraged you to start sailing?

Started sailing with my dad when I was about 4 or 5 I probably could not see out over the decks at that age. But that was enough to get me hooked and before long you start sailing and crewing with friends.

First Boat:

Mirror 40460. Only recently when I built a couple of mirrors for my nephews and got a little involved with the class you realise everybody has a mirror story. Down at the dinghy show so many people come and tell their story about their first mirror, it makes you realise what a huge influence they were to sailing back then. A relatively cheap boat you could buy and build at home.

Favourite boat class:

It probably sounds a little corny to say while I am answering questions in the GP Mainsail but out of all the boats I have sailed the GP is the one boat I keep sailing. I have owned various ones for the last 30 years which as well as making me feel old must say I enjoy them.

First Club:

West Lancashire Yacht Club



Tell us about being Commodore of WLYC

It is a very proud moment when you are asked to lead the club you have been a member of all your life. The first part of my 3 years was in lock down which made things interesting, we all had to learn new things like Zoom meetings. But it was nice to lead the club out of Covid and watch it grow again, hopefully I have left the club in a better state with all that I got done. It is only now I have stepped down do you realise how much time it takes up but I am looking forward to going down and just sailing without everybody asking questions or dragging you into meetings. lol

Most proud of achieving? (*this doesn't haven't to be about sailing, maybe education or other hobbies*)

Most proud achievement it says maybe education but I did not get far with that, sitting in a classroom was never my thing and most of my other hobbies were just fitted around sailing or to keep fit for sailing. But I think the one or three things really that I am most proud of is when we won the Flying Fifteen Europeans in Holland in 2016 (see photo) followed by the Worlds in 2017 in New Zealand and in 2018 we managed to win the British Nationals so at the moment we are the only people to have held all 3 at the same time. I am proud of that I am sure somebody soon will do the same but it was nice to be the first.



Who do you admire and why?

I always admired Richard Estaugh his ability at sailing and he was a nice person.

Best memory of a sailing event:

The Worlds in Howth 1988. We still all joke about it now it was my first worlds and first for a few of my friends. The two memorable things were just how windy it was all week there is no way they would send you out now in

conditions like it but it just blew all week. The second thing was the Irish hospitality may be it was helped as the sponsor was Heineken

What makes a good sailor:

What makes a good sailor 😊 if you could bottle that you would make a fortune. At championships and larger events it is never the races you win that makes a good sailor it is the races where your start or first beat went wrong you round the windward mark in the teens or worse and you have to dig yourself out. The good sailors manage to work their way up through a fleet and end up with a result worth counting. We can all moan about what has happened or switch that off and do something about it.

Tips for new sailors:

Enjoy it, go to as many events as you can and make friends they will be friends for life.



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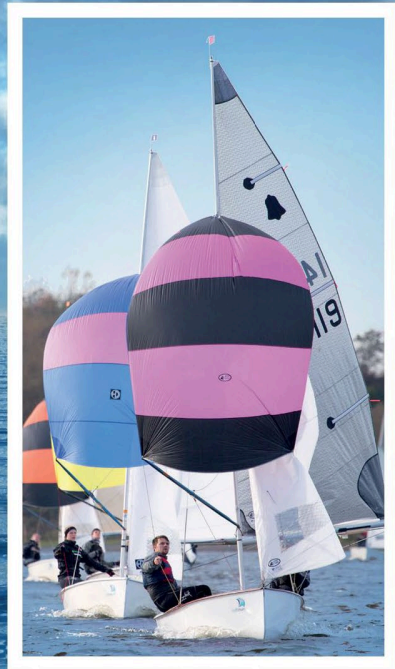
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