

Solo Interactive



Dave Winder Interview
P+B Oliver Davenport Tuning Tips
Area Reports

Carnac Invite
Abersoch Invite



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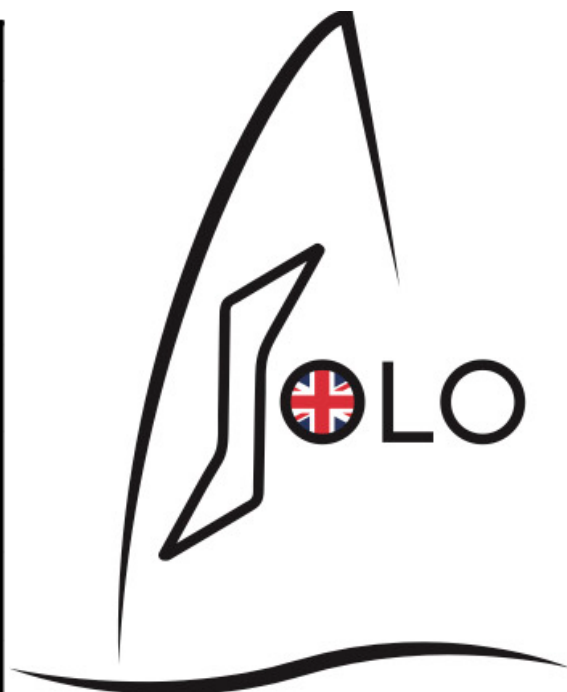


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Strictly Solo

Judges Score

8

John Reekie wows the judges with his magical footwork.

This technique is standard practice in the Finn class but rare in Solo circles.

Concentration is intense, an unscheduled gybe would require 'Matrix' reactions.

Steering with your feet is stylish, fast but brave.



Editorial Will Loy

Welcome to the first Solo Interactive magazine, well actually that is not strictly true, we did launch a member only online edition a few months ago but this one will have all the bells and R42 whistles.

The media team of Guy Mayger, Lawrence Cavill Grant, Chris Brown and myself will be keeping you all informed of everything Solo on a monthly basis and this will also be available to the general public via a downloadable link on our NSCA site. We hope that the vibrancy and enthusiasm that the Solo and all it's members generate will draw new sailors to the sport and hopefully to our class!



We will be producing a printed annual for members called **SailSolo** and this will be distributed end of January 2022 so **JOIN/RENEW** early January or before to be sure to receive your copy through the door.

After that it will be downloadable! **If you see a link in red, click on it to open the file, whether it is to an associated video, slide show or advertiser.**

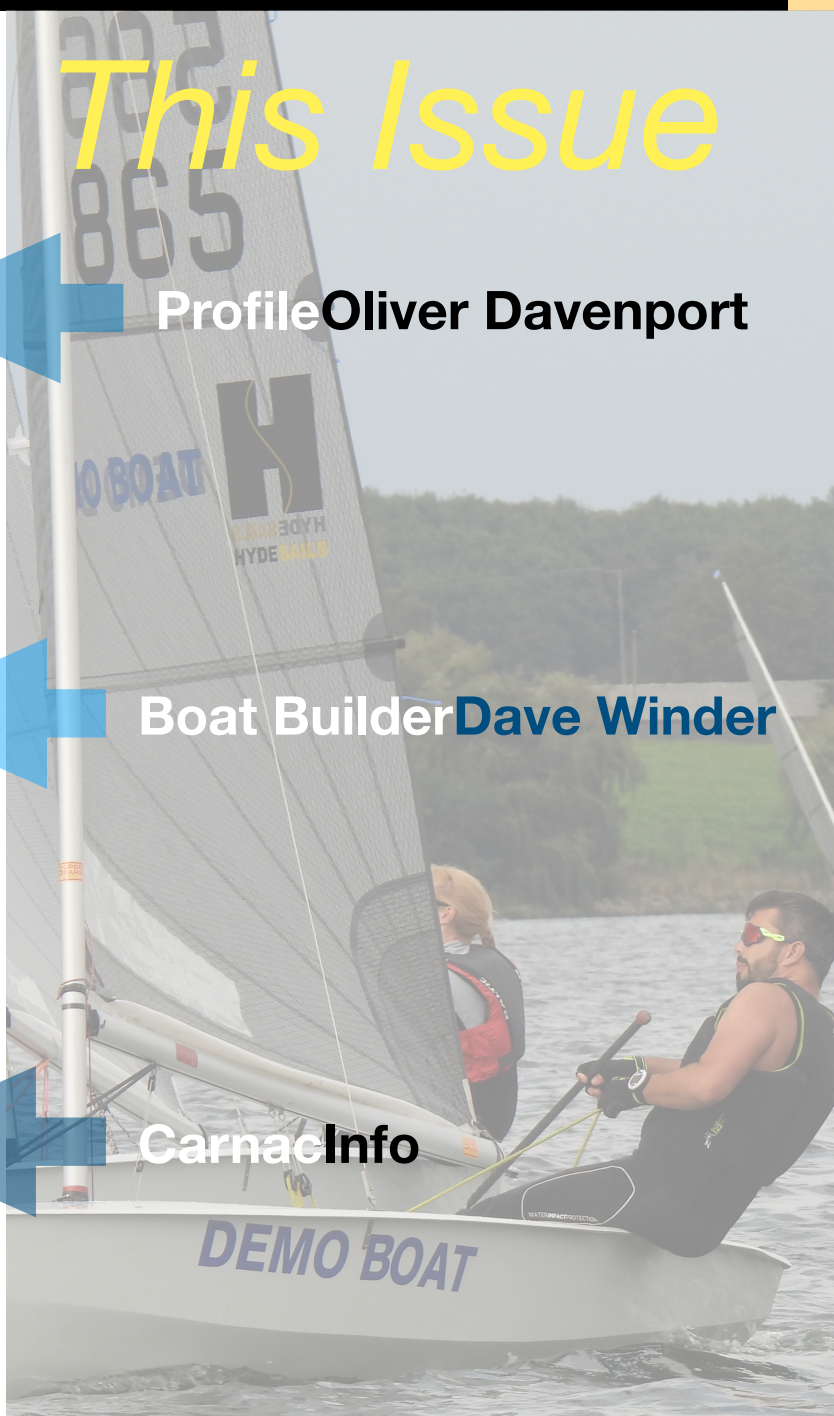


This Issue

Profile **Oliver Davenport**

Boat Builder **Dave Winder**

Carnac **Info**



A photograph of a sailor, Oliver Davenport, on a white racing yacht. He is wearing a black wetsuit and a cap, leaning over the side of the boat. The boat has the number '44' on its hull and '39' on the cabin. A red sail with 'P+B' branding is visible. Other boats are in the background on a blue sea.

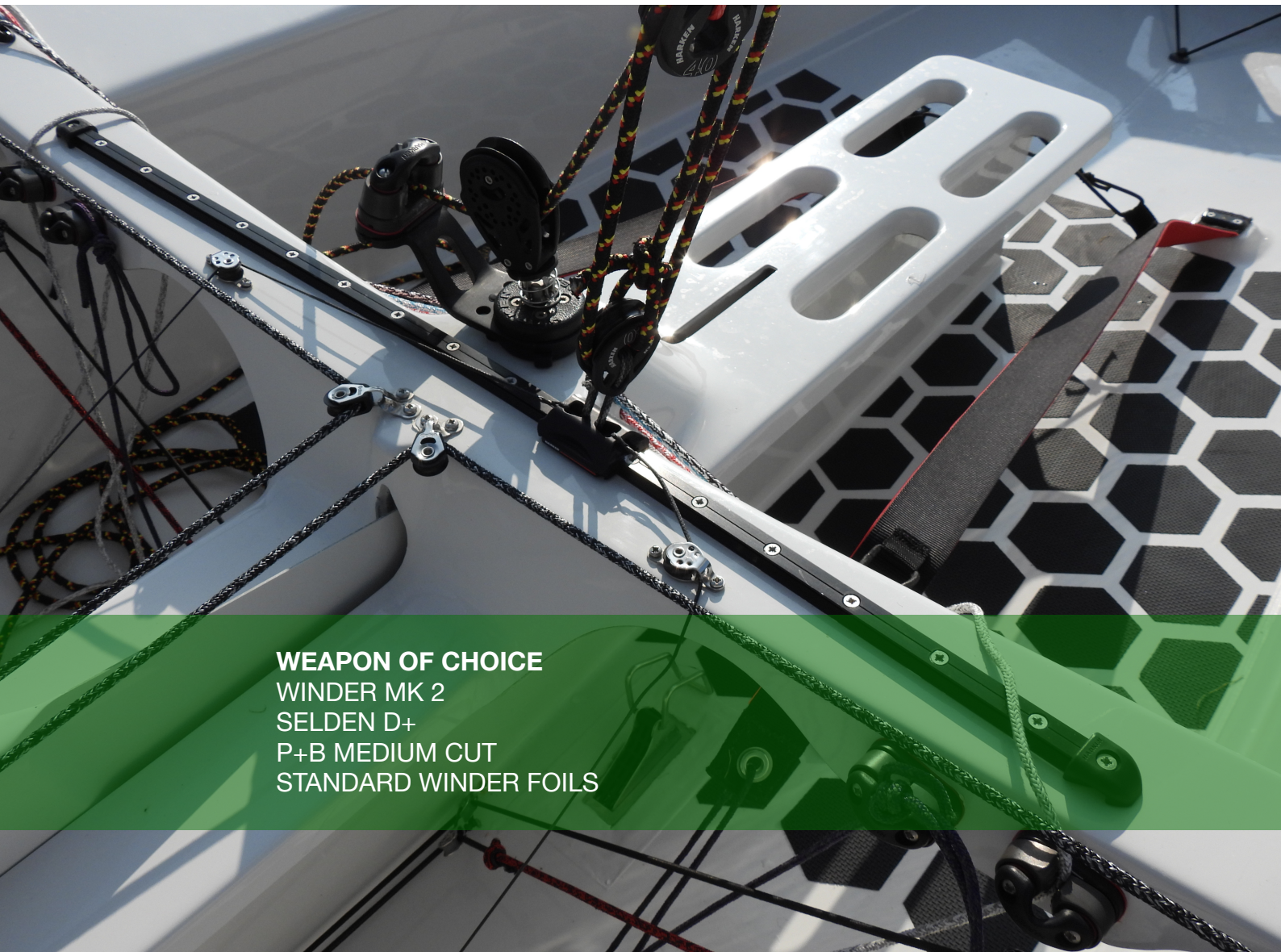
Profile

Oliver Davenport

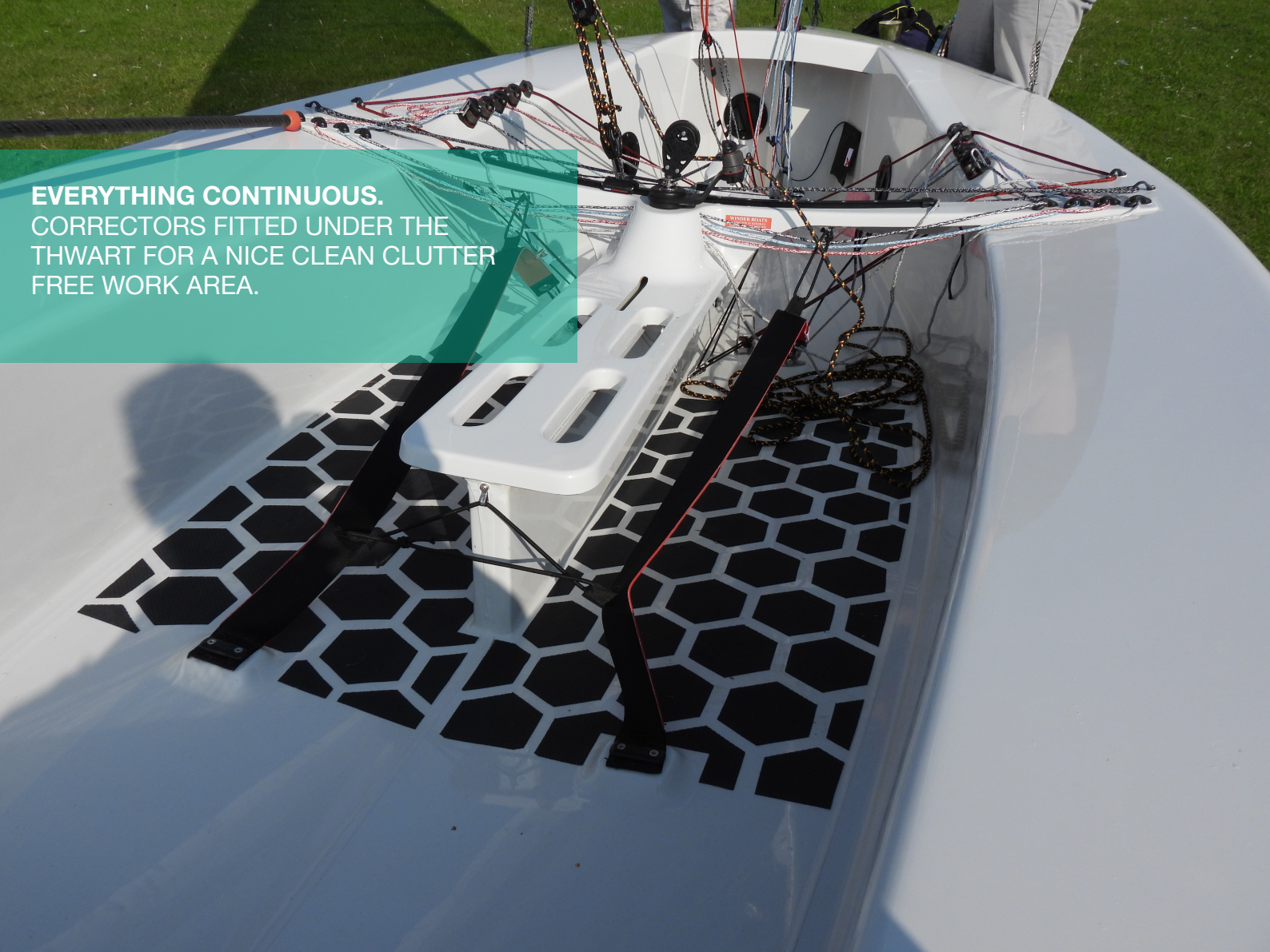
Interactive

The P+B jockey has been knocking on the door of Solo greatness for a few years now, coming close on a number of occasions and winning this year's Nigel Pusinelli Trophy at North Berwick.

I caught up with Oliver at the recent Solo Inland Championship and managed to get him to talk through his P+B works Winder and provide some tuning tips. [CLICK HERE](#)

A close-up photograph of the deck of a racing yacht. It shows a black winder mechanism with a rope attached, a white plastic hatch cover with a hexagonal pattern, and various ropes and hardware. A green semi-transparent box is overlaid at the bottom of the image.

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Oliver Davenport in full flow



Davenport working the P+B works Winder 2 downwind at the recent National Championship, winning this race after a closely fought battle with Doug Latta.



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For the M2, D+ or Cumulus mast. As used by Oliver Davenport.

Optimum weight 86kg+.

#TEAMPB RESULTS 2021

NIGEL PUSINELLI TROPHY:
1st + 4th.

MIDLAND AREA CHAMPS: 2nd.

SALCOMBE SOLO OPEN: 2nd + 3rd.

HAYLING ISLAND OPEN: 2nd.

SOLO NATIONALS: 4th.
(with 2 race wins).

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Sea Series 2021

With the final event of this year having just taken place at Salcombe, and what an excellent turnout they achieved with 41 boats, the Sea Series has finished on a high. A total of 181 Solo sailors participated in at least one of the eventual nine Open Meeting Series at venues right across the UK – we only lost one event at Hayling due to an unusual lack of wind!

Unlike 2019 when no sailors unfortunately qualified with the required minimum four events, and of course no series ran last year, it is very pleasing to report that we had two sailors qualify this year, and a further eleven just missing out having completed three events.

Jamie Morgan from Rutland SC is the well deserved winner for 2021, having easily clocked up the most mileage driven across the UK, closely followed in second place by our recently retired ex-President, Doug Latta from Porchester SC. It will be a pleasure presenting their prizes at the End of Seasons.

Salcombe YC take the honour of having the largest number of members participating in the Series, closely followed by Lymington Town and Dittisham SC (where were the Hayling sailors?), and an ever increasing fleet at Brightlingsea SC representing the East Coast.

It was notable that as the year progressed the number of sailors participating at Open's gradually increased, probably as a result of the vaccinations & relaxation of restrictions, leading to a willingness to again travel. Hopefully with life remaining at some form of normality next year, we shall see numbers at opens back to pre-Covid levels, and with planned events again covering the UK, the Sea Series will remain the largest of all the participated Solo series.

Robert Laurie Sea Series Rep

1st	Jamie Morgan	Rutland Water SC	5923	9.0
2nd	Doug Latta	Porchester SC	6000	42.0
3rd	Jarvis Simpson	Brightlingsea SC	5406	193.0
4th	Guy Mayger	Felpham SC	5691	200.0
5th	Vince Horey	King George SC	5850	204.0
6th	Robert Laurie	Harlow Blackwater SC	5863	207.0
7th	Tim Lewis	Silver Wing SC	5704	217.0
8th	John Steels	Starcross YC	5926	217.0
9th	Gary Molton	Teign Corinthian YC	5893	217.0
10th	Shaun Welsh	Torpoint Mosquito	5778	219.0
11th	Roger Gibb	Torpoint Mosquito	5604	219.0
12th	Andy Hyland	Lymington Town	5900	224.0



Jamie Morgan rounds the top mark at Mounts Bay ahead of eventual National Champion Andy Davis



No, not Lake Garda but the UK equivalent, Salcombe

WINDER BOATS

2021 Northern Travellers Series

Author Nick Hornsby

The Northern Travellers Series was reduced in the number of events due to Covid. The series did not start until May with restrictions on travel and Social Distancing measures still in place. The turnouts were reduced until restrictions were lifted in June and July.

The series started in May, at West Riding with a very much reduced turnout of 8, more due to the weather than Covid. Martin Honnor (Ogston) took the win, something we were to see more of Redesmere followed, inserted at short notice to support their enthusiastic fleet and the event was won by Martin Brennan (Hollingworth) by a close shave from Phil Barnes (Budworth). Still only 7 boats, but Stuart Norris and Phil Proctor made their debuts for 2021.

Shotwick followed, with improving weather, and light wind, Martin Brennan looked to be capitalising, but local hero Gordon Bennell (Shotwick) won the last race to take the day, followed by Brennan and Stephen Graham making his first outing in 3rd.

Ogston followed in June, and with the Midlands gang joining in for a joint event, there was a bumper turnout, albeit the wind direction didn't help. Ian Hopwood (Nantwich), sporting a new M2 mast was on the pace and won the day from Midlands ace Chris Brown (Grafham), and that man Martin Honnor, beginning his chase for the title.

The Open at Hollingworth (the premier Solo Club in the North) was on 27th June, which was to be the first event after all restrictions were eased, but they were delayed until 19th July so there was no catering, but the usual welcome was there.

Adam Froggat (Chase) sailed a splendid set of races and won the day from Hopwood, who was putting together a charge, followed by Martin Brennan from the home club. By this stage in the series, Martin Brennan, Nick Hornsby and Phil Proctor, that order had qualified, and the chase was on. Innes Armstrong and Justine Davenport joined their team mate (Graham) and began to put a series together, Justine winning the ladies prize. Unfortunately for Honnor family matters precluded his attending which became somewhat critical.

Carsington followed, and with Tom Gillard winning, and those perky Midlanders taking 2nd and 3rd (Brown and Pepperdine), the first Northern was Steve Denison, which continued his charge.

The Northern areas a Leigh & Lowton (reported elsewhere) had Martin Honor winning, Innes Armstrong 2nd and Dennison third, all now on a charge.

The penultimate event at Burwain, saw Steve Denison win, from Innes and new boy Robin Dawson (Bassenthwaite) fresh from success at the Inlands following his debut at L&L, making up the podium.

So the scene is set, Brennan on 9 points, can be pipped by Denison on 10, or Honor who needed a third or better to win on count back. (assuming that Martin B wasn't second)....

Budworth dawned, windless,, it continued windless, and a 1 hour postponement, saw a zephyr of wind and boats being rigged, only for it to disappear as quickly as it arrived. Sailing was abandoned leaving the results as they stood after Burwain.

Martin Brennan wins the series and is presented with the Trophy, Steve Dennison 2nd and Stephen Graham 3rd.

Hollingworth Lake SC team, won the Team Trophy which they retained from 2019.

Prizes generously donated by Winders were augmented by superior wine purchased at discount.

While there was no sailing at Budworth, there was a very good Northern AGMnwhich discussed possible venues for 2022 and elected Innes Armstrong and Justine Davenport as NSCA - Northern Reps.

Role on 2022, Thanks to Phil Barnes for his leadership over the last 4 years.



Pic by Georgina

Solo Western Area Report October 2021

2021 was again a rather strange year, it took us a while to get out of the covid impact and sadly we lost the first 2 Open meetings at Tata Steel SC and Bristol Corinthian YC – for the second year in a row.

At this time of writing, we have completed just 4 events – Chew Valley, Dittisham, Starcross, with Salcombe completed just last weekend with a tremendous entry of 43.

We seem to have suffered from extreme weather conditions in recent times, either no wind or too much wind.



Case in point was Teign Corinthian YC where 30+ Knots wind was forecast so the event was cancelled the day before, bizarrely there was actually NO wind at the planned time of the event the following day! South Cerney Open was also cancelled due to lack of wind.

There is some good news however as both events have now been reorganised to be run in November, Teign Corinthian on 13th and South Cerney on 27th. This gives an excellent opportunity for those suffering from early withdrawal symptoms for the end of the season, with 2 further opportunities to qualify / improve positions in the Western Area Series.

Many of the clubs in the Western area run excellent Frostbite series which are open to visitors, so those of you with strong constitutions and/or decent dry suits can keep on sailing throughout the winter months.

I am just in the process of finalising next year's Western Area Open Meeting Schedule which will be published on the Solo Website in the next couple of weeks.

Good Sailing



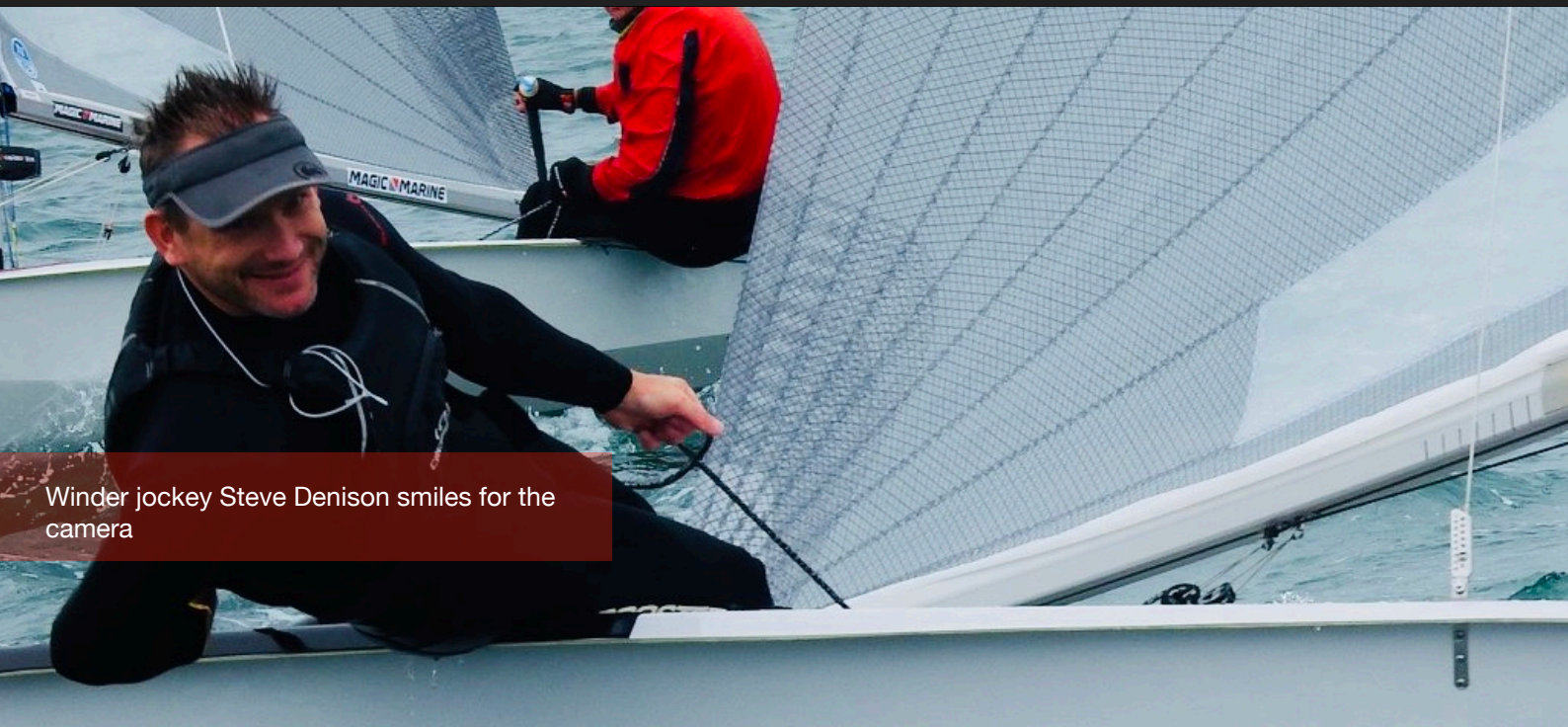
Dave Talks Solos **WINDER BOATS**

Undisputedly, Dave Winder is the reason the Solo dinghy is one of the UK's most popular designs and his Winder boats workshop has built something in the region of 2000 Solos since 2000, no surprise then that the Winder 1/1a and Mk 2 continue to dominate Solo events.

Winders have worked closely with the NSCA for many years and their generosity includes providing the class with a heavily discounted Solo 6000 which was the big prize at the 2017 Inland Championship. Dave has also supplied rudder assemblies as prizes for a number of years and these are always covered by the lucky winners.

i caught up with Dave at the Inland Championship and managed to extract an interview with the normally understated builder/sailor.

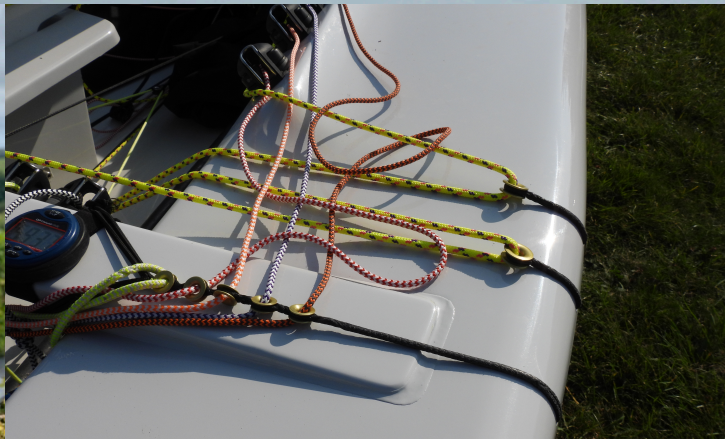
You can see the interview [**HERE**](#)



Winder jockey Steve Denison smiles for the camera



Patrick Burns presents Andy Tunnicliffe with a Winder Stock/tiller while Iain Magregor got the rudder.





Dave Winder puts another of his magnificent Solos through it's paces at the Inland Championship 2021



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Nation's Cup Invite



View a Carnac Race Day 2019 [HERE](#)

June 18-21

4 Days of racing on the Bay of Quiberon. Carnac is one of the most popular sailing venues in northern France. Set in Quiberon Bay, it offers the best of the Atlantic breezes but is also well sheltered from the Atlantic swell by the Quiberon peninsula. On shore, Carnac has a reputation as a great party town, with restaurants and bars that stay open well past the bedtime of any self-respecting athlete. The RS fleets have been to Carnac regularly for their Easter regatta, as have the 18ft Skiffs which use this regatta as the European leg of their World Series. In 2004, both of these fleets are taking a break from Carnac, but the annual cat-fest known as Eurocat will be taking place here in late April, while the Toppers are returning for their second World Championship to be hosted in these waters. The last time the Toppers were there in 1998, more than 200 boats attended.

NSCA President Patrick Burns writes;

I am working with Servane YCCarnac who was responsible for our previous Regatta and perhaps by the time you read this the Notice of Race and Registration will be issued/open .

This will include BBQ and a paid for meal at the Casino both of which were fab last time .

The Race water as you will see from att pics cannot be better and access from our own section of the dinghy park is via a wide slip into the enclosed Harbour and straight out to sea .

Our media Team are already working on Sponsors packages which can only enhance the racing experience not forgetting the Wally of the day which keeps everybody on their toes [yep i've been the recipient 3 times!]

Carnac is very popular with the French and this Seaside Resort full of fab restaurants etc is not to be missed and you will need to think about booking accommodation etc now (the Midland boys are already booked) Please keep an eye out on the Solo website and our monthly newsletter



Words can hardly describe the pleasure of racing the Solo in the Bay of Quiberon. The french sunshine puts a smile on your face, the warm Atlantic ocean providing a refreshing splash before you retire to the beach and make your way to a local bar for beer and sustenance.



How to get to Carnac from Britain

Author Andy Rice

Routes to Carnac

The most popular route is on the Portsmouth to St Malo ferry. Skiff sailor Rob Dulson says the trip is easy. 'You get on the ferry about 1900hrs at Portsmouth, and then you have some food and drink Guinness until the early hours. Then some sod wakes you up far too early in the morning, and it's about two and a half hours to Carnac. It works very well, we've even managed to fit in a race on the afternoon that we've arrived.' The RS class event has always



been organised around the Easter Bank Holiday weekend, and so most sailors like to head back home the moment they've packed up and been to the prizegiving.

For those who have to be back at their desks the following morning, Martin Wadhams from LDC Racing Sailboats advises an alternative route on the way home. 'You can't get an overnight ferry back from St Malo to Portsmouth, but you can drive to Caen, which is about a four hour drive from Carnac, and get an overnight back to Portsmouth from there.'

However, the Caen option usually entails a mad dash after the last race to make it to the ferry on time. Wadhams tried to make it once but missed the Caen ferry, so decided to press on to Calais. This was not an enjoyable experience, he admits. 'It's a gnarly old drive from Caen to Calais, on slow, windy roads. It would have been quicker waiting six hours for the next ferry,' he says. If you don't need to rush, then spending an extra night in Carnac and driving up to St Malo the following morning is probably the better bet.

Launching from Carnac

La Trinité is also the place if you need sailmakers, boatbuilders, mast manufacturers, almost anything you could imagine wanting to put on your boat. Being an 18ft Skiff sailor, Rob Dulson knows all about rushing up there mid-regatta to put his ship back together.

As for launching, there are two choices, either off the beach or from the harbour. The beach is wide and sandy, and is the safest way to launch in most conditions. The trouble is, the tide goes in and out a long way, so you could have quite a walk back at the end of the day, depending on the state of the tide. On the other hand, the harbour can require good boathandling skills to avoid crunching your boat. Martin Chadder says this can become a real problem with more than 200 cats at Eurocat. 'My advice is to get on the slipway early, and then as soon as you're released from the beach, hit the water and go.

Don't be too laid back. If it's gusty and the wind is swirling, it can be tricky with 20 other cats in the harbour. So in the morning, I make sure my boat is on that ramp in pole position. 'The other place to launch is off the beach. At Eurocat there are tractors to take the trailers down on to the beach. There are a few rocks on the beach, so make a note of where they are when the tide is out.

If it's high tide, remember where those rocks are.' Chadder says about 60 per cent go from the beach and 40 per cent from the harbour. 'The other problem with the harbour is coming in. If it's blowing offshore, you have to sail almost head to wind to reach the ramp. And the ramp shelves off very steeply, so you have to be virtually touching the ramp before the crew can safely jump off the bows.'



Where to Stay in Carnac

There is plenty of accommodation in and around Carnac, but as always it pays to get in early, especially during the summer holiday months. Formula 18 cat sailor Martin Chadder makes the annual pilgrimage to Eurocat, and has made the Hotel Plancton his regular spot. 'It is right opposite the beach, and Thierry who runs it is a really nice bloke. He doesn't mind people walking in with their drysuits still on. And he's happy to let you put your wet gear in his laundry room.' The added bonus is that the Plancton has an internet connection, and the owner knows all the local weather websites. Another hotel just a stone's throw from the Yacht Club de Carnac is Les Rochers, Martin Wadhams' preferred choice. 'You're no distance at all from the club. You can draw the curtains and wait for them to hoist the Z flag,' he says.

Another recommendation is the Ibis Hotel, just around the corner. Rob Dulson prefers to use the campsite a couple of miles up the road. 'The club organises it, and it is basically cheap accommodation in caravans. The atmosphere is great there. If you want to do the late-night party thing in town then you're probably better staying in Carnac itself, but for the late night whisky brigade and people with families the campsite is a great option. When the skiffs go there it's usually two-thirds full of sailors, and we do our own barbecues.'

For every major regatta, there's always a bar that tends to become the regatta bar. Martin Wadhams says the Square Bar fulfils this purpose at RS events. But Martin Chadder reckons Desperados is the bar to go to for beer with an extra kick — tequila and lime juice.

When it comes to restaurants you're spoilt for choice in Carnac, with all types of food on offer, from pizzas, steaks to the local seafood. Chadder says real seafood fanatics should also head four or five miles down the road to La Trinité sur Mer, where the seafood is really special. This is the base for many of the ORMA 60-foot trimarans, so it is worth a visit in its own right when these impressive boats are moored up.



Sailing in Carnac

Sailing in Quiberon Bay is usually quite straightforward. Once you are off the beach and have successfully avoided the rocks, the bay is a relatively safe and flat-water venue. But from a racing perspective there are some subtleties. It is easy to ignore the effect of the tide, but Martin Wadhams says he has seen local sailors make good use of the current. 'The tide is quite circular,' he says. 'It goes from left to right, as you look out to sea. Although the tides aren't that strong, you ignore them at your peril.' The prevailing south-westerly wind blowing in from the Atlantic blows over the top of the Quiberon peninsula.

If you go for a drive along the peninsula, you might be surprised to see just how rough the conditions are on the rugged Atlantic coast.

It makes you appreciate just how flat the water is in the bay, albeit a bit of a chop can kick up at times. From the south-westerly direction, Rob Dulson reckons there is an advantage in going left and coming into the windward mark on the port layline.

As for downwind, he says most 18-footers do a straight hoist on starboard gybe, but he has seen Danish sailor Flemming Clausen do very well out of his favoured tactic of gybe-setting and going down the left side of the run.

For the Eurocat event, where more than 200 boats can be on the water, Martin Chadder offers this advice. 'We normally sail the F18 class, where you can have 100-120 boats in the fleet.

Sometimes they have one big start line. Last year they decided to split us into four groups and sail a round-robin series, but they messed up a bit. I prefer to have one big start. 'In the massed fleet start, which tactic you choose really depends on how brave you are. If it's a starboard biased line, then by all means if you're brave enough, go for pole position at the committee boat. I tend to start in the second rank and tack straight away to clear my air on port tack.'

Chadder says this usually gets him a reasonable position at the top mark. 'Starting is crucial in these massed fleets. If you have a bad start and you're in the 30s or 40s at the first mark, you might get back to the 20s, but you probably won't get into the top 10.' Chadder says the Eurocat race committee usually sets old-style Olympic courses of the 'triangle-sausage' variety.

There is also a long distance race of about 40-50 miles in length, usually around a local island called Houatt Island, or if it is windier then an extended race in the bay, closer to the shore. Doing your homework before the race is well worth the effort, according to Chadder. 'If the wind is blowing across the land, try to sail up the beat beforehand, to see if there are any wind bends.

There are definite ways to go in certain conditions. A group of us usually try to sail out early and check the beat once or twice, by doing split tacks.' Chadder has done six or seven consecutive years at the regatta, and says he intends to keep on returning to Eurocat for many years to come. 'If you're going to do one overseas event in your cat, Carnac is the one. All the top names come to it, the top Tornado teams and Formula 18 teams. It's second only in importance to Round Texel.' The event is open to virtually all types of catamaran, including kids' cats. 'My little boy has a Hobie Dragoon, and there's even a class for those,' says Chadder. 'Cat coach Brian Phipps often takes a Rib there so he can coach the kids on where to launch and how to get round the course. It's a good family event as well as a big racing regatta.'

Ashore in Carnac

If racing is blown off or you're spending a few extra days there, it's worth checking out the Carnac websites for ideas.

There's lots of archaeological interest in the area, and a Prehistory Museum which claims to be the 'best in the world for the Megalithic period'. Saint Michel Tumulus is worth a climb for great views over the Quiberon Bay, while further afield the charming cove of Le Pô shelters several oyster farms where you can buy fresh oysters and shellfish or the ancient fishing village of Saint Colomban deserves a visit.

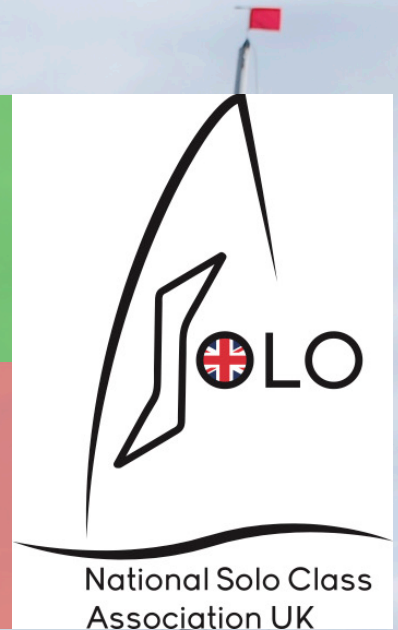
Further information

Yacht Club de Carnac: www.yccarnac.com

Official Tourist Office: www.carnac.fr

National Championship Invite 2022

*Launching is off the golden sandy beach
which also provides an idyllic location for
family and shore crew*



South Caernarvonshire Yacht Club
Abersoch, North Wales
July 16-19
NOR and SI's to follow.



4 Days of competition in the beautiful Cardigan Bay
The town of Abersoch provides a vibrant backdrop and ample accommodation and restaurants

Pics by Mike Wilkie



Matt Howard won the Solo Championship in 2011 in a thrilling climax after Charlie Cumbley had taken the overall lead with one race remaining. Matt sailed a tactical final race, sailing Charlie down the fleet to 14th. Charlie and Andy Davis completed the podium with Mike Sims and Chris Brown rounding out the top five.

We managed 96 entries in 2011 so 100 is our target

HD Sails Scottish Solo Travellers 2021 Season



After the steady cancellation of the entire season in 2020 it was a relief to get back onto the water this season for some racing. Whilst things were normal on the water the COVID restrictions meant that it was August before we went to a club and found that we could use all of the facilities including changing rooms and showers. Entering online is now common which has to be a step forward, particularly for clubs hosting events in terms of knowing how many rescue boats will be needed etc. The days of the class rep crossing fingers and promising 15 boats will soon be behind us!

We are fortunate in Scotland as there is a great range of sailing waters available within reasonable travelling time for most sailors. This year we enjoyed excellent sea sailing at East Lothian YC, St Andrew's and Helensburgh. There was classic inland conditions at Loch Tummel and Bardowie plus the tidal sailing on the Tay at Newburgh.

Of course as we prepared for our first event at Dalgety Bay there was much chat about how ill prepared and unfit we all were. Paul McCombie reckoned he had not sailed for 18 months, and then promptly went out to win the first race and the event! Clearly an approach that has merits.

Including the Pusinelli Trophy at East Lothian YC we had nine events scheduled in 2021 with only one cancelled due to COVID. When I look at the reports written for each event it is clear it was not a very windy year. We never had more than F4 and then only for part of a race. Far more time was spent sitting on the side deck this year. In terms of results this favoured the lighter sailors at many events.

I think that our turnouts this season in Scotland were not much changed from 2019. The Pusinelli had 26 entrants helped by a dozen travellers from down South. The weakest turnout was unfortunately for our Scottish Championship which had to be moved to September and clashed with the Inlands. We managed 16 boats at Bardowie, Helensburgh and Newburgh, where there are local Solo sailors. Looking at our results we have a core of 8/10 sailors who attend most of our travellers. We only lost one day to weather this season, on the Sunday at Loch Tummel, but with four races completed on Saturday we had enough results.





On the water competition was as always right, a key reason why we sail in the class. Apart from the Pusinelli where visitors gave us a lesson and took the top spots, there were seven other events with five different winners. Seven sailors won at least one race over the season.

Now since we usually have the course area to ourselves and as a class we sail relatively simple courses you would think that navigation would not be an issue. Wrong! Kevan Gibb and Ross Watson both sailed the wrong course twice whilst leading this season. As my father told me decades ago 'when all else fails read the sailing instructions'. It might not have been a windy season but three different sailors gave the fleet some entertainment by spectacular windward wipeouts. Thanks guys and your blushes will be spared here.

The HD Sails Scottish Solo Travellers, like any series around the country, is only as good as it's travellers who support the class and we have a prize for the sailor who has towed his boat the furthest and supported the class the most over the season. There could only be one winner this year as Charlie Brecknell, in his first season in the class, drove from a long way North to every event. Well deserved!

For some years the Solo class in Scotland has had a demo boat. This season it was used at virtually every event and we would hope for the same next year as well. The boat is stored, looked after and transported by long time Solo sailor Kevan Gibb. Thanks Kevan.

Planning for next year's events has already begun and the dates will be on the website once they are confirmed. As usual we intend to start the season at Bardowie in mid/ late April and will hopefully have a training day on the Saturday and racing on the Sunday.



Following the EOS I will be excitedly looking forward to 2022 with all major events already in my calendar as I hope they are yours.

I am also looking forward to the Dinghy show at a new venue, Farnborough, where we will have a spruced up demo boat and last year's overall vintage winner courtesy of Simon and Brenda Hoult.

I'm thinking I might bring my ice yacht to the Winters at Carsington. Ah that's not in Scotland, one day maybe or a joint Soloski /sail event might take off .

How fabulous to have Carnac and Abersoch back to back which I can thoroughly recommend with perfect sailing in true family resorts, so book early and for all club sailors, give it a go!

I will be checking out a number of Clubs and attending demo/training days to meet up with as many club sailors as possible .

Please check in with your local area rep and ask as many questions as you like via our Media Team . I'm guessing you'll be reading this in our first monthly SoloInteractive newsletter edited by Will and coordinated by Guy ,Lawrence and Chris .
If I've any time left I might get on a salmon river or two .
See you on the water

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Eastern Area and Thames Valley Report –October 2021

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It has been another tricky season to report on, with the spring lockdown seeing us get off to a belated start. Early fixtures have unsurprisingly been put back, with both Thames and Eastern areas affected and dates re-shuffled to make the best of difficult times.


The Eastern series only lost Rollesby Broad from the program and Hickling/Broadwater both deferred till the autumn. The Thames Valley has suffered badly with Littleton SC declining to propose a date for one of our oldest open events and Burghfield, Rickmansworth and BA Silver Wing all cancelling later on. Thus, the Thames series has been a short one again and the lost events leaving us with hardly any qualifiers this year.

Poor planning by the host clubs played its part, following the recent closure of two Thames Valley clubs (Wraysbury and Kingsmead) which have not been satisfactorily replaced. Happily, Ranelagh SC, on the River Thames, joined us this summer, but we really need more Thames Valley activity and we have seen less interest in travelling generally. I am hoping that with a full program restored next year, people will see that they can easily qualify again and make the effort to do so.

Last season's Thames Valley prizes were presented at Minima YC back in April, for the abbreviated 2020 Thames series, while the Eastern Series never really happened and no awards were made.

Unfortunately the final events of both 2021 series are taking place on the same weekend and I won't be able to get to either of them, so unless the prize-winners go to the EOS, the awards will have to be carried over to the next opportunity when everyone is gathered together again. The Eastern Series 2021 enjoys sponsorship from **Sailing Chandlery Ltd**, down in South Benfleet, and they have generously donated a box of prizes to be distributed in due course.

Godfrey Clark S4801
Eastern Area/Thames Valley Rep



Mark Maskell giving it some attitude at the Inlands



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Interactive



North Sails Charlie Cumbley Talks Starting



The North Sails 'pro' is arguably the most successful Solo sailor ever and is also a consummate gentleman on and off the water. Charlie won the 2018 Nation's Cup on Lake Garda and in this video, he talks through the start sequence. Watch it [HERE](#)



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