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National Championship Special



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The story of the Solo National Championship.

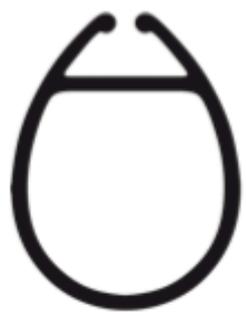


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Title Sponsor of the Solo National Championship 2023


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The New President Guy Mayger

Well, the 2023 Selden Solo Nationals will live long in the memory of all those who took part.

Starting with a breezy, wavy first day which led to a few slightly easier ones and a day lost to too much wind, this year's Solo Nationals really proved to have something for everyone. Once again, Hayling Island Sailing Club proved to be excellent hosts with the best race officer and team I have had the pleasure to work/sail with.

In Ben Flower, we saw a fine champion emerge from a fleet stacked with talent.

Ben, you should be very proud of your achievement, having only stepped into a Solo for the first time the day before racing commenced, and then only for a brief one hour practice sail in 28 knots! Impressive stuff indeed.

Taking on the likes of perennial winner, Charlie Cumbley, and hottest Open racer this year, Oliver Davenport. For those a little further behind it was a great watch.

With your sights set on gaining the Canadian ILCA spot for Paris 2024, I think the Solos offered you up some great competition.

I hope we get to see you racing with us again in the near future.

As many of you know, during the Championship the class also held its annual AGM and I was very grateful to receive the full backing of those in attendance to take over the reigns as Class President from Patrick after his two years in charge.

Thank you Patrick for all you have done for the class over this time. We continue to be one of the foremost singlehanded classes in the country and it's through your hard work, and the likes of Doug Latta and Will Loy before, that we continue thrive.

Looking ahead to the future, my personal thought is that we should continue to make the class an attractive proposition for sailors looking for a great, well designed boat that offers excellent racing, whether that be at National championship level, open meetings or at the many clubs around the country.

Having raced at a number of clubs in the Southern region, I think it is wonderful that you can turn up and there is almost always another Solo to race against.

Now that we are over the Covid period (hopefully) we are also keen to get the class training running on a more regular basis. To that end, please do get in touch and the Association will help guide you in this area. We now have a number of qualified coaches and funding is available to help keep costs down.

Thinking back to the Nationals, seeing "young" Ben lead the way and our 4 lady competitors duking it out together, promoting the class beyond the usual demographic is also a goal for us.

Whether via the Class Association or at your home clubs, let's see if we can grow the class. One takeaway from the week at Hayling was those towards the back of the fleet who told me how much they'd enjoyed themselves, competing against their peers. Old and new friendships, and rivalries, were made and this is something the class is great at.

Most of all, get your Solo out on the water and come and enjoy the fun our little boat has to offer.

Mr Holt would be very impressed to see how the fleet has developed today.

Your President,
Guy (5691)



Ian Hopwood
Solo National Championship



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SELDEN National Championship Intro



The competitors congregate on the steps at HISC to show their appreciation to SELDEN's sponsorship of the National Championship.

96 Solo sailors and their support teams have arrived at one of the UK's premier sailing clubs to contest the 2023 National Championship, generously sponsored by SELDEN. Hayling Island is a stronghold for Solo sailing with a gigantic home fleet and some real talent so a home boy/girl/other winner by day 6 is feasible. That said, there are some obvious contenders on the starting line-up, Charlie Cumbley, Oliver Davenport and Richard Lovering the three that stand out for me though Jamie Morgan, Paul Davis, Tim Law, Chris Brown, James Goodfellow and NSCA President elect Guy Mayger make good arguments for selection. With twelve races scheduled, any number of helms have a decent shout at winning one of them and should the conditions turn light then Nigel Thomas and Barbara Schapers NED have the skill-sets though looking at the forecast, Monday looks like their only chance of a bullet.

HISC, Salcombe Y.C, Lymington Town S.C. and Torpoint Mosquito have arrived in large numbers, nothing out of the ordinary for the mozzies and it will be fascinating, at least for me to see which club will win the team trophy. All have a strong suit though I understand one of the key members at Torpoint, Shaun Welsh, has been dropped from the squad. I can only conclude his choice of Thai inspired sailing apparel has just gone too extreme, there is no place for ping pong balls at a National Championship though he will be missed.

I would suggest Charlie Nunn is their new shining light while Tim Law, fresh from his ILCA win is the Salcombe hero while Lymington have Mark Lee, the Pusinelli Trophy winner and Richard Goodenough who won the Inlands sometime last century and must drink from a goblet that gives eternal youth. Lovering, Butler, Mayger are the HISC hotshots but former NSCA President Latta is on the comeback trail after a tardy start to the season and is my pick for one of the twelve bullets, I love corner hitters and he is right up there with Iain McGregor who so memorably headed off to France in 2012 before eventually tacking back into UK waters.

We have a number of ladies racing this week and being a ladies man I will obviously follow their battles with interest, do not rule any of them out for a podium.

There is one outsider who is already the chatter in the clubhouse bar, Ben Flowers. Never sailed a Solo but word is, he is one to watch. Tall, strong and under forty so has a shout as that stat rules out 90% of the fleet.

The Dutch are here in force, led by Class Chairman Paul de Geus and with Hans Duetz and the Bakker brothers in the team, maybe the club trophy will go abroad?



Tedd Bakker, the other side of this wave

I made the journey to Hayling Island late yesterday afternoon, the westerly winds and driving rain battering my Volvo V70 as I headed through Honiton and I took a moment to pray for the poor, brave sods who were battling the torrid conditions in the Solent, the Rolex Fastnet Race now underway. With a forecast of generally moderate to fresh conditions, this Championship could be equally exhausting, and that is just to get to the start area. Hayling's sand bar has a notoriety that is legendary in sailing circles, the stories told in the bar about the bar usually more entertaining than the racing.

I arrived at around 6.30pm, the view that met me was one of gun metal grey skies which were an accurate reflection of the sea, fluffy white horses galloped in unison across the sand bar and a thousand mast halyards chimed like Cicadas on a hot Mediterranean night. A cool blast of air brought me back to the UK, welcome to British summertime.

The clubhouse was still serving and fortunately the class President was taking orders so I just could not refuse, Patrick Burns is Scottish so when he gets the American Express out you do not argue. A Shandy and lasagne later and I was ready for bed, leaving the sailors to contemplate what this event would hold for them in terms of personal targets, for some a top ten overall, for others, not getting pissed too soon in the week.

My abode would be in the cheap accommodation, situated right next to the clubhouse entrance and no more than 65 steps to the bar, something I insist on these days of my infirmity. The room, no wider than a Solo boom and obviously decorated by someone with a high level of colour-blindness but at least it always looks sunny. I studied the four foot high ladder to the top bunk and, assessing the level of risk, opted for the lower level, concussion being my choice of injury over a broken neck.

My view was of the dinghy park, masts located at various angles of rake but generally 3070 cms from transom, over to my right are the the high end villas, a complex of 8 luxury apartments, I assume each one comes with a maid of Indonesian ethnicity and gender and hot tubs as standard. I do hope they are ready for the sight of Chris Brown in the buff.

I took a moment to reminisce on my previous visits to HISC, two victories and a second at open meetings peppered with total anonymity from the top ten and the embarrassment of floating past the clubhouse inverted during Fed Week 'Maverick style'. A tricky venue where fitness is king and this regatta will find out any weaknesses in strength and resolve. With the wind direction looking kind of constant from the west, if you go the right way in race 1, doing it for the other 11 might pay off. Then again, if it goes light it could be bloody awful.

Outside the wind would not abate and my bedroom door joined in, its wounds from years of abuse by adolescents with anger issues resulting in a rattle which was only silenced by the application of my heavy kitbag. My Aqua Marine offshore gear adding another arrow to the bag of impressive attributes. I do believe the insulation qualities will be tested tomorrow.



The NSCA are extremely pleased to have SELDEN as our title sponsor and Rich at Selden commented;

“We are incredibly proud to be the sponsors of the Solo National Championships at Hayling Island SC this year. The Selden and Solo relationship has been a long and successful one, and one that has provided results for company, class and sailor alike.

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We hope everyone has a great week at Hayling. Sail hard, play hard, but most of all enjoy.”

Rich Thoroughgood

Head of sales

The NSCA also have race day sponsorship from HD Sails, Winderboats, Impact Marine, Aqua Marine, P+B, Noble Marine and Suntouched so thank you to them.

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DAY 1



My on-site accommodation had delivered a good night's sleep, only the chime from my Samsung S5 spoiling a dream I will not share on a public domain. I assumed it was sunny but to be fair, the tangerine curtains could have been hiding an end of World scenario, such was the strength of orange filter. It did put me in an optimistic mood and, employing an SAS style body roll, I extracted myself from the lower bunk without injury.

First mission would be to check the catering standards and this past with distinction, the full English breakfast well up to my usual standard of consumption and not too heavy on the wallet, the Scots will be pleased. Mark Watts would be our PRO and he massed the troops and provided a concise briefing, though his cursor skills require improvement. Our on-the-water jury would be Steve Watson and he was equally concise, saying few words but with the authority and menace of the Godfather.

I would be on-board with Steve and HISC and our Championship Organiser Steve Ede had organised a rib specifically for us, the added buoyancy always welcome for men of our girth. Interestingly we mounted the craft whilst still on land before a tractor delivered us into the H2O, I guess they could pull us out quick if water breached the deck. I fastened the velcro wristbands on my Aquamarine offshore jacket, taking a moment to admire the thought process employed in its clever design and pulled a sweet from the reassuringly deep external pocket, there was no way my Murray Mints were getting wet.

The ride around to the start area was as lumpy as custard, the overnight swell accompanied by a pattern of waves that you couldn't really call a pattern and I swore at my driver a few times but my words were clearly lost in the wind, either that or he didn't care. I put my angst into a box and prepared my equipment, telling my Nikon P950 that everything would be alright and opened the minty, buttery goodies.

Race 1 Wind at 240 and F4-5

Committee boat favoured and with the tide holding the fleet back, along with a strong breeze and a million waves, we had a clear start. Solos pitched up and down in a battle with the elements, the sailors bucking like rodeo riders as they attempted to dissipate the influences of nature.

The fleet was well spread half way up the beat though this was more down to the pointing ability of the competitors than tactical consideration.

At the top mark, and claiming the 'First to the Mark' beer voucher would be Oliver Davenport from Ben Flowers, Charlie Cumbley had crossed ahead of him on port but stood on a length to play safe as the tide was still ripping in. Richard Lovering, Martin Frary, Jamie Morgan and Chris Brown followed as the fleet prepared for the run and some further pain. Guy Mayger, Paul Davis and Ian Hopwood would be looking to gain on the leading bunch but with 12 races planned, they were right in the mix. There was a time we would all just file down to the bottom mark but these athletes, their technique honed from years of practice and Youtube tutorials are much more dynamic, even in a Solo. Unbelievably, Davenport dropped the ball in a gybe and lost a few places, fortunately getting the boat upright quicker than the other 80 odd competitors would have liked or believed.



Flowers took control at the bottom mark, his Laser/ILCA experience and no comprehension of the Solo pecking order resulting in a 25 metre lead with Cumbley splitting sides and going slightly left.

The four main players extended with Flowers looking as comfortable as a cat by the fireplace as he straight-legged upwind with the fleet in his wake. I offered my colleague another sweet before taking out two for myself, tucking one into my cheek for later.

At the top Flowers had extended, his technique giving a pointing ability edge over Cumbley and Davenport came in from the right with a comeback only bettered in an America's Cup to get up to second. Lovering was fourth but only a spin-out ahead would assist his cause.

The reaches were fun unless you had a jury boat breathing down your neck but at the gun it was Flowers, Davenport, Cumbley, Lovering and Morgan.

The fleet took a moment to enjoy the majesty of Hayling Bay in all its glory before resetting their watches and mind-set for race 2, it looked like it would be equally exhausting. I locked my weary body into position over the rib's centre consul so as not to be jettisoned and hoped no-one from Village People was on-board before training my Nikon lens towards the start line.

Graham Cranford Smith crossing Greg Swift in the Solent chop



Race 2

Clear start and a pretty much copycat of race 1 with Flowers leading in from the right from Cumbley, Lovering, Morgan, Davenport and Hopwood. Paul Davis and Oliver Turner were next to blast off down the run with Fray again in contention.

Flowers, Morgan and Davenport opted for the left hand downwind gate while Cumbley and Lovering went right though the emphasis was definitely be right as you go upwind and at the top mark second time round Flowers held but with Cumbley gaining. Davenport Morgan and Lovering were in a holding pattern but the action was ahead, Cumbley nailing the reaches to break through under Flowers before consolidating to take the bullet.

The fleet returned to shore, the two reaches fun though the turning gybe took out a few brave souls, still, if you are going to capsize, do it after racing.

Thanks to Selden and tonight is the Aquamarine Prize Draw, if I didn't have one already I would enter the event now.

Guy Mayger leading a group including Tim Law (5966), Paul Davis (5914) and Oliver Turner (5547)

Race 1 [HERE](#)

Race 2 [HERE](#)



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DAY 2

Another good sleep in my lower bunk, it has been 54 years since my last experience which I shared with my twin sister, the youthful, adventurous me opting for the top bunk. My day 1 exit had been akin to a James Bond roll but after being beaten senseless by a series of very aggressive waves my torso was in no mood for anything that extreme. A few groans later and I was vertical, first mission today was to find the Nurofen.

Outside the sky was generally grey but with an underlay of white and blue and the large HISC flag flicked lightly in the north westerly breeze, my Nikon P950 breathing a sigh of relief, I don't think it would have taken much more punishment.

Two of my economically purchased mast cams were not so lucky, circuit boards fried, power buttons seeping a salty residue which I determined was the sea trying to get back to it's mother. Frustratingly, one of them had been positioned on Charlie Cumbley's Solo and he had demonstrated impeccable skills in the race arena, all captured on a micro SD card which was as corrupt as a former US President.

I gave the sodding cameras a look of disdain, they would be banished to the drawer at home with old batteries, house keys for a house I no longer own and some Francs.

I met Steve, judge, jury and executioner at the launch area and we hailed a tractor to extricate us from the soft white sand with the engine revs in the red zone. Hayling Bay was calm and flat, stark contrast to day 1, I believe 98% of the fleet were as relieved as we were. The forecast was for a light westerly which would track right towards the north and, spoiler alert, that is exactly what happened.



Race 3 Wind from 245 and around 7 knots

Right was always going to be the favoured tactic and so the committee boat was the chosen end, tacking off out of the tide as soon as possible the usual practice. Today though, lines of heavy dark cloud were rolling down the course, creating fluctuations in pressure and direction which would test even the most authoritative meteorologist on the planet.

Half way up the 20 minute beat Tim Law looked to have poked his bow to the front of the fleet with Ted Bakker NED but the breeze tracked slightly further right and this gave Davenport a perfect lay line into mark 1 with Bakker, Law, Neil Davison and Cumbley completing the top five. Jon Gay, Steve Ede, Morgan, Butler and Goodfellow rounded out the top ten as the fleet did their best to generate enough forward drive to combat the tidal influence.

The windward leeward course was a good call by PRO Mark Wood, reaching on a flat sea in 5 knots is as much fun as watching the news so the tactic was to keep your wind clear and stay in the strongest tide which Davenport did best, the 25 metre lead increasing to 100 by the gate.

We caught up with the leaders half way up the second beat but this had already turned into a fetch, the breeze had moved 45 degrees in about 15 seconds. To be fair, the PRO had seen it coming, spotting a vessel up near Portsmouth on an angle, a bit like when someone breaks a leg, looking a bit wrong but alas, the leaders had already rounded the gate so moving the top mark had been out of the question.

The beat then, was pretty processional unless you had chosen the left hand gate mark (looking up the course) in which case, do not do the lottery tonight, it's not your day. Likewise, the run became another fetch, Davenport going through the finish line like the yellow vest leader on the final stage into Paris. Cumbley had got himself up to second with Ted Bakker, Tim Law and Davison completing the top five.

Davenport leads Cumbley around the course in race 3



Race 4 Wind from 015 (approx) 5-7 knots

There was a delay while the race team reconfigured the race course, almost reversing the entire arena and we went into the start sequence, not once, not twice but three times. The first one was under the U flag and the recall was necessary as it was easier to count the boats that were not over the line. The tide was equally problematic for the second attempt under a black flag but the PRO generously AP'd it with a few seconds to go. Aboard the committee boat there was even chatter of a gate start, it would have been Guy Mayger but they gave a line start one more shot and fortunately, despite 6 casualties, we were away.

Half way up the first beat we could already see that the left of the course had paid, darker patches of water and Solos flicking onto port as the header hit them.

Oliver Turner found the perfect lay line in to lead the fleet from Nigel Thomas, Ian Hopwood and Martin Fray with Andy Jones completing the top five. Jon Gay, Andy Carter, Ben Flower and Rich Lovering were the next five as the fleet piled in from the left in an increasingly bigger lefty.

If you were on the right of the course other more fun activities such as knitting must have been filling your head, I really felt for the poor blighters. I chomped on a Sports Mix wine gum, the closest I get to physical activity these days and we set off for the leaders.

Thomas had taken the lead by the gate with Hopwood and Jones opting for the left gate (as you look up the course) Turner following Thomas and Robert Gullan following Hopwood, convoluted but accurate. Lovering and Flower were next around and looking for a chance to improve.

Half way up the beat the gap to Thomas looked to have reduced but a huge header, which could have tipped over a lesser sailor rocketed him into a lead which saw him reaching into the top mark, I swear he was smiling ear to ear. Turner found himself on the perfect lay line while anyone on the right was wrong. Hopwood, Lovering and Flower all reached into the mark with Gullan, Fray and Carter your top eight.

The final run to the finish was as tense as taking a twenty year old car for an MOT but light wind specialist Thomas held his nerve for the bullet with Lovering finding better pressure to take second from Turner with Flower and Gullan completing the top five.

Nigel Thomas working over Oliver Turner in race 4



Chris Brown heads downwind in his Winder 2, complete with CB Coverstore hull graphics.

Race 3 [HERE](#)

Race 4 [HERE](#)



The fleet beat all the way back into shore to be greeted with drinks, courtesy of Noble Marine, our Class Insurer who do a marvellous job of keeping the fleet on the water.

We motored past the magnificent clubhouse, Steve radioing the shore team to extricate us from the water and the tractor was there in a moment, what a service. The engine roared once more, piston rings no doubt straining to the point of failure just to heave us into position. I looked back from the bow and just caught a glimpse of my driver who was still steering with the abandon of an infant on a merry-go-round, despite us being 50 metres up the beach, no more sweets for you young man.

Tonight is the AGM and it will be washed down with beers generously provided by Dave Winder of Winder Boats. No single builder has contributed more to drive the class with a product that has set the bench mark for any other builder. The longevity, competitiveness and strength of the Winder Solo is a legacy which has been 23 years of love and passion, the NSCA thank you for your continued support.

The prize giving at 8pm will also feature the Impact Marine draw, unfortunately Andy Tunnicliffe suffered an injury prior to the event and is not attending, he is missed but thank you for your support of this event.

So overnight, Cumbley and Davenport are tied at the top of a very competitive fleet, 5 points separating the top four and with 8 more races scheduled, the game is afoot.

SELDEN are our title sponsor and Cumbley, using the SELDEN D+ is joint leader, no better advert for the product. The NSCA and competitors thank you for your support of the class.



Mark Flew, his Solo emblazoned with the SELDEN hull sticker.



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The Dave Winder Interview [HERE](#)



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Before my report on day 3, a brief summary of day 2 socials.

Following a triumphant AGM, Patrick Burns passing the reins of power to Guy Mayger before exiting left with a bottle of Whiskey and a framed print of the one time he actually went racing, the evening concluded with the Impact Marine Prize Draw. Among the lucky winners were Nick Rawlings who would have received an Impact Marine rudder bag had he been there, fortunately for him the new regime are already mixing things up so it will be kept aside. Unlucky for the 50 odd competitors who were attending and had hoped for a re-draw. Sal Erskine Furniss won an Impact Mast Bag while hats were presented to a number of other winners. Thank You Impact Marine for your support and get well soon Andy Tunnicliffe.

DAY 3

I gently extracted my wax ear plugs and took a moment to gather my senses, last night I had picked up a bloke at the AGM and he ended up coming back to my place. The upper bunk creaked in acknowledgement, our Hon Treasurer, Andrew Liddington had made the 400 mile round trip to attend yesterday evening's meeting and it would have been harsh to send him packing at 8pm, especially as SELDEN were supplying free beer. I expertly clothed myself within the confines of my bed, my respect for contortionists increasing with every garment and exited for the bathroom.

The breakfast was right on point and my mastery of the coffee machine would set me in good stead if ever I want to switch to a career as a barista.

The forecast for the day was for the breeze to swing around towards the west and our PRO Mark Wood was optimistic that the clouds that were currently shielding us from the Sun's deadly rays would clear and a sea breeze could materialise. I made my way to the rib departure lounge, passing a discarded pair of Y Fronts, maybe the free beer initiative was not such a good idea.

Steve Watson was already waiting by the Jury/Media rib and we began our ascent of the orange inflatable, only looking down once we had reached the peak. The tractor driver seemed unimpressed, even the unfurling of the flag could not distract him from his phone. 3 minutes later we were on the water and underway to the race area.



Nigel Thomas Light Wind Tips Interview [HERE](#)



Solos floated around as the PRO waited for the wind to settle, his voice on the radio practically commanding the breeze to bend to his will and once it obeyed we were into sequence, but not before Steve had taken a quick tour to one of the large metal beacons out to the south of the bay. He fumbled for a pen and notebook, I have met a few train spotters but he is my first mark spotter, not for me to judge though.

Race 5 Wind from 265-270 8-10 knots

There was a strong adverse tide out to the left of the course so the committee end looked favourite, Ben Flower displaying close boat-on-boat handling skills few can master. Tacking onto port was the key and Tim Law, possibly assuming he had the nod, impeded a starboard tacker though the shouts of starboard could be heard in Chichester. This incident is subject to protest so no further comment for now.

At the top mark Flower led from Jamie Morgan, Martin Fray had started at the pin end and was third which must have given the PRO a nice warm feeling inside, with Cumbley, Brown, Davenport and Michael Hicks completing the top group. The breeze was up to 12 knots and the sea state must have increased since the one core muscle I have left was working hard to keep me balanced.

The run saw Flower extend slightly, sinking slightly lower while the chasing pack worked to keep their wind, Fray conceding to Cumbley at the gate as they all took off for the shoreline.

Cumbley opted to hold further right, missing out on a shift which saw him drop down four places while Davenport was up to second from Morgan, Fray and Brown.

The final run was a cake walk for Flower but Morgan, who had sunk low saw his closest rivals surging towards him in a nice vein of pressure and Fray and Brown were able to easily roll him by the finish.

Charlie Cumbley on the chase in race 5

Charlie Cumbley Upwind Tips [HERE](#)



Race 6 Wind from somewhere near Bembridge and 12-14 knots

A bias of ten degrees spread the fleet down the line but there were a number of U flag casualties, Rich Bailey amongst them. Flower, Cumbley and Frary remarked after the race that they had all the room in the world at the pin end so I guess they started on port.

Top mark was Flower with Cumbley, Frary, Davenport and Hopwood chasing hard, Robert Gullan and Rich Lovering completed a top seven. Morgan, Paul Davis and Tim Law rounded out the top ten as the leaders set off down the run.

Flower continued to dominate up the next beat with Davenport into second from Cumbley, Frary and Morgan. Lovering, Gullan and Hopwood were in their own battle which would conclude at the end of a long triangle.

Davenport and Cumbley ate into the leaders advantage but just ran out of track, a perfect brace of bullets for Flower who is leading overnight by one point to Davenport, Cumbley just six points back.

The evening meal was sponsored by SELDEN, the pasta-meatball dish with a side of garlic bread of a standard any Italian would respect. The clubhouse restaurant overlooks a vista of sand and sea and with the evening sunshine illuminating the contemporary architecture, we could have been in the Med.

Suntouched boats had provided a number of prizes and Sal won again, this time a Hawk Wind Indicator, Alex Butler also collected one and Richard Hudson was ecstatic, winning a Musto top. There were other winners too so thank you Suntouched for your support of this event.

I finished my second SELDEN pint of the night, knowing that the fine quality of the ale would result in several trips to the toilet later but at least my bed mate had gone.

Ben Flower with Cumbley and Davenport where he wants them.

Race 5 [HERE](#)

Race 6 [HERE](#)





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Mike Barnes powers his Bob Beckett built wooden Solo up the beat on Day 4.

This Solo has been optimised over the course of its lifetime, new floor, case and capping were added in the 1990's following damage at the Plymouth Nationals.

Mike is a former class President and has made the journey from Lagos Nigeria, to compete and would go on to finish 64th and first Wooden Solo.



DAY 4

I woke just before my alarm, fumbling with the device to disable it before it disturbed the neighbours. The sound of feet sloshing through wet gravel confirmed that we were well into school summertime. The overnight showers had abated, the morning sunshine quickly drying wetsuits which hung from spars like dead bodies to ward off strangers, the stench not dissimilar to rotting carcasses. Following yet another breakfast fit for Kings/Queens/Other and impromptu interviews with some of the more athletic competitors, I headed for the Jury/Media/Safety rib, kit bag bursting with enough tuck shop goodies to embarrass any competent shop lifter. Steve was already at base camp and the accent was getting easier every day now we knew which face to climb.

The breeze out in the bay was already punchy with the wind direction more southerly, the influence from the IOW was negated, hence bigger waves and hopefully a more consistent wind angle.

The Solent chop caught a few sailors out and one got into difficulty in the race area so a delay was inevitable. Ian Hopwood did his best to provide shadow so the stricken sailor could right his Solo which was very noble but alas, the mast was lodged in the soft sand that sits just 18 feet below. Taking the initiative, Hoppy deliberately capsized and righted his own craft to display how to do it, he had years of experience at doing that but unfortunately the other Solo was already heading off to Hayling beach, still inverted. The rescue teams extracted the casualty and we moved into the start sequence.



Race 7 Wind at 230 and 14-18 knots

There was a port line bias but with the right side favoured by the fleet, the indication was that the tide was coming in so keeping out of it was advantageous. The first two attempts were recalled, four BFD's under the black flag and and some more would succumb to the retched flag in the third start which was successful. Flower and Mike Barnes made great starts on the boat but that was the closest Barnes ever got to the leader as he powered through waves with the minimum of effort. If ever the saying "flat is fast" rung true, it was being displayed by the youthful Flower and he was first to the windward mark with Martin Frary second. Davenport though, got into difficulty at the mark allowing Lovering, Cumbley and Hicks and four more through while he inspected the big black inflatable buoy. Likewise, Nunn had misjudged the tide and did some turns after rounding in the top five. The run was a play zone for those blessed with the skill to surf the waves while to others it must have looked like an ice field but in defence of the fleet, capsizes were few.

The subsequent beat saw Flower consolidate his lead, despite a broken kicker, his arms will be an inch longer today no doubt. Cumbley was charging, sniffing the loose exotic fibres in the air ahead of him and sensing an opportunity to reduce his deficit on the event leader, he set off on the long two reaches in pursuit. Frary, Davenport and Lovering followed, these five had powered away from the pack with impunity, adrenalin pumping, eyes sore from the brine that relentlessly bombarded their bodies.

At the gun Cumbley had blasted through the leaders defence, Flower's leach profile just giving away lengths with every wave as the boom kicked high into the sky like a jury rig on a stricken yacht. Frary, Davenport and Lovering completed the top five and with another race scheduled, there would be some tired limbs in the evening.

Steve powered through the wave patterns while I sneaked a Murray Mint from my Aquamarine high top, the wrapping beginning to adhere to the sweetie goodness that lay within. My colleague, hearing a crackle, turned his head slightly, still focused on the walls of water and I instantly froze. This silence obviously quelled any concern he had that he was missing out, his focus returning to piloting while the sweet returned to my pocket, still partly clothed for now.

P+B Race Day Interviews [HERE](#)



Ian Hopwood tried valiantly to provide some shadow so the other sailor could right his boat but ended up inverted too.

The Capsize King is well versed with such adversity and righted his Solo in no time at all.

Choosing the right moment, he exerted all his weight on the centreboard, just as a large wave lifted the mast from the silt.

He then balanced the mast just below the surface of the water and waited until the bow was pointing away from the wind before giving the centreboard a final heave.

This was all before the start of race 7!



Day 4 Race 7 [HERE](#)

Day 4 Race 8 [HERE](#)



Race 8 230 degrees 14-20 knots

PRO Mark Wood once again set a pin bias and the fleet spread down it, like a pack of cards laid along the arm of a magician. Flower and the other main players were still at the committee end and Davenport was seen dipping starboard tack transoms just to hit the right.

Half way up the beat Cumbley looked like he had the lead but Flower seemed to have more height and with the tide still in play the order around mark 1 was Flower, Cumbley, Davenport with Frary, Davis and Morgan next. Unfortunately Morgan would be UFD which is always a bitch when you are doing well. By the top of lap 2 Davenport had passed Cumbley, youth and height two qualities that most of us no longer possess and the final lap so no change with Flower, Davenport, Cumbley, Frary and Lovering completing an unsurprising top five. A big shout out to Tim Law who finished with a brace of sixes after his DSQ yesterday, that is bounce-back-ability.

So, with 4 races remaining, Flower is leading the event, four race wins and a 4 point gap to Davenport with one race win and he is just one point ahead of Cumbley and they are well ahead of Lovering, Frary who is our leading veteran, Morgan, Law who is our leading GM, Brown, Gullan and Hopwood. Mike Barnes is our leading Septimus in 59th and is also our first wooden Solo and Amanda Henderson is our leading lady in 79th.

Last minute preparations for race 8 and the weather at Hayling does not get any better.



Steve Watson, our On-the-Water Jury looks on as I secretly suck on a Murray Mint.



GIRL POWER

Sal Erskine Furniss finished first Lady but she was pushed hard by Barbara Schapers NED, Amanda Henderson and Maria E Franco Ferro in the 11 race series.

Sal had a great race 10, rounding the first mark in the low twenties and most importantly, ahead of her husband Klim.



Maria E Franco Ferro hiking hard in the Winder 1.



Amanda Henderson raced the Northern Demo Solo



Barbara Schapers displays total commitment down the reach to the finish.



WINDER BOATS

Mark 1;

Maximum waterline length, minimum rocker and minimum beam

Suits open water
Lighter sailor (up to 85kg)

Mark 2

More rocker, a fuller bow and more V in the hull

Suits inland water as it tacks quicker and is more forgiving
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DAY 5

Due to high winds and big seas, racing today (Thursday) has been cancelled. The race team plan to run 3 races on Friday if possible with a start time of 11.00 am.

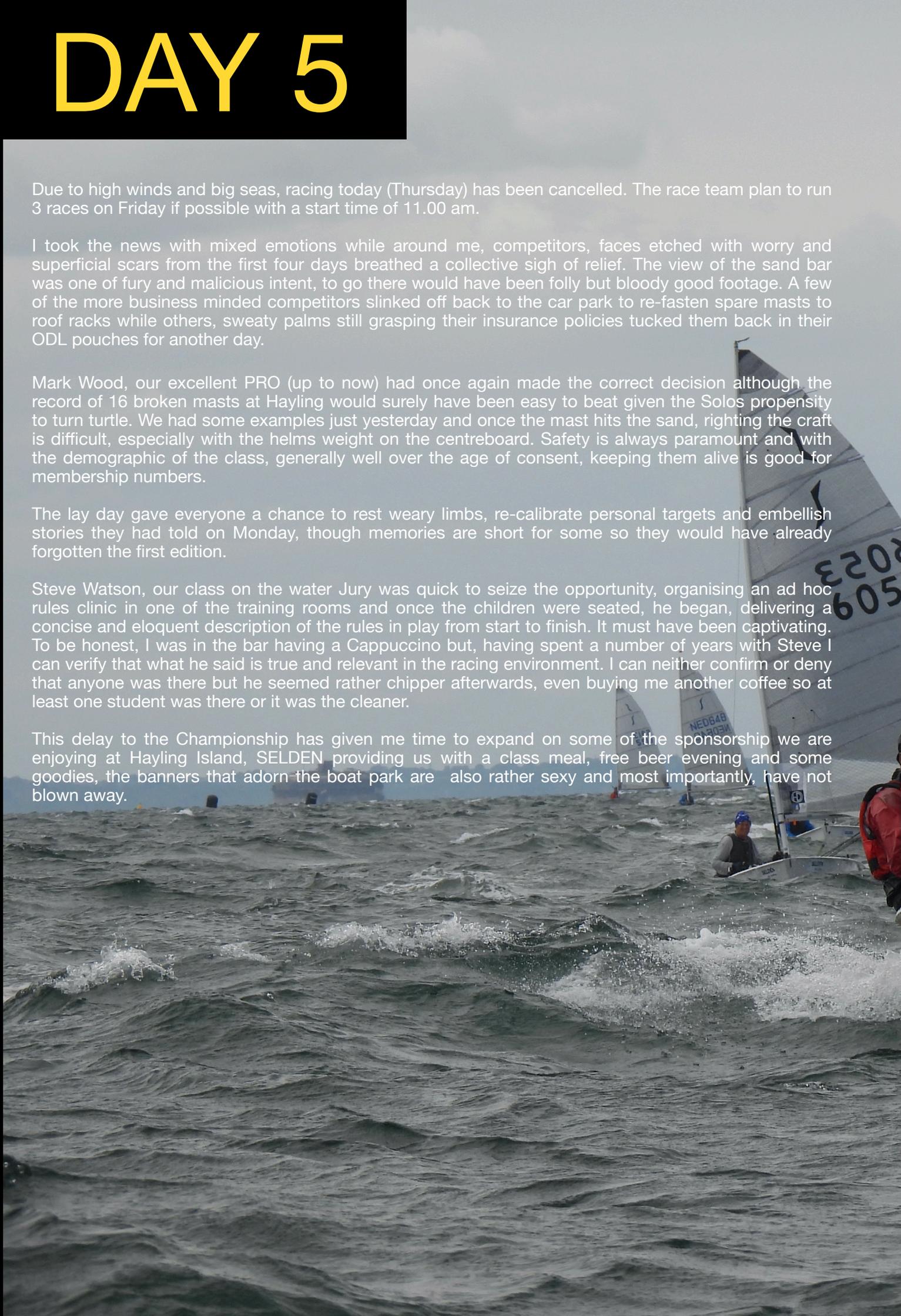
I took the news with mixed emotions while around me, competitors, faces etched with worry and superficial scars from the first four days breathed a collective sigh of relief. The view of the sand bar was one of fury and malicious intent, to go there would have been folly but bloody good footage. A few of the more business minded competitors slinked off back to the car park to re-fasten spare masts to roof racks while others, sweaty palms still grasping their insurance policies tucked them back in their ODL pouches for another day.

Mark Wood, our excellent PRO (up to now) had once again made the correct decision although the record of 16 broken masts at Hayling would surely have been easy to beat given the Solos propensity to turn turtle. We had some examples just yesterday and once the mast hits the sand, righting the craft is difficult, especially with the helms weight on the centreboard. Safety is always paramount and with the demographic of the class, generally well over the age of consent, keeping them alive is good for membership numbers.

The lay day gave everyone a chance to rest weary limbs, re-calibrate personal targets and embellish stories they had told on Monday, though memories are short for some so they would have already forgotten the first edition.

Steve Watson, our class on the water Jury was quick to seize the opportunity, organising an ad hoc rules clinic in one of the training rooms and once the children were seated, he began, delivering a concise and eloquent description of the rules in play from start to finish. It must have been captivating. To be honest, I was in the bar having a Cappuccino but, having spent a number of years with Steve I can verify that what he said is true and relevant in the racing environment. I can neither confirm or deny that anyone was there but he seemed rather chipper afterwards, even buying me another coffee so at least one student was there or it was the cleaner.

This delay to the Championship has given me time to expand on some of the sponsorship we are enjoying at Hayling Island, SELDEN providing us with a class meal, free beer evening and some goodies, the banners that adorn the boat park are also rather sexy and most importantly, have not blown away.





David Parkin sending it down the first pulsating reach to the dreaded gybe mark.

He survived.

HD Sails Race Day

Yesterday HD Sails supplied us with so much beer, even I had a couple, one can only assume Andy Davis at HD wanted to inflict as many hangovers as possible. Ian Hopwood's (Winder 2) assault on the top five would surely have been compromised had we sailed today. The HD Sails/Superspars M2 supporter is doing rather well and sits tenth overall and will really enjoy the final day if the breeze is up. Guy Mayger (Winder 2) is another using the HD Sail/Superspars M2 set up and even with the weight of office on his shoulders, sits eleventh, surely his results will only get worse as the years as President take their pound of flesh. Robert Gullan, (Winder 1) more at home in the stable platform of an RS 800 is ninth, his last five race results all in the top ten which is ominous for the guys in front, confirming that his HD/Selden D+ set-up is also in fast mode. This is confirmed by Martin Frary, (Winder 2) his HD Sails Maxx/ Selden D+ powering him into fifth overall with only one result outside the top ten. So, four sailors in touching distance of the fourth step on the podium, Taxi would have loved it here but you guys are doing him proud. Thank You HD Sails for your support of this event.

Suntouched provided some additional prizes today and these went to sailors including Maria E Franco Ferro, Steve Ede and Malcolm Buchanan among others. A big Thank You from the NSCA.

Today was listed as being the P+B race day and I had planned to follow the cream of the sail loft's sailors but with Flower, Davenport and Morgan all performing exceptionally, I have been videoing them all week anyway. The P+B Maxx, matched with the Superspars M2 is performing with some impressive results, albeit in the hands of sailors who are both skillful, athletic and race savvy. P+B have been on a development programme for a few years and the culmination of CAD design and driver input is bearing fruit. Davenport uses the Winder 1a while Flower and Morgan have opted for the Winder 2.

Charlie Cumbley, who has been away from the class for a number of years sits in third overall, five off the lead and just one point behind Davenport, the North P3/Selden D+ still pumping out race results mortals can only dream about. Cumbley is campaigning the Winder 1, the flatter section, a departure from his normal MK 2 which is widely accepted as the optimum shape for the slightly heavier helm in an environment of waves but the colour is cool. With two race wins, a second and three 3's, the multiple Champion is still a huge threat to Flower and Davenport. Among the other notable North Sails users are Tim Law and Chris Brown who sit seventh and eighth respectively so a top ten of masts and sails as varied as crisp flavours.

Richard Lovering sits fourth, his Hyde/Selden powered Winder 2 keeping him in the game, albeit thirteen points off third but the only sailor to have all his results inside the top ten, there must be a prize for that! I do believe Rich is currently in the boat park fitting a bow sprit, it's tip strong and blunt and angled to strike below the waterline.

Day 6 could be as dramatic as a Christmas edition of Eastenders so I hope to report tomorrow afternoon at the conclusion of this epic battle of man/woman/other for the title of SELDEN Solo National Champion 2023.



Martin Fray blasting through, over and around some huge waves at Hayling.
HD Sails were used by 3 of the top ten sailors.



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Richard Hudson was among the lucky winners who won prizes at the Suntouched Prize Draw, seen here dead chuffed at receiving a pair of Musto hikers. Sal Erskine Furniss seemed to win something every evening, the Hawk Wind Indicator one of her lucky items.

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#TEAMPB RESULTS WITH RADIAL IN 2021

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MIDLAND AREA CHAMPS: 2nd.
SALCOMBE SOLO OPEN: 2nd + 3rd.
HAYLING ISLAND OPEN: 2nd.
SOLO NATIONALS: 4th
(with 2 race wins).

#TEAMPB RESULTS WITH CROSSCUT IN 2022

AREA CHAMPS:
Southern: 1st • Eastern: 1st.
Midland: 1st • Western: 1st.
WINTER CHAMPS: 1st.
INLANDS: 2nd.
END OF SEASONS: 2nd.
SOLO NATIONALS: 4th.
SUPER SERIES: 2nd.

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The day 5 evening social event was the Noble Marine fish and chip supper and we were blown away by the high standard, our senses of sight, smell and taste taken on a trip to any decent seafood restaurant. The NSCA commend the catering team here at HISC, your food was top class and on par with the race teams/safety cover and shore-side crew who have made this event so successful. P+B handed out some great prizes as part of their race day sponsorship, Barbara Schapers, Tim Law and Michael Hicks amongst the lucky winners. Thank You P+B for your continued support of the Solo Class.



The enforced lay day had given me sufficient time to consolidate photo and video footage and even write a day 5 report, tasks that would normally burden me late into the night, so a lie in was welcome. Extracting one of my trusty earplugs, I squinted at my device's screen, 6.36 am, confirming that I had slept, though my bodies auto-mechanism to rejuvenate me had clearly failed. I exited the lower bunk with a wrestling technique Big Daddy would have been proud of and looked back with some distain at the single mattress. It had provided sanctuary but I would not miss the torturous bed springs, though the pattern etched onto my torso was kind of cool.

The morning dawned grey but dry though the sky looked heavy with moisture, the odd drop of rain disrupting the reflection in a nearby puddle. Solos, still sheathed in their breathable top covers sat obediently in lines of twenty, like a regiment of soldiers awaiting the call to battle.

Today would be the day of reckoning with three competitors all capable of grasping the Championship, Flower, Davenport and Cumbley.

The forecast was for a westerly breeze, a direction that the fleet have come to understand this week and a wind strength of 10-15 knots so perfect race conditions. This concurred with my own preference though some sunshine would be beneficial for my Nikon P950 which was still recovering from the brutality of day 4.

Sailors traipsed around, looking a little lost, the thrill of a full English breakfast had worn off after 5 days and the lethargy it induces was not what any race-minded competitor needed.

Luckily, I had no such targets and following a plate full of protein, made my way to the beach for the daily climb up Mount Rib.

We entered the race area and I wiped my camera lens with my T shirt, my trusty cloth, designed to wick away moisture now resembled the Shroud of Turin and was stuffed firmly into the depths of my kit bag with sweet wrappers and melted Whispers.

Race 9 250 degrees of near as and 7-10 knots.

Flower and Davenport started at the committee boat with Cumbley twenty or so lengths down the line after the first start was recalled and the fleet punched their stubby noses through the Solent chop which was tame by day 4 standards. Michael Hicks threaded the needle and hooking into a nice left hand lift, rounded first, giving him bragging rights at Salcombe Y.C. or the next 365 days. Dave Mitchell and Steve Ede followed next from Han Duetz, Iain Magregor and Jon Gay. Cumbley followed Nunn around and looking back could see that Flower and Davenport were deep.

The run was a perfect angle, the PRO Mark Wood and his team have done a marvellous job all week and they were not going to drop the ball today. Hicks held from Cumbley and they split, left and right respectively with Ede and Magregor following the Salcombe specialist. Cumbley was way out to the right with the majority of the fleet following but Flower and Davenport, fourteenth and sixteenth at the top mark headed out to sea, Flower's sail numbers out of focus, even with my Nikon P950 at full zoom. The right appeared to go soft and, unbelievably, Flower, smelling of roses was lifted to the top mark and the lead which he would hold to the finish following an undramatic run. Cumbley and Davenport followed in obediently with Hicks and James Goodfellow completing the top five.

Race 9 winner Ben Flower unleashes the power up the beat.



Race 10 270 degrees and 7-12 knots

Three attempts were required to get race 10 underway, the PRO correctly aborting the second effort under a black flag with seconds to go. The breeze, like my stride was unstable but Robert Gullan sailed out to the right of the course, he had obviously seen something and was first to the top mark by 100 metres from Oliver Turner, Johnny Coate and Tedd Bakker with Mayger completing the top five. Steels, Lovering, Butler, Davenport and Roel Den Herder were next with Cumbley eleventh and Flower buried deeper than a tulip bulb.

Gullan still led at the bottom mark with Turner following out to the right of the course while Bakker and Coate headed left with Cumbley and Davenport, making places for fun. Bakker led in from Gullan, Coate, Mayger, Turner, Davenport, Butler and Cumbley.

The run was tricky and with a large swell, knowing what you can do was advantageous, Cumbley getting himself up to fourth at the gun from Mayger, Bakker, Gullan and Coate though were too far ahead to catch. Davenport finished seventh and Flower added a thirty-two to his discard selection.

Tedd Bakker wins race 10 for the Netherlands

Race 9 [HERE](#)

Race 10 [HERE](#)

Race 11 [HERE](#)

Race 11

Away after a general recall and all the main players were working the right middle of the course and keeping an eye out on each other. There was no point in Cumbley match racing Flower to the back as Davenport looked imperious and a bullet would give him the title so the three just sailed their own races. Fittingly, Flower rounded first from Cumbley and Davenport, Morgan and Paul Davis completing the top five.

The leader extended while Cumbley loose covered Davenport around the two lap race, Morgan, Lovering and Davis pulling away from the pack on the two reaches which were spectacular, exhilarating and exhausting.

So, at the gun, Flower took the title of Selden Solo National Champion, with Charlie Cumbley securing second from Oliver Davenport. These three sailors displayed a different class of athleticism and tactical nous through the eleven race series and are worthy of the podium.

Rich Lovering showed great consistency along with Martin Fray to finish four and five while Guy Mayger's last day charge pulled him through to sixth. Brown, Gullan, Law and Hopwood complete a top ten of class, talent and true grit but these are qualities the whole fleet have displayed this week.



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Podium Interviews [HERE](#)



Victory Speech [HERE](#)

Canada

Photo courtesy of Patrick Burns

Ben Flower starts just below Charlie Cumbley's grey Solo in Race 1, setting the scene for an epic battle between them and Oliver Davenport.



Massive thanks to Hayling Island, your race management, off water catering and shore team have been professional and friendly and have made the Solo fleet very welcome. A big thank you to Steve Watson, his Jury presence was appreciated and his powerboat skills top quality.

We thank you.

Martin Fray is first Veteran 5th
Tim Law is first Grand Master 9th
Mike Barnes is first Septimus and first Wooden Solo 64th
Sal Erskine Furniss is first Lady 72nd
Tedd Bakker NED is our first non UK sailor 16th

Thank You to SELDEN, HD Sails, Winder Boats, Suntouched, Impact Marine, Noble Marine, P+B and Aqua Marine.



Selden Masts 2023 Solo Class National Championship

Hayling Island Sailing Club



Results are provisional as of 15:32 on July 28, 2023

Overall

Sailed: 11, Discards: 2, To count: 9, Entries: 97, Scoring system: Appendix A

Rank	HelmName	Club	SailNo	Tally	Category	Plate Series?	Nation	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	Total	Nett
1st	Ben Flower	Paignton SC	5524	94		No		1.0	2.0	(19.0)	4.0	1.0	1.0	2.0	1.0	1.0	(32.0)	1.0	65.0	14.0
2nd	Charlie Cumbley	Hayling Island Sailing Club/TCYC	6021	75		No		3.0	1.0	2.0	(14.0)	(6.0)	3.0	1.0	3.0	2.0	4.0	2.0	41.0	21.0
3rd	Oliver Davenport	Northampton	6061	70		No		2.0	3.0	1.0	(98.0 BFD)	2.0	2.0	4.0	2.0	3.0	(7.0)	3.0	127.0	22.0
4th	Richard Lovering	Hayling Island Sailing Club/ WYC	5831	71		No		4.0	5.0	6.0	2.0	(8.0)	5.0	5.0	5.0	(14.0)	8.0	5.0	67.0	45.0
5th	Martin frary	Hayling Island Sailing Club	6057	96	Veteran	No		7.0	7.0	16.0	8.0	3.0	6.0	3.0	4.0	(34.0)	(34.0)	12.0	134.0	66.0
6th	Guy Mayger	Hayling Island Sailing Club	5691	56	Veteran	No		6.0	8.0	10.0	(24.0)	15.0	16.0	7.0	(18.0)	6.0	5.0	8.0	123.0	81.0
7th	Chris Brown	Draycote	6074	28	Veteran	No		10.0	12.0	(14.0)	7.0	4.0	14.0	10.0	8.0	12.0	(27.0)	7.0	125.0	84.0
8th	Robert Gullan	Hayling Island Sailing Club	5502	27		No		16.0	(21.0)	13.0	5.0	7.0	8.0	9.0	9.0	(41.0)	2.0	17.0	148.0	86.0
9th	Tim law	Salcombe	5966	16	Grand Master	No		13.0	9.0	4.0	(98.0 BFD)	(98.0 DSQ)	7.0	6.0	6.0	26.0	12.0	11.0	290.0	94.0
10th	Ian Hopwood	Bassenthwaite Sailing Club	5897	72	Veteran	No		9.0	6.0	(20.0)	6.0	17.0	9.0	15.0	10.0	17.0	(63.0)	10.0	182.0	99.0
11th	Michael Hicks	Salcombe	6079	30	Grand Master	No		(17.0)	14.0	15.0	13.0	9.0	12.0	16.0	14.0	4.0	(20.0)	14.0	148.0	111.0
12th	Olly Turner	Salcombe YC	5546	17		No		18.0	19.0	(55.0)	3.0	10.0	13.0	13.0	13.0	(46.0)	10.0	13.0	213.0	112.0
13th	Jamie Morgan	Rutland Sailing club	6064	81		Yes		5.0	4.0	7.0	44.0	5.0	4.0	8.0	(98.0 UFD)	36.0	(60.0)	4.0	275.0	117.0
14th	James Goodfellow	Weston Sailing Club	5938	73		No		8.0	17.0	12.0	23.0	(24.0)	11.0	11.0	19.0	5.0	(28.0)	16.0	174.0	122.0
15th	Alex Butler	Hayling Island Sailing Club	5781	60		No		11.0	10.0	9.0	18.0	(27.0)	15.0	22.0	21.0	13.0	6.0	(29.0)	181.0	125.0
16th	Ted Bakker	WV Randmeer	649	42		No		25.0	16.0	3.0	21.0	11.0	24.0	(26.0)	17.0	(28.0)	1.0	21.0	193.0	139.0
17th	Paul Davis	Lymington Town Sailing Club	5914	79		No		12.0	13.0	28.0	19.0	14.0	10.0	(98.0 BFD)	7.0	(62.0)	35.0	6.0	304.0	144.0
18th	Steve Ede	Ardleigh	6045	19	Veteran	No		(37.0)	18.0	8.0	17.0	33.0	18.0	(98.0 BFD)	27.0	9.0	18.0	26.0	309.0	174.0
19th	Iain Peter Mcgregor	Salcombe Yacht club	6088	87	Grand Master	No		22.0	23.0	18.0	(98.0 BFD)	45.0	17.0	20.0	11.0	20.0	(59.0)	31.0	364.0	207.0
20th	Alec Powell	Hayling Island Sailing Club	5553	31	Veteran	No		19.0	31.0	24.0	(59.0)	12.0	(38.0)	29.0	29.0	25.0	22.0	18.0	306.0	209.0
21st	Charlie Nunn	Torpoint Mosquito SC	5901	89		Yes		14.0	34.0	36.0	(65.0)	41.0	33.0	12.0	16.0	10.0	(50.0)	22.0	333.0	218.0
22nd	Hans Duetz	WV Randmeer	637	47	Grand Master	No		40.0	25.0	27.0	22.0	21.0	19.0	34.0	(53.0)	7.0	(57.0)	24.0	329.0	219.0
23rd	Jonny Coate	South Staffs SC	5130	14		No		35.0	11.0	34.0	30.0	(42.0)	(37.0)	32.0	23.0	22.0	3.0	30.0	299.0	220.0
24th	Mark Lee	Lymington Town SC	6006	2	Veteran	No		21.0	51.0	22.0	(98.0 BFD)	13.0	26.0	(98.0 BFD)	22.0	27.0	25.0	15.0	418.0	222.0
25th	Nigel Davies	Draycote Water SC	5911	34	Veteran	No		28.0	20.0	(38.0)	25.0	28.0	20.0	23.0	26.0	32.0	21.0	(35.0)	296.0	223.0
26th	Richie Bailey	Hayling Island Sailing Club	5816	67	Veteran	No		23.0	30.0	17.0	11.0	37.0	(98.0 UFD)	(98.0 BFD)	31.0	8.0	46.0	25.0	424.0	228.0
27th	Jon Gay	Lochaber	6001	76	Veteran	No		(53.0)	35.0	11.0	12.0	44.0	22.0	(98.0 BFD)	25.0	21.0	24.0	37.0	382.0	231.0
28th	David Winder	Hollingworth Lake	6073	93	Veteran	No		31.0	(98.0 RET)	21.0	29.0	16.0	(52.0)	18.0	40.0	11.0	40.0	33.0	389.0	239.0
29th	Kevan Gibb	Largo Bay Sailing Club	6043	63	Grand Master	No		26.0	15.0	30.0	33.0	19.0	36.0	19.0	32.0	(54.0)	(38.0)	32.0	334.0	242.0
30th	Simon Derham	Littleton SC	5393	55	Veteran	Yes		15.0	26.0	(56.0)	34.0	25.0	23.0	17.0	20.0	(73.0)	54.0	36.0	379.0	250.0
31st	Charlie Brecknell	Chanonry S C	4975	24	Veteran	Yes		20.0	27.0	(48.0)	47.0	26.0	32.0	14.0	15.0	35.0	(62.0)	44.0	370.0	260.0
32nd	Tim Jackson	Papercourt	5771	74	Grand Master	Yes		24.0	45.0	(73.0)	31.0	(72.0)	27.0	35.0	12.0	60.0	39.0	9.0	427.0	282.0
33rd	Kim Furniss	Torpoint Mosquito	6013	8	Grand Master	Yes		29.0	22.0	59.0	(60.0)	39.0	21.0	27.0	24.0	(69.0)	23.0	38.0	411.0	282.0
34th	Richard Instone	Chase SC	6076	77	Grand Master	No		39.0	(54.0)	25.0	16.0	36.0	48.0	(54.0)	28.0	29.0	13.0	51.0	393.0	285.0
35th	Doug Latta	Hayling Island SC	6002	35	Grand Master	Yes		27.0	(46.0)	43.0	36.0	(54.0)	41.0	37.0	34.0	30.0	17.0	42.0	407.0	307.0
36th	Andrew Fox	Leigh and Lowton Sailing Club	5909	98	Veteran	Yes		(98.0 DNS)	33.0	(60.0)	49.0	35.0	31.0	21.0	49.0	47.0	33.0	27.0	483.0	325.0
37th	Paul Lewis	HISC	5918	92		Yes		(98.0 DNC)	(98.0 DNC)	53.0	32.0	22.0	30.0	98.0 BFD	36.0	18.0	15.0	23.0	523.0	327.0
38th	David Mitchell	Warsash	5600	97	Grand Master	No		38.0	41.0	33.0	35.0	32.0	(54.0)	38.0	(98.0 UFD)	15.0	49.0	48.0	481.0	329.0

Rank	HelmName	Club	SailNo	Tally	Category	Plate Series?	Nation	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	Total	Nett
39th	Daniel Martin	Lymington Town Sailing Club	5822	21		No		30.0	29.0	(65.0)	57.0	34.0	42.0	30.0	(98.0 DNC)	31.0	43.0	34.0	493.0	330.0
40th	Geoff Holden	Torpoint Mosquito SC	6042	15	Grand Master	Yes		(56.0)	44.0	40.0	(55.0)	23.0	28.0	28.0	37.0	48.0	47.0	43.0	449.0	338.0
41st	Tim Lewis	RYA	6010	65	Grand Master	Yes		32.0	39.0	42.0	37.0	(62.0)	53.0	36.0	(98.0 UFD)	33.0	30.0	47.0	509.0	349.0
42nd	Jan Pieter Braam	WV Randmeer	654	40		No		43.0	32.0	39.0	40.0	57.0	25.0	(98.0 BFD)	42.0	(67.0)	31.0	50.0	524.0	359.0
43rd	Roel den Herder	WsvGiesbeek	668	44	Veteran	No		(98.0 DNC)	(98.0 DNC)	69.0	28.0	74.0	34.0	24.0	33.0	37.0	9.0	52.0	556.0	360.0
44th	Graham Cranford Smith	Salcombe Yacht Club	5755	25	Grand Master	No		42.0	28.0	32.0	56.0	(69.0)	39.0	39.0	41.0	40.0	52.0	(67.0)	505.0	369.0
45th	Rob Milledge	Lymington Town SC	5925	3	Veteran	No		47.0	40.0	47.0	(67.0)	30.0	51.0	31.0	47.0	(56.0)	53.0	28.0	497.0	374.0
46th	Andy Jones	Burghfield SC	5726	86	Grand Master	Yes		41.0	37.0	51.0	10.0	59.0	(65.0)	56.0	61.0	16.0	45.0	(98.0 RET)	539.0	376.0
47th	Adrian Stell	Hayling Island Sailing Club	5373	100		Yes		36.0	24.0	57.0	(98.0 RET)	48.0	58.0	25.0	35.0	49.0	(71.0)	54.0	555.0	386.0
48th	Simon Law	Frensham Pond SC	5742	6	Veteran	Yes		46.0	38.0	(64.0)	51.0	(65.0)	43.0	46.0	38.0	23.0	55.0	49.0	518.0	389.0
49th	Mark Fuller	Hayling Island Sailing Club	5871	57		Yes		(98.0 RET)	(98.0 DNC)	26.0	27.0	18.0	29.0	40.0	45.0	75.0	72.0	60.0	588.0	392.0
50th	Nick Rawlings	Hayling Island Sailing Club	5569	66	Grand Master	Yes		34.0	36.0	50.0	15.0	38.0	69.0	33.0	30.0	(98.0 DNC)	(98.0 DNC)	98.0 DNC	599.0	403.0
51st	Willie Todd	Largs Sailing Club	5801	29	Grand Master	No		(98.0 DNC)	(98.0 DNC)	23.0	46.0	29.0	50.0	98.0 DNC	98.0 DNC	24.0	19.0	20.0	603.0	407.0
52nd	Jarvis Simpson	Brightlingsea Sailing Club	6016	11	Grand Master	No		(98.0 DNC)	(98.0 DNC)	29.0	26.0	20.0	47.0	98.0 BFD	98.0 DNC	19.0	26.0	46.0	605.0	409.0
53rd	John Steels	Starcross YC	5926	85	Grand Master	Yes		44.0	43.0	(74.0)	(72.0)	68.0	68.0	43.0	51.0	45.0	11.0	39.0	558.0	412.0
54th	Neil Davison	Hayling Island Sailing Club	5748	80	Grand Master	Yes		52.0	47.0	5.0	43.0	47.0	(63.0)	52.0	55.0	52.0	(84.0)	62.0	562.0	415.0
55th	Steve roberts	Torpoint mosquito sailing club	5642	48		Yes		45.0	50.0	(58.0)	50.0	31.0	46.0	50.0	50.0	(63.0)	48.0	45.0	536.0	415.0
56th	Andy Carter	Leigh and Louton SC	5615	37	Grand Master	Yes		49.0	42.0	44.0	9.0	63.0	(74.0)	59.0	62.0	(74.0)	29.0	63.0	568.0	420.0
57th	Richard Hudson	Bough Beech SC	5554	23	Grand Master	No		33.0	(98.0 DNC)	31.0	(98.0 BFD)	43.0	40.0	44.0	48.0	58.0	70.0	53.0	616.0	420.0
58th	Nev Watson	HISC	5382	78	Veteran	Yes		48.0	48.0	45.0	70.0	(80.0)	(98.0 UFD)	41.0	44.0	55.0	51.0	19.0	599.0	421.0
59th	Nigel Thomas	Hill Head SC	5780	36	Veteran	No		(98.0 DNC)	(98.0 DNC)	35.0	1.0	51.0	75.0	65.0	66.0	43.0	16.0	70.0	618.0	422.0
60th	Richard Goodenough	Lymington Town Sailing Club	5559	13	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	70.0	52.0	40.0	35.0	42.0	52.0	42.0	58.0	40.0	627.0	431.0
61st	Greg Swift	Hayling Island Sailing Club	6062	82	Veteran	Yes		54.0	49.0	(83.0)	64.0	60.0	45.0	49.0	39.0	71.0	(75.0)	41.0	630.0	472.0
62nd	Paul de Geus	GWV de Vrijbouter	605	53	Grand Master	No		(98.0 DNC)	(98.0 DNC)	72.0	53.0	52.0	67.0	58.0	60.0	50.0	14.0	56.0	678.0	482.0
63rd	Peter Warne	Northampton SC	6056	58	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	49.0	71.0	56.0	49.0	61.0	54.0	66.0	41.0	59.0	702.0	506.0
64th	Michael Barnes	Lagos Yacht Club	3847	39	Septimus	Yes		55.0	(98.0 RET)	41.0	42.0	(77.0)	61.0	48.0	64.0	64.0	73.0	69.0	692.0	517.0
65th	Nick Fisher	Torpoint Mosquitos	5844	91	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	66.0	48.0	58.0	73.0	57.0	58.0	70.0	37.0	58.0	721.0	525.0
66th	Mark Flew	Hayling Island Sailing Club	6050	83	Veteran	Yes		50.0	53.0	(81.0)	69.0	61.0	56.0	66.0	(98.0 DNC)	59.0	67.0	57.0	717.0	538.0
67th	Tim Wade	Lymington Town sc	5629	20	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	68.0	45.0	81.0	72.0	55.0	46.0	51.0	61.0	61.0	736.0	540.0
68th	Malcolm Buchanan	Lymington Town SC	5570	7	Grand Master	Yes		51.0	(98.0 RET)	75.0	62.0	75.0	62.0	45.0	59.0	72.0	(81.0)	64.0	744.0	565.0
69th	Marc Dieben	WSV Giesbeek	641	61	Grand Master	No		(98.0 DNC)	(98.0 DNC)	61.0	98.0 BFD	64.0	60.0	47.0	65.0	65.0	65.0	55.0	776.0	580.0
70th	Phil Kilburn	Lymington Town SC	5950	4	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	62.0	63.0	49.0	44.0	98.0 RET	98.0 DNC	44.0	56.0	68.0	778.0	582.0
71st	Phil Sturmer	Brightlingsea SC	5819	10	Veteran	Yes		(98.0 DNC)	(98.0 DNC)	52.0	39.0	71.0	77.0	64.0	63.0	78.0	68.0	73.0	781.0	585.0
72nd	Sal Erskine-Furniss	Torpoint Mosquito	5262	9	Lady	Yes		(98.0 DNC)	(98.0 DNC)	71.0	54.0	83.0	78.0	71.0	71.0	61.0	36.0	75.0	796.0	600.0
73rd	Tim Deacon	Frensham Pond SC	4133	88	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	46.0	98.0 RET	66.0	87.0	67.0	69.0	39.0	80.0	65.0	813.0	617.0
74th	David Parkin	Aberdeen & Stonehaven YC	5889	18	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	54.0	74.0	73.0	76.0	68.0	70.0	68.0	64.0	78.0	821.0	625.0
75th	Barbara	G. W. Vrijbouter	565	54	Lady	No		(98.0 DNC)	(98.0 DNC)	90.0	73.0	85.0	81.0	70.0	68.0	38.0	42.0	80.0	823.0	627.0
76th	Nicholas Webb	Hayling Island Sailing Club	4441	62	Veteran	Yes		57.0	52.0	(91.0)	79.0	(90.0)	84.0	63.0	67.0	83.0	79.0	71.0	816.0	635.0
77th	Amanda Henderson	Lochaber	6053	99	Veteran / Lady	No		(98.0 DNC)	(98.0 DNC)	78.0	76.0	76.0	71.0	62.0	57.0	81.0	77.0	66.0	840.0	644.0
78th	Patrick Ward	CSC/ BBSC	5770	32	Veteran	Yes		(98.0 DNC)	(98.0 DNC)	86.0	58.0	70.0	70.0	98.0 DNC	98.0 DNC	57.0	44.0	72.0	849.0	653.0
79th	Andy Hyland	Lymington Town SC	6022	5	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	37.0	20.0	53.0	79.0	98.0 RET	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	875.0	679.0
80th	Steve Mitchell	TMSC	5905	50	Grand Master	No		(98.0 DNC)	(98.0 DNC)	76.0	41.0	55.0	80.0	60.0	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	900.0	704.0
81st	Steve Hagggett	Lymington Town SC	5913	26	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	77.0	82.0	88.0	82.0	73.0	74.0	77.0	83.0	74.0	906.0	710.0
82nd	Mark Harper	Dell Quay/Hayling	5836	69	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	67.0	38.0	67.0	55.0	98.0 RET	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	913.0	717.0

Rank	HelmName	Club	SailNo	Tally	Category	Plate Series?	Nation	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	Total	Nett
		Island Sailing Club																		
83rd	Dave Nixon	Spinnaker	5896	1	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	92.0	80.0	82.0	57.0	53.0	98.0 RET	79.0	78.0	98.0 RET	913.0	717.0
84th	Maria E. Franco Ferro	Northampton Sailing Club	5675	64	Lady	No		(98.0 DNC)	(98.0 DNC)	80.0	77.0	89.0	88.0	74.0	72.0	80.0	76.0	81.0	913.0	717.0
85th	Rene Sala	wv randmeer	644	45	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	63.0	78.0	46.0	66.0	98.0 RET	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	939.0	743.0
86th	Vincent Speelman	Zeilvereniging De Onderlinge	648	46	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	89.0	85.0	91.0	89.0	72.0	73.0	84.0	82.0	79.0	940.0	744.0
87th	Dave Moody	Hayling Island Sailing Club	5436	95	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	85.0	68.0	86.0	86.0	98.0 DNC	98.0 DNC	76.0	74.0	76.0	943.0	747.0
88th	Roel Bakker	WV Randmeer	663	41	Veteran	No		(98.0 DNC)	(98.0 DNC)	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	51.0	56.0	82.0	69.0	98.0 DNC	944.0	748.0
89th	Jez white	Hayling Island Sailing Club	5657	90	Grand Master	No		(98.0 DNC)	(98.0 DNC)	84.0	61.0	78.0	98.0 UFD	98.0 DNC	43.0	98.0 DNC	98.0 DNC	98.0 DNC	952.0	756.0
90th	Patrick Burns	Dalgety Bay SC	5967	12	Septimus	Yes		(98.0 DNC)	(98.0 DNC)	79.0	66.0	50.0	85.0	98.0 DNS	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	966.0	770.0
91st	Bob Clarkson	Hayling Island SC	4610	68	Veteran	Yes		(98.0 RET)	(98.0 DNC)	87.0	81.0	84.0	59.0	69.0	98.0 RET	98.0 DNC	98.0 DNC	98.0 DNC	968.0	772.0
92nd	Graham Wilson	Northampton	5721	22	Septimus	Yes		(98.0 DNC)	(98.0 DNC)	98.0 DNC	53.0	66.0	77.0	980.0	784.0					
93rd	John Ellis	Hayling Island Sailing Club	5793	33	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	82.0	83.0	87.0	64.0	98.0 DNS	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	1,002.0	806.0
94th	Harold Lensing	W.V. Randmeer	667	43	Septimus	No		(98.0 DNC)	(98.0 DNC)	93.0	75.0	79.0	83.0	98.0 DNS	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	1,016.0	820.0
95th	Anthony Sanders	Hayling Island Sailing Club	5620	52	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	88.0	84.0	92.0	98.0 DNS	98.0 DNC	1,048.0	852.0				
96th	Andy Tunncliffe	Bassenthwaite SC	6084	84		No		(98.0 DNC)	(98.0 DNC)	98.0 DNC	1,078.0	882.0								
96th	Andrew Wilson	Gurnard SC	4534	38	Grand Master	Yes		(98.0 DNC)	(98.0 DNC)	98.0 DNC	1,078.0	882.0								

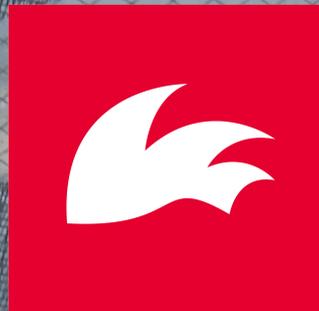
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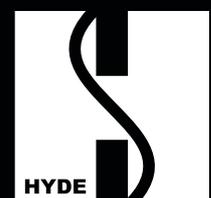


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