

Solo Interactive



MAD MAY

The Solo Season Goes Crazy



Demo Boat Experience
Sailor Profiles Charlie Nunn - Jamie Morgan
New Website

Tale of the Tape
Spotlight Torpoint Mosquito
Strictly Solo

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Front Cover

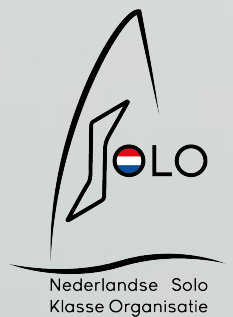
Shane MacCarthy enjoying the fresh conditions at WPNSA 2019

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Editorial

Will Loy



So we move into May and a very busy period of the season with some stellar events planned including the Spring Championship at Felpham, the Southern Championship at HISC, the Nigel Pusinelli Trophy, at WPNSA, the Scottish Championship at Prestwick and abroad, the Dutch Spring Cup at Medemblik. These majors are bound together with an array of local open meetings so no excuses not to be race ready.

A small but talented UK 'band of brothers' will be flying the flag, our class President Patrick Burns leading by example and keen to re-solidify the already strong relationship we have with the Dutch fleet. While we may not be technically part of Europe the Solo Class transcends borders when it comes to sailing and beer.

There is a 50 boat limit for the one day Spring Champs, I understand that it is a 3 race non discardable event and the long range forecast is for light winds so that sounds like a train crash for some unlucky blighter.

The two day Southern Champs at HISC should be well attended as the times I have been there, Solos seem to appear from nowhere, they surely do still have the largest UK fleet?

John Steels, our Membership Sec is currently building up a list of members and their club affiliation so our Area Reps can target the large fleets with only a few NSCA members, the ambition, to increase membership of course.

It has always been a bugbear of mine that we have thousands of Solos racing at clubs across the UK who do not deem it necessary or important to join the NSCA, they may feel that racing or cruising at their club does not merit paying the £25 to be part of an organisation that promotes the very design of boat they sail. They may have no ambition to travel to the organised Open Meetings, Area Championships or National Championships and with a free monthly online mag and updated website, where is the benefit?

I will argue that a thriving class with a plethora of events that cater for all skill levels, a class that has a strong supplier chain which are always pushing developments, a class which has media exposure second to none and a class that has not stood still since the first build in 1956 is a class worth spending £25 quid on.

Your Solo is worth a lot more than if there were no organised regattas, if there were limited suppliers and if there was no media exposure. So, do please consider joining the NSCA if you are an infrequent club sailor or an open meeting pot hunter, that subscription gets you more value for your money than you realise.

Join **HERE**

A big thank you to all those who contributed to this edition, while it sometimes seems harder than getting Chris Brown to buy a round of drinks, your articles are read by literally thousands of people!

I always welcome interesting stories about :

Your club and it's facilities

Your Solo and any interesting personal tweaks

Your Solo experience, funny or dramatic

Your thoughts on what we, the NSCA can do better

Your reasons for not wanting to join the NSCA! (maybe email those haha)

The Solo Class is as strong as ever and everyone seems mad keen to make up for two lost years, I hope you

The magic ingredient that is designed into all the Super Spars mast tubes is the magnesium content. It gives controlled bend and recovery response for differing weight of crew, wind strengths or gusty conditions, allowing the leech of the sail to be more positive.

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Strictly Solo

Olly 'Elvstrom' Wells takes evasive action to save his Solo, his race and most importantly, as it is in front of the paparazzihis reputation.

Interactive

Feel that moment **HERE**



The event was the EOS 17, the venue was Grafham Water and the breeze was holding at 13-17 knots. Olly had rounded the top mark in good shape with Martin Frary and Chris Mayhew, 50+ sailors behind them so no time for antics.....That said, Mr Wells is nothing if not a showman and with the camera rolling and the sound of 'Another One Bites the Dust' by Queen playing in my head he decided to do a little dance.

To see a man's survival instincts kick in was a sight to behold and the sly smile into the camera proved to me that he was in complete control.

Please do send me video footage of your dance floor moves.

EVENTS MAY

Spinnaker SC Open Spinnaker Sailing Club Southern Series .	SATURDAY, MAY 7, 2022
Spring Champs Falpham Sailing Club Super Series . Sea Series .	SATURDAY, MAY 7, 2022 TO SATURDAY, MAY 7, 2022
West Ridling SC West Ridling Sailing Club Northern Series .	SUNDAY, MAY 8, 2022
Fishers Green Open Fishers Green Sailing Club Eastern Series .	SUNDAY, MAY 8, 2022
Dutch Spring Cup K.Z. & R.V. Hollandia Super Series .	FRIDAY, MAY 13, 2022 TO SUNDAY, MAY 15, 2022
Bristol Corinthian YC Open Bristol Corinthian Yacht Club Western Series .	SATURDAY, MAY 14, 2022
Girton SC Midland Series .	SATURDAY, MAY 14, 2022
Bassenthwaite SC Northern Area Championship Bassenthwaite Sailing Club Northern Series .	SATURDAY, MAY 14, 2022 TO SUNDAY, MAY 15, 2022
Leigh on Sea Vintage Open Leigh-on-Sea Sailing Club Classic Series .	SATURDAY, MAY 14, 2022
Leigh on Sea Open Leigh-on-Sea Sailing Club Eastern Series . Sea Series .	SUNDAY, MAY 15, 2022
Frensham Pond SC Frensham Pond Sailing Club Southern Series .	SUNDAY, MAY 15, 2022
Hayling Island SC Open Hayling Island Sailing Club Southern Series . Sea Series .	SATURDAY, MAY 21, 2022 TO SUNDAY, MAY 22, 2022
Redesmere SC Redesmere Sailing Club Northern Series .	SATURDAY, MAY 21, 2022
South Staffs SC South Staffs Sailing Club Midland Series .	SATURDAY, MAY 21, 2022
Prestwick Scottish Championship Prestwick Sailing Club Scottish Series .	SATURDAY, MAY 21, 2022 TO SUNDAY, MAY 22, 2022
Lymington Town SC Open Lymington Town SC Southern Series . Sea Series .	SATURDAY, MAY 28, 2022
Hollingworth Lake SC Hollingworth Lake Sailing Club Northern Series .	SUNDAY, MAY 29, 2022



Ian Armstrong Sending it at the Winters 22

My Solo Demo Boat Experience

Jonathan raced a Solo at
Medemblik 2016

A photograph of Jonathan Swain on a white Solo sailboat. He is wearing a dark jacket and a cap, and is sitting on the deck, holding a long pole. The boat is on the water, and the sky is overcast. The name "Jonathan Swain" is overlaid on the bottom of the image in red and white text.

Jonathan Swain

After reluctantly leaving the Solo fleet in 2016, to pursue a work secondment opportunity in North America, I continued to follow the class news, media and race results, with a desire to return to this strong and passionate class one day. I haven't sailed much since 2016, as it wasn't a viable option for me whilst in America, even though I lived near to Annapolis, which a few of you reading this will know is 505 territory. Instead, I invested in my childhood windsurfing skills over the last 5 years.

Now, settled back in the UK with some peer pressure from my fellow Carsington Solo sailors (Mike Sims and John Webster), along with a keen sailing father persuading me to get back into competitive sailing, I jumped at the chance to take the Class Association demo boat for its first venture onto the water. It was a beautiful sunny day at Carsington Water, chilly, but a solid 20 knot wind forecast.

After revisiting the very useful North sails tuning guide, the mast foot position and rig was set. Once on the water, it took a while to remember the order of the four sail control lines, often letting the outhaul off and damn! that boom can be low! With a decent breeze powering me along, I got through a few gybes gingerly, but I soon ran out of rusty boat handling talent and ended up with a swim, to which the 30 or so strong RYA topper youth training squad, found quite amusing. Back upright and drained out, things started to come together and my love for the Solo was re-established. With the wind picking up, I had a superb downwind sail, hitting 14 knots on the GPS which felt fast (maybe a So-Slow GPS online speed chart, Will)? The Winder 2 performed excellent, I loved the Seadek flooring and North P3 felt a great product.

Many people in the clubhouse don't understand the attraction to the Solo, but from my point of view, although not blistering quick, if you're a purist sailor you will get it, and have some of the best times on the water possible.

Thus, after a few, "how much do you love me?" conversations with my supportive wife, I am pleased to say I have ordered a Winder 2, M2, P3 with all the trimmings, which I hope to take delivery of, before the Inlands. I very much look forward to getting back into the friendly, competitive, big fleet racing community that this class brings, and thank you, to the Solo Class Association for the demo boat initiative. Without this opportunity, its likely, I would still be 50/50 and not have ordered a boat.



6029 gets wet for the first time.

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Mark 2

- More rocker, a fuller bow and more V in the hull
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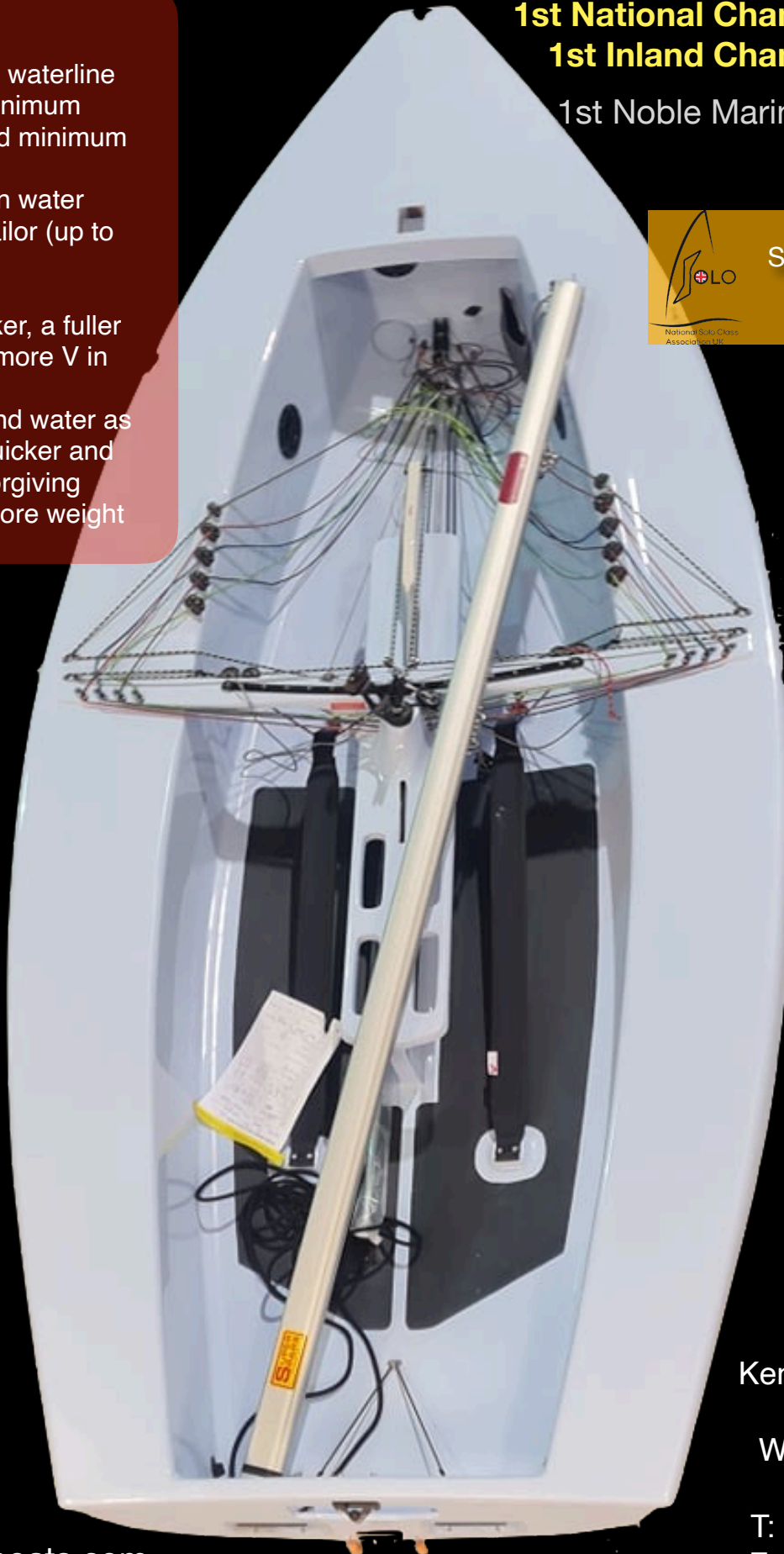
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Jonny Coate Claims Maiden Victory



SOLO MIDLAND AREA

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Barnt Green Open Meeting Report and pics; Kev Hall

The second event in the Solo Midland Area calendar was held on 9th April at Barnt Green Sailing Club.

I hooked up a frost covered boat for the trip up the M40 to Barnt Green hoping it would warm up quickly for the rigging of the boat on arrival. Whilst heading up the motorway I found myself feeling a sense of déjà vu when remembering the first event at Banbury which was held in glorious sunshine and 18°C. The sun was shining but a quick check of the outside temperature sensor soon shocked me back to thinking that 3°C will require the right decision on the kit to wear to stay warm!

Another similarity to the previous event was the less than ideal wind direction for the event. The forecast of a NW direction and 9 - 11kts of breeze meant it would no doubt turn out to be another one of those days where the wind shadow of the two club buildings and tree lined shore would keep it interesting.

13 travellers and 7 club Solos took to the water for the 11 o' clock start. PRO Mike Pickworth would have his work cut out to get a first beat set up with the wind shifting 45 - 50° at times.

The first race got under way with the fleet becoming accustomed to a drag race to the first mark on starboard.

Kev Hall held the pin end of the start line to round first at the windward mark from newcomer to the fleet Jonny Coate and Alan Bishop third. The top three pulled away from the rest of the fleet and positions would change regularly between those three until the fourth lap when Jonny Coate was on the correct side of one of those huge shifts and pulled out a bit of lead.

A late challenge approaching the finish from Alan Bishop wasn't quite enough and a gear failure for Kev Hall put pay to his challenge so it finished Jonny Coate 1st, Alan Bishop 2nd and Kev Hall 3rd.

The racing amongst the rest of the fleet was just as intriguing with some Solo sailors working their boats hard to play the shifts only to have it all taken away if you were on the wrong side of one of the huge wind shifts, which hit without much warning. It certainly payed dividends to keep an eye on the boats ahead on the upwind legs as quite a few sailors very nearly capsized to windward and had to take time to gain balance before resuming racing. Quick tacks from those behind made for huge gains and inevitable losses across the whole fleet. I was certainly aware of one capsize in Race 1 and with the water temperature still being very cold it's not recommended.

Lunch was held in the beautiful clubhouse that was converted after a former life as a boathouse, when the water level was much higher and must have also made the reservoir a lot bigger.

For the afternoon back to back races a change of course was attempted after a shift in direction as we took to the water, unfortunately the wind shifted back which would have meant a reaching start. Whilst that would have made it very interesting the race officer decided to revert to the original position and course we used before lunch.

With the beat in the middle of the lake and the direction causing a little confusion and a convergence from either side the first beat was difficult, at least for me anyway.

Jonny Coate made it first round the windward mark followed by Oli Davenport, those two pulled away and tussled for a while for lead but Jonny showed good resilience to hold the lead, take the second bullet and the open meeting win in impressive style.

For the rest of the fleet, positions changed constantly which made the racing amazing. Kev Hall was on the right side of a huge shift and pulled ahead of the rest of the fleet.

Race 2 finished Jonny Coate 1st, Oli Davenport 2nd, Kev Hall 3rd.

A change of course for race 3 saw another clean getaway with Alan Bishop taking an early lead from Kev Hall.

Such was the day that huge gaps formed between first and second and also second and the rest of the fleet.

Based on the areas of wind across the lake you could regularly hear 'that' noise when boats behind have wind and you don't. As the wind picked up in the final few minutes of the race the lead Alan Bishop held was cut to boat lengths by Hall and Davenport. A bit of confusion as to where the finish was, which turned out to be a raised box ashore in line with the windward mark meant the finish was Alan Bishop 1st, Oli Davenport 2nd, Kev Hall 3rd. Congratulations to Jonny Coate for winning the first Solo event he has attended since purchasing a boat well known in the fleet, 5130. Watch this space once Jonny gets used to the Solo! Jonny thanked the club and all the volunteers for what was a challenging event to get the races set and underway.



Pos	Helm	Sail No	Club	R1	R2	R3	Pts
1	Jonny Coate	5130	South Staffs SC	1	1	5	2
2	Alan Bishop	5723	Girton SC	2	5	1	3
3	Oliver Davenport	5954	Northampton SC	4	2	2	4
4	Kev Hall	5524	Northampton SC	3	3	3	6
5	Richard Instone	5837	Chase SC	6	4	6	10
6	Mat Newton-Sherlock	5688	Barnt Green SC	5	6	8	11
7	Ollie Ridgeway	5399	Barnt Green SC	13	11	4	15
8	David Badger	5636	Bartley SC	7	8	9	15
9	Neil Wilkinson	5210	Chase SC	9	7	21	16
10	Bob Suggitt	5318	Barnt Green SC	10	10	7	17
11	Olly Saunders	5497	Shustoke SC	14	9	10	19
12	Mike Cossey	5740	Shustoke SC	8	12	14	20
13	Andrew Paton	6023	Barnt Green SC	12	16	12	24
14	Gareth Hyland	5564	Chase SC	21	14	11	25
15	Paul Bottomley	5644	South Staffs SC	15	15	13	28
16	Simon Morris	5063	Barnt Green SC	11	17	21	28
17	Alan Williams	5854	Sutton SC	15	13	21	28
18	Maria E Franco	5675	Northampton SC	17	19	15	32
19	Mike Caley	4893	Barnt Green SC	21	18	21	36
20	Oliver Hartland	4130	Barnt Green SC	18	21	21	36

Jonny Coate receives the trophy



Martin Honnor Takes the Win

Pics; Georgina Wilcox

The first Northern Solo Open Meeting of the year - sponsored by Winder Boats - took place on 04 April at sunny Burwain. There were three challenging races for the 14 boat fleet, of which there were 9 visitors from as far a field as Ogston and Bassenthwaite. Wind strength across the day ranged from 8 to 14 mph and so tested the brain and later on the muscles as the wind strengthened through the day. Close racing was the order of the day throughout the fleet. The first race was won by Martin Honnor followed by Steve Denison and Alex Alcock.

The second race followed with a change of course which allowed a bit of local knowledge from Innes Armstrong to pull out an early lead which he held to the finish. Second was Steve Denison followed by Martin Honnor.

So it came down to the last race with three possible winners. By now the wind had built up to the strongest of the day and certainly tested the muscles. Martin got off to a strong start using all his weight advantage and was able to lead from start to finish, but was pushed all the way by Steve Denison and Alex Alcock. So it was Martin who won with two firsts, Denison was second and Innes Armstrong was third thanks to a race win in R2, beating Alex Alcock into fourth on the same points.

Martin thanked all those that made the Racing possible and the galley crew for looking after the fleet off the water. The first event of the Northern Solo Series was a great success and Burwain SC was deemed a great place to sail with a full lake and a very welcoming team to host.



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NSCA Set to Launch New Solo Website

Nigel Davies, Solo Website Coordinator.



The Background.

The cost of the website and low user engagement has been a concern of the Committee for some time. Poor Customer services by our suppliers and website outages in Jan 2022 lead the Media sub team of the Solo Committee to look at options around our website. The project was lead by me, Nigel Davies.

Firstly we looked at what we needed from the Website, some functions of the old site were not been used, some didn't work very well. A specification for a new website was created.

I looked at a lot of Sailing Club and Class Association websites to find the best designs and the companies had built them. Committee members recommended companies they had used. From this I draw up a short list of nine companies to formally asked for quote to build, support and host our new site. I also looked at a number of 'build your own' website companies such as squarespace, Ionos Wix etc.

After receiving the quotes from companies and performing an evaluation on the 'Build your own' sites the media team concluded the best cause of action was to build a new site with WiX, the full committee reviewed the findings and gave their agreement.

Main Advantages of using Wix;

Wix is used by over 200 million users, tops most 'Website Builders' charts, its easy to use and has been around since 2006.

The Class will own the site and Domain names. Currently the site is owned by fifteen which limits our options, eg making changes to the site is very expensive, we were quoted £400 to make minor changes to the home page.

The site will be fully in our control, we will have full access and can grant access to users as we wish. The site can be built and supported by us, initially by me.

Future proof, as Wix is cloud based the infrastructure running the site will stay current. Fifteen tell us the current site is old and needs replacing.

Current website costs are about £2200 per year. Quotes from other suppliers were between £3000 to £4000 to build a new site (note our current supplier fifteen quoted £15k-£25k) then around £250 hosting cost per year plus support cost at around £40 to £60 per hour, we currently only pay for 4 hours support per month as most of the support work is done on a volunteer basis by Nigel Davies and other Committee members. The Wix software and site hosting cost around £250 per year plus a small site build cost.

Its not all about the cost, the Committee is keen to increase the site activity and membership engagement, having a Website that is simple to use, has more active content and can be updated in the future provides the membership with a tool for them to get the most from their Solo Dinghies.

The New Site

The plan if for the new site to go live around the end of April. The membership will receive a email telling them when the site goes live via Webcollect and Wix.

The site has a new fresh look, simple menus and will be easier for members and committee to update. The site will hold information about the Class, list events, For Sale section and a News (Blog) and Forum.

How to Create a new Post in the Forum section.

The forum has several categories which can be expanded as required. There is a 'For Sale' section to sell your boats and kit.

To Create a post;

- 1) Logon to the website, Click the logon button on the top right of the screen.
- 2) Once signed in navigate to the Forum section by clicking on 'Forum' in the main menu.
- 3) Click 'Create new Post' button about 1/3rd the way down on the right side of the screen.
- 4) This will give you a screen where you type your post, you can add Photos etc by clicking the icons.
- 5) Click 'Select a Categories' to add a Category (its important to do this so the Post is displayed in the correct part of the Forum).
- 6) Then click 'Publish' in the bottom right of the screen.

Thats it, all done.

You can follow Categories to get updates on when people post new items or add comments.

User profile settings.

Once signed in you can tailor your user setting, things like adding a profile photo and changing the emails notifications you receive from the site.

To view and change these setting click on the user icon in the top right of the screen.

You get two options, Profile and Account, go into these and choose 'settings' then choose what information you wish to receive. There are many options eg Get a Daily or Weekly summary of action in the forum. You can receive as much or as little as you wish.

News (Blog) Posts

News or Blog post will be created by the Area Reps and Committee members, it is hoped this along with the Forum will be the most active area of the site. News post will update people on events, results etc.

Flickr

On the current site photos were stored in albums with access via the menu but over time the committee found updating these slow and the space required to hold the media became a problem. It was decided Flickr would be a better tool to use. You can access the Solo Flickr account via the link on the website home page. This will be used mostly by Will Loy to display the photos he takes at events.

Conclusion

You should now be aware of the new site and why its moved, be able to post in the forum and amend your user setting.

Please use the site! if you have any questions the Wix help is very good, I will also create some 'How too' videos and add to the FAQ section but you should find the site very easy to use.





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Sailor Profile Jamie Morgan



Current weight 94Kg fluctuates a fair bit

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Mast D+ With a sleeve

Sails North P2 May look to something else in the near future

I learnt to sail at Paxton Pits Sailing Club at an after-school club, before quickly moving to Grafham where I was sailing laser 4.7/ radials in the naughty's. Back then Grafham was a hot bed of laser sailing with the likes of Giles Scott coming out of there, we would regularly get 30-40 lasers club racing, it was a great place to learn how to race and I spent many years hanging onto the back of the good guys.

In 2006 I left school, not being the most academic person in the world I went off to teach sailing in outdoor centres and summer camps having a brief break from racing. In 2008 the recession hit and by the end of 2009 I had lost my job as a sailing instructor by the end of the season, I got offered a week's work at my family's electrical business and that was the end of my time teaching sailing, changing to a career in electrical installation.

I switched around between different RS boats until 2011 when I found myself in a Musto Skiff working towards the 2012 Worlds that were held in Weymouth. A month before the Olympics I had moved to Rutland to train as there was a big group of Musto's there, headed up by Richard Stenhouse. We had a great group that all worked together to make everyone in the group be as fast as possible. When it came to the Worlds everyone in the group had moved up from where they were in the fleet. The event itself was fantastic and had everything, light foggy days where you couldn't find the marks and plenty breeze on other days all followed by a great night out in Weymouth.

After the Worlds like many Musto sailors at the time, we had been watching the Moth world grow at a fast rate and their Worlds where in Hayling in 2014. I sold the Musto and bought myself a Moth, I first sailed the boat in Feb of 2014 not realising how different it was to anything else I had sailed up to that point. Together with a long injury leading up to the worlds where I couldn't even work let alone sail I had a disappointing event, where I sold the boat after and had decided to take a break from sailing with the last few years taking its toll.

I ended up having 6 years away from sailing in that time concentrating on finishing my electrical qualifications, buying our first home and starting two companies. I returned to the sport in 2020 buying a Musto to turn up at Rutland with, only to find that the fast fleet had disappeared. I decided that a Solo would be a better bet, getting me into the club slow fleet and being close to a number of local open meetings I could attend. After a few being sold before I could get to them I gave winders a ring and ordered a new one, having never sailed one before I arranged to go and collect the boat with Dave on a Saturday as we were busy with work at the time however my partner woke me up at 2am that morning (I thought surely she can't be as excited as me about collecting a new boat) but it turns out that our son had decided he wanted to come and meet us a little early, first of all I thought she was joking, then I had to work out if I was going to go with her or go and collect the boat! Dave was very understanding and allowed me to collect the boat a couple of weeks later and that was the start of my Solo journey.

I spent the winter sailing it at Rutland on my own and getting to grips with it. I spent last year doing as many of the opens as I could, trying to work out what makes a Solo go well, I feel in the right conditions I can be competitive up wind and that I struggle for down wind speed, which I am working on. Upwind I feel that moving the centre board depending on what mode you are trying to sail in is really important. It is really easy with the size of the board and the set up of the main to get stuck pointing too high with little boat speed, its important once fully powered up to try and reduce the amount of board you are using, create flow across the foils and use the flow to give you the height you need. My plan for the next year is to do the Nationals and to try and improve on last years result. Other than that do as many of the bigger Solo events as I can fit in while sailing an OK back at Rutland, where a group have got into them for the Worlds next year.



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Interactive

Sailor Profile **Charlie Nunn**

Check out Charlie's technique **HERE**



I started sailing the Solo November 2020. New member to Torpoint Mosquito Sailing Club 2022. For me the Solo has been the most enjoyable class to sail with one of the most competitive fleets in the UK barring the typical Olympic classes.

I personally enjoy beating upwind as opposed to off wind sailing. I prefer the heavy air grinds up wind through big waves keeping the boat flat and fast. I am very much a sailor of feel rather than following a tuning guide, using it as a reference when first starting out and then never looked at it since. My style differs from most people when hiking with toe straps tight to the deck and feet under the thwart, I would prefer to keep my legs and back straight instead of getting tired and hunching over. Also with being heavier I usually run the centre board lower and have less side slip than most.

Setup wise I like running slack stays as my mast is so stiff it allows it to flex away in the gusts giving more time to react and crack the sheet off a few inches to keep the boat flat.

One of the challenges I face is being a heavier sailor. At 97kg I am at the top end of the weight scale and find myself struggling for speed on reaching legs. Recently I was on a reach and found myself leaning off the back of the boat completely out of control and my weight dug the transom in and capsized. Potentially this could be due to my boat being wood and is heavier in the bow than the newer FRP boats causing me to sit further back, also the winder 1 hull has a pointy (less floaty) bow. I would like to try a few other hulls to see how they differ.

Moving forward this will likely be my last year in this 4317 and I will potentially be looking for an FRP boat for the 2023 season. I want to give my current boat a full send off as unfortunately I came on form on day 3 of the Nationals and we lost the final 2 days due to lack of wind. Also I never managed a really good gate start at Mounts Bay as I was usually second row!

Stats and Equipment

Solo 4317
Gosling (Believed to be similar to winder Mk1)
Selden Cumulus
Sail: P&B Full Cut
Helm Weight: 97kg
Height 6' 1"
Foils Gosling Specialist (Stiff)
Age 24



pics next page;
Charlie racing at Dittisham S.C. in 2021.
Approaching the top mark at Mounts Bay.





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#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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OLIVER DAVENPORT Tuning Tips 101



I use a mast foot position on 3065mm from front of mast to the transom and then my rake is 5940mm. Traveller car is stationed 100mm-150mm out from centre to keep the boom just outside the inboard end of the tank. When I use kicker tension to control the leech I pull the traveller into the centre and leave it there.

I have the outhaul about a hands width deep and then gradually tighten as the wind increases until its is full on in strong winds.

I have the inhaul set so the sail is parallel with the mast in light to medium winds (0-12knots). Then have it tight to the mast if I want to bring some shape forward in the sail when dealing with choppy conditions



TORPOINT MOSQUITO SAILING CLUB

The club is on the banks of the Tamar just below the Torpoint Ferry. Sailing can take place at all states of the tide. Run by volunteers, with low membership fees, a bar, regular social events, on-site restaurant, regular training and a good choice of club dinghies for those that do not own their own boat.

For those keen on racing we have an active Solo fleet with it's own separate start

Visit the club [HERE](#)

Interactive



Drone footage Chris Waters

Torpoint Sailing Club has long been well supported by the community of Torpoint, the club being founded in 1891 (although anecdotal reports suggest racing at Torpoint in the years prior). The club has operated continuously to the current day with many people enjoying the sailing and social activities organised by members for members.

The first sailing results were recorded in 1894 along with the first official rulebook, with the impressive 'Torpoint Mosquito' class - the first fleet being sailed under a handicap system, for they were but work boats of various sizes and shapes. All being gaffed-rigged with huge canvas mainsails and jackyard rigged topsails.

These early Mosquitoes had many surprising features such as a lifting iron keel, rolling headsail, lifting rudder and loose fitting foresail boom. The size of the canvas, not easily reefed, would have made them a daunting prospect for the faint of heart, being without winches and having a sail area of 350 square feet on a 16ft length boat. Later Mosquitoes had to conform to a length of either 16 ft or 18ft.

Nowadays the club enjoys active yacht and dinghy sections, with regular club racing. This year has seen a growth in the Solo fleet, now with 13 boats and a regular race attendance around 10 boats every Monday and Thursday evening (Sunday racing being limited to Autumn, Winter and Spring series's).

The Class Captain is Geoff Holden, whom many will know from Northampton SC previously and/or on the busy Solo circuit. The club will be hosting it's inaugural Solo Open meeting on Saturday 9th July - standard 3 races, details to follow.

It is a small friendly club, comprising a welcoming bar and the usual sailing facilities. The slipway allows for sheltered launch and recovery at almost all tide states, with a fixed line for club racing in front of the club - providing an excellent summer evening spectator perspective. However, most of the racing area is St Johns Lake - the magnificence of which can be seen on the drone footage via the link, a large expanse of water which allows for a committee boat & course for an open meeting.

Torpoint Mosquito SC Solo sailors includes an enthusiastic group of travelling competitors, we will be in numbers at both Carnac and Abersoch, enjoying both the racing and apres sailing social.

We look forward to seeing you!



Tale of

Helm **Anne Marie Coyle**
Sails at Dittisham S.C.
Winder 2
Selden D+
Edge Sail
Helm Weight 79 kgs
Helm Height 5ft 2.5

After nearly 30 years of sailing yachts, I tried a Topper, Laser and a Streaker. I much prefer the cockpit of the Solo and use a B rig if it's super windy – she's a fab boat to sail!

I sailed Solo 4748 for two years and my learning points were to ensure that all the strings work effortlessly, reduce as much friction in the centreboard as possible, make sure you rudder happily flies up and down to avoid panic as landing and check / tape shroud pins and I needed a sponge as the bailers leaked. A really well weighted burgee is essential at Dittisham (and a handy replacement in case of a mudsplat). Dittisham is a super friendly club and, as a beginner, the other sailors could not have been kinder or more patient as I found my sea (river) legs.

My new Mk 2 seems to be more stable, less tippy, the D+ is more responsive, there are no strings (or friction) on the centreboard and all of the control lines work perfectly.

Jon Clarke is my partner – I keep hoping my sailing will improve by osmosis but it's clearly hours in the boat that will make the difference.

And being taught / coached by your partner? I'm sure there must be a formula but we haven't found it!

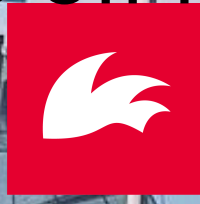
the Tape

Helm Sam Westcott
Sails at Dittisham S.C.
Hull Winder Mk 1
Selden Zeta
North Club
Helm Weight 73 kgs
Helm Height 170cm

I brought my solo in mar 2018, on my first sail ever, I managed to dislocate my arm and rip my bicep, mid river in very nasty conditions. One year later post-surgery, covid hit. Last year was my first year sailing my Solo properly. I slowly moved up the fleet by learning from my mistakes, mainly don't put the kicker on too early round the mark, get really good at dry capzing to avoid full righting. I have learnt to steer with my body rather than the tiller down wind and that made me faster. This year I switched to a Zeta mast to try and perform better upwind in heavier conditions. I have a club North Dacron sail. I always overthink things and I like to pick over how I sailed every race; I think that helped ref my progress last year. I love sailing at Dittisham, its very friendly and the solo fleet is growing at a great rate, We now have 4 ladies in our fleet.

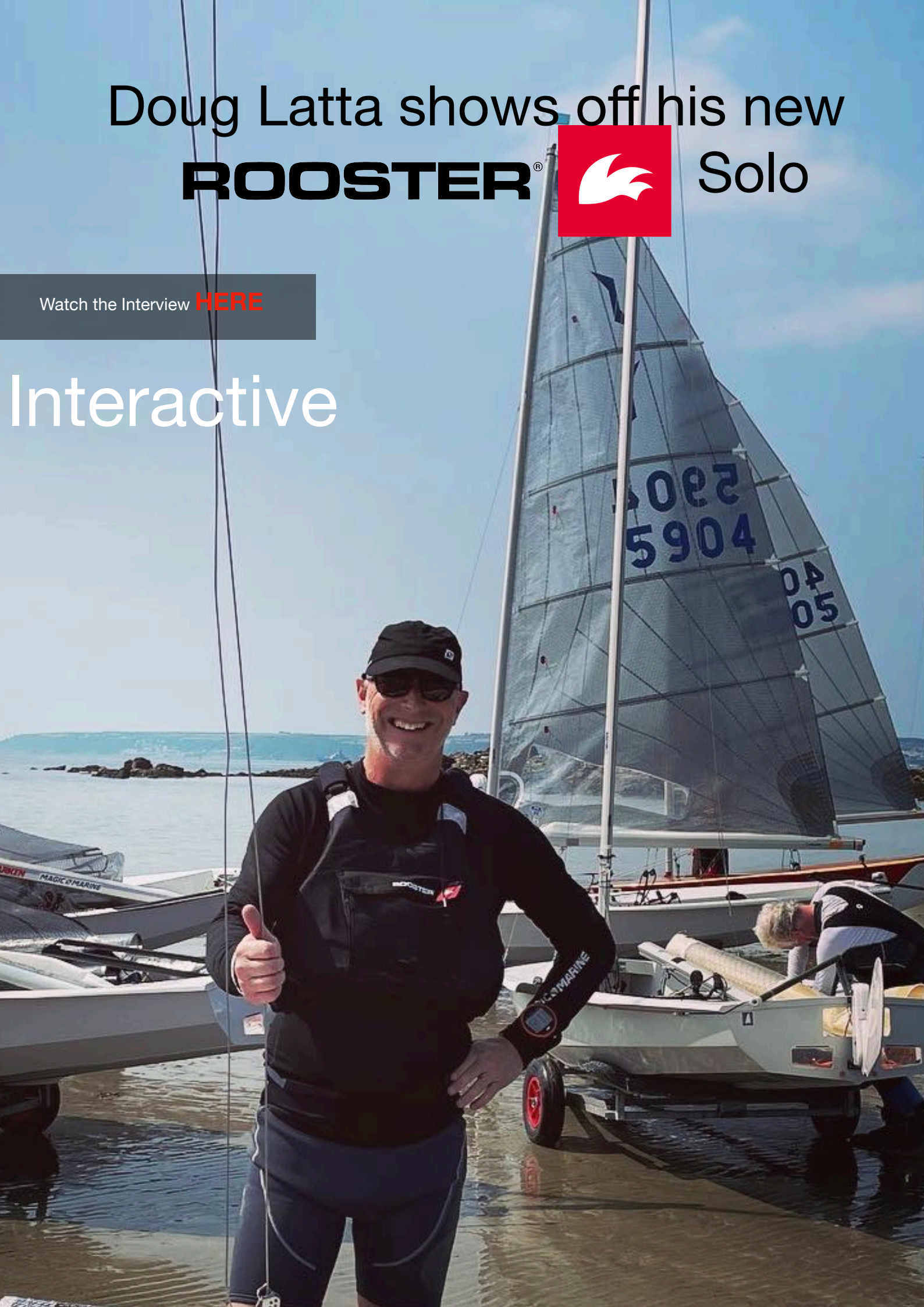


Doug Latta shows off his new **ROOSTER**® Solo



Watch the Interview [HERE](#)

Interactive





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REPLACEMENT FORESTAY FOR SOLO (DE-RAKER)



REPLACEMENT SHROUD FOR SOLO (PAIR)



SELLEN D14-C065-0715 SOLO MAST - SLEEVED C SECTION - EX. RIGGING PACK



SELLEN D14-C074-0716 SOLO MAST - SLEEVED D+ - EX. RIGGING PACK



SELLEN D14-C068-0716 SOLO ZETA MAST - FRONT TAPER - EX. RIGGING PACK



SELLEN 8072-0716 SOLO OLYMPUS BOOM SECTION



SELLEN D14-C069-0716B SOLO CUMULUS MAST - FRONT TAPER - EX. RIGGING PACK



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HOPWOOD WINS BARTLEY OPEN

Report by David Badger Photos BSC

Glorious sunshine combined with a robust easterly wind greeted the visitors and home sailors to the 2022 Solo open meeting at Bartley in Birmingham.

This was a joint open meeting with the Phantoms and the Race Officer John Ling and his crew did a great job of running two open meetings in difficult conditions with more than a few capsizes. The wind direction enabled a long beat for the full length of the lake, circa 750m, which tested all the sailors.

The first race started in winds of 20-25 knots and was very close all the way round. The whole fleet finished not far behind the leaders despite the long beats and blustery conditions. Ian Hopwood (Nantwich) finished first, with Jeremy Shinton (Bartley) second and Kev Hall (Northampton) third.



The second race started back to back with the first in similar conditions to the first though it proved to have rather stronger gusts and bigger shifts making conditions even more challenging. This spread the fleet out rather more than the first race and the final positions were Kev Hall first, Martin Honor (Ogston) second and Neil Thornton (Chelmarsh) third.

The final race was held after lunch when the strongest winds had abated and it seemed much easier though there were still a few capsizes. Again the racing was very close all round, with the whole fleet pretty much together for most of the race. The last race finished with Chris Brown (Grafham) first, Ian Hopwood second and Martin Honor third.

Final overall results for the day were first Ian Hopwood (Northampton), second Kev Hall (Northampton) and third Chris Brown (Grafham). We finished the day with prize-giving and beers on the terrace in the same glorious sunshine that had been with us throughout the day. An excellent day's sailing.

Pos	Sail No	Helm	Club	R1	R2	R3	Pts
1st	5897	Ian Hopwood	Nantwich	1	-5	2	3
2nd	5524	Kev Hall	Northampton	3	1	-6	4
3rd	6022	Chris Brown	Grafham	-4	4	1	5
4th	5880	Martin Honor	Ogston SC	-5	2	3	5
5th	5401	Jeremy Shinton	Bartley SC	2	(RET)	7	9
6th	4774	Neil Thornton	Chelmarsh	7	4	-10	11
7th	5911	Nigel Davies	Draycote	-6	6	5	11
8th	6004	Jonathan Woodward	South Staffs	8	-11	4	12
9th	5210	Neil Wilkinson	Chase SC	-10	7	8	15
10th	4327	Sam Knight	Bartley SC	-9	8	9	17
11th	5723	Alan Bishop	Girton	11	9	(RET)	20
12th	5967	James Dawes	Redditch	12	12	-13	24
13th	5854	Alan Williams	Sutton SC	-16	14	11	25
14th	5787	Nick Eves	Bartley SC	-14	11	14	25
15th	5636	Dave Badger	Bartley SC	-13	13	12	25
16th	5644	Paul Bottomley	South Staffs	15	15	(RET)	30
17th	5675	Maria Franco Ferro	Northampton	17	(RET)	RET	35



Unfinished Business

Mike Sims is set to return to the Solo Class in 2022

2017
EOS 4th
Inlands 2nd
Nationals 3rd
Nations Cup 2nd

2016
Inlands 3rd
Nationals 3rd
Nigel Pusinelli Trophy 1st
Nations Cup 3rd

2015
EOS 2nd
Inlands 3rd
Nationals 3rd
Spring Champs 4th

2014
EOS 3rd
Inlands 3rd
Nationals 8th
Nations Cup 3rd
Nigel Pusinelli Trophy 3rd
Welsh Champs 3rd
Noble Marine Winters 3rd

2013
EOS 3rd
Inlands 1st
Nationals 4th
Nigel Pusinelli Trophy 3rd
Scottish Champs 2nd
Noble Marine Winters 1st

2012
EOS 3rd
Inlands 1st
Nations Cup 1st
Nigel Pusinelli Trophy 1st
Spring Champs 7th
Noble Marine Winters 1st

2011
EOS 1st
Inlands 3rd
Nationals 4th
Nigel Pusinelli Trophy 3rd
Welsh Champs 1st
Springs 3rd
Noble Marine Winters 5th

2010
EOS 10th

Until recently I have sailed a RS400, most significantly winning the Nationals and was 2nd at last year's event, but have swapped this now for a RS200 to sail with my oldest daughter which is great fun and our target is win our first club race!



I last sailed a Solo in 2017, really enjoyed my time in the class, but was ready for a change and sailed a Musto Skiff for a brief time before realising I much preferred hiking and not swimming so frequently!



Interactive

Check out Mike's Technique [HERE](#)





The main focus for this year is the 505 with the World Championship in August which should be a huge event, but I am really looking forward to getting back in a Solo for the first time at the Spring Champs in May. For me the attraction with the Solo was previously and remains the guaranteed big competitive fleets and super organised class association selecting great venues. Unlike many one design classes I also like the little flexibility offered by the Solo with different hull, sail and mast combinations allowing a wider competitive weight range for the sailors which helps me at 78kg when trying to be a competitive weight for multiple classes.

Previously I sailed a Winder Mark 1 with a D+ mast and used a radial cut P&B sail, the combination worked well and probably my most significant event success was winning the Nations Cup and Inlands, but was also lucky enough to win the Winters, EOS, Scottish and Welsh Champs plus Nigel Pusinelli Trophy.

I can not make the UK or Dutch Nationals this season, but at some point these events will fingers crossed be added to the list with 3rd and 2nd place finishes previously, just not quite delivering!

The options in the class for hull, mast and sail choices are great, with many combinations providing successful, however my choice this time is a Winder 2, Superspars mast and P&B cross cut sail. Whilst I have not yet sailed the boat, P&B have done a great job fitting it out and Oliver Davenport has been developing the sail choice over the winter with early success at the Winter Champs in March.



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Kev Gosling (3960) blasting down the reach at the 1996 National Championship, Felpham.

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3219 Dave.Hall
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4015 Alan Husk



Photo: Champion



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