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National Solo Class Association UK

Solo Interactive



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will_loy@hotmail.com

Presidents Report Patrick Burns

After a false start the North Sails Super Series kicked off at Northampton and then we're onto the Magic Marine /Juggernaut Welsh Championship at Tata Steel, Port Talbot before descending on Brightlingsea for a double header of Springs/Eastern Championships, both sponsored by Superspars. This venue provides some great practice for the Selden National Championship and will the club will host the big one in 2024, so go and check it out.

Thanks to all who helped man the Solo stand at the recent RYA Dinghy Show, resplendent with our new Southern demo boat and Sponsors banners a mass.
It was a resounding success, I spoke to at least 4 Solo sailors who had ordered new boats and the interest in the Class was fab, next year a bigger stand!

It was sad to hear of the passing of Alec Stone and a fitting article is penned in this issue. As tribute to the great man we have decided to re-name the Portlemouth Trophy which is raced for during our National Championship and will introduce a new shiny one, 'The Alec Stone Memorial Cup'. We will of course, include the Portlemouth winners already engraved on the original, maintaining the rich history of the Class is paramount.

Preparations for the Natons Cup are well advanced with 40 UK entries so far, whoopee come on ye Dutch.
Our Selden Nationals at Hayling are not far behind with Guy, Steve and Paul getting stuck in and Will polishing his lens!
It will be a bumper event with 60 entries so far including 8 from Holland and many additional daily Sponsors, thanks to Paul for providing lots o swag.

If you've not entered please do to allow Steve and the Club to be prepared on the water and onshore.
I'll be campaigning the Taxi blue Winder boat 5967 armed with Selden spars so don't be shy come say hello and I might even buy you a pint or an ice cream for Brownie!

I know this Solospecific is jammed full of great articles showing what a massive Class we are both at local and National level so dust down yer craft and go Solo sailing.

See you at the Superspars Springs if not before.

Team 'Andy Davis' visited Patrick's football team and now the club are set for promotion.
Must have been a Taxi motivational talk.



Patrick and Kev Gibb take a moment before unloading 3 more of the President's new Solos.





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Editorial Will Loy



It has been a bitter sweet start to 2023, first losing Robin Webb, a Solo sailor of some skill and more importantly, a strong influence on many of the younger sailors who are now in their/our 50-60s. His chandlery business (in Walsall I think) was the focus point where you could get all the kit and advice on how to use it.
As an ex Finn sailor, Robin was always on the pace and very much a father figure to the young guns of the fleet in the 80s-90s. RIP. I hope to produce a fitting tribute to Robin in a future mag so please email me any of your memories.
will_loy@hotmail.com



I have just returned from the funeral of Alec Stone, undoubtably one of the founding fathers of the Solo Class, builder of Championship winning Solos down in East Portlemouth and winner of multiple Championships himself.
There was truly a sense of celebration for Alec's life, clearly a colourful character down in Salcombe, his family are rightly proud of the man who is indeed a true Legend. Huge thanks to is grand daughter Jessica who provided us with such a bounty of newspaper clips and photos, giving us a glimpse of how good he was in his Solo.



Northampton was the venue for the re-arranged Noble marine Winters and the 29 competitors had a blast. Thank you to Maria and Kev for pulling all the stops out to ensure a successful event.

The RYA Dinghy Show was busier than last year though I am still sure a more London based venue would bring in more interest from north of the country. The Southern Demo Solo was poked, stroked and I am sure a few kissed it, guessing orders at Winder will increase so get yours in quickly.



I understand the Dutch are purchasing 10 at a time so they will be suited and booted for the Nation's Cup Medemblik 12-14 May. We have around 40 UK entries so it could be a real bun fight. Get booked up now, NEVER too late.

The fleet have just contested the Tyler Trophy at HISC, venue for the Selden Nationals, local Richard Lovering pipping young Davenport in some classic Hayling waves. We have 60 entries so far, 100+ is always our target so get your entry in now.

The open meeting circuit is now underway with new builds featuring prominently.
Well done to Mike Dray who won the Chessboard Trophy at Broadwater in 6017 'Splash of Lime'. Jamie Morgan and Oliver Davenport were sailing 6064 and 6061 at Northampton, so it is clear you need a 6k boat to get you to the front!



Chris Brown continues to provide those members on Facebook instant news items, results and photos, and with support for the Demo Solos and Area events, was duly thanked by President Patrick Burns at the Dinghy Show. I understand Patrick will be buying the ice creams in Medemblik as a proper thank you.

Good sailing and see you on the water.

Winners rely on allen

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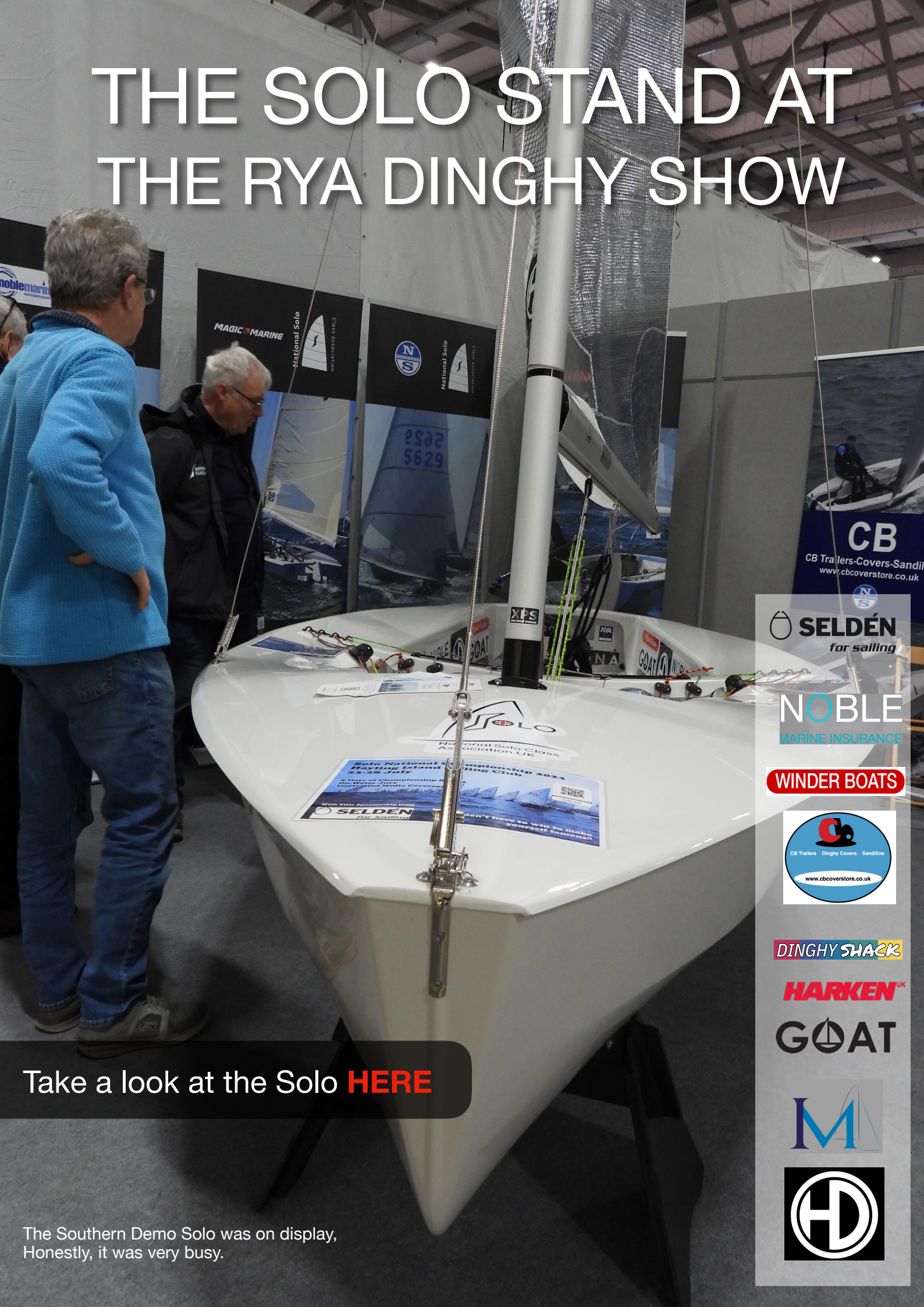
THE SOLO STAND AT THE RYA DINGHY SHOW



The Southern Demo Solo was on display,
Honestly, it was very busy.



Andy Davis from HD Sails popped over to the stand and I took the opportunity to ask him to give some tips to anyone who is lucky enough to have a go in the Demo Solo.

Watch the Interview **HERE**

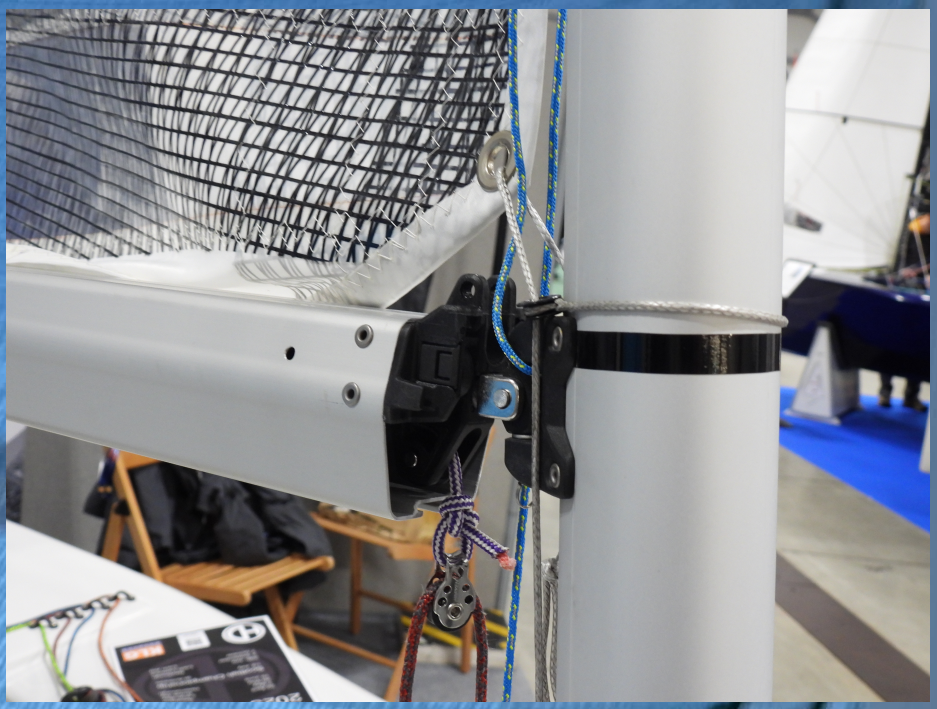
SELDÉN
for sailing



Richard Thoroughgood, Sales Manager for SELDEN MASTS visited the stand which gave the NSCA a chance to say thank you for their sponsorship of this years National Championship

Watch the Interview **HERE**







WINDER BOATS

Dave Winder visited the stand to have a look at his build, I promise to the RYA that he didn't try and sell any Solos from the stand!



Watch the Interview **HERE**

Class President Patrick Burns was on the stand all weekend and always enjoys a chat.



Watch the Interview **HERE**

HARKEN fittings were used exclusively in the fit-out of the Southern Demo Solo.

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Patrick Burns, Steve Ede and Vernon Perkins model the Bainbridge International Solo Media jackets.

I caught up with Bainbridge's Sales Executive Mike Cole to thank him for the Media jackets which also includes a complete offshore kit for me!



Bainbridge

Watch the Interview **HERE**

Watch the Interview **HERE**

SUPER SPARS

Simon Bevan from Superspars is thanked for his continued support of the Solo Class, especially for the Eastern and Spring Championships which will be held at Brightlingsea in April.

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Vernon Perkins has done a fantastic deal with George Kingsnorth from Magic Marine UK. Further info in this edition.

Watch the Interview **HERE**

Solo legend Jim Hunt visited the stand so I took the opportunity to test his memory skills.



Watch the Interview **HERE**

allen





Watch the Interview **HERE**

Ben Harden from Allen Brothers was showing off their new Dynamic block range and Kev Hall was on-hand to do the Interview.

I caught up with former Class President Doug Latta, who just cannot keep away from my camera lens.



Watch the Interview **HERE**

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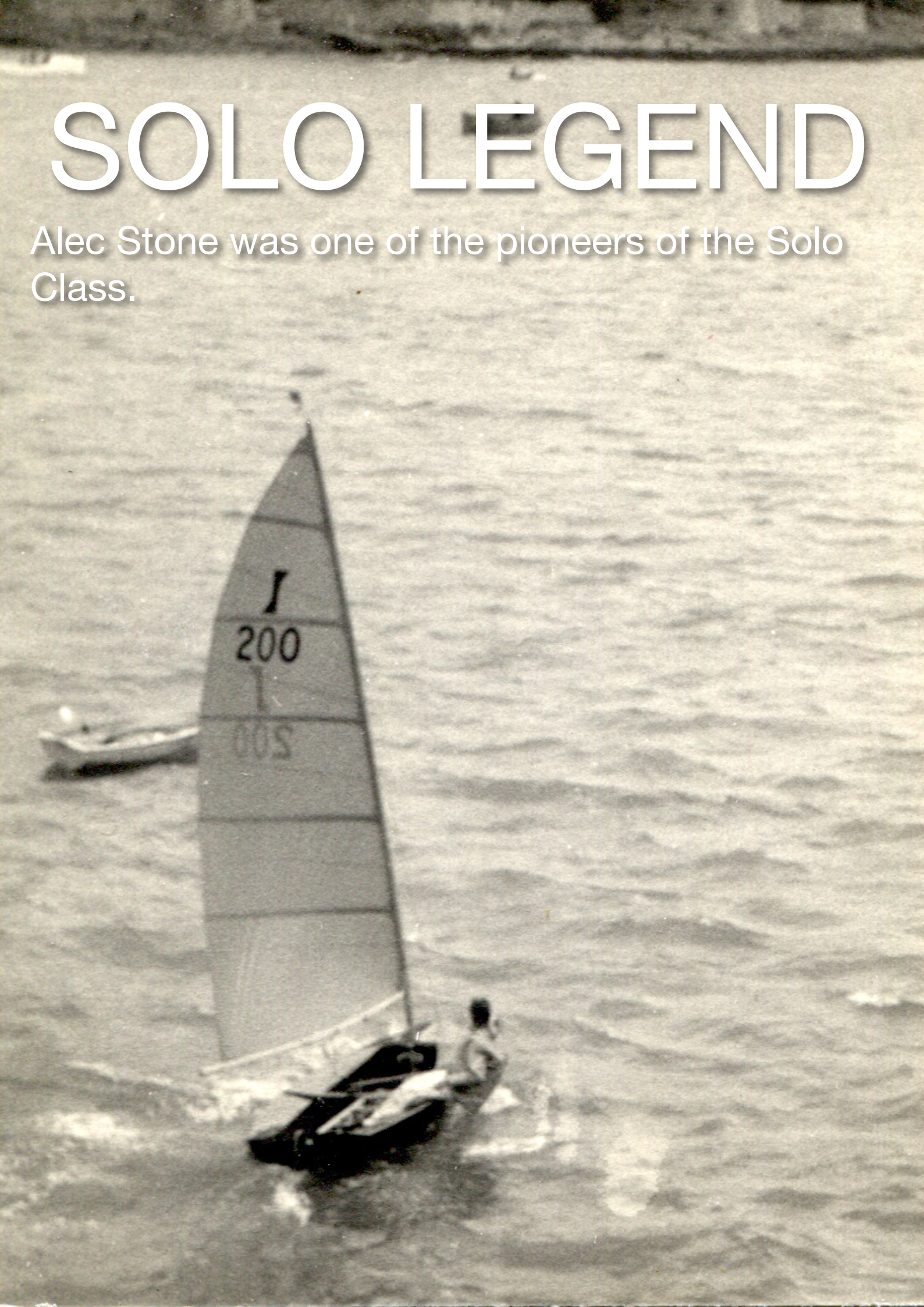
Fergus Barnham crossing tacks with Gas Stuart at the Noble Marine Winter Championship.

SOLO LEGEND

Alec Stone was one of the pioneers of the Solo Class.



The Wise Man of the West - Alec Stone

by Dougal Henshall

All Photographs and newspaper cuttings were provided by Jessica Barker, Alec's grand daughter.

One only has to look at the latest developments in the fleet of America's Cup yachts (do they qualify as yachts?) or the choice of equipment for the Olympic Regatta (not a lot of yacht content there either) to see just how far and how fast the sport of sailing has changed since that golden era in the late 1950s through to the 1970s. It has only been 75 years or so, but in that time, just three generations, dinghies have gone from incremental, evolutionary developments of hull shapes that were around 100 years ago, to the fully radical, revolutionary but stunning boats we have today.

It is little wonder that the names of the great architects of the sport 'as was'... Fox, Holt, Proctor and others are now increasingly just entries in the history books. Sadly, as sailing rushes forward at an ever increasing speed (see The Greed for Speed) it is leaving behind those who laid the foundations: an incredible group of sailors who were out there finding what was possible and all too often, what was impossible.

Today, there are few remaining links to that golden past, with the news last week that yet another of our first generation 'greats' has left us. The name of Alec Stone is hardly an oft featured favourite, yet he should not be forgotten as he was one of the great links to an era of sailing and boatbuilding that is now long past.

It is fair to say that Alec enjoyed a long life, well into his mid-90s, but his passing in early February means that sailing hasn't just lost an essential link to the past, but is all the less colour-filled as Alec was certainly one of those larger than life characters. In fact, larger than life was a good description for Alec as he was stockily built, but like most people who are involved in daily manual work, his burliness camouflaged both strength and endurance. The manual work went back to his early days as Alec grew up with the sea and boatbuilding in his very DNA.

To hear Alec talk you knew at once that his background was not just boats and boatbuilding, but the South West, with the rich 'burr' in the voice being a dead giveaway. It is no surprise then to find that Alec had been born in East Portlemouth, on the shore of the Salcombe Estuary, in 1927. In dinghy sailing terms that year would be highly significant, with Uffa Fox, Avenger and the new Prince of Wales Cup dominating the International 14 class, which itself was the driving force in the nascent dinghy racing scene.

Alec's father, Jim Stone, was a well know Salcombe boatman and boatbuilder, with the family boat being 'Blackbird', a 14ft gaff rigged early version of the Salcombe Yawl which was moored close by the house. As a lad Alec taught himself the rudimentary skills of tacking by sheering back and forth whilst still on the mooring, before the fateful day when he released the boat and sailed on up through the estuary.

Saying that it could have been fateful was by no means an exaggeration as Blackbird didn't possess any reserve buoyancy and Alec couldn't swim, a factor that would become important to him later in life. Just how important this would be would become clear when Alec and crew Pete Thorning were sailing at a very windy Dartmouth Regatta. Like so many of the narrow estuaries, the River Dart has a bar that is dangerous at certain stages of the tide and as the pair sailed back in, they were caught by a wave and capsized.

Thankfully Peter was able to save the day - and Alec - but the closeness of the call would see Alec taking swimming lessons at his local pool! Growing up during the wartime years Alec went to work in one of the boatyards in Salcombe where he would master the art of building strong but beautiful boats in wood. The post-war years would see him still sailing Yawls, often with Kath, his favourite crew, who he would go on to marry in 1948.

By now he was an almost instinctive sailor in the tricky wind and tide conditions that make Salcombe such a testing venue to mere mortal sailors, but his growing success would bring a

focus down on the boat he was sailing, prompting him to build himself another Yawl that would tick all the boxes and bring him even more wins.
Sometimes our future direction can be determined just by being in the right place at the right time, which would happen to Alec when Jack Holt brought some early Solos down to Salcombe to see how they managed the conditions there. Jack was still closely associated with the Merlin Rockets and would have heard about Salcombe, given the growing numbers of boats from the class that would head south-west for the famed Town Regatta. Quick to tack and with an advantageous sail area to wetted surface area ratio, the Solo was perfect for not only Salcombe but for Alec.
Not only was he sailing in the class, he was soon becoming established as a highly regarded



Launching from Mill Bay never changes, it is what makes Salcombe so magical.

builder. One top Solo sailor from these early days paid tribute to his Stone-built boats, telling how they were beautifully built, down to weight and always "felt nice to sail".

Alec's prowess in one of his own Solos would soon become legendary as he won successive National Championships, though he remained a wonderfully generous character ashore, helped by a plentiful supply of wonderful sayings, along the lines of "I sailed past him like he was moored up." Some of his other comments related to his inability to swim, relevant in the Solo, a boat that in strong winds and big seas can be a handful even for the best of sailors. At one event where the winds blew every day and the seas were huge, Alec admitted in the dinghy park that he was "bloody terrified".
Another good description of Alec was that he was a 'no frills' racer and although he was quick, canny and tactically astute, he still had time to see what his competitors were doing. He was representing the Solos at a light airs Endeavour Trophy weekend up at Burnham-on-Crouch, when his attention was drawn by crew Richard Lovett to a boat that, to quote Alec, was doing "posey

roll tacks". After watching for a while he told Richard not to worry as "they're not going any faster than us, although it does look good."

By now Alec had recorded eight Solo National Championship wins, to which he added the Solo Worlds, whilst still remaining essentially the same, jovial west-country 'lad', complete with an irrepressible naughty grin. Along the way he had also collected a special Mini Cooper that had been 'hotted up' at a local performance car tuner's workshop.
One performance enhancing change had been to take all the baffles out from the exhaust, making the car the loudest Mini in the area. You could be on the town side of the estuary, yet still hear Alec fire his car up across the water at East Portlemouth, before following his progress up the hill, and if the conditions were right, you could hear him changing back down as he left the village!

The Mini Cooper was an important part of the Alec Stone story as by now he had branched out from just being a Yawl and Solo sailor to race in the super-competitive National 12 fleet, where he enjoyed further successes and came close to winning the 'big' one when he finished second in the Burton Cup. This would bring him in yet more orders, which at its peak saw his workshop turning a beautiful N12 out on a monthly basis (in the same period Solos were being completed at the rate of more than one a week!).



Alec rigs up Clean Sweep, Solo 200 with assistance from Jim (I believe). Note the oilskins and lack of transom hatches. Capsizing would have been very penal!

1961

Out afloat though Alec was happier in the bigger dinghies, mainly because he was physically far from being an athletic 'racing snake' of a helm. This was just his natural build. He wasn't a big drinker but loved a couple of pints of scrumpy; if he had more than that he could certainly be a 'live wire'. His friends in the Solo fleet responded in kind. When at a Hayling Championship sailmaker Mike Mountfield and a handful of other like-minded souls lifted Alec's Solo right up onto the roof of the Race Box before decorating it overall with toilet paper.
The following morning Alec was busy looking for his boat, fearing it had been stolen, when someone told him to look upwards. His laconic response was pure Alec Stone: "How the bloody hell did that get up there?"
With success in the Solo and National 12 Alec next looked to other classes that he could not only build but promote through wins out afloat. He would put some time in with the Albacore, but the Wayfarer would see him mount a full blown challenge that would bring him yet another National Championship. Through his connections with Jack Holt, he would also be impressed with the Hornet, which at the time boasted strong fleets at Salcombe and other top west country clubs.
Like so many of his generation, having built an enviable reputation at a top domestic helm, Alec would then take the opportunity to try his hand at not just the international scene, but would explore the possibility of an Olympic campaign.
At Thorpe Bay he would attend one of the 'Finn-Finder' events, set up to search for new and exciting talent, but it would be a wild and windy weekend and one that he didn't enjoy. He did though give the Finn a second chance at another event in Cowes, where he would join up with the irrepressible Uffa Fox. The two men, both wonderful characters would enjoy evenings of sailing talk, aided by liquid refreshment at Uffa's waterfront house, until the evening they had to find another location as Prince Phillip was 'at home' that night!
With Alec being so in tune with events down in the South West, it was hardly a surprise when he put in quite a determined period of sailing in another class that was so very strong in the area, the Osprey. Having mastered the art of making a long, lean performance boat fly, it was not that big a step for Alec to return to the Olympic scene with a Flying Dutchman and although he enjoyed the boat his attentions were being captured by yet another of the Olympic fleet.

The Soling would become a boat that he enjoyed (possibly because of the exuberant three man crew that he sailed with) and they were soon showing sufficient potential to do some events abroad, with Kiel Week high on the list. The problem was, Alec only had the Mini Cooper, but that had a tow-bar so it was just a case of hooking up and going. The front wheels on the Mini tended to lift a bit as you dropped the trailer onto the ball hitch, but somehow they made it work. For Kiel, the plan was that the Royal Navy would ship the UK boats over on an assault ship, then take them ashore in a landing craft.
The welcoming Germans on the slipway were amazed when the ramp was lowered and first off was Alec, in his Mini Cooper, towing a Soling.
Alec's cheerful bonhomie would make him popular with the officers on HMS Fearless, who then found that they could make life easier for their guest. He was living on board for the event anyway, so why bother to go ashore, when he really wanted to be back on the Fearless. The solution was simple! After sailing each day Alec would head back to the Fearless, who would drop her aft ramp and Alec's boat would be brought into the well.
The following morning this would be flooded back down and off he would sail to the start area. Not so impressed were the Race Organisers, who struggled to reconcile the boats they had on the pontoons in the Olympic Centre and the number of starters out afloat. In the end a 'wanted' poster appeared outside the Regatta Office, but Alec, his Soling (and his Mini) would be long gone.

Returning to his beloved Salcombe, Alec would continue his involvement with the Yawls, which would leave us with one of those iconic photos which showed Alec crewing for his father Jim in that original family boat, Y14 Blackbird. Alec would also retain his enduring association with the Solos, with this being recognised back in 2016 when he was the guest of honour at a dinner organized by the class.
As was said back in the introduction to this obituary, small boat racing has changed so much, yet incredibly Salcombe has remained a beacon of consistency, with the Harbour and estuary still home to fleets of Merlins, Solos and Yawls. In his retirement and later years Alec would still enjoy following the regular weekend racing from his vantage point at East Portlemouth, no doubt pointing out the ease with which the testing conditions can consign the best of sailors to that fate of being on the wrong side of the harbour.

Like all big characters, time would do little to dampen down the twinkle in Alec's eye and though few could catch him when out afloat neither he nor his wife Kath could outrun the encroaching issues of the years. Alec would lose Kath in the autumn of 2021 with Alec following her in February of this year, just three months short of his 96th birthday.
In other circumstances it would be a trite comment to say on the occasion of his passing that "they don't make them like Alec any more," but in this case it is all too true. From that old fashioned, traditional workshop, which could often be ankle deep in wood shavings and redolent with the smells of newly sawn wood and varnish, to that cheerful and ego-free approach to competition afloat, Alec was so very much a product of his time.
There are so very few links now left holding, that take us back to that golden era in our sport, but with Alec being one of the cornerstones of that time, it is only right and proper that we celebrate him today, truly, a 'Wise Man of the West'.

1966

Alec and Kath come ashore following another win, my guess is Torbay. Alec favoured the black/ white waterline paint job on his Solos.

Alec won his 4th title at Torbay in 1966, taking 3 bullets out of a possible 5!



Macdonald-Smith. Cambridge U. CC) 23. 3.

Solo Championships

STONE HOME BY FOUR MINUTES

Alex Stone in Minstrel raced to his second victory of the National Solo Championship in Torbay yesterday (Tuesday) finishing four minutes ahead of the second boat, Free, sailed by A. P. M. Ball.

I. A. Nicolle in Jimps sailed a fine race to finish third after having been 25th at the end of the first leg. Result:

SECOND RACE.—Minstrel (A. Stone, Salcombe Y.C.), 1; Free (A. P. M. Ball, Burnham S.C.), 2; Jimps (I. A. Nicolle, Royal Dart Y.C.), 3.

Shearwaters



Solo Championship

STONE'S SKILL TO WINDWARD BRINGS HIM IN FIRST

FROM A SPECIAL CORRESPONDENT

GREAT YARMOUTH, Tuesday.

ALEC STONE (Salcombe) in his new boat Pixie, won today's race for the Mountifield Trophy. Yesterday's south-westerly gale had subsided and left a big sea which, with the veering force three wind, suited the boats with the fuller sails.

Frits Beck, of the Kaag YC, Holland, was first at the Windward mark with Frank Mountifield five seconds astern. Henk van de Rest (Kaag YC) sailing Polliwog, was third. Bee Bee II (Dave Urry) fourth and Keith Hammond, in Kariba, fifth.

Tim Bass who was sixth at this stage capsized twice at the gyb marks and finished 12th.

The modified Olympic course with six gybs in it provides two close-reaching legs which a true Olympic course does not have and Michael Flint, sailing a more leeward course, moved up to fifth until on the last beat to the finish he failed to cover John Mann and was beaten by four seconds into sixth place.

WRONG COURSE

Nine disqualified

Stone proved his ability on the windward legs and moved up from sixth to command a 30sec lead at the finish. Of the 41 entrants nine are from Holland but six competitors failed to answer their recall at the start after two general recalls had been made. Nine other boats sailed the wrong course and were disqualified.

Ian Curtis, who crossed the finishing line second, was one of those recalled boats but is protesting and the results given are subject to this protest.

The wind veered westerly and dropped to force two which changed the order of the fleet but the first group of eight boats drew clear of the rest. Results:

Pixie (A. Stone, Salcombe), 64.02min, 1; Bee Bee II (D. Urry, Emsworth Slipper), 64.32, 2; Polliwog (H. van de ... YC), 64.50, 3; Kariba (K... combe) 64.53, 4; Cygnet ... 65.25, 5; Crazy Man (M... thian), 65.29, 6.

Yachting

PIXIE TAKES BIG LEAD

Six disqualified in Solos

FROM A SPECIAL CORRESPONDENT

GORLESTON, Norfolk.

ALEC STONE in Pixie showed his transom to the fleet on the last round of the Solo championship yesterday to gain a commanding points lead over Dave Urrey in Bee Bee II and Keith Hammond in Kariba.

The heavy weather forecast did not arise and in a Force two-to-three westerly the 41 competitors split into two groups, Pixie leading on starboard and Michael Flint in Crazy Man, who crossed in front of the Devon helmsman, leading on port.

At the windward mark the order was the retiring president, Ross Llewellyn, in Solon, followed by Bee Bee II and a Dutchman, Harry van Rigmenam in Eulalia, who managed an overlap on Flint. Stone was fifth and Alan Swift in Bergeril was sixth.

Two broad-reaching legs followed and Urrey soon took the lead. Flint got an overlap on Llewellyn but lost a place to Stone on the next leg.

30sec LEAD

Pipkin moves up

At the leeward mark, Urrey led Stone by 30sec with Flint 30sec astern third. In the next two-mile leg to windward Stone took the lead and Pipkin (Michael Slater) moved up behind Flint to fourth place. Llewellyn dropped to sixth position.

Hammond in Kariba reached through from seventh to third place on the last beat to draw ahead of Flint, who was safe leewarding Llewellyn to the finish.

Tony Allen in Free, who had a poor start and was 20th at one stage, made use of the wind shifts to finish sixth.

Six helmsmen including Llewellyn, Slater and Rigmenam, were disqualified for not taking safety discs. This may seem harsh treatment but this is a well-organised meeting and safety discs must be carried when racing and given in 15 minutes after finishing.

PORTLEIMOUTH TROPHY.—Pixie (A. ... Salcombe SC), 1; Bee Bee II (D. Urrey, ...rth Slipper SC), 2; Kariba (K. Ham... ...lcombe SC), 3; Crazy Man (M. Flint, ...thian YC), 4; Free (A. Allen, ...thian YC), 5; Spuitwater (F. ... 6.

...SITION AFTER ... ...ee Bee II 2; Ka...

Devon sailor to 'shape' future of Solo dinghies

TUCKED away in a peaceful and almost forgotten corner of the South Devon coast, Alec Stone is busy working on a mould that could shape the future of Solo dinghy sailing in Britain and overseas.

In his boatyard at Goodshelter, near the picturesque village of East Portlemouth on the South Hams coast, the master mould for glass fibre production of the national Solo racing dinghy is being built.

The mould will determine the shape, and so, to a large extent, the performance of all glass fibre Solos.

Its construction follows a recent decision of the National Solo Committee and the Royal Yachting Association to allow conversion of the class to glass fibre.

Natural choice

And Alec Stone, who has been described as Britain's leading builder of wooden Solos and who has been six times national Solo champion, was a natural choice to make the mould.

Of equal importance to South Devon is the fact that at least two local firms will be bidding for the chance to build glass fibre Solos.

The National Solo Committee is expected to appoint one firm in the South-West and another to cater for the Midlands demand. The decisions will be made after tenders are considered.

Glass fibre production is almost certain to increase demand for the boat, particularly in South

Alec Stone won the 1963 Championship in Pixie, Solo 600, winning 4 out of 5 races.

He had won the first Championship at Salcombe in 1960 and defended it at Hayling Island in 1961.

1971

Below; Alec racing Whitehall, Solo 1212 at Plymouth in 1969 where he collected his 7th title with 2 race wins from 4.

Left; Alec won the first World Championship in Solo 1370 Winsome at HISC in 1971, with 2 wins from 4 races.

Dutch challenge foiled by Stone

DESPITE a pressing challenge from the Dutch contingent, Alec Stone of Salcombe gave one race away but still won the first World Solo Championships in **Winsom** at Hayling Island last week.

On the sauciest day of a hairy week, he decided not to sail on the Thursday when for the second day in succession a harbour course was prudently decreed.

This wind abated later but when the Solos left the shore it was gusting 6-7 and about 40 of the 107 entry decided to spectate.

Among them, Stone watched as the Solos swarmed — and swam — round the course, his discard gone, but he started the last race level-pegging on 6¾ pts (counting discards) with Dutchmen Jan Bart Lucas, in **Nimbus** and Paul van Ellemeet, in **Alouette.**

When the tired Solo helmsmen fell out of their dormitory beds on the last day, they witnessed a transformation in the weather. The sun still shone but the southerly wind, which had rattled shrouds and halliards in a noisy tattoo in the dinghy park all week, had lost its voice and only a whisper of a breeze stirred the sand round the Hayling Island outpost.

It was, for a change, ideal Stone weather. Not that he had done badly in the first three races — third, first and third — but he would have preferred easier conditions than those the Dutch revelled in.

The sequel was that the west countryman won the last race whereas there wasn't enough bite in the southerly Force 2-3 to hoist **Nimbus** better than eighth and **Alouette** eleventh though the latter was a pursuing fourth at the first weather mark at which James Hawker was in front, with Stone, then Dutch boats **Haagse Bluf, Alouette** and **Undecipherable** all showing fight.

Early-week pacemaker was talented John Conway-Jones scalp-hunting in **Geronimo.**

He won the practice race, slipped to eighth in the first points race but then had a second and a win.

He was fifth when **Geronimo** bit the dust on the dead run, his capsize and retirement virtually wiping out his hitherto mighty championship hopes.

The first race had been won by Alouette with Nimbus second and these were third and fifth respectively as the English took over the running in the second race, Stone gaining the winning gun.

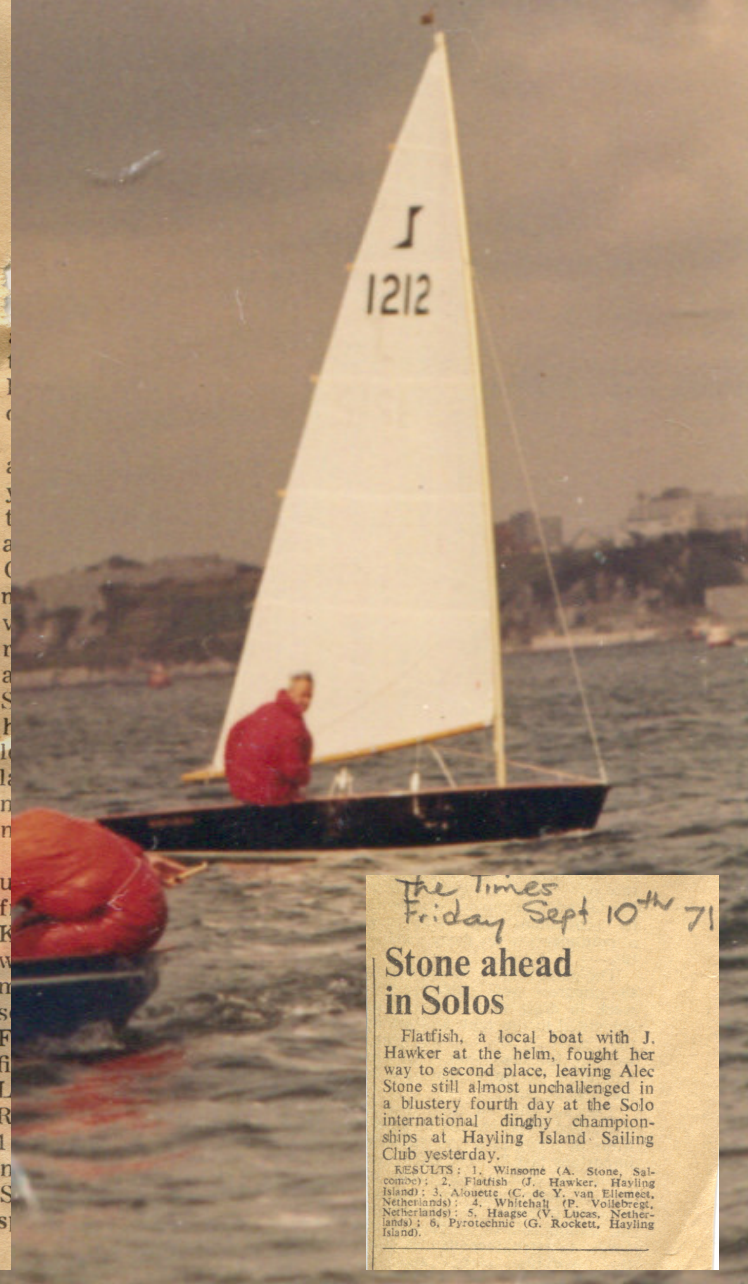
The Dutch were always in the running, thumping on the short, sharp angry seas in the heavy going with **Undecipherable** this time challenging Conway-Jones' victory in the third race.

Nimbus won the fourth event, with Hawker, having re-tuned his boat taking second and being the equal of the overseas battlers in the heavy going inside the harbour.

Hawker was the leader in the early stages of the last race and had tacked for the weather mark at the end of the third beat breaking off cover to do so when before his very eyes, the mark was towed further to weather because it had drifted. Stone got there first and kept in front for the rest of the race.

It was a well-organised week full of endeavour by so many helmsmen with Gerald Rockett, in **Pyrotechnic**, and Richard Lovett, in **Agro,** among Englishmen giving support — and close chase — to their fellow countrymen up front.

Overall result: 1 **Winsom,** A. Stone, Salcombe YC; 2 **Nimbus,** J. B. Lucas, Holland, 3 **Alouette,** P. van Ellemeet, Holland; 4 **Undecipherable,** P. Kaan, Holland; 5 **Geronimo,** J. Conway-Jones, Hayling Island SC; 6 **Flatfish,** J. Hawker, Hayling Island SC.



The Times
Friday Sept 10th 71

Stone ahead in Solos

Flatfish, a local boat with J. Hawker at the helm, fought her way to second place, leaving Alec Stone still almost unchallenged in a blustery fourth day at the Solo international dinghy championships at Hayling Island Sailing Club yesterday.

RESULTS: 1, Winsome (A. Stone, Salcombe); 2, Flatfish (J. Hawker, Hayling Island); 3, Alouette (C. de Y. van Ellemeet, Netherlands); 4, Whitehall (P. Vollebregt, Netherlands); 5, Haagse (V. Lucas, Netherlands); 6, Pyrotechnic (G. Rockett, Hayling Island).

Solo Worlds

DUTCHMAN Ronald van Vienan experienced perhaps the best period of his life so far from August 5th to 24th. At the start he won the Dutch Solo national championship and after a week's pause won the Solo world championship at Plymouth from August 19th to 24th.

His craft, the wooden 'Le Baron Rouge', bought secondhand and lavishly and slavishly worked on by himself, was originally from Alec Stone's workshop and Stone was his chief rival during a week not blessed with much wind in the Sound.

Like Stone, he had Needlespar spars and used a Weers sail for the first two days and a Mountifield from thereon. Stone, who finished overall runner-up, had a Musto sail to drive his 'Cela Enots'.

Unlike his boat-spelling, Stone never sailed backwards though there was a lot of crabbing in the Sound when the tide took on greater significance due to lack of a dominant wind. On the only day when there was a decent blow Stone was the winner.

Not that the light-air sailing was too big a lottery. It's strange that all the top men still come to the top in these conditions. Vianen won twice and had two fourth positions and was able to discard his last-race 20th, a position which didn't matter apart from ego because he had already wrapped up the championship by Thursday.

Alec Stone was ninth in the first race after working up from the thirties region, but it was the power of recovery of Vianen which produced his success. He was 10th at the first mark in the first race, 26th at the first mark in the second, 14th in the third and 6th in the fourth. It is not easy to work your way through cluttered fleets of 135 but he kept out of trouble at the orthodox line starts, and personal ingenuity and tenacity allied to boat speed did the rest.

Whereas his fellow countrymen were becoming ensnared in rule infringements —Dick Coster and Peter Vollebregt were ousted under the five minute rule after finishing 3rd and 2nd respectively in the second race—Vianen solved the mysteries of the Sound, and there were plenty in light airs, and was unabashed by temporary misfortune or misjudgement at the starts.

Obviously the English top flight would have enjoyed a bigger blow, but it is hardly any point in their favour that more wind reduces 'thinking' requirements. Though there was a big gap between the first and second then the third boats there was nevertheless some all-round proficiency from Graham Tarper in 'Lucy', Richard Lovett in 'Ogre' and others from the Topsham club whose members excelled in Wednesday's race.

Generally among the top rank John Conway-Jones in 'Geronimo' received about the worst offerings the Sound can dictate and sailed below his usual high standard, but there was a good early effort from Tony Bainbridge of Weston in 'On-Me-Tod'. From a youngster to a near veteran, it was good to see Ernie Lee in 'Tinker' tenth across in the first race but he was so elated he forgot to sign out.

David Robinson in 'Squatto' finished twice among the high-rankers and Roger Gates in 'Earwig-O-Again' and Tim Bass in Tom Cat' were among others who seemed destined for better ranking with just a little more consistency.

Overall results

1st 'Le Baron Rouge' (R.van Vienan, Holland) 9½pts; 2nd 'Cela Enots' (A.Stone, Salcombe Y.C.) 18½pts; 3rd 'So Slow' (B.W.Toetenel, Holland) 27pts; 4th 'Weer's Zeilen' (G.P.T.Vollebregt, Holland) 32pts; 5th 'Squatto' (D.Robinson, Topsham S.C.) 34pts; 6th 'Zwaluw' (R.van Helbert, Holland) 35pts.

Frank Chapman

Alec Stone (left) congratulates Ronald van Vianen — photo Chapman.



1973



Alec racing Solo 2300, Cela Enots at Salcombe.



Some memories about Alec from Steve Townsend

I met Alex in 1973 a total inspiration to buy my first Solo 661 sailing at Reading sailing club with Bill Loy Snr and others. Quite soon I needed to upgrade so I called Alec, the waiting list for Stone Solos was long, after all they were the fastest around, every body wanted one. I was told no wooden boats yet but order one and you can have my composite boat (said Alec). So a very early trip to East Portlemouth with a trailer down those lanes? I made it some how, no Google maps then of course. Arriving at 8.30 or 9.30 in East Portlemouth, Alec was always on Summer time all year, a breakfast was waiting. Anyway, the boat was fast, Needlespar mast and an Ace of Clubs sail. The next boat came from Alec then off to Holland and the one race Nationals at the 1974 Whitstable, a very stormy week. A few years later the yellow fisherman's outfit clad Alec was seen astride the centrecase, tiller mid back, zooming downwind.(must try that sometime) going like the clappers. Later I asked Alec "how do you put your battens in Alec", "just finger tight" said ALEC!

Next morning, down at Mayflower YC quite early, the Champion was ramming the battens in as hard as he could get them. (Note to brain, avoid all those top tips by Champions.

Later I spent a short spell with Alec on the Solo committee with Jack Holt, Danny Butler, Martin Grounds, the great Solo team. We travelled and got to know each other well. **Alec had a great life so miss him yes,** so we must keep sailing Solos and don't forget to keep ramming in those battens. ps I have A Stone fully restored 3279. They do not slow down with age despite the traditional methods of boatbuilding used by the Stone Boatyard team.

ps Solo 1212 Whitehall (ie the telephone number for Scotland Yard police was the Stone Boat used for the Solo plug used by many future GRP boats (Ithink).

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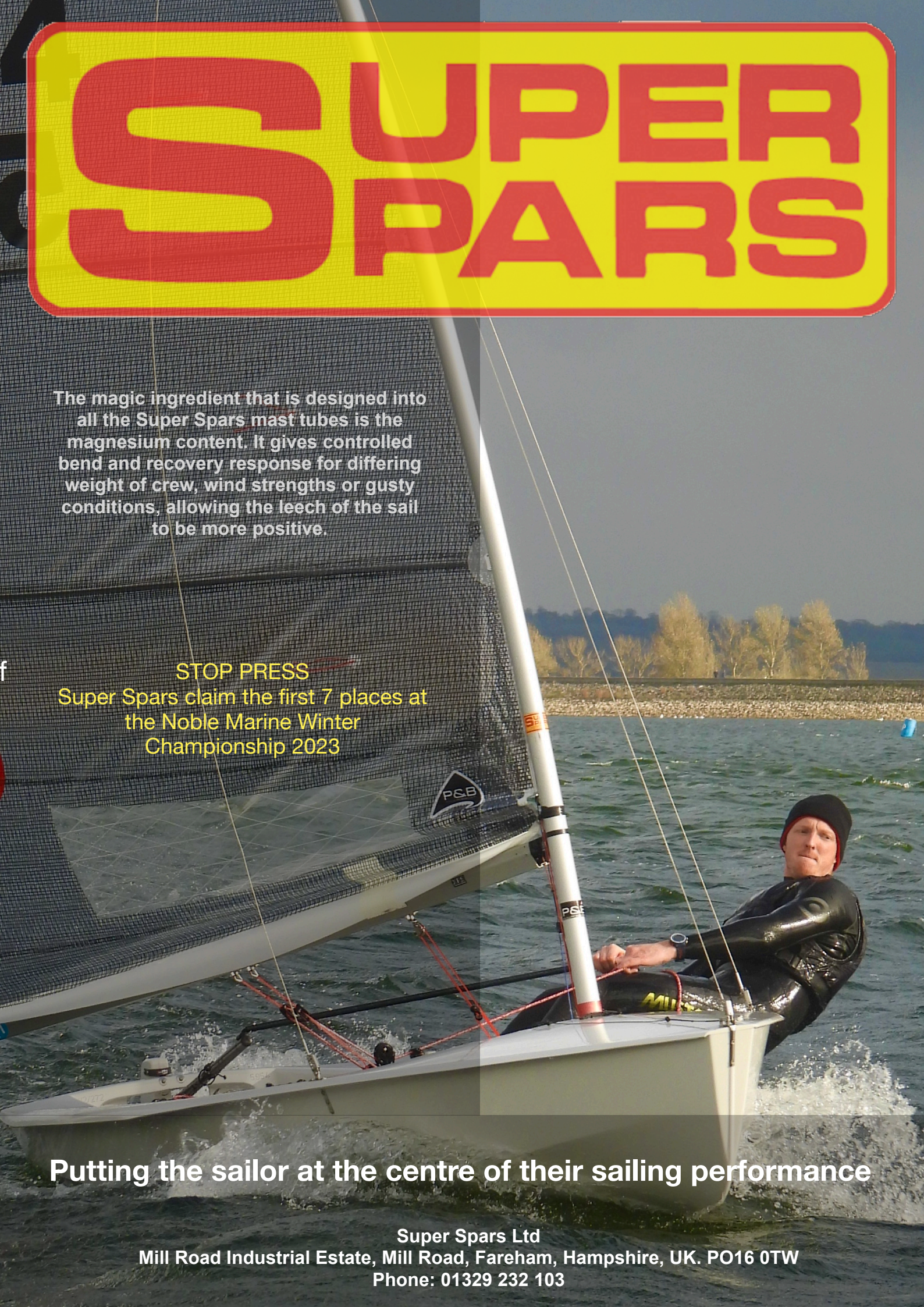

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Western Area Report Vernon Perkins

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It's time to start thinking about this year's sailing activities: booking that sailing holiday somewhere hot; booking your club duties, but don't forget we have a very active regional and national racing series in our class.

For 2023 John Steels has handed the reigns to me, Vernon Perkins, to organise the Western Series, whilst John concentrates on the other NSCA activities he has ongoing. He will still be very busy within the association as Membership Secretary and I thank him for his efforts to date in our region; hopefully we will see him out trying to better the 2nd place in the series from last year.

As you might be aware 8 sailors qualified in the 2022 series, but many more entered events, just not enough to count, so we are hoping to have a few more this year. We are looking at how to encourage more to travel and make the time to participate.

For 2023, the first thing to report is we have series sponsors going forward provide by our friend George Kingsnorth and the TGKA Brands Ltd company owners of Triggernaut, Sport Eyewear and UK importers of Magic Marin. Our thanks to George for his support of our class, a class he has stated he really likes and is happy to support, even though he is a Laser sailor, were working on that. More on the details of the sponsorship and unique benefits to all NSCA Members below.

We are hosting two Championship events this year, the Welsh at Tata Steel on the 15th/16th April, and the Western Region at Chew Valley 3rd/4th June with a coaching day on Friday 2nd June with Oil davenport, final arrangements being made. Both are 2-day events this year so book your accommodation early.

We have also got a double header with Starcross and Dittisham on consecutive days, to help reduce travelling. Hopefully we can organise a social gathering, even if just a Pub visit, for the Saturday night.

The South Cerney Open is also a joint Western and Midlands Series event, so you can hopefully compete against the cream of the Midlands circuit.

As per last year you need 4 events to qualify.

All kicks off with Torpoint Mosquito on 1st April; a great, well organised event last year when it made its debut. But please see below for a list of events and visit the Western Series Events on the NSCA web site for more details.

1st April Torpoint Mosquito SC, Plymouth.
15th/16th April Tata Steel SC, Welsh Champs and Western Series Open, Port Talbot.
20th May Bristol Corinthians YC, Axbridge.
3rd/4th June Chew Valley Lake SC, Western Area Champs, Chew Stoke.
24th June Stracross YC, Powderham
25th June Dittisham SC, Dittisham
23rd Sept TCYC, Newton Abbot
30th Sept South Cerney SC, Cirencester. Western and Midland series event
21st/22nd Oct Salcombe YC, Salcombe

Also, if you have not already done so log into the "Solo Western Area" Facebook site. Just request to join and this allows you to take part in discussions and find the latest updates.

Looking forward to seeing you later in the year.

Western Area Sponsorship News

We have for the first time this year arranged a sponsor for the Western Region and Series. But the benefits of the sponsorship deal go well beyond just the western region sailors.

Our friend and former NSCA sponsor George Kingsnorth and TGKA Brands Ltd are sponsoring our Western Series. As owners of Triggernaut, Sport Eyewear, and UK importers of Magic Marine UK brands George has rolled out a special revenue-based sponsorship deal for the Western Series that benefits all NSCA Members.

Whilst you probably know the Magic Marine product and hopefully, like Tom Gillard, will be using it as your clothing of choice, it's what gives him that extra performance, Triggernaut might not be as well known to you.

The Triggernaut brand of Eye Wear is range of sports and lifestyle Sunglasses targeted at on water sports and activities, on snow, cycling and walking providing the protection your eyes need. The durable and flexible TR90 frames are virtually indestructible and when paired with the headband and floater options you have no reason to lose them in the water. The Polarized, Zero distortion, shatterproof lenses are available in serval colours to suit your needs. Think of the expensive O****Y brand materials etc but affordable!

Prescriptions can also be accommodated but note prescription lenses are not included in the discount deal due to costs. Contact George with to accommodate your prescription needs.

George is offering all NSCA Members a 15% discount on all products on the Magic Marine UK https://www.magicmarine.uk/ and Triggernaut https://triggernaut.com/ websites, excluding prescription lenses.

In addition, George is providing the NSCA with an additional revenue-based fund for support of our events etc. Our choice how to use this.

To order Triggernaut or Magic Marine products with your 15% discount please:
· Email George on george@tgka.co.uk.
· Make him aware you are requesting a "Special NSCA Members Discount Code".
· Provide him with your name and NSCA membership number.
· After checking, he will email you a unique discount code.

Note: The discount code is not time limited and can be used as many times as you need.

So, anybody looking to renew their wardrobe this year with quality kit and want to look supper cool, your £25 NSCA Membership has just got more valuable, so tell all of your colleagues, it's not a secret.

Vernon Perkins
NSCA Western Area Representative

Strictly Solo



You have nailed the first beat, only Davenport has pissed on your parade.

No matter, you can sort him out down the first reach and, looking back, you can wave goodbye to those losers

Feel that crappy feeling **HERE**

The venue is Northampton's Pitsford Reservoir, the occasion is the Noble Marine Winter Championship and the weather is blustery.

Matthew Frary is taking the battle to race 1 winner Oliver Davenport and having worked the right of the course, tacked back to the middle and picked up a nice lefty to be right on his tail at mark 1.

That is went it all went wrong.

Please do send me video footage of your dance floor moves / disasters.
Thanks for the drama Matthew and, keep sailing!

Southern Area Update Paul Davis

Well, its official, the season has begun, Dinghy Show has been, and we have had the Noble Marine Winter Champs along with the 1st rounds of many area series! The Dinghy Show was certainly a hit with lots of interest in the class just showing how good the class is. Many conversations with people looking to join the class, many already in the class looking to up their game and improve, and many tales of people sailing a Solo along with the memories they have. The future looks healthy for the class which is down to the hard work that goes on behind the scenes with the committee, but also the members of the class making it the attractive class it is.

Last weekend seeing the first of the area traveller series for the Midlands at Banbury and the Rooster Southern Area Travellers at Broadwater which was won by Mike Dray! Your sabbatical mat kicking playing lawn bowls obviously served you well. Could Mike be the one to topple last year's series winner and Mr Consistent, Tim Lewis??? Time will tell.

This weekend the Tyler Trophy at Hayling Island, the venue for this year's Selden National Championships, so a good chance for those going to get some time on the water at the National venue. This is the 2nd round of the Rooster Southern Area Series.

There have been a couple of changes to this year Rooster Southern Area Travellers so this would be a good time to get this years updated calendar out and in view of you all to make sure the dates are in your diaries, so…

· 1st & 2nd April, Hayling Island (Tyler Trophy)
· 15th April, Bough Beech SC
· 7th May, Dell Quay SC
· 13th May, Spinnaker SC
· 14th May, Frensham Pond SC
· 20th May, Chichester SC
· 10th & 11th June, Lymington Town Sailing Club (Southern Area Champs & Pusinelli Trophy)
· 16th September, Megham Rythe SC
· 22nd October, Papercourt SC

So, in total 10 events, 5 to count for the series. Details, on the events will be live on the class website when they are available. Let's make it a great series once again.

Other news from the south, the Southern Demo Boat is on its travels down in the west country currently at Torpoint Mosquito where there is a lot of interest in the class with many potential newcomers to the class around the area.

The demo boat so far is planned to visit Frensham Pond later in the year along with Hill Head Sailing Club, to great clubs with promising Solo fleets and interest to build the fleets there. If you would like the demo boat at your club to help grow your solo fleet's please do get in touch. Over the years having the demo boat at your club is a great asset and proven to help grow the interest and solo fleets.

Well, that's enough from me, let's have a cracker and see you on the water.

Paul Davis





Photo; Liam Willis, LW Media

Event Focus - Harken Pusinelli Trophy & Rooster Southern Area Championships

All of the events on the circuit are key to the Solo class in making it the amazing class it is, but I must give a mention to one club in particular on the Southern Circuit as its hosting one of the prestigious events on this year's calendar, the Pusinelli Trophy, on the 10th & 11th June. The club in question is Lymington Town Sailing Club who also won 2023 Sailing Club of the year at this years Dinghy Show, which is a fantastic achievement for any club as it show the effort the club puts in has been recognised. This personally is one to make sure is in your calendar as the club and surrounding area has lots to offer both on and off the water, so worth the trip. Plenty to do for the better half's while we all enjoy what the Western Solent has to offer, they wont be bored with plenty of coastal walks, the high street not far away with the market on Saturday to, even a trip abroad to the Isle of Wight if they fancied. But there is also the club to enjoy with fantastic views and an amazing team in the bar and galley to ensure your all nicely fed and watered.

For this year's Pusinelli, the club have pulled some strings to with the local Scout Group to be able to offer camping, really close to the club, 5 minute walk. For those tough enough to camp and those with campers, space is limited so worth getting in there early. I'd advise getting entries in early and accommodation booked as it should be a cracking weekend, with may planning on coming from near and far.

A massive thanks, also must go to the Solo Class Association who have very very kindly helped supported this event in way of providing an evening meal within the entry fee, making it exceptional value for money and giving back to the members of the class making the class what it is.

Locally based Harken are supporting the Pusinelli Trophy, with Rooster supporting the Southern Area Championships, so a big thanks to them to.

This is going to be a busy but spectacular weekend in Lymington and on the Solent, obviously the Harken Pusinelli / Southern Area Champs taking the headlines, but will have the Cape 31 Nationals and Royal Lymington XOD week in the back ground. Make sure it's one you don't miss.

Here is a short video of the Southern's at Lymington two years ago to give you an idea of what you could be in store for - https://youtu.be/Hxhy1uo7IFM

Video and photos are credited of Liam Willis, LW Media.

Paul Davis
NSCA Media

Paul giving it some beans at Abersoch on the windy Friday.



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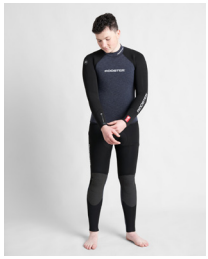


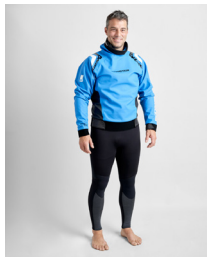

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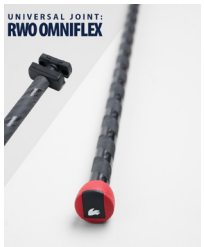




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Racing a Solo as a Lightweight

Steve Cockerill



I have always thought of myself as a lightweight whilst racing the Solo. In 2022 I was 74Kg which was not the lightest or heaviest I have been over my 35 years of Solo sailing. Actually, the Solo is quite forgiving for lightweights as its not really a boat for 'bow- down' windward beats, drag racing to the corner. Sailing to windward is not as compromised in the Solo as it would be in say a Laser or Aero where vang sheeting when overpowered seriously compromises pointing. Height is king in the Solo fleet which makes the shifts drive the tactics around the course.

Once you start sailing on waves and big winds, only those lightweights who have a good technique and good equipment will hang in against the bigger teams. The hull needs to have its weight centralised as much as possible. I also changed my battens for Carbon Battens and used the D+ no sleeve as it has minimum weight and even changed my forestay for the lightest weight possible under the rules as all of these will help stop the boat bobbing in the waves upwind.

I also used for the first time an E&V rudder blade that was just over 1Kg. We have been testing this with Mark Harper for the winter series of 2022/23 at Dell Quay to test its longevity in extreme conditions before we put it on the market. That's a nice saving of at least 0.5Kg at the end of the boat! It will be on the market quite soon.

Wave technique explained

First principle - you want to help the boat match the waves as you sail over them. As the boat is in the transition from bow down to bow up (the gap between the waves) its then that a short stab away from you with the tiller will help lighten the bow, reducing the impact of the crest, this also allows you to enjoy the apparent wind lift lift due to the rig moving slower than the hull. The rudder in push mode with a little heel sinks the transom to lift the bow. - and when pulled, lifts the transom and stops the bow from taking off the top of the wave. One really needs to get the bow to stick to the back face of a wave to begin the journey back up the next wave. Check out these techniques explained in more detail on the Boat Whisperer DVDs - Upwind - (digital download version).

Effective Hiking

When you are on the small side, its really important to minimise bum droop hiking. The side deck of a solo actually encourages you to droop your bum over the side - but this adds to your boats heel as you also then try and keep your bum away from the water; it also makes for painful hiking. Better to have tight grippy toe straps (the Rooster version is excellent and
uses tenara® thread as the rubber grip is soo grippy) so you can point your toes without falling out; pointing your toes helps straighten your leg (bit like a ballerina) which helps maximise your effective height - and with less stress to boot. Your femur is the longest leg bone - if you droop hike it points downwards - if you hike with pointy toes and a straight leg - it points outwards. I tend to strap my feet to the coffee table with the toestrap which holds my knee down to the side deck and gives my hiking short battens the best effect at holding my bum up. Boots that also hold your foot whilst you can still point your toes is also a must. I prefer the Pro Laced version.



Gear wise

I used the Winder Mk1 in 2006 and the Boatyard at Beer in 2014, coming second in both of them. Twenty years on the Ovi/Rooster/Ginger (you know what I mean) achieved another second in 2022. I think the results speak for themselves. I am a fan of the Selden D+ mast (no sleeve). Perhaps because is works so well when vang sheeting. In the past I have let the shrouds go a little, but in 2022 I used the standard set up and was fast upwind and downwind in the light and in the breeze.
Taxi's HD design was a standard cut sail used on 6001 and behaved flawlessly throughout the range of conditions.
P.S. 6001 is for sale to a good home.



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SOLO NORTHERN SERIES 2023

Sponsored by WINDER BOATS

By Innes Armstrong

Welcome to the Solo Northern Series 2023 sponsored by Winder Boats Ltd and Impact Marine Ltd. This year we have 8 open events with 4 needed to count.

Our area is rather large stretching from Ogston SC in Derbyshire - our most southerly club, then we have Bassenthwaite SC in Cumbria in the Northwest. And the most Northerly clubs in our area are in the Northeast – at Derwent Reservoir and on the coast at South Shields. Trying to please everyone on the circuit does prove difficult; we hope we have managed to find a good balance this season.

Open meeting No. 1 on the 22nd of April takes us back to West Kirby SC after a few years away. Last year's event was postponed and then unfortunately cancelled due to overrunning sea defence works. We'll be sailing on the sea, having secured a date to coincide well with the spring tides. Because of the swift moving tide, all three races will be sailed back-to-back. Sailing at West Kirby is great with the backdrop of North Wales on one side and the Wirral peninsula on the other. This is an event not to be missed and maybe a venue that could be added to the Solo Sea Circuit in 2024? Let's see how we get on… It would be great to bring the Sea Circuit to the Northwest.

Round 2 takes us to East Lancashire and Burwain SC on the 20th of May - your Northern Area Reps' home club. Nestled in the heart of the beautiful Lancashire countryside with Pendle Hill as a backdrop (no witches nearby, we promise 😉). We can always guarantee good tactical racing with plenty of shifts!



Our next event is at Ogston SC on the 4th of June. Located between Chesterfield and Matlock, this body of water offers us an interesting venue with varied wind conditions guaranteed, and a fantastic club infrastructure. This is Martin Honnor's home club and he'll be hoping for a victory this year.



Round 4 is at Hollingworth Lake SC on the 18th of June. A super sailing venue overlooked by Saddleworth Moor and the M62. The facilities at the club are excellent with launching out of a harbour (which can be fun)! Get there early to secure a parking spot in the carpark next door!

The next event takes us to Cumbria on the 8th of July to the excellent venue which is Bassenthwaite SC. Located at the Northerly tip of the only lake in the Lake District, this is a very family friendly club. There is lots of accommodation in the area so why not make a weekend of it (with the event taking place on the Saturday only)? We're sure leaving the boat at the club on Sun won't be a problem. And we hope this event will entice some of our members from the North-eastern Solo contingent, it would be great to see you!

Then a fair gap to the next event – our Northern Area Championships to be held at Leigh & Lowton SC on the 23rd & 24th of September. We are hoping to attract a good entry to this event with a social on the Saturday night FOC courtesy of your National Solo Class Association (watch this space!). There will be two good days of sailing at this excellent venue – LLSC is relatively central in our "area" and easily accessible from the motorway network. NB – there will be camping/campervans permitted in the carpark overnight.

Our penultimate event is to be held at Budworth SC on the 7th of October, set into the beautiful Cheshire countryside, another great venue. Last year we had a 33-boat entry at this event, which was the highest number for some time. Let's keep the numbers up this year.

The final event takes us back to the Lake District and Royal Windermere Yacht Club on the 14th of October. The conditions at RWYC will always test the sailor's patience with varying wind strengths and often crazy directions! A challenging but stunningly beautiful place to sail. This event will also be the 2023 Prize Giving - a chance to award prizes for all those who have qualified for this year's series.

As for runners and riders, we will endeavour to push Martin Honnor hard throughout the year – a double area winner in 2022 securing the Northern and Midland titles! An impressive achievement – well done Martin! Stephen Denison will look to get back to winning ways this year, as will Innes Armstrong (a bridesmaid once too often) who will fight all the way. A past winner Stephen Graham has hung up his Solo boots and switched classes – now with a Merlin Rocket to (re-)master. Other runners include Chris Gillard, Andy Carter, Martin Brenan, and the "windy" expert Ian Hopwood. There has also been plenty of "new" blood on the circuit with the likes of John Reekie, Alex Alcock and James Moley to mention a few, all looking up for the challenge. I'm sure there will be a few surprises out there on the water this year!

We look forward to seeing you all and making 2023 a great Northern Series!

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1st Inland Championship 2022

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- Lighter sailor (up to 85kg)

Mark 2

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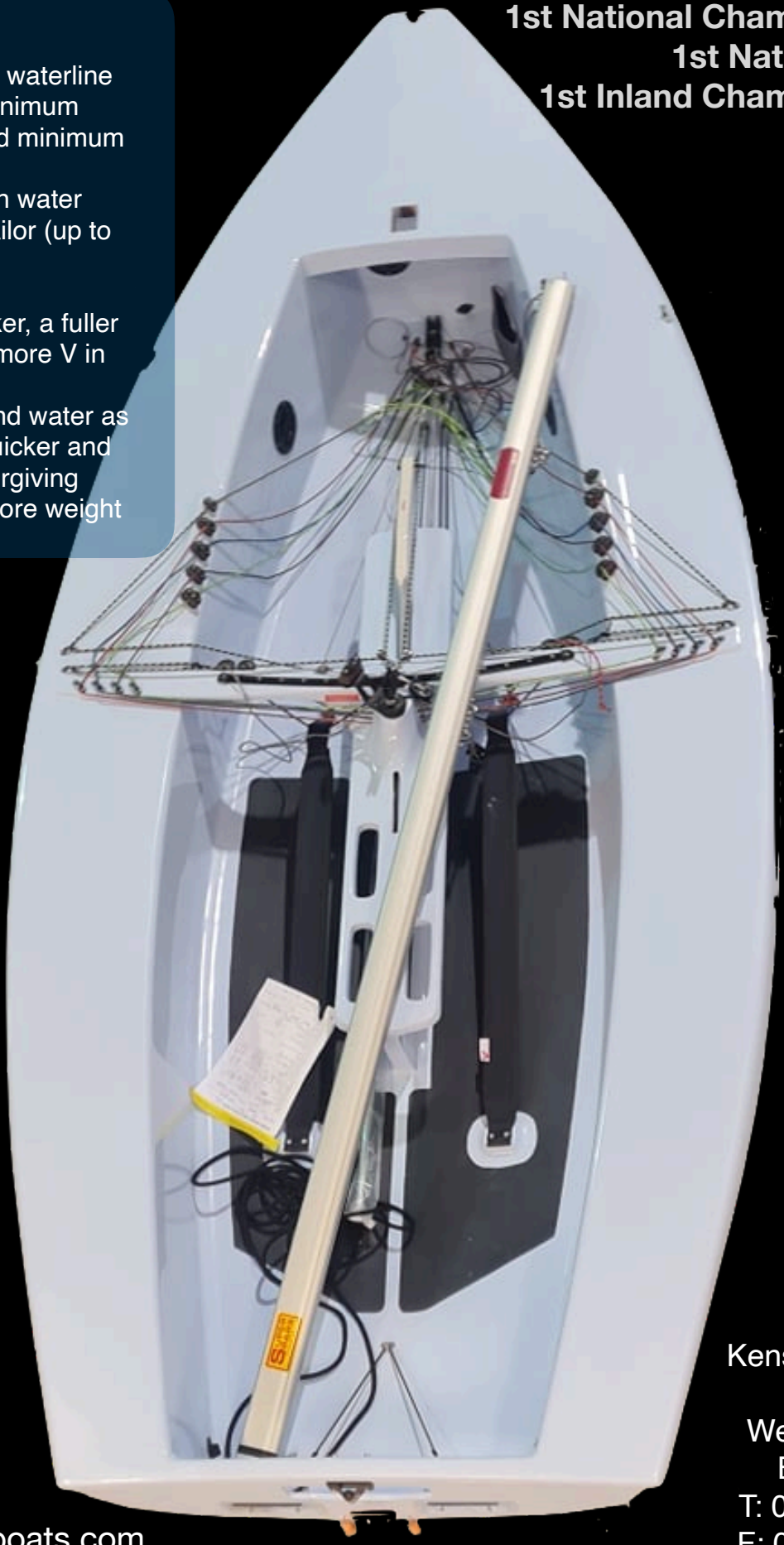
- Suits inland water as it tacks quicker and is more forgiving
- Carries more weight



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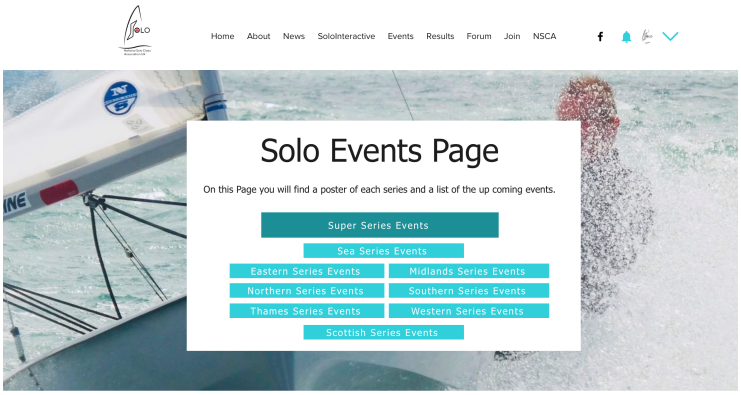
Website News

In this addition of SoloInteractive I wanted to share a few changes to the website which have gone live over the winter.

I've updated the Events part of the site with a new landing page and Poster Views for each series. This gives you a view of the whole series on one page. Scrolling down the page shows the events in a calendar view. You can still view the events in calendar form via the menu options at the top of the page.

Events Page.

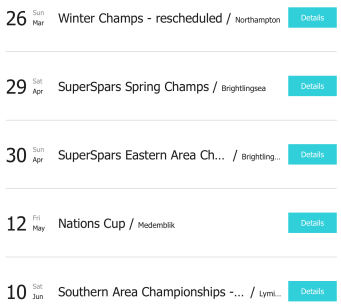
Clicking on the buttons for each series shows the series poster.



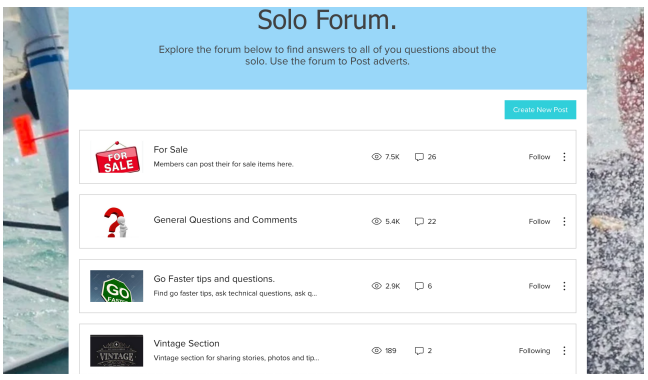
Series Poster page.



See Calendar view by scrolling down.
Click on the events for more details, links to enter, links to host clubs etc (if added by reps).



The Forum has been updated with images for each section and there is now a new section dedicated to older 'Vintage' boats. The section can be used by members to ask questions, share photos, stories of how they renovated or repaired boats and to publicise Vintage events.



Website usage. In the last 30 days there have been 4600 site sessions, 4400 post views, 1160 News post views, which isn't too bad considering its Winter. We now have 585 members who have signed up to the website. 52% of people view the site via mobile, 39% via a Desktop and 9% via Tablet. The home page has the most views followed by For sale pages then Events page followed by News.

With the Website, Magazine and Facebook members are now able to access the information they are looking for no matter their platform preference.

Hope to see you all out on the water soon, Nigel Davies Website Coordinator.



Nigel takes a day off to race at the Noble Marine Winter Championship.

Eastern Area and Thames Valley Report Godfrey Clark

Greetings from grey old Essex!
This season's program is in place for both Thames Valley and Eastern Area and can be viewed on the web-page. Most, clubs have secured their usual slots although we appear to have lost Littleton for this season, despite their still having an active Solo contingent, reducing the Thames Valley series to only 9 events. Noticeable in the Thames Valley was the lack of travellers in 2022 while although we saw a huge spike in fuel prices for a short while it is hard to believe that it would deter people from driving less than 10 miles to support a Solo Open. Some said that the loss of Wraysbury and Kingsmead would focus the fleet on the remaining events, I would almost venture that the reverse has happened? Congratulations to Fraser for winning the Thames and well done to those who qualified.

The Eastern Series sort of drop an event for 2023 as the only date proposed by the Royal Harwich was already reserved by Blackwater YC who therefore take their place on a "first come first served" basis. We are paired at Blackwater with the Laser fleet, who interestingly are likewise invited to visit Royal Harwich on the same day! Thus, RHYC do hope to race Solos in tandem with Lasers but Blackwater is the event to count for the Eastern series. Sadly, we also loose Harlow BSC as their dinghy park is now only occupied by Lasers in any quantity. Fireballs and Merlins likewise also all gone, and such a shame as many of us really enjoyed this quirky but delightful Essex venue.

In 2021 we enjoyed a great sunny day with a strong turnout at Harwich but last season in brought heavy conditions and many early retirements among those who had travelled. Thus, as the last event on the calendar, it was not possible to present the Eastern Area prizes which remain in my possession. Thus, by popular consent, I aim to dish these out at Brightlingsea SC at the end of April, when we hope to be re-united with the usual suspects in fairly healthy numbers.

This brings me to the matter of sponsorship and the associated prizes. Always a tricky one to get right at grass roots level and this season I have just let this drop. Our previous sponsor have kindly given us both merchandise and gift vouchers but when I looked at the plastic products on offer I wondered if anybody actually either needs or wants any more of these items? Also, when it came to the vouchers it was clear that any being redeemed by postal carriage could leave the winner with not much to show for their £15 prize.

Congrats once again to Steve for winning the series and let's hope to see more travellers qualifying in 2023. Again, with just 9 meetings in the series, a score-line of half- plus-one remains required unless the members feel that 4 events would be more acceptable.
Happy sailing



SOLO PRODUCTS 2023

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Hyde Sails wins Tyler Trophy at HISC, venue for the 2023 National Championship





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Introducing Paul de Geus, the new Chairman of the Dutch Solo Class Organisation



Taking over from Roel den Herder is quite a challenge! He did so well and the Solo class is growing fast in the Netherlands. My main goal is to support this and maintain these growth figures and to help keeping up the social culture of the class, being one of sailing in a fanatic way but always sporty and honestly and equal (or even more?) important meeting and making friends at every Solo event. We Dutch have the slogan “Een Solo zeil je niet alleen” (You never sail Solo alone) and that is o so true!

For me it was a warm bath to dive in in 2019 coming from the Laser where in my opinion there was no class culture at all. So why Solo and what other sailing life I live and have lived?

At the age of 12 in 1976 I sailed my first Regatta in a typical Dutch class that doesn’t exist anymore called “Stern” on the Braassem, which happens to be the venue of the Dutch Nationals this year. Sailed that about 10 years being a good learning school, although nothing compared to the way the youth can train today. What fun to meet other former Stern sailors in the Solo again! I’d like to mention one, Tjebbe Swart, who was more or less taking care of me and my brother at De Koenen in Amsterdam back in the days and explain boat tuning and many more.
Between the Stern and the Solo now there are many classes and boats I’ve sailed. 470, J24, Dragon, Dart 18, Laser and also offshore racing in bigger boats. Thanks to my daughter who started sailing Splash and was looking for a club to do that, we landed at De Vrijbuiter in Loosdrecht. I was still sailing Laser and saw the Solo fleet at De Vrijbuiter growing. So round 2017 I started to get to know Solo sailors there with the intention to make the switch. There was only one dilemma: I bought a Lemsteraak with a lot of deferred maintenance, so it took me two years before finally reaching out for a young used Solo.

Anyway, here is my second love:
Hey, isn’t that Barbara on the foredeck?



To continue, I travelled to a little town near Glasgow to pick-up the 5537 a Speed build in 2014 now Sailing with the Dutch number 605. That was in May, sailed Sneekweek as my first Solo race, some racing in fall 2019 and then…. Corona pandemic. So a bit strange first two Solo years, but nevertheless got the fibes and Roel convinced me to take over his chair.

Sneekweek 2019

To finalize, as I said the class is growing in Holland, with hot spots in Sneek, Giesbeek, Harderwijk, Braassem, Loosdrecht and Alkmaar. Now those Regions are getting bigger and bigger with 20 or more boats, some sailors tend to stay more at their Club and we as a committee see it as our mission to combine both club sailing with a good participation in National events. And a second challenge is to get more younger sailors in. Although we have some very good younger sailors, the bulk has passed 50 and 60.

And definitely we want to have an active relation with you guys in the UK and visit each other events as much as possible. So hope to see you all in Medemblik (Nations Cup) and Hayling Island in July!

Stay Save and Healthy, Paul de Geus
Nederhorst den Berg, 9 March 2023





PROVEN RESULTS.

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NEW: MAX 06 CROSSCUT

As used by Oli Davenport, Vince Horey + Jamie Morgan in their 2022 campaigns.

Optimum weight 80kg+.

RADIAL AVAILABLE IN FLAT, MEDIUM + FULL CUTS.

#TEAMPB RESULTS WITH RADIAL IN 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).

#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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Refurbishing a 50 year old Solo Tim Godding



In the spring of 2022, I was looking for a project to get a sailing dinghy of my own, at low cost, which would allow me to refresh my boat repair skills. I found a dinghy on Facebook Market Place for £50! It turned out to be a damaged Solo with a rotten transom. It was quite nearby, so I had a look and bought her on the spot, she had a sail, functional but tired, half decent cover, newish ropes and a launching trailer. The next week I borrowed a trailer and brought her home.

She has GRP hull with wooden decks and transom, with the original aluminium mast and boom, sail number is 1789. A call to the RYA, established she was weighed and registered in July 1972 by a G Hopkins, built earlier that year by Harris Dinghy's in Devon(?). I'd love to have more details if someone knows her history.



She had some significant damage to the starboard gunnel, which fortunately was not structural, several badly repaired areas on the hull, I suspect she been blown off the trailer in the past.
The transom was rotten around the drain area.



My brother is an extremely knowledgeable Marine Surveyor. He came and had a laugh at my expense, along the lines of, "why bother, let's use the hull to mould and new one!" I declined his kind offer, once he'd stopped laughing, as I just needed help to make and fit a new GRP transom. His advice was invaluable throughout the project.

Not having much knowledge of Solos I took many pictures of her before starting work to be sure I could put all the bits of string and stuff back in place. I put everything I took off in boxes to be sure nothing was lost, even including bits of damaged wood as I wanted to try to keep as much of the original boat as possible.



The first thing was to get the old decks off and see what horrors lay beneath, after an interesting hour or so I had all three sections off in reasonable condition. They had been glued and tacked on with brass nails but sadly some repairs had been done with steel nails which had badly stained some of the wood. The GRP was not in the best of conditions but not bad for its age, but the stringers needed work. Most of the deck supports were broken away some rotten or just split away from the screws holding them to the inner moulding. Curiously it become clear the deck supports were painted from the underside as was the deck, also the inner moulding was glassed in seemingly backwards, more of that later. Also, the entire area under the fore deck and side decks were one chamber, meaning if she were to be holed she would sink pretty quickly!



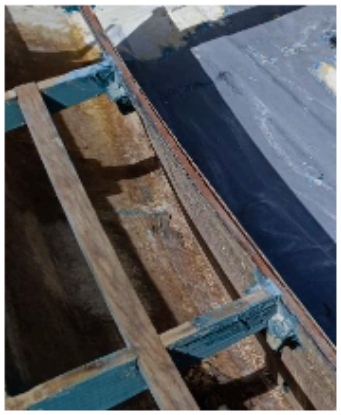
Initially I cut out the rotten wood from the gunnel and let in a new section which was screwed and glued in place and planed and sanded back. As it was a short section I wasn't fussed about curving it to fit the line of the gunnel, as it would be hidden by the new deck and rubbing strake.

With my boat surveyor brother, we spent a morning laying up a new transom, with a bit extra for the bulkheads. I planned to add two bulkheads to reduce the risk of sinking by creating three chambers.



We then began the major job of replacing the transom. I'd already set too with a sander and removed many layers of paint and old glass fibre to see what needed doing in the cockpit and within the under-deck areas.

One major issue was the state of the deck supports. These needed refixing and in some cases repairing. I decided to move the join in the new deck sections forward to be under the thwart. This was a simple matter of not having drawings or the facilities to cut the new decks accurately because they are curved in three dimensions. I therefor need an additional deck support for this join area. This way I could hide any of my less than ideal woodwork, it is surprising how much twisting a flat piece of plywood foreshortens its plan dimensions!



The damaged deck supports needed more than simply gluing and screwing back in place as that had clearly not been enough in the past as they were all broken away at one side or the other or both. So I cut some v-shaped blocks for the underneath of the deck supports and fixed them in with an epoxy filler (Teroson marine plastic padding) plus the original screws where possible. This included adding a new pair on each side to support the new edges of the deck under the thwart.

So next job was the less than hansom transom...

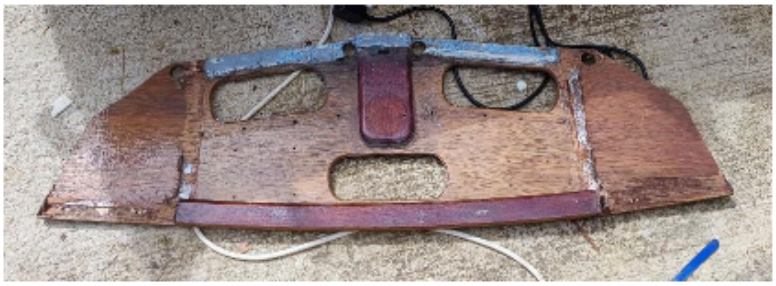


© 2023 T Godding

I levelled up the boat on the trailer and clamped and length of wood across the stern to brace the hull and keep its shape and we then very carefully cut the rotten transom out.



We needed to be able to bond the new transom in so that required cutting the inner moulding back to give us space to glass in the new transom.





The old transom was used as a rough template from to cut the new piece of glass fibre, it also allowed us to mark up the ports for the tiller and ballers. The two bits of trim were removed and eventually refitted to new transom.





To ensure the new transom would be strong enough and be able to take fixings for the pintle and gudgeon we bonded in a piece of plywood.

It was tacked in place with epoxy filler.

© 2023 T Godding

Once held in place we could then glass the transom in permanently. A day or so later the edges were trimmed with an angle grinder as was the transom's outer joint with hull.

The same process was then used to tack the original sections of the inner moulding back in place, these needed trimming to allow for the new shape of the transom. These were glassed in place from the inside so a clean joint could be achieved on the visible side.





One concern for me with such an old hull was its fragility, the original foam centre of the stringers had long since perished away and the hull was one large void. With all the metalwork above (mast etc.) she could sink and I don't care for swimming.

In many places we added a layer of glass fibre along the stringers where they were in poor condition, including some old repairs, some of which had been done professionally others less so; in three place glass fibre had just been laid on the exterior like comedy sticking plasters!

We added two bulkheads into the bow area opposite to the mast step to both reduce the risk of sinking and to add strength to the hull. These were glassed in between the hull, inner moulding and deck support.



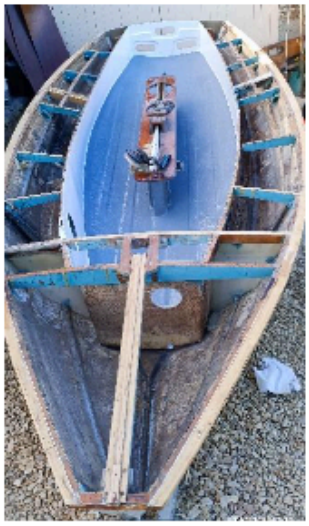


At the same time it was clear the centreboard housing was in need of a bit of TLC, so we added a few layers around each end and a little on the base. It was clear that the original wood panels glassed inside the centreboard housing had rotted but I decided to leave that as it was not affecting the structural integrity.

© 2023 T Godding

I gave the new areas a clean-up with angle grinder and sander, applied filler to the voids around the newly glassed-in inner moulding sections, sanded and gave it all an initial coat of paint. I used polyurethane paints, white gloss for the inner moulding and grey nonslip for the cockpit base. The initial coat of paint was mainly to see where I needed to do more surface repairs, as the paint didn't need any primer. It took a couple of goes filling and sanding to get it right.





Next, I got some help from my son and neighbours to lift her onto the lawn and turn her over to begin work on the hull. It was a bit of a mess, mostly dirt but with surface damage which needed cosmetic work. I'd made good the internal damage earlier when repairing the stringers.



After a lot of filling and sanding, I painted her, again with same polyurethane paint as the inner moulding. This was in the very hot period in June 2022, I had problems applying paint over a large surface area, being unable to maintain a wet edge. So I had to stop and leave it for a few days and sand it back to get rid of the brush marks.

Finally, having got a half decent paint surface finish, I wet and dried it back and polished it with automotive compound to get a nice smooth gloss finish.



In between these jobs I'd also stripped parts off the tiller and stock, sanded them down and revarnished them. The tiller arm had been replaced with a bit of unvarnished pine, which I remade with Sapele. Once varnished it looks great.

© 2023 T Godding

Having sorted out the hull, with some help we put her back on the trailer. The refitting of the decks had been a little bit of a worry because it wasn't clear how they had been originally fitted. The underside of the deck and the supports had been painted which would have been impossible once in place. I concluded the inner moulding and the decks must have been made upside down in a special jig and then fitted as one to the bare hull. A chance conversation with the chaps working at the Falmouth Maritime Museum had introduced me to the idea of using West Expoy Resin to fit the decks back on. Their advice was invaluable.



I used the original decks as a template and cut out over-sized new decks from 4mm exterior plywood (one third the price of marine ply). I coated the underside of the plywood with 3 coats of epoxy resin for protection and as a primer. I made them over size so I could trim back the edges once fitted in place, to make a perfect edge for the rubbing streak and inner trim to fit around.

In preparation I had sanded flat all of the tops of the edges on which the deck would lie. These were then coated in epoxy resin as a primer, I also put a coat on the deck supports too. The final fitting of the decks was less than elegant, I used whatever heavy objects were to hand to hold it down… in a moment of pure comedy having put expoy on the edges and weights of the new section of deck, it all began to slide off! Fortunately, I noticed and stopped it with a few additional clamps. It's worth noting at this point West recommend that you clamp the faces together so as to only just squeeze out the epoxy resin (not like wood glue where a very tight clamp is better).





The epoxy resin for this task was thickened with West Colloidal Silica as the manufacture recommends. I'd also (being an amateur) used the West 206 slow hardener as the weather was hot and I was slow to get things sorted, despite rehearsing almost everything I did.



I left the new decks for two or three days to really harden then trimmed and sanded the edges back to nice clean faces.

I had decided to leave a gap up the front deck to the bow for two reasons, one I would have had to buy another sheet of plywood and two I couldn't be sure I could cut a really good pair of matching edges anyway.

© 2023 T Godding



I'd also stained one section of the deck which had badly faded in the bright sunlight, this was sanded back, I then stained the other sections and sanded them back too. I then applied a second coat of oak stain to all of the sections this brought all of the deck to the same colour. She then had a thinned coat of yacht varnish to protect the decks whilst I finished off the trim.



With a lot of measuring, I found the centreline and fitted a thin piece of Sapele to cover the ill matching front deck sections. I added a couple of small fillets to the bow end to support the fore stay bracket.

I fitted the trim on the inner moulding and the wooden trim on the new transom. Again, I used epoxy plus a handful of brass nails.

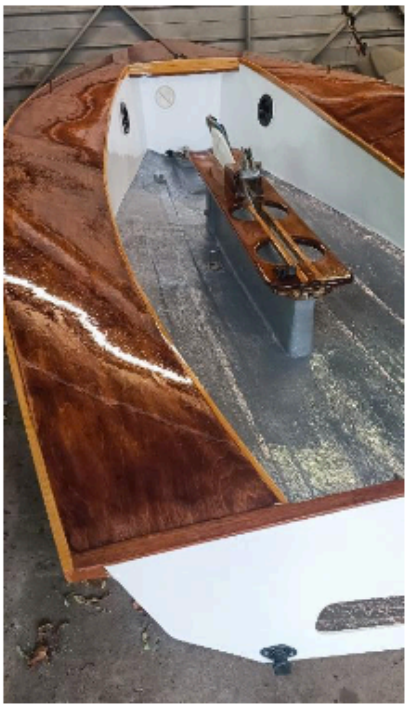
Because of beautiful curves of the gunnel, I decided to screw and epoxy the rubbing strake in place. The brass screws were necessary because the curve is three dimensional and the epoxy to seal up the exposed edges of the plywood. These were countersunk and filled before varnishing.



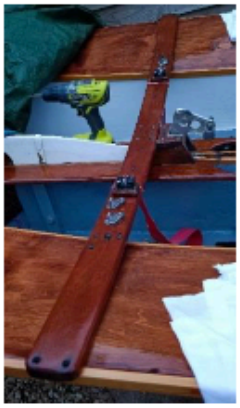


© 2023 T Godding

I was on the home straight now… I put her into a friend's garage to do the final coats of varnish. She has five coats on at present each one took three days, applying the vanish, allowing it to dry, sanding and then wiping down with thinners before the next coat. This process needs time to avoid solvent entrapment causing the varnish to not harden off.



Once finished, I put a final coat of paint on the inner moulding and bilge area.



The last job was to refit the cleaned and varnished thwart and its fittings. This hid the deck join, which I had filled with thickened epoxy, in order seal the plywood edges.

Various fittings were screwed back on and sealed ready for rigging.

I refitted the mast and rigging to the Solo Tuning Guide.

Throughout the project I made decisions to limit the overall cost, in a manner which would have little or no bearing on the final quality and ultimate longevity of the boat. The principal costs were in paints, varnish and (of course) the epoxy resin, not the wood! I spent a little over £300 on materials.

The outcome is a lovely sailing boat which looks great. I learnt a lot and take great pleasure knowing she has been rescued and once more made both beautiful and sound!





© 2023 T Godding

The Welsh Championship 2023
Tata Steel Sailing Club
15-16 April

1st Race 12pm followed by races 2-3
Race 4 Sunday 10.30
Entry Fee £20



NORTH SAILS SUPER
SERIES QUALIFIER

The Superspars Spring/ Eastern Championships 2023
Brightlingsea Sailing Club
29-30 April

Join us for two days of Solo sailing. On Saturday 29 April we have the Super Spars Solo Spring Championship and on Sunday 30 April the Super Spars Solo Eastern Championship. There will be a free Solo Class sponsored club supper on offer on the Saturday evening for those taking part in both events - please book your tickets for this online when entering to help us ensure correct numbers for catering. There will be prize givings asap after sailing each day. Entry is £25 per day.



SUPERSPARS M2 MASTS AND BOOM UP FOR GRABS

NORTH SAILS SUPER SERIES QUALIFIER

NOBLE MARINE WINTER CHAMPIONSHIP REPORT

NORTH SAILS SUPER SERIES QUALIFIER



Northampton Sailing Club hosted the Noble Marine Winter Championship on a cold and blustery Sunday 26th March, the 29 competitors enjoying some very competitive racing on the famous Pitsford Reservoir. Whilst pre-entries topped out at 37, the argument to stay in bed and listen to the rain drops as they peppered bedroom window panes was obviously too strong for some.

I had made the 240 mile journey from Brixham with my good lady and this allowed me plenty of time to reminisce on my own experiences of racing on this stretch of water and also reflect on a story my father told me many times. In a nutshell, it was windy, he fell in and with Solo 186 fully inverted, a gust blew the hull clear of the water. To be fair, those wooden masts must have been pretty buoyant so maybe some truth in that tale.

I am unsure as to when my wife's boredom level was reached but at some point, possibly quite early into the trip she directed me to drive her to her mothers house.
With that task complete I continued up a waterlogged M1, doing my best to avoid fellow drivers with a lust for aqua-planing. It was good to see that the pot hole problem in Devon is not exclusive, some of the larger craters were real trailer breakers. I took a moment to consider if Noble Marine, the Solo Class Insurer would/have received claims for damage suffered in such incidents, my guess would be yes, since they protect our Solos 365 days a year!



I arrived unscathed, the leaden sky was still full of moisture, the toasty climate of my Volvo V70's cabin interior evaporating the moment I opened the door.

Competitors, brows furrowed and faces tortured, battled to ready their Solos as the Artic blast cut through inadequate insulation, their bodies shaking in an effort to force warm blood from vital organs to their extremities. Fingers would be needed to pull and release kicking strap control lines in just an hour or two, feet would be required for maximum hiking mode, no wonder they were looking uncomfortable.

I togged myself up in my Bainbridge Aqua Marine Offshore kit and sauntered out into the tundra, easing my collar so I didn't overheat, only my five year old trainers were letting the side down, I estimated four hours until frostbite set in.
PRO Neil Barford provided a short and forthright briefing which was only punctuated by complete silence from the crowd when he initially confirmed it would be 3 races with all to count! Our Championship Organiser Steve Ede, seeing life drain from his fellow competitors faces acted quickly, his suggestion to include a discard was agreed and the sailors contemplated a very early bath.

Race 1 F4/5
I was aboard the lead boat and by that `I mean a safety rib, not the leading Solo, though some of the fleet could well have benefitted from my ample leverage, such was the strength of the gusts.
I had been shielding my Nikon P950 with a long life M+S carrier bag having misplaced my waterproof pouch somewhere deep in the bowels of the shed but fortunately the rain dissipated within a few minutes of the start gun. I folded the bag away, it would go back in the cupboard under the sink with the other four thousand.

The left of the course looked favoured and Oliver Davenport quickly took control, punching through the aggressive chop with his trapeze like hiking style, such is the leverage of the lad. The top of the beat was unpredictable, variances in wind direction making it difficult to gauge a lay line but Davenport played the shifts perfectly to hold a nice lead at mark 1 before blasting off to the first gybe mark in the reverse P course. Fergus Barnham rounded second, his bright yellow gloves providing a nice visual contrast to the grey backdrop, something a photographer of limited imagination always appreciates. Charlie Nunn and Jamie Morgan, sailing a brand new Winder were next with Chris Brown and Steve Ede biting at their heels. Someone had ditched it in half way up the beat and with safety team in place, had a little swim around before righting his craft. having witnessed this new fad of wild water swimming I would assume it's warmer in the water than out of it.

Davenport continued to assert down the second reach and run before heading back up through the line to start lap 2. It was pretty exciting for the following pack as the wind increased, Morgan and Ede making great Elvstrom/Wells saves from almost certain oblivion. Brown, Pepperdine and Jasper Barnham were four, five and six with Kev Hall, Mike Dray and Dave Lucas in the hunt.

Lap 2 and 3 were hard fought but no one could get near Davenport who took the bullet from Jasper Barnham and Fergus Barnham with Nunn and Morgan completing the top five.



Race 2 F4 becoming F2

The pin looked favoured and Nunn, David Reekie, Martin Honnor and Dave Lucas hitting it with speed, Morgan and Davenport were slightly further up the line. Having seen the overall results I can tell you that Mr Honnor was just a little too punchy. The fleet tacked back into the middle as the wind swung left with Matthew Frary out on the far side with Fergus. The fleet were getting close to the top mark now and once again Davenport had judged the shifts perfectly, albeit with some added upwind speed to burn. He rounded with Frary tacking right behind him but disaster as he capsized right in front of me. Fergus Barnham inherited second with Morgan, Honnor and Dave Lucas next. Frary must have been cursing but fortunately my audio could not pick up his lamented cries and sad face.

The reaches were fun but the run was where the action was and Barnham hooked into better pressure to lead Davenport at the bottom with Morgan, Tim Lewis, Pepperdine and Honnor fighting it out as the next punishing lap began. Barnham, Davenport and Morgan extended with Pepperdine in a strong fourth.

At this point my concentration was broken by some mumbling in the background. My rib driver and his crew, who had been acting furtively for several minutes announced that they had coffee and were going to park up in a quiet spot, away from the elements. Oh how lovely I thought as I looked out to where the battle was raging, now I know how Bligh felt.The final lap was decisive, Davenport choosing the right of the course and picking up a big lift to extend away for an easy win. Barnham, Morgan, Pepperdine and Brown completed the top five.

The fleet were tired but the PRO was keen to get race 3 underway so we were into the sequence quicker than it takes to type it.

Race 3 F4 becoming F2

A nice even spread across the start line, good line setting and accurate time management, well done to the PRO.

Davenport was feeling ballsy and set up for a pin end start, with a depleted fleet and 2 bullets, why wouldn't you? Morgan was easing his Solo down the start line with the seconds ticking down and with Fergus Barnham a no show, a win would give him second overall so all to play for. I heard a shout from the committee end and sure enough, Davenport had to crash tack to avoid Morgan, just sneaking inside the outer distance mark as the fleet set off up another punishing beat. Horey, Nunn and Pepperdine also chose the left while Dave Lucas and Jasper Barnham who, incidentally was wearing a hat of some volume, punched out to the right. I can only assume that is where he keeps his teapot.

I peeled back the reassuringly strong velcro from my Bainbridge Aqua Marine Offshore jacket and eased the cleverly inbuilt zipper from my Long John, the top zip, not the easy entry bottom one, hoping some of the heat would fall to where my feet used to be and instructed my rib driver to take me to the top mark.

Davenport was once again leading but Morgan was keeping him honest while Nunn, Horey and Pepperdine did all they could to reduce the deficit. The breeze had eased to 10-12 mph making sailing a pleasant experience for the competitors, though they were already shot to pieces.

Morgan took the lead up the second beat, Davenport had possibly rolled the dice, hoping for a righty which didn't materialise this time and Horey took over third from Nunn, which incidentally, is higher than Spurs will finish this year.

At the gun it was Morgan with the bullet, a first of many in his new Winder/Superspars/P+B with Davenport second in a similar set up and Horey third. Pepperdine and Nunn completed the top five and the fleet returned to shore and a nice hot meal.



I did interview Oliver and Jamie post race but unfortunately had failed to turn the microphone on, must do better.

On the equipment front, Superspars M2 filled the first 7 places while Winder are the builder of choice. P+B were 1-2-3 which sets the benchmark for the season.

Special thanks to Northampton's race team and the hospitality team for being so accommodating to the Solo Class and to Maria E Franco and Kev Hall for the club-NSCA interaction.

Noble Marine are the Solo Class insurer and have supported us since the mid 90's, we massively appreciate the service they offer.

Goat Marine provided some spot prizes and these were warmly welcomed by the winners.

This event forms part of the North Sails Super Series, a load of big events where Solos rock up and race against each other, home and abroad so get one and join in.



Rank	Class	Sail No	Club	Helm	PY	Helm Age Group	R1	R2	R3	Total	Nett
1st	Solo	6061	Northampton SC	Oliver Davenport	1152	Under 50	1.0	1.0	(2.0)	4.0	2.0
2nd	Solo	6064	Rutland	Jamie Morgan	1152	Under 50	(5.0)	3.0	1.0	9.0	4.0
3rd	Solo	6011	Northampton SC	Fergus Barnham	1152	Under 50	3.0	2.0	(30.0 DNC)	35.0	5.0
4th	Solo	5942	Staunton Harold	Richard Pepperdine	1152	Under 50	(8.0)	4.0	4.0	16.0	8.0
5th	Solo	5901	Torpoint Mosquito SC	Charlie Nunn	1152	Under 50	4.0	(8.0)	5.0	17.0	9.0
6th	Solo	5887	Snettisham Beach	Jasper Barnham	1152	Veteran	2.0	9.0	(30.0 DNC)	41.0	11.0
7th	Solo	602	Draycote Water SC	Chris Brown	1152	Veteran	7.0	5.0	(9.0)	21.0	12.0
8th	Solo	5393	Littleton SC	Simon Derham	1152	Veteran	6.0	(13.0)	8.0	27.0	14.0
9th	Solo	5911	Draycote Water SC	Nigel Davies	1152	Veteran	9.0	(15.0)	6.0	30.0	15.0
10th	Solo	5746	Grafham Water SC	Harry Lucas	1152	Under 50	(18.0)	6.0	10.0	34.0	16.0
11th	Solo	6010	King George and Grafham	Vincent Horey	1152	Grand Master	14.0	(16.0)	3.0	33.0	17.0
12th	Solo	6017	Hawley Lake	Mike Dray	1152	Under 50	10.0	(12.0)	7.0	29.0	17.0
13th	Solo	5704	RYA	Tim Lewis	1152	Grand Master	(11.0)	7.0	11.0	29.0	18.0
14th	Solo	5827	Grafham Water SC	Ewan Birkin-Walls	1152	Under 50	(12.0)	10.0	12.0	34.0	22.0
15th	Solo	5511	Notts County	Rob Gardner	1152		13.0	11.0	(14.0)	38.0	24.0
16th	Solo	5259	Rollesby Broad SC	Roger Wilson	1152	Grand Master	(22.0)	17.0	13.0	52.0	30.0
17th	Solo	5953	Norfolk Broads Yacht Cluib	Matthew Frary	1152	Under 50	16.0	14.0	(30.0 DNC)	60.0	30.0
18th	Solo	5210	RYA	Neil Wilkinson	1152		(30.0 DNC)	19.0	16.0	65.0	35.0
19th	Solo	5736	Northampton SC	Iain Carpenter	1152		(30.0 DNC)	22.0	15.0	67.0	37.0
20th	Solo	6045	Ardleigh	Steve Ede	1152	Veteran	19.0	18.0	(30.0 DNC)	67.0	37.0
21st	Solo	5796	Brightlingsea SC	Andy Bines	1152	Grand Master	(23.0)	21.0	17.0	61.0	38.0
22nd	Solo	5780	Hill Head SC	Nigel Thomas	1152	Veteran	(30.0 RET)	23.0	18.0	71.0	41.0
23rd	Solo	5675	Northampton SC	Maria E. Franco	1152	Under 50	(26.0)	24.0	19.0	69.0	43.0
24th	Solo	5607		David Reekie	1152		15.0	(30.0 DNC)	30.0 DNC	75.0	45.0
25th	Solo	6016	Brightlingsea SC	Jarvis Simpson	1152	Veteran	25.0	20.0	(30.0 DNC)	75.0	45.0
26th	Solo	5880	Ogston	Martin Honnor	1152	Veteran	17.0	(30.0 OCS)	30.0 DNC	77.0	47.0
27th	Solo	5797	Northampton SC	Gary Stuart	1152	Under 50	20.0	(30.0 RET)	30.0 DNC	80.0	50.0
28th	Solo	5723	Girton	Alan Bishop	1152	Veteran	21.0	(30.0 DNC)	30.0 DNC	81.0	51.0
29th	Solo	5524	Northampton SC	Kev Hall	1152	Veteran	24.0	(30.0 RET)	30.0 DNC	84.0	54.0



Steve Ede prepares for the gust which Neil Wilkinson is enjoying at Northampton.

North Sails Super Series 2023

5 events to qualify, 1 Area Championship can be included as a qualifier.

Noble Marine Winter Championship
Northampton March 11

Superspars Spring Championship
Brightlingsea April 29

Nation's Cup
Medemblik May 12-14

Harken Nigel Pusinelli Trophy
Lymington June 10-11

Selden National Championship
Hayling Island July 23-28

Gill Inland Championship
Grafham Water September 9-10

ONK
September TBC

Harken EOS Championship
Draycote November 11

Welsh Championship
Tata Steel April 15-16

Superspars Eastern Championship
Brightlingsea April 30

HD Sails/KLG Scottish Championship
St Andrews
July 1-2

Harken Southern Championship
Lymington June 10-11

Midland Championship
Carsington June 24-25

Northern Championship
Leigh and Lowton September 23-24

Magic Marine/Triggernaut Western Championship
Chew Valley
June 3-4

Prize Draw will take place at the EOS

You have to be there to be in the draw

Scan me!

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for sailing

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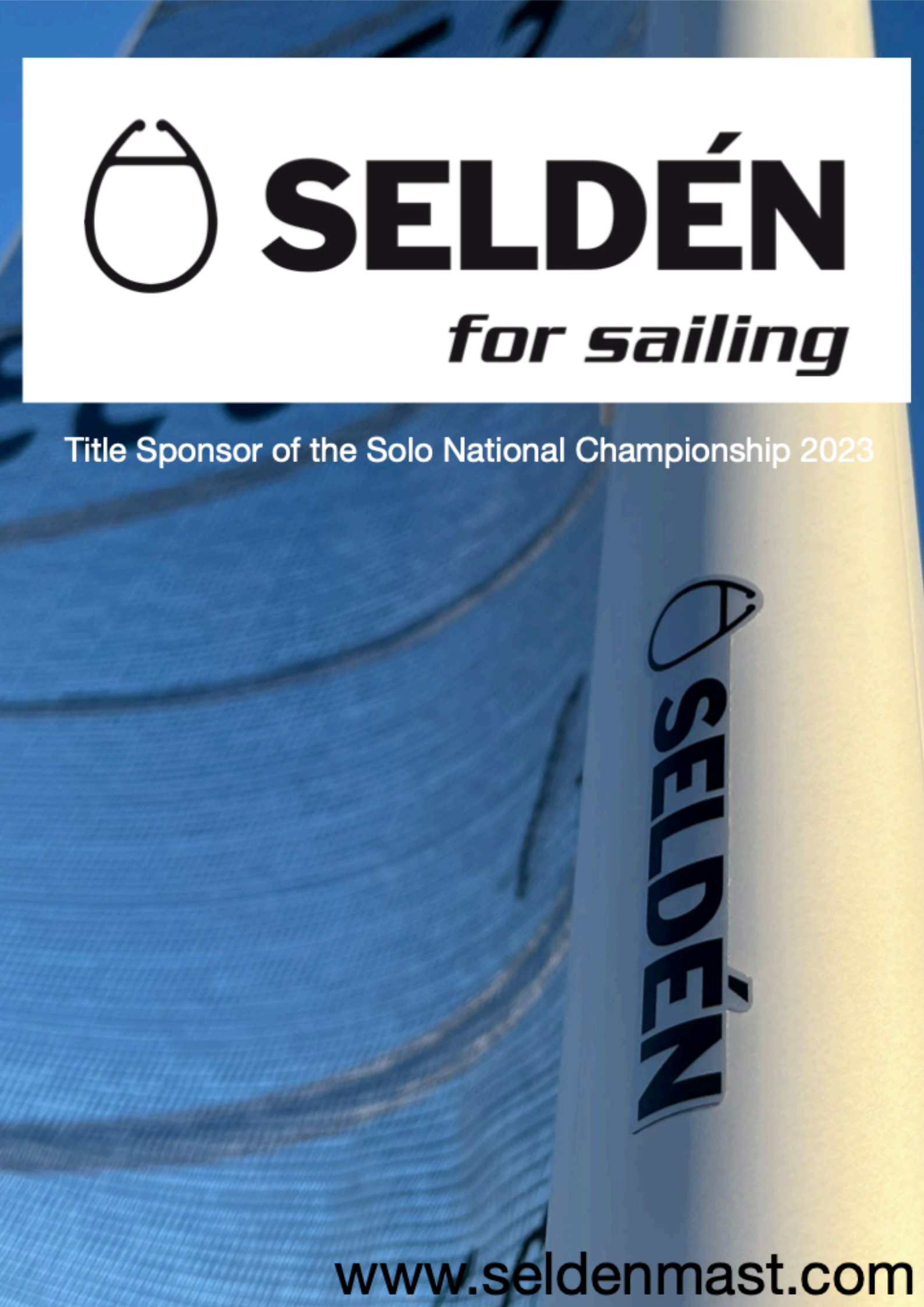

www.seldenmast.com



Check Out Doug Latta's Venue Guide **HERE**




Charlie Cumbley won the title here in 2013/2018 and may attend the event.
HARKEN
WINDER
Watch Charlie Cumbley's 2018 Tuning Tips HERE


The final day of the 2018 Championship was pretty epic.
Watch the 2018 highlights video HERE

HD Sails/KLG Scottish Area Series

2023

22 April	Bardowie
7 May	Largo Bay
20 May	Royal Tay
10 June	Helensburgh

Scottish Championship

1/2 July	St Andrews

29th July	Newburgh
2 September	Loch Lomond
7 October	Loch Ard

Scan me!

KLG ESTATES

Nation's Cup 2023

1 Month to Go!

Medemblik ENTER NOW

May 12-14

SportVid public provides venue sailing tips **HERE**



Kev Hall reports on the Venue and Travel

The Nations Cup will be held this year will be held in Medemblik, this is one of the regular Solo venues I haven't been able to attend at this point due to other commitments or work.

The turn out from the Dutch contingent at the yearly event held at Medemblik is excellent and with some seriously talented Solo sailors it always makes for a fantastic event.

The event is held at the Regatta Center, similar to Weymouth, with a dedicated race team to manage the racing it's very professional in approach. The Regatta Center is a 15 min walk from the centre of Medemblik which has a variety of pubs, restaurants and hotels.

Car parking is also available at the center.

Places to Stay

There is no normal camping at the Regatta Center Medemblik but staying with a tent, caravan/camper is possible. The fee for camper/tent per night and must be booked and paid in advance. There is power, showers, toilets and water in Regatta Center Medemblik.

There is camping available at Lodge61 which is 200 metres from the Ijsselmeer.
There are tents and lodges for up to 6 people for families and groups. Those can reserved so they are situated together.....if required.

It seems a few of the UK contingent stay in Hotel Medemblik in the centre of town which also look a good option.

The area has plenty to do for people that aren't sailing too. Train rides, boat trips on the Ijsselmeer and of course you could always have a trip into Amsterdam.
Personally if you aren't sailing, I would absolutely recommend a trip to Enkhuizen, it's steeped in history and beautiful for a wander round. There is also the Zuiderzeemuseum there which I personally found fascinating.

Travel

Ferry:
There are a few options here, Dover to Calais and Dover to Dunkirk.
It's a long drive from Calais, 5hrs on a good run.....can take 6 – 7 though.
You could also do an overnight crossing from Harwich to the Hook of Holland.
The drive to the club with this option is approx. 2 hrs.
Worth a look early as they usually have some January discount offers on.

Eurotunnel:

Folkestone to Calais, which is obviously much quicker.

It seems that the sailors who usually attend like to take the ferry over to arrive a day or so early, keen to practise no doubt for the Friday racing, and then take the train home on Sunday so they don't miss another days work on Monday.
It can still be cold so winter kit still advisable for sailing. The expectation at this point is possibly 50/60 Dutch sailors and 20/30 from the UK.

*Thanks to Chris and Nigel for helping me put together the info from their experience of doing the event for years.

Would be nice to get a really good turnout from the Midlands team as I know a few have mentioned doing the trip during the 2022 season.

If you need any help or further info let me know I will try and help if I can.


Andy Davis won in 2017
Check out his technique HERE
Get a taste for the racing HERE
5597



Oliver Davenport fully hiked in Medemblik 2017

SOLO WESTERN AREA EVENTS 2023

National Solo Class Association UK

Torpoint Mosquito Sailing Club—1st April

<u>Welsh Championships</u>

Tata Steel Sailing Club—15th/16th April

Bristol Corinthians Yacht Club—20th May

<u>Western Area Championships</u>

Chew Valley Lake Sailing Club—3rd/4th June

<u>Double Header</u>

Starcross Yacht Club—24th June

Dittisham Sailing Club—25th June

TCYC (Teign Corinthians YC) - 23rd September

<u>Joint Western & Midland Open</u>

South Cerney Sailing Club—30th September

Salcombe Yacht Club—21st/22nd October

4 Events to qualify

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MAGIC
MARINE

SOLO MIDLAND AREA

2023 Events:

BANBURY SC - 25th MARCH

SOUTH STAFFS SC - 20th MAY

MIDLAND AREA CHAMPIONSHIP

CARSINGTON SC - 24th & 25th JUNE

NORTHAMPTON SC – 1st JULY

SHUSTOKE SC – 9th JULY

CHELMARSH SC – 2nd SEPTEMBER

CHASE SC – 16th SEPTEMBER

JOINT MIDLAND & WESTERN

SOUTH CERNEY SC – 30th SEPTEMBER

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4 events to qualify

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SOLO NORTHERN SERIES 2023

Sponsored by WINDER BOATS

4 Events to Qualify

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- **West Kirby SC** Sat 22nd April
- **Burwain SC** Sat 20th May
- **Ogston SC** Sun 4th June
- **Hollingworth Lake SC** Sun 18th June
- **Bassenthwaite SC** Sat 8th July
- **Northern Area Championships**
  Leigh & Lowton SC Sat 23rd & Sun 24th Sept
- **Budworth SC** Sat 7th October
- **Northern EOS with Prize Giving**
  Royal Windermere YC Sat 14th October

You've gotta be in it to win it!

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Sports Glasses



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Protective eyewear is beneficial to those exposed to ultraviolet radiation, especially on the water or snow. UV radiation emitted by the sun is invisible to the human eye yet it can severely damage the eyes and cause incurable injuries, even on the cloudiest of days. Clouds do not block UV radiation. In most cases, UV radiation damages the eyes over time so that you do not actually feel it right away. TRIGGERNAUT sportsglasses protect the eyes against both UVA and UVB rays.

Hydrophobic

Every water sportsperson has surely encountered the same problem: water splashing on your sunglasses. TRIGGERNAUT sportsglasses are equipped with hydrophobic lenses. Similar to the state-of-the-art lotus effect, the water easily drips off and simultaneously removes residue on the lenses resulting in a clearer view. This feature also makes the sportsglasses easier to clean.

Anti-Distortion Lenses

You know glasses are low-quality sunglasses when wearing them causes a headache. This is a result of the visual distortion from non-prismatic lenses. For sportsglasses, especially those with a sportive base lens curvature, TRIGGERNAUT features prismatic lenses, which prevent distortion of the objects and ensures accurate sight compared to conventional lenses.

triggernaut.com

Cunningly Clever TECH TIPS

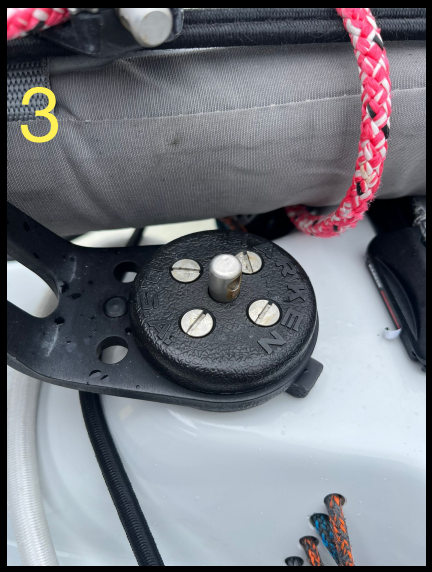
Paul Davis

Need to change the spring on your mainsheet block? Here is the easy way to do it.




1
HARKEN
CANVAS


2


3


4


5
HARKEN
CANVAS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10

Southern Are

25th March – Broadwater SC
1st April – HISC (Tyler Trophy)
15th April – Bough Beech SC
7th May – Dell Quay SC
13th May – Spinnaker SC
10th & 11th June – Lymington T
Champs & Harken Pusinelli Tr
2nd Sept – Megham Rythe SC
22nd Oct – Papercourt SC
5 results to count to the series

National Solo Class Association UK

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Some events are part of the Sea Series and
North Sails Super Series



a Travellers

Town SC (Southern Area
ophy)

NSCA Committee

2022/23

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