

# Solo *Interactive*

The Story Behind Solo 6042  
Scarlet Restoration  
2023 A.G.M Minutes  
Look Ahead to 2024  
Inlands and EOS Reports

*Interactive*

This is Solo **HERE**



# N.S.C.A. Committee 2023-24

Title/ Name/Tel	Email Address
<b>President</b> Guy Mayger 07527107403	<a href="mailto:guy.mayger@monotype.com">guy.mayger@monotype.com</a>
<b>Vice President/Sponsorship</b> Paul Davis	<a href="mailto:paul.davis85@hotmail.co.uk">paul.davis85@hotmail.co.uk</a>
<b>Hon.Treasurer</b> Andrew Liddington	<a href="mailto:andrewliddington@hotmail.com">andrewliddington@hotmail.com</a>
<b>Membership/Western Area</b> John Steels	<a href="mailto:jsteelsj@gmail.com">jsteelsj@gmail.com</a>
<b>Hon. Secretary</b> Graham Cranford-Smith 07803 290201	<a href="mailto:gcranfords@gmail.com">gcranfords@gmail.com</a>
<b>Chief Measurer</b> Jonathan Woodwood	<a href="mailto:jwoodward@blueyonder.com">jwoodward@blueyonder.com</a>
<b>Coaching</b> <b>Vacant</b>	
<b>Midland Area Rep</b> Maria Franco Ferro	<a href="mailto:MariaElvira.Franco@pfizer.com">MariaElvira.Franco@pfizer.com</a>
<b>Northern Area Rep/ Demo Solo</b> Innes Armstrong/Justine Davenport	<a href="mailto:innes1962@msn.com">innes1962@msn.com</a> <a href="mailto:justine121@ymail.com">justine121@ymail.com</a>
<b>Eastern/T Valley Rep</b> Godfrey Clark 07713 871802	<a href="mailto:godfrey.clark@tiscali.co.uk">godfrey.clark@tiscali.co.uk</a>
<b>Southern Area Rep/ Sea Series</b> Doug Latta	<a href="mailto:doug.latta55@gmail.com">doug.latta55@gmail.com</a>
<b>Website Coordinator</b> Nigel Davies	<a href="mailto:nigeldavies136@gmail.com">nigeldavies136@gmail.com</a>
<b>Championship Venues</b> Vacant	<a href="mailto:steve.ede@btinternet.com">steve.ede@btinternet.com</a>
<b>Scottish Area Rep</b> Ross Watson 07947 076949	<a href="mailto:watsonjr.rw@googlemail.com">watsonjr.rw@googlemail.com</a>
<b>Committee Member</b> Steve Watson (Jury)	<a href="mailto:swatson3680@gmail.com">swatson3680@gmail.com</a>
<b>Publicity/Advertising</b> Editor Will Loy 07713011825	<a href="mailto:will_loy@hotmail.com">will_loy@hotmail.com</a>
<b>Vet/GM/Sep Coordinator</b> Peter Fryer	<a href="mailto:peter.fryer4@ntlworld.com">peter.fryer4@ntlworld.com</a>
<b>Western Area Rep</b> Vernon Perkins	<a href="mailto:vernonperkins@gmail.com">vernonperkins@gmail.com</a>



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# Presidential Matters Guy Mayger

Dear Solo sailors,

Wow, where did 2023 go?!?

I guess the saying is true that time flies when you're having fun and I certainly hope that all our Solo sailors have enjoyed a great year.

Since I last wrote, we've had our rescheduled Inland championships at Northampton SC and our End of Season event at Draycote, concluding this year's North Sails Super Series.

The Inlands saw the return of Tom Gillard, who took out a classy win with Jamie Morgan and Oliver Davenport in very close attendance over a mixture of conditions.

The End of Seasons had the fleet arriving at a chilly Draycote with a pretty light breeze forecast, but the RO (Draycote Dave) did a great job to get two races in before the wind completely shut off.

This time, class stalwart, Ewan Birkin-Walls took the chocolates by winning both races in very challenging conditions. Where many of us only found snakes, Ewan coolly played the shifts/ladders and was a well-deserved and popular winner.

With a big Prize Giving to get organised, it perhaps wasn't the best plan that your class president was furthest from the beach (in no wind) when the abandonment flag was raised, but with great help from John Steels, Paul Davis, Vernon Perkins, Maria E. Franco and Kev Hall, the presentation went ahead in good time before everyone made their way home.

I'm sure Will will have his excellent reports elsewhere in this edition of Interactive to give you a really feel for the events, if you weren't able to attend. As we all know, Will's reports are the envy of every other fleet in the UK and we are extremely lucky to have him documenting the fleets activities.

The Super Series duly completed, Oliver Davenport took home the winner's trophy for 2023, having sailed all but one of the qualifying events, winning three of them. A fine effort and great commitment. Jamie Morgan finished second, also having completed all but one of the events, with Chris Brown in third.



Looking ahead to 2024, our first event is a proper Noble sponsored Winter Championships at lovely Chew Valley on January 27th. After a few years of the event edging closer to Spring, I thought it would be good to remind everyone about real winter sailing. Weather, notwithstanding, I know the club will lay on a warm welcome and the super competition that the class offers will once again be on show with rivalries old and new coming together for what looks to be another hugely competitive year.

The 2024 calendar is nearly filled out, with the latest confirmed events already up on the website.

As I type, I have one last event to confirm for the Super Series, but I hope to have that organised in the next few days.

As I mentioned in my last report, I'd like to push for more training days being available to all class members.

We currently have a position open on the Committee for the training coordinator, so please get in touch if you'd be interested in helping us with this.

Long standing Solo and Committee member, Andy "Foxy" Fox, is standing down and putting his Solo to one side whilst he concentrates on his dream goal of attending a World Championships with the ILCA Masters in 2024.

I'm sure we all wish Foxy well with this endeavours and will be checking his results, whilst also missing a great personality of the Solo fleet both on and off the water.

Also stepping down from Committee duties, but carrying on with his excellent Solo sailing is Midland Rep, Kev Hall.

Kev has done amazing work with the Midlands Area, making it the region to which others aspire with great support from Allen. He also owns the National championship winning boat, so no excuses, Kev ;-)

Kev hands over the reins to Maria E. Franco, who has already been super helpful to myself and others in helping with the rescheduled Inlands. We all look forward to working with Maria in 2024 and beyond.

Flicking around the club websites, it's good to see there is plenty of Solo sailing going on into the winter months.

At Hayling Island, we have seen good turnouts despite some challenging conditions and we're excited to welcome no less than 3 brand new boats to the fleet in early 2024, plus a couple more new members buying secondhand boats.

The fleet is really seen to have amongst the best class racing available and I hope this is also being reflected elsewhere around the country. Great racing, solid boats, plus a super helpful and friendly fleet really work towards promoting the class.

Also on the helpful front, we have a few videos covering centreboard and inhaul controls in this edition.

If there is anything you would like to know about or be covered, in a similar way, please drop me a line and I can make more content or get others, more knowledgeable than I, involved.

As a reminder of upcoming events, we have the already mentioned Winter Championships January 27th, then the Dinghy Show February 24th/25th, followed by the Spring Championships at King Georges SC April 13th. The Dinghy Show is always a great opportunity to catch up with all things Solo and your Committee will be on hand for a chat.

With that, I'd like to wish you all best wishes for the festive season. Remember you need to maintain your Solo fighting weight or at least be prepared to hit the gym hard if you over indulge slightly.

Good luck to all those attending any of the multi-class events and I look forward to seeing you in early 2024.

Sail fast, sail smart.

Guy 5691



Part of Guy's fitness regime includes working part-time at Plyo Soft Box Ltd. Seen here on the production line, filling the boxes with kettlebells.

It's been an intriguing season, from observing the development of Oliver Davenport from tall, spotty, talented youth to tall, clear complexioned, mentally strong and accomplished Champion and witnessing the selfless act of Ian Hopwood's noble but ultimately embarrassing attempt to show a fellow stricken competitor how to right their Solo ...by capsizing himself.

The dinghy scene has many colourful characters and the Solo fleet is blessed with a greater proportion than many, possibly due to the onset of dementia but also, and more rationally the result of too much beer.

The NSCA have been honoured to provide a platform for the cream of the UK over seven decades, Stone, Gates, Carveth, Moffett, Goodenough, Falcon, Hunt, Houston, Davis, Howard and Cumbley to name just a few.

While it is only right to celebrate the few who have made it to the summit it is those who continue to challenge themselves without reaching the podium who are heroes and heroines in my book, I hope I have given fair exposure in both report and video to you, the fleet is richer for your commitment to the Solo class.

Ben Flower impressed this year at HISC, his fitness undoubtedly played a large part in getting him to the podium but let's not forget his 'Hail Mary' in the penultimate race, well down the pan and with one of his main threats leading. From my position on the media rib I actually almost lost sight of him, so far left did he go up the long beat but miraculously, the wind went left and he rounded first, having made up over 400 yards. Full marks to Davenport who also gained to third from a similar position and all three would have been worthy of the title.

Next year's National Championship venue may well present very different conditions but it will require a level of physicality and a strong degree of mental readiness, bring it on.

The Super Series promises big fleets and friendly racing, do try and qualify, the End Of Season raffle may well reap some prizes you will not find under your tree in 2023.

2024 will be my final year of official reporting and magazine stuff, grand children and the worry of plagiarising myself are valid reasons. The roles really do require younger blood, and by that I mean someone under the age of 50, ideally with the finger reflexes of a four year old to operate drones, this to me is paramount to obtaining 18 foot Skiff style footage.

The mag role is really easy, just be-friend everyone who sails a Solo, picking out the one's you can take the piss out of for the humorous element and properly massage the Champions egos to obtain the dark art of race craft for general publication.

You are out there, see me next year.

[will\\_loy@hotmail.com](mailto:will_loy@hotmail.com)

Have a super Xmas and Happy New Year from the NSCA.



# Inland Championship 2023

## Northampton S.C.

*Interactive*

Watch the Event Video instead [HERE](#)

Northampton Sailing Club hosted the Solo class for a 2 day Inland Championship, the traditional six race format falling just one short due to some absolutely crappy weather on day 1.

Superspars would be our sponsor and CEO Simon Bevan had generously donated an M2, the mast section currently favoured by the fleet if you follow UK media outlets. Certainly, masts with the eye catching yellow and red 'Superspars' logo were prevalent, cunningly placed 'Sainsbury's style' directly at consumer eye level when the mast rake is set at 9640 mm (mast tip at band to outside of transom). Of course, other mast manufacturers and mast rake measurements are available.

## Day 1

I was stuck at home in Brixham but with the power and wonder of the modern interconnected world at my fingertips, a few clicks at 11.55 a.m and I was transported on to the water with the fleet, and still in my trusty charcoal grey dressing gown. XC Weather were promising a moderate breeze but the expert charged with predicting the direction must have been having some personal problems and was taking some time away, therefore the sailors would have to rely on the feel of the wind against their skin.

Back in the day some short lengths of wool affixed to the rigging and a half smoked Benson and Hedges would have been standard equipment but with craft shops closing down and tobacco costs sky high, light wind sailing is becoming increasingly difficult unless you have money or a cardigan. Fortunately, a good proportion of the fleet are both rich and old.

I focused my attention on my Macbook Air, the eight year old screen had seen some action in it's time but this was going to be just riveting. I caught sight of a few Solos as they left the shore and zoomed in to note the sail numbers but the Northampton S.C. webcam had its own flight plan and banked right to give me a great view of some Cormorants as they dived for Trout. I sat back from the edge of my clear perspex chair, firstly to revisit my own expectations of the day and secondly, and you might say more importantly, to remove any temptation for my cat to attack my most cherished jewels.

Rain drops began to spatter on the webcam's unprotected lens, distorting the already distant, view of the Solos as they headed over to the left side of the lake. It panned to the empty dinghy park for another fifteen seconds before zooming over to the bright orange wind sock, it's half erect tube pretty much reflecting my enthusiasm.

Below is a short summary of Day 1 following my questioning on my arrival to the club on Day 2.

### Day 1 Summary

40 entries arrived from clubs as far apart as Torpoint Mosquito in Plymouth and Yorkshire Dales.... in Yorkshire, testimony to the popularity of the class across the UK. There was to be a fireworks display later in the evening, the owner of an Enterprise may well be calling his insurer on Monday.



### Race 1

Jonathan Swain decided to start one minute before the rest, despite his undoubted grasp of RRS starting procedure.

Martin Honnor, Tom Gillard and Oliver Davenport rounded the mark ahead of the fleet and raced amongst themselves as the breeze, which had arrived from the east with some velocity slowly fell away, leaving the fleet to complete just the one race. I caught sight of the fleet as they openly breached Rule 42 in an effort to be first to the bar and logged off.

Gillard, Honnor, Davenport, Gifford and former Inland Champion Brown are your top five overnight.

## Day 2

I had been fighting with a chest infection and struggling to get a decent sleep for two nights, this was clearly evident by the discarded tissues which adorned our bijou fisherman's cottage so I was thrilled when my wife woke me at 4.21a.m. and reminded me it was time to get up.

Having set the alarm for 4.30 I took a moment to reflect on those lost nine minutes and the things I could have got in to trouble doing before exiting our super firm orthopaedic bed.

The Volvo V70 provided a smooth passage to Northampton, Google Maps and a quick McDonalds breakfast are two things I would take onto my desert island and should be classified as Global Disasters if they ever disappeared. Propellers at a nearby wind farm rotated reassuringly though conspiracy theorists might suggest that these giant turbines, positioned in vital areas of the World are the only things turning the planet to sustain our gravity.

The club was full with competitors and officials, feasting on full English breakfasts and derivatives of, the smell of fresh tea and damp neoprene giving me a warm feeling inside.

The fleet would launch soon but I had travelled the 240 miles in 'ready to go' mode so after apologising for the smell of my trainers I grabbed some last minute interviews and headed out onto the water with club commodore Sarah and 'cow hand' Mike.

The team had clearly been notified that I would be aboard, the air tanks had an air pressure equal to any modern F1 race tyre but I was directed to sit at the bow anyway to 'provide balance' and we made our way down to the race arena at the far left of the lake. The wind, blowing from the south west was around 10-12 mph but I caught sight of a few gusts as they passed by, indicating something a bit more exciting later. I fastened my Aqua Marine offshore jacket, made ready the North Shore shades and unsheathed my Nikon P950.

Our PRO was to be Ian Pinnell, his experience in both Solos and Fireballs is legendary and he would set some great courses, it's just a shame the Solos do not carry symmetrical spinnakers.

We would be sharing the water with the N12's but clever use of inner/outer loops negated any chance of a 12 footer going through a 12 footer.

Aboard the rib, Sarah had been instructed to move the top mark so carefully positioned the craft so Mike could lasso the large orange buoy, a task he did successfully after one pathetic failure. I turned away, hoping I had not just said that out loud and pretended to study a nearby tree.



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## Race 2

A heavy pin end bias, either that or the entire fleet wanted to feature in the event video and Steve Jones was alarmingly close in my view finder, well proud of the line but with absolutely no chance of gybing around into a gap, his facial expression was one of calm concern. Olly Wells, a sailor who loves the camera somehow found the time to tack on to port and cross the fleet, easy if you start 5 seconds early, OCS. Morgan, Gillard, Nunn and Davenport had bailed out and eventually found gaps while Jones continued to go around in circles, still visualising the sweet spot on the pin, even if it was a minute late. I would not be the one to explain that it was impossible to cross on starboard.

Honor and Birkin-Walls did the best job, tacking off onto port and heading upwind with Swain and Walters in close attendance. We could feel the UV rays as the Sun's reflection bounced off the exotic sail material, collectively donning our sunglasses akin to that scene in Close Encounters and followed the fleet as they stretched into their hiking straps.

The breeze was bending and bouncing off the land mass, Dave Lucas just one victim of the alarmingly tempestuous wind angles and this would not be his first dip. At the top mark it was the punchy Wells OCS from Birkin-Walls and Swain who had both worked the favoured left of the course before tacking over into some lifting pressure. Honor, Bunn, Brown and Barnham rounded next with Harry Lucas, Bundock and Walters completing the top nine.

The short reach to mark 2 was lacking in excitement, the stronger puffs out of timing with the fleets arrival but the drama was on the run to mark 3 where staying close to shore was twitchy but beneficial if you could avoid fishermen in waders, Birkin-Walls now leading from Davenport. I had positioned the rib ahead of the fleet, visualising the money shot of silver shards and plums of spray but the reality was a bunch of deleted files of shadows.

The beat back up to mark 3 was one sided but still tactical, short hitches in the headers was the key while not getting too greedy. The fleet then embarked on a long tactical run down to the bottom of the lake before one final beat/fetch to the finish. Birkin-Walls led at the bottom but with Swain and Barnham within a Rizla paper. At the line it was Swain who had made up for his day 1, race 1 start debacle with the bullet from Barnham, Birkin-Walls, Honor and Morgan.

## Race 3

The breeze had strengthened to 15-18mph and with the warmth of the early November Sun on our backs, we positioned the rib once again at the heavily favoured pin end, the fleet creeping forward with tiny adjustments to helm, centreboard and sail trim.

The gun fired with the whole fleet able to cross on starboard which was a win for the PRO after the first race. Olly Wells, a bit like that runner who always sprints for 50 yards in the London Marathon to get on TV did it again, glaringly over but maybe hoping his mate on the committee boat owed him a favour, alas, OCS. Brown, Gifford, Walls and Walters made the best of it and headed off up the left of the course with Gillard and Davenport slightly further towards the middle.

Those who went too far into the left bank lost pressure half way up the beat and so at the top mark it was Gillard from Davenport, Morgan, Birkin-Walls, Butler and Wilkinson.

The short run/beat saw no serious changes though I believe Davenport took a brief lead but at the bottom of the long run Gillard was ahead again from Davenport but with Morgan, Walls, Butler and an advancing Horey all improving with just the final beat back up to the gun.

Gillard would hold from Davenport, Morgan, Birkin-Walls and Butler. Nunn and Wilkinson got ahead of Horey which must have irked the Spurs supporter but he is used to disappointment by now.



Jamie Morgan styling it out upwind

#### Race 4

The breeze continued to blow down Pitsford Reservoir with white horses on the most exposed area of the course and the fleet lined up fairly evenly, the adjustment to the start line angle working its magic. Unfortunately I was well behind the line, mark adjustment duties trumping my own plan but the fleet looked a fine sight as they blasted away from us with masts at max bend.

Morgan was in a mode that could win him a Championship some day and powered in from the right lay line with Gillard on his shoulder, both still had to take a short tack, the wind around this mark openly mocking the fleet. I would suggest, if the marks had their say, this one would be in the shape of a finger. Swain, Birkin-Walls and Harry Lucas were next around the mark from Kev Hall, Walters and Nunn. Gillard lee-bowed Morgan at the top of the second upwind and gybed immediately, finding pressure down the middle of the course and with the bottom mark now positioned further left, extended on the long run. Birkin-Walls, Hall, Swain and Walters were the next group to round the top mark with Lucas, Brown and Gifford completing the top nine. The final beat was more tactical and so the finishing order was Gillard, Morgan, Gifford, Birkin-Walls and Swain.

#### Race 5

Purely in the interests of variety I positioned our rib in the centre of the course, 100 yds proud and prepared to capture the final race of the Championship. A good even distribution of Solos lined up along the perfectly laid line, laminate sails flapping as helms held their craft as close to the wind as possible. Just one dacron sail stood out from the crowd, the pure white cloth a perfect triangle against the lush green fields which surround this venue. Alan Husk, a veteran of Solo sailing was racing his Ledger built wooden Solo for the first time in 25 years and the boat looked like it had just come through a worm hole from 1995.

Back to the start and the fleet powered up towards us on starboard, Davenport to windward of Gillard with Brown below but in high mode which made life difficult for the North Sails jockey. Hall, Swain, Morgan and Birkin-Walls were further to the left but all tacked into a nice lefty half way up the beat. The wind went a bit funky towards the top mark, the orange inflatable gesticulating like a vexed football fan but Morgan had judged the shifts perfectly to lead by 15 seconds from Birkin-Walls, Brown, Hall and Swain with Horey, Bunn and Horey all in close competition. At this point I decided to return to shore, my priority switching to 'cup of tea' mode and the wind looked like it was fading. Once ashore I took up position in the carpark and super-zoomed my Nikon on the top mark so as to register the leaders on their final lap. Morgan was in command, 40 seconds the gap and he would take the race win with some authority from Gillard with Barnham, Honnor and Lucas completing the top five. I continued to film the fleet as they negotiated the truculent mark and witnessed Kev Hall suffer from clash of masts with Chris Brown. The result would be a broken forestay for Kev and the ignominy of parking up on the mark, all caught on camera.

Tom Gillard defends his 2022 title with a tidy scoreline from Jamie Morgan, Oliver Davenport, Martin Honnor and Ewan Birkin-Walls.

Tom is a wonderful sailor to study, his physicality and 'head out of the boat' strategy is akin to a world class chess player and many can learn from his style.

Jamie is the big mover of the year for me and a possible National Champ winner with tricky Brightlingsea the venue in 2024 while Oliver is undoubtably super fast in straight line speed, just requiring the tiniest improvement in his tactics to give him the overall package. Let's not forget, he is the Nation's Cup Champion and will claim the North Sails Super Series next Saturday at the EOS.

2024 should be fascinating.

Racing was tight, fair, fun and exciting with slick race management from Ian and the team and with a wonderful canteen to welcome the fleet back home.

Richard Bundock won the Superspars M2 mast thanks to a secret draw undertaken by class president Guy Mayger who was unable to attend so again, thanks to Superspars for their generous support.

Martin Honnor and Ewan Birkin-Walls won the Wally of the Day awards, Ewan for capsizing when leading race 5 and Martin for being 60 next week which seemed a little harsh.

Thank you Northampton and special thanks to Maria E Franco for co-ordinating the event with the NSCA.

Tom Gillard displaying the commitment required to keep the boat flat



## Northampton Sailing Club - 4th & 5th November 2023

Results are final as of 14:34 on November 7, 2023

### Overall

Sailed: 5, Discards: 1, To count: 4, Rating system: PY, Entries: 40, Scoring system: Appendix A

Rank	Class	Sail No	Helm	Club	Helm Age Group	Race 1	Race 2	Race 3	Race 4	Race 5	Total	Nett
1st	Solo	6021	Thomas Gillard	Sheffield Viking SC	Under 50	1.0	(16.0)	1.0	1.0	2.0	21.0	5.0
2nd	Solo	6064	Jamie Morgan	Rutland SC	Under 50	(7.0)	5.0	3.0	2.0	1.0	18.0	11.0
3rd	Solo	6061	Oliver Davenport	Northampton SC	Under 50	3.0	6.0	2.0	6.0	(7.0)	24.0	17.0
4th	Solo	5880	Martin Honor	Ogston SC	Veteran	2.0	4.0	(19.0)	7.0	4.0	36.0	17.0
5th	Solo	5827	Ewan Birkin-Walls	Grafham Water SC	Veteran	8.0	3.0	4.0	4.0	(41.0 RET)	60.0	19.0
6th	Solo	5887	Jasper Barnham	Snettisham Beach SC	Veteran	9.0	2.0	12.0	(22.0)	3.0	48.0	26.0
7th	Solo	6055	Jonathan Swain	Carsington SC	Under 50	(17.0)	1.0	9.0	5.0	16.0	48.0	31.0
8th	Solo	5652	Michael Gifford	Staunton Harold SC	Under 50	4.0	(17.0)	15.0	3.0	13.0	52.0	35.0
9th	Solo	6067	Chris Bunn	Lady Yacht Club	Veteran	11.0	7.0	10.0	(18.0)	10.0	56.0	38.0
10th	Solo	5746	Harry Lucas	Grafham Water SC	Under 50	(14.0)	11.0	13.0	11.0	5.0	54.0	40.0
11th	Solo	6074	Chris Brown	Draycote SC	Veteran	5.0	10.0	(18.0)	8.0	18.0	59.0	41.0
12th	Solo	5781	Alex Butler	Hayling Island SC	Under 50	12.0	15.0	5.0	(16.0)	9.0	57.0	41.0
13th	Solo	6080	Vincent Horey	King George SC & Grafham Water SC	Grand Master	(22.0)	12.0	8.0	17.0	6.0	65.0	43.0
14th	Solo	5586	Ian Walters	Grafham SC	Veteran	6.0	(19.0)	16.0	10.0	12.0	63.0	44.0
15th	Solo	5901	Charlie Nunn	Torpoint Mosquito SC	Under 50	(29.0)	13.0	6.0	12.0	14.0	74.0	45.0
16th	Solo	5704	Jamie Cuxson	Shustoke SC	Under 50	15.0	9.0	21.0	(23.0)	8.0	76.0	53.0
17th	Solo	5911	Nigel Davies	Draycote SC	Veteran	10.0	14.0	14.0	(15.0)	15.0	68.0	53.0
18th	Solo	5524	Kev Hall	Northampton SC	Veteran	13.0	8.0	34.0	9.0	(41.0 DNC)	105.0	64.0
19th	Solo	6076	Richard Instone	Chase SC	Grand Master	19.0	18.0	11.0	19.0	(28.0)	95.0	67.0
20th	Solo	5858	Ian Ingram	Earlswood SC	Veteran	21.0	21.0	(22.0)	20.0	11.0	95.0	73.0
21st	Solo	5210	Neil Wilkinson	Shustoke SC	Veteran	23.0	26.0	7.0	(28.0)	22.0	106.0	78.0
22nd	Solo	5627	Richard Bundock	Grafham Water SC	Veteran	18.0	(35.0)	23.0	21.0	19.0	116.0	81.0
23rd	Solo	5979	John Colegrave	Yorkshire Dales SC	Grand Master	28.0	(29.0)	24.0	14.0	17.0	112.0	83.0
24th	Solo	5857	Nigel Pybus	Draycote Water SC	Veteran	20.0	22.0	17.0	27.0	(41.0 DNC)	127.0	86.0
25th	Solo	5259	Roger Wilson	Rollsby SC	Grand Master	25.0	23.0	25.0	(30.0)	23.0	126.0	96.0
26th	Solo	5926	John Steels	Starcross YC	Grand Master	24.0	(41.0 DNC)	20.0	29.0	24.0	138.0	97.0
27th	Solo	5730	Steve Jones	Littleton SC	Grand Master	(41.0 DNC)	24.0	29.0	26.0	21.0	141.0	100.0
28th	Solo	5642	Steve Roberts	Torpoint Mosquito SC	Under 50	26.0	25.0	(27.0)	25.0	25.0	128.0	101.0
29th	Solo	6056	Peter Warne	Northampton SC	Grand Master	27.0	(30.0)	26.0	24.0	26.0	133.0	103.0
30th	Solo	5731	Vernon Perkins	South Cerney SC	Grand Master	33.0	32.0	(35.0)	31.0	20.0	151.0	116.0
31st	Solo	3741	Alan Husk	RYA	Grand Master	(35.0)	27.0	31.0	33.0	27.0	153.0	118.0
32nd	Solo	5675	Maria E. Franco	Northampton SC	Under 50	34.0	31.0	28.0	(35.0)	29.0	157.0	122.0
33rd	Solo	6066	Tim Wade	Lymington SC	Grand Master	32.0	28.0	30.0	34.0	(41.0 DNC)	165.0	124.0
34th	Solo	6051	Dave Lucas	Grafham SC	Grand Master	16.0	(41.0 DNC)	33.0	41.0 RET	41.0 DNC	172.0	131.0
35th	Solo	5721	Graham Wilson	Northampton SC	Septimus	30.0	33.0	36.0	32.0	(41.0 DNC)	172.0	131.0
36th	Solo	5163	Ken Mackenzie	Ogston SC	Grand Master	(41.0 DNC)	34.0	32.0	36.0	30.0	173.0	132.0
37th	Solo	5797	Oliver Wells	Northampton SC	Under 50	(41.0 DNC)	41.0 OCS	41.0 OCS	13.0	41.0 RET	177.0	136.0
38th	Solo	5501	Roger Gibb	Torpoint Mosquito SC	Veteran	(41.0 DNC)	20.0	41.0 DNC	41.0 DNC	41.0 DNC	184.0	143.0
39th	Solo	6069	Gary Stuart	Northampton SC	Under 50	31.0	(41.0 DNC)	41.0 DNC	41.0 DNC	41.0 DNC	195.0	154.0
40th	Solo	5905	Steven Mitchell	Torpoint Mosquito SC	Grand Master	(41.0 DNC)	41.0 DNC	41.0 DNC	41.0 DNC	41.0 DNC	205.0	164.0



# Strictly Solo

The venue was Northampton S.C. and the Inland Championship was up for grabs. A moderate breeze and a hungry mob of competitors would be a fitting test for any sailor, add to that a pin bias which had more left in it than Kerr Starmer and we have a recipe for drama.

Difficulty Rating

5

*Interactive*

Share Steve's dilemma [HERE](#)

Littleton based Steve Jones has been around the block a few times and with all those years of experience under his wetsuit was feeling especially bold, fancying a port end flyer, he just needed to get back to the line. The fleet have lined up early, Morgan, Davenport, Honnor and Oliver Wells (who gets his own Strictly Solo feature) but Jones's is undaunted, despite the wall of FRP which was getting thicker by the second.

Choosing his moment he gybes around, just below the line, the bright orange flag drawing him in like Icarus to the Sun but the line of starboard Solos is unrelenting and he has to bail. The second and third attempts are equally futile and he must have been getting dizzy.

Steve eventually punches through the start line, so much easier when all the boats have gone.

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# JUST A RANDOM NUMBER?

The story of Solo 6042 “Rocinante” Geoff Holden



A long time ago, in a Galaxy far, far away....well, Wolverhampton

In the summer of 1972 the RYA decided to hold the very first youth championship hosted by Hayling Island Sailing Club. The senior double crewed boat for the event was the Fireball and 53 boats turned up including two eighteen-year-olds representing Wolverhampton Schools - Bruce Brockett and his crew Geoff Holden in Fireball 6042 “Guevara”, Bruce was in a revolutionary phase! The weekend gave us typical Hayling conditions force 4 to 5 and a short chop, quite a challenge for two sailors used to inland conditions.

We lost out to two friends of ours Clive and Graeme Page but managed to finish second followed by a scratch team of Jeremy Bickerton and Mike Green from Oxford, both at that time sailing OKs. As a result of that position, we were selected to go forward for selection for the Youth worlds at Travemunde. The trials took place in some RYA 420s, at that time a particularly odd little boat with very restrictive class rules and one we hadn't even seen before. In short, we hated the 420 and the outcome of the selection was that Jeremy and Mike were selected as the UK representatives and if memory serves me well they would have won the event had their boom not broken in the last race.



Paul Bottomley checks out the camera boat between races at Mounts Bay 2021, 'The Dark Side' made him do it.

Scroll forward 50 years (at 18 we never saw that coming!) and I am semi-retired living in Cornwall, still a long way from Hayling Island! I was considering a new Solo and realised that numbers were approaching 6001, (we all know about 6000!) it occurred to me that I could get a new boat and sail number 6042. So, after a few calls to Sarah Winder and the technical department of the RYA things were set in motion and a boat was ordered. There were still a few decisions to be made, too many white boats in the fleet but what colour to go for? I had a dark grey boat previously, "The Dark Side" now in the safe hands of Paul Bottomley, or should I consider blue like Taxis' boat, very tempting.

However, I'm a bit of a Sci-Fi nerd, however Dave Winder has used most of the Star Wars themed names on his various boats so I needed something different. During the long hours of the second lockdown I started watching a series called "The Expanse", a bit more than just the usual space themed Cowboys and Indians, in the series the main ship is called "Rocinante", it didn't mean much at the time but a bit of research told me that this was the name of Don Quixote's horse.

In Spanish the term can mean "Old Nag" or "Splendid Steed", I'm sure we've all felt about our boats like that depending on the day's results! But looking further Rocinante isn't just Don Quixote's horse but his alter ego, being defined as being awkward, past his prime and attempting an almost impossible task. Just the way I feel at nearly 70 going up the last beat of a national's race on a three race, windy Thursday!

So that was it "Rocinante" it was, also sealed by the fact that the captain of the spaceship of the same name in the TV series was called James Holden (as was my father). But what colour? Fan art from the TV series shows the Rocinante as either light grey and red or light grey and orange. I called in to Winders on a trip North and looked at colour charts with Dave, the grey and red didn't look quite right. so grey and orange it was then. The other thought in my mind was that when I mess up the gybe out at sea a nice bright orange bottom (not mine!) and centreboard is a lot easier to see!



You can just about make out Kim Furniss in the red Solo, the thrifty sailor managed to save some money on accommodation but it did get a bit sweaty. I assume Sal must have stayed elsewhere.



So 51 years later I was sailing in Solo 6042 at the Hayling Island nationals remembering my good friend Bruce who is sadly no longer with us. I didn't manage 2nd but finished 40th which was at the upper end of my target range, had a great week with some of my fellow mosquitos and other Solo friends and I'm looking forward to next year's nationals at Brightlingsea.

So, what of the boat? It's the usual impeccable Winder product, a mark 1a set up with an M2 and a North P3, while my results aren't consistent (a lifelong issue!) when I point it in the right direction it absolutely flies. Unfortunately, if I point it in the wrong direction it still flies! Just a few weeks sailing before the end of the 2023 season and I'm looking forward to 2024 and hopefully some more settled weather than we have had this year.

If you're looking for a competitive, friendly place to sail in the South West come and join us at Torpoint Mosquito, 13 Solos so far, the more the merrier. We have an open meeting on the western series, a club regatta and sailing is always open to non-members for a small fee.



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# Medemblik 2023

Jamie Morgan and Roelof Kuipers concentrating intensely as they work their Solos through the IJsselmeer chop





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# *Take a Ride with* **MARTIN HONNOR**

Fourth at the recent Inland Championship, Martin agreed to carry the NSCA Go-Pro for day 2 of the event, scoring 2-4-19-7-4 in conditions that tested the competitors physically and mentally.

Interactive

Get On board with Martin [HERE](#)



# SCARLET

Alan Husk has returned to the Solo fray after many years and of course he brought with him the Solo that he had raced back in the 1990's

HULL 3741, GERRY LEDGER  
MAST SUPERSPARS M7  
SAIL MUSTO AND HYDE

The birth of solo 3741, Built by Gerry Ledger on 1st January 1991, for Alan HUSK who spent the next 5 months fitting her out from a bare hull in his garden shed.

All Sealed with two coats of international 301 sealer, then the hull had two coats of white high build filler faired to a smooth finish then one coat of international white undercoat, then two coats of international flame red two pack sprayed for a glassy finish. While the topsides and cockpit was sprayed with three coats of two pack ultravar uv resistant 2000 epoxy resin. Fitted out with harken fittings and Superspar M7 mast and boom, with Batt, Hood and Hyde sails to follow.

Alan spent the following years sailing the southern circuit, Nationals, inland's, and solo worlds in Holland on the IJsselmeer and At Medembilk where his best result was 4th overall in 1994.



Scarlet was sold on in 1995 to Tom Lindley with the ask that when Tom sold scarlet that he would give Alan first refusal at buying her back. Well the years passed and September 2016 Tom phoned Alan out of the blue saying that Scarlet was going to be up for sale, so Alan bought back scarlet and home she came, the next couple of years she was dry stored in Alan's shed in the garden awaiting light refurbishment.

The refurb came in 2021 during the covid lockdown with the cockpit and topsides getting a medium/ hard sand back to good varnish then they were re sprayed with now Epifanes Two pack Epoxy resin then a cut and polish to a mirror finish. The hull whilst in good condition had a light sand and the underside was painted with Rochelle red Toplac plus keeping her undersides red and reflecting her name of "Scarlet".

Alan sailed 3741 at the Solo Inland's at Northampton 4th/5th November 2023. For the first time in a solo championships in 28 years finishing 31st, being the only wooden solo in attendance the next oldest Solo was a Winder number 5210 sailed by Neil Wilkinson from Shustoke who finished 21st .

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# HARKEN®



## EOS Championship 2023 North Sails Super Series Decider

Oliver Davenport could not be caught but second overall was still to be decided and who would win the last major of 2023



Draycote Water Sailing Club hosted the Solo EOS on Sat Nov 11, and 35 sailors enjoyed/endured two races in light and unstable winds, the only constant being the direction which tracked right on the compass throughout the day.

HARKEN were generously sponsoring this event, the class are indebted to them for their support throughout the year and our control lines and mainsheets are grateful for the precision engineering that goes into Harken ratchets and cleats. Obviously, other hardware suppliers are available!

I had made the journey up from Brixham in the early hours, enjoying the morning sunrise and a spectacular view of the Moon and Venus, as rare an occurrence as a Vince Horey round. The 4 hour trip gave me plenty of time to reflect on some highlights of the North Sails Super Series so I settled into my deep leather, ergonomically perfect seat, switched off the radio and opened a packet of Murray Mints.

### **North Sails Super Series Summary**

The NSCA have enjoyed a number of years of North Sails Super Series support and up for grabs this year was a huge discount voucher on a new North sail, the P3 being the weapon of choice for many of the fleet. Thanks again from the competitors to North Sails, we had 16 qualifiers who did 5 events and a further 16 who fell just one event short of being included in the EOS Super Draw.

#### **March Q1**

Oliver Davenport had set the benchmark high early in the season with a convincing win at a very blustery re-arranged Noble Marine Winter Championship with Jamie Morgan and Fergus Barnham keeping him honest. Charlie Nunn and Rich Pepperdine completed the top five.

#### **April Q2**

Oliver Davenport was on form again at Brightlingsea, contesting the Superspars Spring Championship at the venue for next year's Nationals/Nation's Cup with Alex Butler and Jonny Coate completing the podium. Jasper Barnham and Jonathan Swain finished 4 and 5 but neither would qualify in the series, falling one event short.

#### **May Q3**

Davenport completed a hat trick of wins and arguably his best of the year at the Nation's Cup in Medemblik though he was pushed all the way by Paul Dijkstra (NED) and Tom Gillard with Morgan and Menno Huisman (NED) completing the top five. The Dutch venue provided a stern and exhausting test for sailor and equipment and full marks to the Nederlandsie Solo Class who continue to grow the Solo fleet in Europe.

#### **June Q4**

The Harken Nigel Pusinelli Trophy is always hotly contested and although the fickle conditions tempered the pulse, racing was still fierce. Mark Lee, very much a journeyman in the Solo fleet had his moment in the spotlight and took home the title of 'major winner' with Nigel Davies, Alex Butler, Chris Brown and Nigel Thomas completing the top five. Lymington Town is a fabulous sea venue, we just needed 7 knots of breeze to fight the 6 knots of tide. Event Series leader Davenport collected a 7 which he would later discard.

#### **July Q5**

The Selden National Championship was hosted by Hayling Island Sailing Club and the fleet of 97 Solos were blessed with some classic Hayling Bay conditions. Ben Flower took the title by the slimmest of margins from Charlie Cumbley and Davenport with Richard Lovering and Martin Frary completing the top five. Of the nearest North Sails Super Series contenders, Brown was 7th and Morgan 13th so the leader had extended to an almost unbeatable position.

The series is made up of 8 major events and competitors can also include one Area Championship result so with this in mind, below are our Area Event Champions.

Welsh Championship Jamie Morgan

Scottish Championship Kev Gibb

Allen Midland Championship Jasper Barnham

Triggernaut/Magic Marine Western Championship Oliver Davenport

Superspars Eastern Championship Jonny Coate

Harken Southern Championship Chris Brown

Winder Boats/Impact Marine Northern Championship Martin Honnor

#### **September Q6**

ONK

Pim van Vugt won the Dutch Championship in a fleet of 55 Solos with Paul Dijkstra and Menno Huisman completing the podium. Jelmer Kuipers and Ted Bakker completed the top five and next year's Nationals/Nation's Cup should be hotly contested with a strong contingent from the Netherlands expected.

#### **November Q7**

Superspars Inland Championship

Event report included in this edition but in short, Tom Gillard defended his title.



Steve Denison completes another perfect light wind roll tack in the tricky conditions.

So, with just the EOS remaining as qualifier 8, Davenport holds a 1-1-1-3, also counting a 1 from winning the Western Area Championship, thus an unbeatable hand. The real excitement is for second with Jamie Morgan, Chris Brown, Ewan Birkin-Walls, Jasper Barnham and Alex Butler all in with a shout.

I arrived at Draycote just before 9 a.m and headed up towards the reservoir, the trees surrounding the carpark, cloaked in their amazing technicolour dream coats stood almost motionless which would have disappointed Joseph, only the gentle rustle of some auburn tinted leaves on the highest sections giving me some hope. I was then, totally surprised to see the reservoir covered in dark stripes of grey, flags flicking like Lizard tongues and indicating a good 10mph from 270 degrees. I gave my Nikon P950 a gentle reassuring rub, the journey would not be fruitless after all. I adjusted its position away from my groin and made my way to the clubhouse canteen, three back to back races require a high level of carb intake and Draycote has always delivered a good breakfast bap, after such a long drive I was wasting away.

Unfortunately, the club staff were slightly under-manned and their priority would be the launching of safety ribs, hence the galley was as empty as my stomach. I took a moment to reflect on my life choices for the day and my dismissal of the seven service stations I had passed on my way up the M5, making a mental note to never make that mistake again. Fortunately, after what seemed like five minutes, an official manned the kitchen and a sausage bap was delivered and absorbed.

Our PRO for the day would be Dave Rowe and he provided a short and concise briefing to the 35 competitors, a good effort given we had our Inlands just last weekend. The forecast was for the wind to track right throughout the day and drop to 3mph by 3pm so it was time to get on the water.

### Race 1

The start line was in front of the clubhouse with a good beat up to the left hand side of the reservoir so surely the Committee boat end would be busier than Oxford Street at Christmas? I directed my rib driver to position our media platform at the favoured end despite pointing directly into the Sun and prepared to be blinded, preying that the auto-focus software in my Nikon would know what to do.

Surprisingly, the fleet lined up along its full length, the breeze dropping off a click or two and with the burning ball of fire still low in the November sky, gold and silver laminate sails provided a natural filter.

Ewan Birkin-Walls nailed the Committee end with Jasper Barnham, Alex Butler, Chris Brown, Oliver Davenport and Nigel Thomas all below him, tacking off immediately towards the right with Barnham and John Steels peeling off behind him with the timing of an aerial display team.

Phil Sturmer and Tom Gillard saw the beat from another perspective, possibly spotting more breeze up the left of the course, they hit the pin end before tacking back towards the middle but which side would pay?

Solo rigs were fully powered up and with hulls on a perfect plane with the horizon to maximise lift, holding a lane would not be easy. Roll tacking a Solo in these conditions is both a joy and a necessity, Jack Holt's chined hull design was both simplistic and ingenious, no wonder it is still so popular but the trick today would be staying in the lines of pressure and at the top mark it was Sturmer with Gillard right on his transom. Class President Guy Mayger had managed to extricate himself away from salt water and rounded third, 20 seconds behind the leading pair with Birkin- Walls, Davenport and Andy Carter the top six.

The run saw the fleet spread across the reservoir searching for the next vein of breeze, some rolling the dice headed left, hoping the wind would follow the instructions as outlined on all the weather prediction sites while others relied on their instincts and the eyes in their heads.



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**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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Gillard and Sturmer rounded the gate marks simultaneously with Birkin-Walls and Carter gaining to within 10 seconds. Mayger was demoted to fifth from Michael Gifford and former Inland Champion Neil Wilkinson as the wind held at a punchy 5mph.

Carter had a blinder on the second beat, hitting all the right shifts to move into a slim lead over Gillard with Birkin-Walls and Wilkinson within 5 seconds at the top mark. The clock was ticking and given the forecast, the position of the Sun in the sky and the spread of the fleet, I suggested to my driver that we motor to the finish area.

Carter headed left and lost a bunch of yards to his closest rivals who had both hooked into a gentle streak of pressure towards the middle of the course, Birkin-Walls from Gillard but with nothing but a layer of gelcoat between them. The two to them headed to the left gate mark, Birkin-Walls, motionless in his Winder Solo, ghosting over the top of his rival and grabbing the inside lane but with the Committee boat as silent as a chapel and no flags or finishing mark dropped, the two hardened up and headed for a third pulsating lap, Gillard possibly secretly smiling.

To be fair, I would have been going bananas had I been in Ewan's boots but he is calmness personified, a great example of how to stay in the moment. Back on the rib and a slap from my rib driver brought me back to reality and I turned my attention and energy towards the race. Birkin-Walls continues right as Gillard tacks immediately, Sail GP style to provide some 'separation'.

At the top mark on lap three and Gillard is back in the lead, Birkin-Walls is hunting him down, looking to put to bed that Abersoch 2022 final reach debacle where he was pick-pocketed on the line. Carter is still third and with the fleet still rounding the gate marks, poor blighters. I reached into my memory banks to try and locate a longer race and there were a few but they were in the 1980's when a 90 minute race was standard practice, a lifetime away from the fast paced world we live in now.

The leaders filtered down the run towards the bottom turning gate, both trading gybes like punches but with grace and an agility of professional ballroom dancers and it would be Birkin-Walls taking the bullet with Gillard, Carter, Davenport and Wilkinson. The PRO zulu'd the remainder of the fleet and with the breeze, which had obediently tracked right by 90 degrees beginning to fade to below 4 mph, I signalled to my driver to take me ashore.

While I could have stayed aboard for race 2, the spectacle of filming Solos racing in these marginal conditions is an absolute waste of time and was beginning to make my eyes bleed. I was also hankering after a nice hot cup of tea, the outside temperature was no higher than 8 degrees and while the competitors can jump around to keep warm, any movement like that on a small rib is prohibited, given my displacement.

The fleet looked quite keen to head to shore and with the SI's stating that 1 race could count as a series, I began to see the logic in the PRO's decision to hold the three lap marathon race. It was then a nice surprise to see the breeze return from the west of the reservoir, and with some strength.

Unfortunately, by the time I had consumed my tea the wind had dropped again and rotated 90 degrees, now coming from directly opposite the clubhouse. We should not have been surprised, the meteorologists had definitely had their shredded wheat today and were accurate to the hour with predicting the weather pattern. Fortunately, they predicted that we would have something until 3pm so the fleet held on the water as the race team reconfigured the course axis and with 4-5 mph across the course, the race sequence started.



Kev Hall roll gybes ahead of Adrian Law, his confidence restored following a swim at the Inlands just one week earlier.



## Race 2

The first attempt was abandoned as the wind teased from the left quadrant but after a few minutes it returned to as true an angle as you can hope for from the north and we were back in sequence.

Pin biased and the fleet are lining up early with Gifford, who was carrying too much speed having to bail while Morgan and Birkin-Walls back-wind their mains in an effort to put the brakes on, squeezing around with Barnham, Gillard and Denison. The loser is Vernon Perkins who was stuck below the line and has to gybe back, at least he didn't do a 'Wells' (state of mind which results in continual OCS).

The fleet are almost all on port and Brown, who has owned more Solos than I have had cake takes a chance crossing, impeding a starboard tacker before doing turns.

The wind strength was weak, and that was in the patches of pressure so keeping your head out of the boat would be pivotal. I positioned the Nikon on the clubs railing and super zoomed in on the action as the fleet approached the top mark. Depth perception though at 500 yards is a bit tricky and it was five minutes later before Gillard rounded with Barnham, Walters, Davenport, Stuart Gibson and Gifford in pursuit. The fleet glided around the mark which was positioned close to land, locals sat on benches, not on the edge but still, mildly interested.

The run allowed the sailors to explore the width of the reservoir in an effort to hook into something resembling pressure and up front, Birkin-Walls was sending it, moving into the lead with Denison, Gillard, Carter getting smothered by those on the right of the course, Kev Hall and Ian Walters the big movers.

Birkin-Walls headed back upwind with Simon Law up to second from Denison, Hall and Gillard, those taking the right hand gate included Gibson, Brown and Davenport.

The second beat was as pulsating as the first, my Nikon P950 pushed to it's absolute limit of patience, the zoom extension in no way reflecting its level of excitement and at the top it is

Birkin-Walls and Gillard, rounding in close company but splitting left and right with some bit part players in pursuit. Brown and Davenport had found some breeze on the left of the beat and were ahead of Law and Hall but the final leg would be as tricky as all the others so concentration was paramount.

The autumn colours and blue sky provided a beautiful backdrop to the action but that would not stop me mono chroming some of the photos before publication in a last ditch attempt to make them look more dramatic.

The real drama was in the final 100 metres to the bottom gate where Birkin-Walls, leading by less than a boat length was pushed to the limit by Gillard in a gybing duel which could have gone either way.

Birkin-Walls held the inside line and took his second bullet of the day to win the EOS Championship from Gillard, second overall with a brace of twos.

These sailors both displayed high degrees of patience and skill, their finesse, smooth movement and 'in the moment' head space was a lesson for anyone wanting to improve their light wind technique. Brown, Law and Davenport completed the EOS podium. HARKEN had provided an array of prizes and these were handed out by Class President Guy Mayger and Vice President/Sponsorship Co-ordinator Paul Davis. Huge thanks to HARKEN and to Paul for his work in 2023.

Davenport stamped his authority on the North Sails Super Series with Jamie Morgan second, Chris Brown third, Ewan Birkin-Walls fourth and Jasper Barnham fifth.

Richard Instone was the lucky winner of the North Sails £500 voucher and although not present, will receive it by post shortly. Massive thanks to North Sails for their continued support of the Solo fleet.



Tom Gillard displaying impeccable downwind technique.

# EOS Championship Overall

**HARKEN**<sup>®</sup>

1st	5827	Ewan Birkin-Walls	Grafham Water SC	1	1	2
2nd	6021	Thomas Gillard	Sheffield Viking SC	2	2	4
3rd	6061	Oliver Davenport	Northampton	4	5	9
4th	6074	chris brown	draycote 56	10	3	13
5th	5742	Simon Law	Frensham Pond SC	9	4	13
6th	5210	Neil Wilkinson	Shustoke	5	9	14
7th	5615	Andy Carter	Leigh and Lowton S C	3	13	16
8th	5524	Kev Hall	Northampton SC	11	7	18
9th	5704	Jamie Cuxson	Shustoke SC	17	6	23
10th	6073	Steve Denison	Rya	15	8	23
11th	5911	Nigel Davies	Draycote Water SC	14	10	24
12th	5887	Jasper Barnham	Snettisham Beach	7	18	25
13th	5586	Ian Walters	Grafham Water	12	14	26
14th	5691	Guy Mayger	Hayling Island SC	8	21	29
15th	5858	Ian Ingram		6	24	30
16th	5780	Nigel Thomas	Hill Head SC	20	12	32
17th	5948	Stuart Gibson	CCC Bardowie	13	20	33
18th	5926	John Steels	Starcross YC	18	17	35
19th	5652	Michael Gifford	Staunton Harold SC	22	15	37
20th	5259	Roger Wilson	Rollsby Broad Sailing Club	29	11	40
21st	5781	Alex Butler	Hayling Island SC	19	23	42
22nd	5904	Pat Overs	Grafham Water SC	27	16	43
23rd	5700	Adrian Law	Fpsc	26	19	45
24th	5901	Charlie Nunn	Torpoint Mosquito SC	25	22	47
25th	5740	Mike Cossey	Shustoke S.C.	23	25	48
26th	6064	Jamie Morgan	Rutland sailing club	24	26	50
27th	5819	Phil Sturmer	Brightlingsea SC	21	30	51
28th	6066	Tim Wade	Lymington	16	UFD	59
29th	5731	Vernon Perkins	South Cerney SC	32	27	59
30th	5671	Simon Dipple	Shustoke SC	31	28	59
31st	5914	Paul Davis	Lymington Town Sailing Club	30	31	61
32nd	5675	Maria Elvira Franco	Northampton SC	34	29	63
33rd	4508	Robin Warren	DWSC	28	RET	71
34th	4754	Richard Connolly	Draycote Water Sailing Club	33	DNC	76
35th	6049	rob allen	Salcombe YC	DNC	DNC	86
35th	5979	John Colegrave	Yorkshire Dales SC	DNC	DNC	86
35th	5497	Olly Saunders	Shustoke SC	DNC	DNC	86
35th	6076	Richard Instone	Chase Sailing Club	DNC	DNC	86
35th	5857	Nigel Pybus	DWSC	RET	DNC	86
35th	5831	Ben McGrane		DNC	DNC	86
35th	5627	Richard Bundock	Grafham Water sailing club	DNC	DNC	86
35th	5797	Oliver Wells	Northampton	DNC	DNC	86



Ewan Birkin-Walls looks rightfully chuffed after winning the EOS.

Interactive

Could have watched the Event Video [HERE](#)

# North Sails Super Series Overall

1st	6061	Oliver Davenport	Northampton SC	1	1	1	-7	-3	-3	3	7
2nd	6064	Jamie Morgan	Rutland SC	2	-15	4	-13	13	2	-26	22
3rd	6074	Chris Brown	Draycote Water SC	7		-10	4	7	-11	4	23
4th	5827	Ewan Birkin-Walls	Grafham Water SC	-14	9		9		5	1	26
5th	5887	Jasper Barnham	Snettisham Beach SC	6	4				6	12	29
6th	5781	Alexander Butler	Hayling Island SC		2		3	15	12	-21	35
7th	5911	Nigel Davies	Draycote Water SC	9	14	-17	2	-25	-17	11	41
8th	5901	Charlie Nunn	Torpoint Mosquito SC	5	16		16	-21	15	-24	59
9th	5914	Paul Davis	Lymington Town SC			8	6	17		31	66
10th	6045	Steve Ede	Ardleigh SC	20	8	18	-31	18			67
11th	6076	Richard Instone	Chase SC		7		11	34	19		82
12th	5393	Simon Derham	Littleton SC	8	13		15	30			85
13th	5524	Kevin Hall	Northampton SC	29		29			18	8	91
14th	5746	Harry Lucas	Grafham Water SC	10		14	42		10		99
15th	5259	Roger Wilson	Rollesby Broad SC	16	-30		26		25	20	113
16th	5780	Nigel Thomas	Hill Head SC	22			5	59		16	122
17th	5675	Maria E Franco	Northampton SC	23	38			-84	32	32	148
18th	6066	Tim Wade	Lymington Town SC				20	67	33	28	181
19th	6056	Peter Warne	Northampton SC		31	54		63	29		198
20th	5721	Graham Wilson	Northampton SC		39	58		92	35		244



NSCA President Guy Mayger (right) and Vice President Paul Davis (left) present the trophy to Oliver Davenport

The Super Series Champion displaying the hiking style of a winner



Ian Hopwood on a recent trip to somewhere near Leeds.

This Northerner has had some ups and downs in his Solo career, the **high** of following a Dolphin around the top mark at WPNSA was quickly followed by the **low** of chasing it to the wrong mark.

His call sign is Capsize King but I fear this debacle with the unfinished beverages may result in the title of;

## ‘The Lightweight Legend’





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# *You Want Bimbling?*

Class President Guy Mayger's Solo has all the latest fads and he has kindly provided us with some short video blogs.

More to follow...

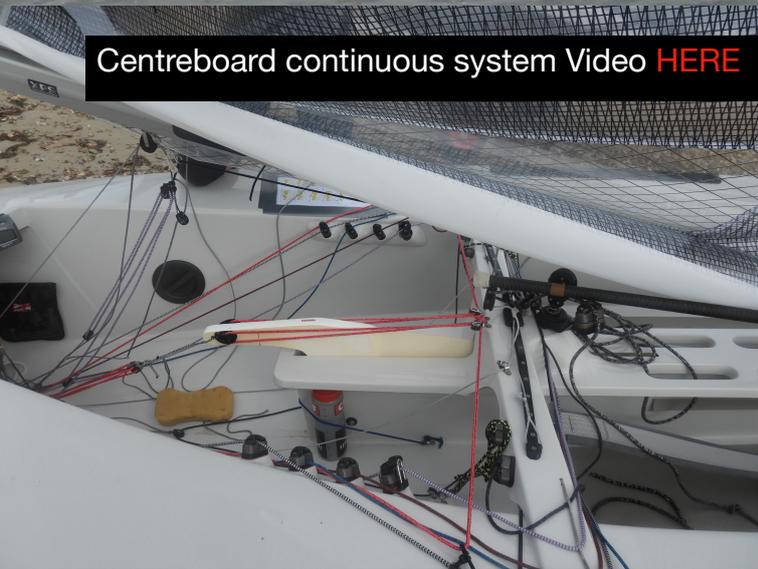


Inhaul system Video [HERE](#)



Guy's HD Sail tuning set up Video [HERE](#)

# Interactive



Centreboard continuous system Video [HERE](#)

# SOLO PRODUCTS 2023

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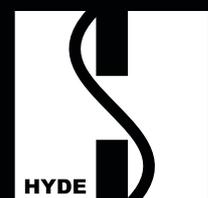


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[www.hydesails.co.uk](http://www.hydesails.co.uk)

**NSCA Annual General Meeting**

**19:00 Monday 24<sup>th</sup> July 2023**

**Hayling Island Sailing Club**

**Present**

Patrick Burns

Guy Mayger

Andrew Lillington

John Steels

Charlie Brecknell

Steve Ede

Andy Hyland

Mike Barnes

Phil Sturmer

Jarvis Simpson

Paul Davis

Tim Wade

Rob Milledge

Phil Kilburn

Nigel Davies

Chris Brown

Ian Hopwood

David Winder

Malcolm Buchanan

Steve Haggett

Dave Nixon

Jamie Morgan

Rob Gullan

Oliver Davenport

Paul de Geus

Will Loy

Nigel Thomas

Kevan Gibb

Tony Sanders

Andy Fox

Mark Flew

Martin Frary

Steve Robers

Nick Fisher

Doug Latta

Charlie Nunn

Geoff Holden

Maria E Franco Ferro

Steve Watson

Greg Swift

**Online**

Jonathan Woodward

Michael John Gifford

Stephen Waite

**Apologies for absence**

Mark Lee.

Stephen Mitchell.

**Minutes of last meeting. 19:00 18<sup>th</sup> July 2022. South Caernarvonshire Yacht Club**

Matters arising: none.

Proposed: Steve Ede

Seconded: Geoff Holden

1. **President's report.**

Patrick Burns.

Patrick Burns referenced his report which had been circulated to all members in advance of the meeting. Also attached here, as Appendix 1.

President Burns asked if there were questions arising on his report. None arose.



## **Report from Patrick Burns. President NSCA**

**July 2023**

I am pleased to report continued growth in the Solo class on various levels during Season 22/23, especially more boats sailing and our Finances in good health. This is evident from the reports tabled for the AGM to be held HISC 7pm Monday 24<sup>th</sup> July, and Graham our Hon Sec has issued formal Notice of the AGM including a link to attend by Zoom.

On the sailing front, all clubs reported increased racing at local level. Obviously Covid contributed to this, and now increased fuel costs have further re-energized club sailing, which is of course a good thing.

In relation to travelling (and with a view to increasing entries) the Committee agreed to provide each area rep with £500 to be used for free meals and / or reduced entry fees to Area Championships. This appears to have been successful.

We believe keeping the Solo at the front of the dinghy fleet is paramount to maintaining the Class pole-position in UK dinghy sailing.

The Committee, together with Will Loy (sporting new Bainbridge foul weather gear), have invested in new camera / video equipment to showcase the Class and the success of SoloInteractive bears this out . The increased publicity also allows us to thank our Sponsors in jointly promoting the benefits of Solo sailing.

Our second new Winder Southern demo boat was duly presented at the Dinghy Show looking splendid (credit to Dave and Steve for their meticulous preparation and Dinghyshack for providing non slip flooring)) and bedecked in Sponsor's kit and stickered up accordingly (with thanks to Paul Davis). I was there on both days and with stalwart help from your Committee, I think it is fair to say we had the best Class stand at the Show, which was never without crowds of folk taking an interest and new sales to follow.

National Solo Class  
Association UK

Will even managed to snag an interview with legend Jim Hunt (see SoloInteractive). There are lots of adverts in SoloInteractive and on the Solo website to chose from, so please continue to support our Sponsors.

Building on that success, a two-boat stand is being considered for next year. Keep an eye out for Ginger Boats who have the Rooster and Boatyard at Beer moulds.

Some of you may be reading this at the Selden Solo Nationals (if not before) where circa 100 boats are racing. Given the financial hardships we are living through, this is a remarkable feat. All thanks to the hard work of your Race Committee led by Steve Ede. We truly are becoming an International Class with some 12 boats coming over from Holland for the Nationals, as well as an array of Scottish, English, Irish and Welsh, with numbers also increasing in Portugal and a trickle in France and Italy .Noble Marine (Class Insurer)are providing beers/soft drinks after racing and are keen to further be involved with the Class .

Returning to Club level, congratulations to Lymington Town SC (home of Paul Davis and recent Solo Harken Pusinelli trophy winner Mark Lee) being voted RYA Dinghy Club of the Year, with runners up Brassenthwaite SC and King George SC all centres of solo excellence (Vince Horey KGSC would say that !)

In terms of increased Solo numbers, Torpoint Mosquito SC is up there. Thankfully the mosquito name does not act as a repellent (unlike the Scottish midge!) with so many Solos attending with the enthusiasm. Well done.

Northampton (Pitsford) are also flourishing thanks to current Midlands rep Kev Hall who secured the fabulous Allen sponsorship. Kev will be missed greatly when he retires at the EOS.

Also thanks to Graham Wilson for proposing the sail flattener (agreed at the last AGM) which is proving popular and keeping boats on the water in blustery conditions. No more chicken gybes!

On training front, given the success of Oli Davenport (P&B) coaching pre Western and Midland events, we have agreed to repeat the same at at least 4 events next season. Vince Horey will also run 1 or 2 days training. Thanks to Andy Fox for

arranging the same with Kev Hall and Vernon Perkins (who has re-introduced Magic Marine to the class )

Chris Brown (CB Coverstores) continues to supply SuperSpar masts (sponsors of the Solo Springs at Brightlingsea) and all things travel related. Thanks Chris.

On the sails front, thanks to both North Sails and HD Sails for providing sails for the demo boats and to Tom Gillard (North) and Andy Davis (HD) for continuing to support the class not forgetting Impact Marine (Andy Tunnicliffe) for providing demo boat covers and Rich Lovering Hyde for same .

Steve at Goat Marine provides North Super Series prizes and colourful carbon tiller extensions with Charlie Nunn delivering same to Events that's both .

As outgoing President it only leaves me to say you will be in safe hands with a Committee full of talent and a cool new President . I have spent the last 5 years on the Committee, initially as VP to Doug Latta who instigated the demo boat and kept the Class afloat during Covid. My thanks to all and every Solo sailor whose membership keeps the Class alive.

Finally, it behoves me to paraphrase Mr Zimmerman (Dylan) "Gotta Serve Somebody" and if you see me on the water at Hayling just don't get "Tangled Up In Blue"

That's all folks. Remember Solos are for life.

PB

National Solo Class  
Association UK





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info@impactmarine.co.uk  
015242 37183



## 2. Hon. Treasurer's report and accounts

Andrew Liddington.

Accounts and report have been circulated. Appendix 2.

AL gave a resume.

- The class made just over £5,000 to the 31 December 2022 which is a decrease on the preceding year which stood at a £16k surplus.
- Principle expenditure was in regard to the Demo boat costs. Depreciation and costs on sale of the previous boat.
- Additional costs of £2k for major events. Will Loy.
- Dinghy show 2021 was a virtual show where the costs were de minimis.
- AL reports that the surplus for 2022 is comparable to that achieved by the class pre-Covid.
- Members' funds as at the 31<sup>st</sup> December 2022 were £96,202
- Demo boats have cost about £14,500



- M J Gifford asked why it is necessary to make a surplus and what plans does the class have for distribution or use for the benefit of the Association members? AL responded that the aim is, to make a small surplus the alternative being erosion of funds. AL submitted that £5k surplus is not “over the top”, but rather judicious prudence to keep the Association afloat.

Nevertheless we are looking at ways of using fund such as:

- Demo boats. North and South.
- Additional funding for area reps.
- Class leading publicity which is a major expense. Though this does get the name of the class about.
- There has been some reticence has been to ensure that things had recovered post covid.
- Membership is slightly down but it remains healthy.

Doug Latta. Noted that membership fees remain good value but asks what the 2022 dinghy show cost? AL recorded this to have been £3k including board and travel. Possibly a larger stand next year.

GM thinks we may look at a large stand for 2024. Two boats.

AL reports following a question from the floor that the operating costs are circa £20k. In cash terms.

### 3. Hon. Membership secretary's report

John Steels.

Report circulated. Appendix 3. Strong membership though slightly down on 2021. June 2023:

760 members. 2022 was a record year. Possibly Covid effect.

Since, there has been a churn. 100 members from 2022 did not rejoin for 2023. Therefore, we

lost about 1/8 of our membership; we gained on the other hand about 67.

JS emphasised it is important for all members to ask non-members to support the association.

Renewals. JS reports that how people pay strongly bears on the chances of renewal. Those who pay by bank transfer are those most likely not to renew.

Membership demographic. JS has analysed the ages of the membership profile and demographic. We have seven members born in the 1930. Eighty members in the 1940's and two hundred and fifty five members born in the 1950's Major drop off of the younger cohort. We have 270 Grand masters. A large shortage of younger members.

Geographical distribution. John reported on the geographical distribution of sailors. There are 214 Solo sailing clubs. The largest club in the NSCA is HISC. 25 clubs have more than nine members.

Conclusion. The overall picture is positive.

Doug Latta observed that several clubs had had no members eg: Lymington and Torpoint in recent past but have had strong growth. The former at the expense of the Aero.

4. Hon. Chief Measurer's report No updates.
5. Resignations/election of officers and committee Patrick Burns/Guy Mayger

**THE FOLLOWING COMMITTEE MEMBERS CONFIRMED THEIR WILLINGNESS TO REMAIN IN**

**POST:**

- Honorary Secretary: Graham Cranford Smith
- Honorary Treasurer: Andrew Liddington

- Hon Membership Sec: John Steels
- Championship Organiser: Steve Ede
- Chief Measurer: Jonathan Woodward
- Demo Boat Coordinator: Paul Davis
- Web Site Coordinator: Nigel Davies
- Training Coordinator: Andy Fox
- On-Water Judge: Steve Watson
- Publicity Officer: Will Loy
- Western Area Rep: Vernon Perkins (Coopted 2022)
- Eastern Area Rep: Godfrey Clark
- Thames Valley Area Rep: Godfrey Clark
- Scottish Area Rep: Ross Watson
- Northern Area Reps: Justine Davenport and Innes Armstrong

### **General committee resignations.**

Patrick Burns

Kevin Hall – *Midlands area rep. Note: Kevin has kindly agreed to remain in post pending a replacement.*

Robert Laurie – *Sea series rep*

A vote of thanks was given for Patrick, Kev and Robert for their valuable service to the Solo Class.

### **Co-opted committee members in 2022 term, to be elected:**

- **Western Area Rep.** Vernon Perkins.

Proposed by: Guy Mayger

Seconded by: Graham Cranford Smith

Unanimous acceptance.

### **Officers standing for election:**

- **President:** Guy Mayger.

Proposed by: Graham Cranford Smith

Seconded by: Steve Ede

Unanimous acceptance.

- **Vice President:** Paul Davis.

Proposed by: Kevin Hall

Seconded by: Guy Mayger

Unanimous acceptance.

- **Midlands Area rep:** TBA (Kevin Hall remaining in post pending replacement.)

Post vacant.

- **Southern Area rep:** Douglas Latta

Proposed by: Patrick Burns

Seconded by: Guy Mayger

Unanimous acceptance.

- **Sea series rep:** Doug Latta undertook to do the Sea Series.

## 9. AOB.

Peter Binning. Asked about equality and diversity on the committee there being a marked lack of women in post. Guy Mayger responded that we would especially welcome nominations from females noting that the class historically had a female class secretary for some many years.

Guy Mayger. Reported on his history with the class dating back seven years and a cv including Jack Holt, Putney. Guy expressed his gratitude to past presidents notably Will Loy, Doug Latta and Patrick Burns. Very honoured now to be NSCA president.

Oli Davenport. Proposes an amendment to class rules largely lifted from the OK class. This is to the effect that in future it should be prohibited when off-wind to sheet the main other than through the last block in the system. The ambition of this ruling is to demote the efficiency and likelihood of pumping and this breach rule 42. Oli noted and others noted that the Solo class has a deserved reputation for illicit pumping.

A discursive discussion ensued.

Steve Watson OTW judge advanced that the rule would be unwarranted for judged events.

Nick Fisher, supported by Charlie Nunn, submitted that most events were not judged, and it is these, which are the issue.

Guy Mayger. Made the point that there is a rule in place and this is a protest item if competitor's decide. Nevertheless agrees that there may be mileage in taking the matter forward.

Geoff Holden asked for an indicative vote (show of hands) which was strongly in favour; no-one strongly against.

The committee moved to investigate further and return to the class with a positive proposal.

Meeting closed at 20:00 24<sup>th</sup> July 2023.

Appendix 1. President's report. Patrick Burns.

Appendix 2. Hon. Treasurer's report and accounts. Andrew Liddington.

Appendix 3. Hon. Membership Secretary's report. John Steels.



## **NSCA MEMBERSHIP SECRETARY REPORT – July 2023 AGM**

### **Membership 763 (end June 2023)**

Of which:

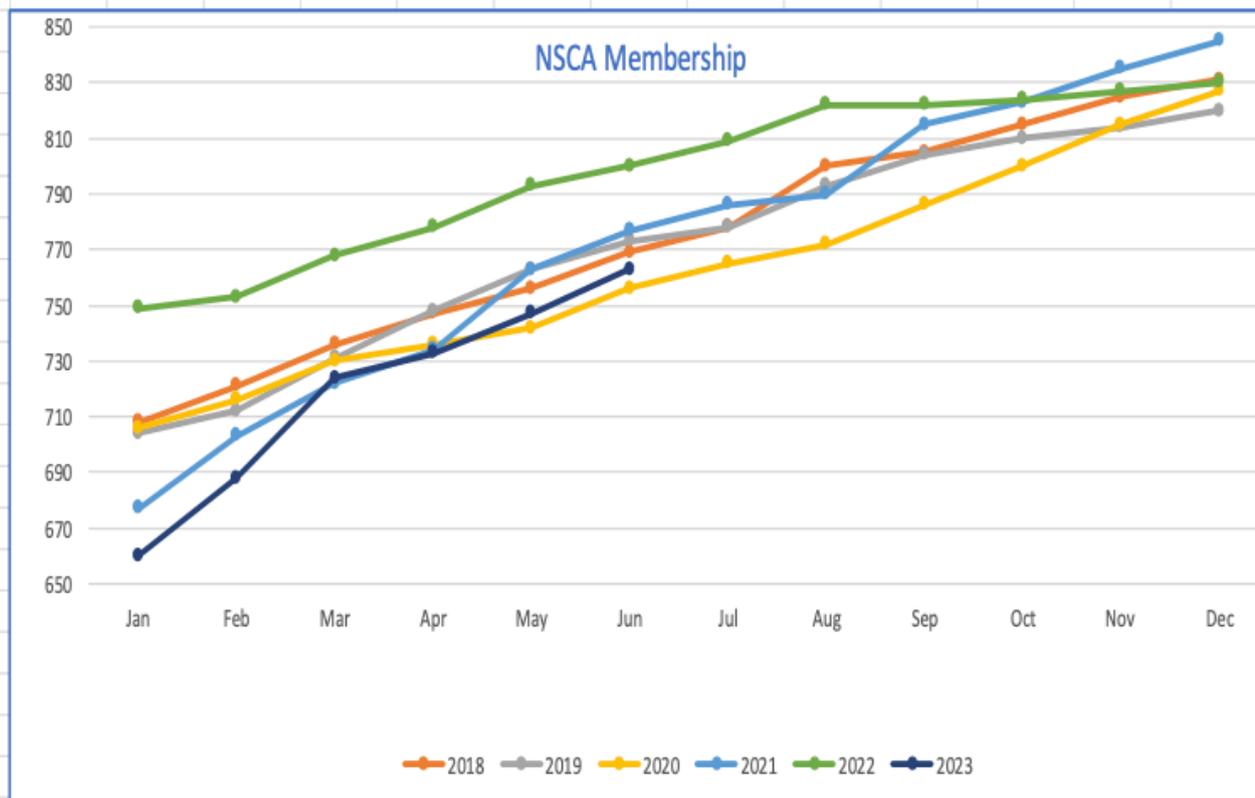
- Full Membership (over 21yrs)            732
- Full Membership (under21yrs)        2
- Overseas Membership                    18
- Honorary Membership                    11

Note – Membership end June 2022 was 800

### **NSCA Membership ‘tracker’ for last 5 years**

The membership numbers have remained remarkably stable over the last 5 years, however, we are tracking a little below last year’s record numbers.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>2018</b>	708	721	736	747	756	769	778	800	805	815	825	831
<b>2019</b>	704	712	731	748	763	773	778	793	804	810	814	820
<b>2020</b>	706	716	730	736	742	756	765	772	786	800	815	827
<b>2021</b>	677	703	722	734	763	777	786	790	815	823	835	845
<b>2022</b>	749	753	768	778	793	800	809	822	822	824	827	830
<b>2023</b>	660	688	724	733	747	763						



There is quite a bit of membership 'churn' – we have 67 new members in 2023 but net net we are down 37 from this time in 2022 ie we have lost over 100 of the 2022 membership.

Some loss is inevitable as boats are sold or members simply stop sailing, however it is disappointing to see such a significant drop – on a positive note our membership must be one of the highest in UK dinghy Class Associations and our members receive great benefits regarding extensive race opportunities, great sponsorship and not to forget that as a consequence second hand Solo values remain very robust.

**So how do the members pay their subscriptions ?**

	2020	2021	2022	2023
• Bank Transfer	384	322	288	212
• Direct Debit	343	411	465	511
• Cheque	15	31	20	11
• Free Membership	18	26	27	29

Migration from Bank Transfer to Direct Debit continues – this reduces Admin – Thank you!

**So a continuing request to members - please move to DD at 2024 renewal !!**

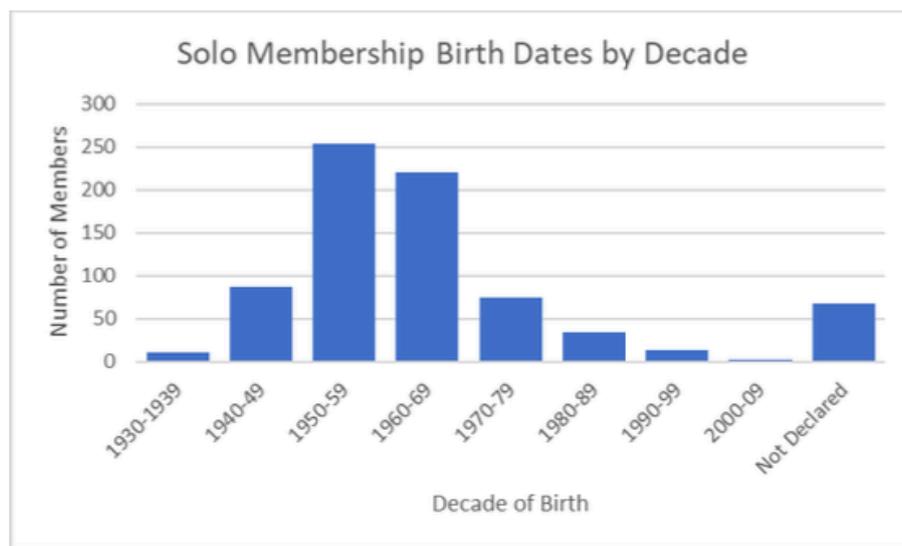
If any member has a specific question concerning 'all things membership' feel free to contact me by email: [jsteelsj@gmail.com](mailto:jsteelsj@gmail.com)

Good sailing to all!!

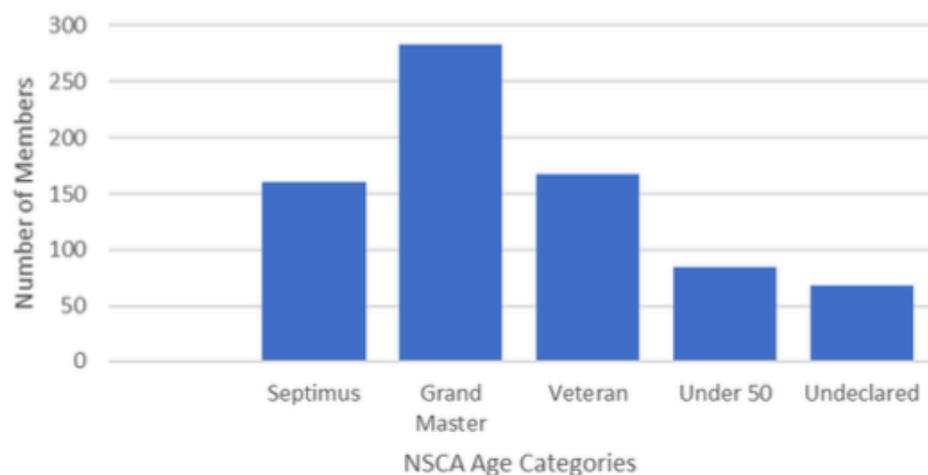
**John Steels      NSCA Membership Secretary**

**Other Data.....**

**Membership Age profile**



### Solo Membership Age Categories - June 2023



### Top 25 Clubs wrt Membership 9 or more

Members	Club	Members	Club
34	Hayling Is SC	10	Dittisham SC
30	Salcombe YC	10	Draycote Water SC
17	Papercourt SC	10	Frensham Pond SC
17	Spinaker YC	10	Shustoke SC
16	Brightlingsea SC	10	Teign Corinthian YC
16	Lymington Town SC	9	Bassenthwaite SC
13	Budworth SC	9	Chipstead SC
12	Bough Beach SC	9	Dell Quay SC
12	Burghfield SC	9	Leigh and Lowton SC
12	Grafham Water SC	9	South Cerney SC
11	Leigh on Sea SC	9	South Staffs SC
11	Northampton SC	9	Starcross YC
11	Torpoint Mosquito SC		

### The Rest

Clubs with 8 members	3	Clubs with 3 members	24
Cubs with 7 Members	3	Cubs with 2 Members	33
Clubs with 6 members	6	Clubs with 1 members	97
Clubs with 5 members	10		
Clubs with 4 members	13	Other unspecified	20

Total Number of clubs with NSCA Members

214



# NOBLE

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## Solo Winter Sprint Championship 2024

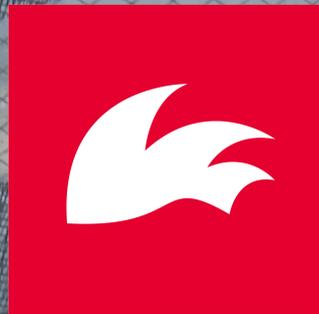
Chew Valley Sailing Club

January 27

4 shorter than normal races given  
the time of year and the predicted  
water temperature in January.

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# Strictly Solo

'Trigger Happy' Oliver Wells demonstrates his technique of pulling the trigger at the recent Superspars Inland Championship.

The conditions were sparkling for Day 2, a brisk wind with a large amount of left hand bias required the sailors to hold their Solos at an almost impossible angle if they were to start on starboard but Olli was having none of that nonsense.

Difficulty Rating

10

*Interactive*

See Trigger Happy [HERE](#)

Carefully manoeuvring his Solo right into the sweet spot at the pin while all around him bail out with crash gybes, he tacks onto port and blasts through the line.

Factors in his favour include;

His mate is the PRO

His mates eyesight may be negligible

Everybody likes him

They say if you are not judged OCS you are not trying hard enough. Olli was OCS-OCS!



5524  
4254



Canada

BYDESAILS

OREN

42

Photo; Patrick Burns



## Solos

Winder Boats	01535 604980
P+B	01604 592808
Gingerboats	07800 896818
Gosling Dinghycraft	01395 597603

## Sails

Batt Sails	01243 575505
Edge Sails	07736 804915
HD Sails	0121 3562175
Hyde Sails	02380 457779
Impact Marine	01524 237183
Morgan Sails	07767 028470
North Sails	02392 525588
P+B	01604 592808
CB Coverstore	07812 766534

## Masts

Selden Masts	01329 504000
Superspars	01329 232103
CB Coverstore	07812 766534

## Hardware

Allen	01621 774689
Harken	01590 689122
Barton	01227 792979
Sailing Chandlery	01268 222912
Dinghyshack	01752 936535
P+B	01604 592808
Goat Marine	goatmarine.com

## Trailer/covers

CB Coverstore	07812 766534
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## Clothing

Rooster Sailing	01243 389997
Gill	0115 9460844
Bainbridge International	bainbridgeint.com

## Solo Insurance

Noble Marine (Class Insurer)	01636 707606
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# NOBLE

## MARINE INSURANCE

### *Solo Class Insurance Scheme*

noblemarine.co.uk 01636 707606

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