

Solo Interactive



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Strictly Solo

Watch Jon's Amazing Technique [HERE](#)

Jon Clarke

Multiple Midland Area Champion and CEO of Edge Sails, Jon is an artist in the Solo, captured here attempting one of the most difficult dance manoeuvres in the business. The centreboard capping has long been a bugbear of the Solo, claiming many a shin and destroying lesser dancers but Clarke laughs in the face of adversity, tacking and gybing backwards with no respect for the established techniques.

Think you are skilled enough to try it?

Please do it on a day when the water is warm and there is plenty of safety cover.

Judges Score

10

Weapon of Choice

Lovett 3301
Bristow Mast
Edge Sail
Milanes Foils



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It has been a busy season, culminating in the EOS at Draycote. As we hunker down for the winter there is plenty to look forward to in 2022.

Editorial



Chris Brown receives the North Sails Super Series Trophy from President Patrick Burns at Draycote Water. Chris finished 5th at the EOS, 8th at Mounts Bay and was placed 6th at one of the area Championships. The highlight though was his win at the Inland Championship at Grafham Water.

Oliver Davenport was unable to compete at the EOS, every man can identify with the need to attend a stag weekend but with a 1st at the Nigel Pusinelli and a 4th at Mounts Bay, he still finished second overall in the North Sails series. Nigel Davies completed the podium, his consistent performances included two 9th place finishes at the Inlands and EOS. Full report in this issue.



Steve Cockerill at Rooster Sailing attended the EOS in the new Rooster/Gingerboats Solo, finishing 6th overall and also included a 3rd in race 2 after a long tussle with Richard Lovering (Hyde Sails). Interestingly Steve was using the Hyde on his own Solo, matched with the Selden D+.

Look out for the Boatbuilder focus on the Rooster Solo in this issue.

I did hope to take a look at the new Synergy P+B JP Solo but Tom Lonsdale was unwell and took off early at the EOS. Feedback is that the boat is performing well, more info in the Jan issue.

Competitors head towards maths class before heading out for day 3.



The National Championship at Mounts Bay was a big success, not just because we actually managed to hold one what with the Corona Virus and all the logistical complications involved in a global epidemic. There was some drama and I am of course talking about the infamous race 3 which gave our On-Water judge Steve Watson nightmares. Read his own thoughts on what happened, the legal angle and those of a few of the competitors in this issue.

A brief round up season 2021

Well we had one after a slow start and how the North Super Series sprang into action with record no's hitting the race track a bumper Nationals and many Area and local club racing to boot .Thank you all for keeping the solo alive .

We had over 150 members racing inc Area events with 25 qualifiers .The Series was won by Chris Brown and Doug Latta won the North £500 sail voucher and has already ordered his new sail .

There are ample race reviews/results videos for 2021 by Will just a wee mention of our National champ Andy 'taxi' Davis and Inland chump Chris Brown well done guys .

I am sure you enjoyed first edition of Solo interactive but for it to flow we need regular members input to fill the monthly editions so don't be shy and send articles, videos etc to Will.

Onto the Rooster Nationals at Mounts Bay with close to 100 restricted entries and it was fab thanks to all that attended and our race day Sponsors including Winder Boats, P&B, Superspars, Powerworks, HD/KLG, Fernhurst books, Morgan sails, Hyde and not forgetting DAFC (football strips and match day balls) one of the highlights of the week even finding there way to Salcombe Yacht Club (near Blackpool!)

Oh race 3 I nearly forgot ugh, torturous and to say the least controversial oh why didn't he shorten as I was lying 23rd and to top that race 4 becalmed for 10 mins after the start ok for those inshore but not for us searching for wind offshore, a disaster for some. Heyho enough said and we'll be back .

We will however include clear instructions to any future host Club of the standard Solo racers expect .

Ok enough about racing we will have a robust Coaching program for 2022 under Andy Fox (see note in this edition) so all club sailors sign up and engage at all levels to enjoy Solo sailing and at club level encourage use of the new demo boat .

We have stationed the current demo in the Midlands since the Inlands and it's worked a treat and the plan for the replacement boat is to have it based at strategic locations around the country for a month at a time so get your booking in now Lymington, Starcross, Carsington etc.

The Committee agreed to replace the existing with a more user friendly and upgraded training boat with thanks to past and new sponsors and it will be on show at the Dinghy Show Feb 2022 (more details to follow in January)

We are already in discussions with Clubs looking at further demo boats so clearly the benefit to the Class from Doug's initial initiative works, adding new members and keeping the Class top of the single handers .

2022 is shaping up well as always and with Covid in mind have a safe and happy Christmas.



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Solo class page:



Chris Brown

Brownie giving it some beans at the recently held EOS Championship. Traveller offset nicely allowing the boom to sit just outside the quarter. Minimal rudder movement and centreboard raised slightly.

Check out Chris Brown's technique [HERE](#)

Weapon of Choice

Winder 2

North F3

Superspar M2

CB Coverstore Combi

Sandiline Hikers

5 star rated by our customers



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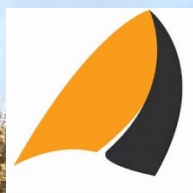
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NEW Solo Build

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GINGERBOATS



Rooster Sailing have acquired the Ovington Moulds and are now building and supplying new high race specification Solos with their partners Ginger Boats.

Watch the Steve Cockerill Interview [HERE](#)



Phil Hodgkins of Ginger Boats used to work for Ovington and with his skill in building superb wooden GP14's you can be assured of a quality build. During his time at Ovington, he worked on every aspect of the business, from composite construction, repairs, fit out and custom works. He was heavily involved in the build of 4 new all carbon International 14's and several other projects. He has a wealth of experience when it comes to construction or repairs in wood, FRP, epoxy foam sandwich and carbon.

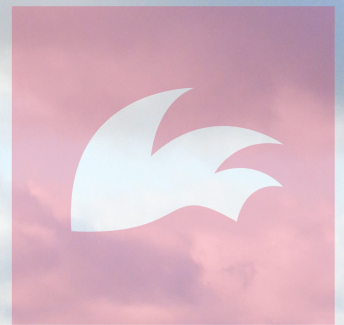


The Rooster hull was originally designed by Steve Boon with input from Jim Hunt and was prolific from 2008 to 2012, winning most major events in the hands of Charlie Cumbley, Jim Hunt, Matt Howard, Dave McGregor and Andy Couch.

Steve Boon developed the single cockpit mould which enabled the deck/cockpit/centreboard case to be bonded to the hull mould and this increased overall stiffness.

Ovington took over production and built some great Solos up until last year when they took over building the ILCA class.

ROOSTER®



Steve Cockerill in full flow at the EOS Championship

I Only Wanted a Mast

Author Colin Pirie

Dear readers

While trying to negotiate the buying and delivery of a mast from Chris Brown, he was surprised at my address. "You have the farthest north sailing Solo in the UK." I suppose he's right.

My Solo was built in Devon by Richard Lovett in 1979. Sail number 3243. Over the years the boat has travelled the length of Britain plus 10 miles over sea to the Orkney Islands. The Orkney Islands can be reached by sea from ferries operating the North Coast of Scrabster and Gills Bay. We also have a ferry/freight service from Aberdeen. Air travel is available from Inverness, Aberdeen, Edinburgh and Glasgow. See Wikipedia for the full story!

My solo was bought unseen from a very honest man in Carnoustie. A lovely restored example – thanks Gordon Tosh. I hired a firm to drive the boat and trailer to the Aberdeen ferry and then to the Orkney Mainland where I live. I was born on one of the small northern islands and have lived here all my days. All sailing is inshore around the many groups of islands.

Why did I buy a Solo? I wanted to learn helming skills and had to match 'man to boat'. What would suit someone 61 years old, 88kg, average carcass and not much helming experience? The solo looked like a proper boat apart from the cut off stern – who did that?!!! I had over the years crewed rockets (merlin), Albacores, Wayfarers etc but wanted to learn 'helming skills'.

I find the Solo a nice roomy boat to sail. It can be fast and beat lasers if set up right. I find the needlespar mast is too bendy for 88kg although I have won some races if not too windy. WW1 rule – you must keep your head down!!! The one thing that spoils the fun – the low boom. I read with interest the desire by some to alter/enhance the solo. This may be the way forward to attract younger sailors so long as old wooden models get favourable handicaps in order to be competitive. Orkney has hosted the Snipe Class Nationals on two occasions and will host the International Island Games in 2025. We hope to enlist some more young sailors for the occasion. I must look and see if there's a Grand Master section!!!

(Ed, I am pretty sure 3243 was owned by Andrew Billington of Wimbleball Sailing Club back in the early eighties. I recall he was a big guy with dark hair and a beard and the hull was black. Not really that insightful but just jogged my memory)!





Check out the HD Sail in action [HERE](#)

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THE CHRIS BROWN INTERVIEWS

Sometimes insightful, never dull.

Sal and Kim Erskine Furniss

CB] Hi Kim and Sal

We recently got introduced to each other when you bought a mast from me. You have two beautiful wooden Gosling boats numbers 4005 and 4006.

[CB] Kim you were a very talented catamaran sailor, world champion in the Dart 18 and now you are in a solo - dragging Sal along as well... What made you both buy the solo dinghy?

[KF] We wanted a dinghy that would suit both of us, Sal wanted to learn and I haven't raced a dinghy for over 40 years. We knew the solos had a good circuit and I couldn't resist 4005 once I saw her. Buying two wooden boats has enabled us to get involved in the class without a large initial outlay.



[CB] Congratulations Sal for been the first lady at the Mounts Bay solo nationals; how long have you been sailing and what made you want to go to the event?

[SEF] The first time I got in a sailing boat was 9 years ago, when I moved to Fowey and started to crew in Troys, which are a classic wooden keelboat local to Fowey Harbour. The last couple of years I started to want to try and learn to helm something. Kim bought 4005 in August 2020 and I managed to get hold of 4006 in the October. As we live in Cornwall and the nationals were going to be at Mounts Bay, Kim was definitely going to go and although I thought it was madness to take part having only just started sailing a dinghy I knew I would be kicking myself if I spent the week watching from the shore.

[CB] To sail an event on the sea with 98 boats for the first time ever must of been a little worrying as well as doing your first gate start - how did you get on?

[SEF] I was really nervous, I had sailed the solo once on the sea the week before and that had ended with a ripped sail and bent rudder pintle. However, the spectacle of all those boats and St Michaels Mount took over. I had watched a lot of youtube gate start videos the week before, and had decided exactly what I was going to do and that worked fairly well in terms of keeping out of trouble. It was a shame to be the only lady competing, but it was really great to win the voucher towards a new Morgan sail as the sail on my boat is about 7 years old.



Sal rounds the leeward gate at the Mounts Bay National Championship. 4006 and 4005 were both built by Kevin Gosling and were well known fast Solos back in the 90s. Steve Ede owned 4005 and won races at the Nationals in 95-97 while 4006 was owned by Lee Sydenham and was regularly at the front of the fleet.

[CB] Now you're hooked on solo sailing, what other events are you planning and why?

[SEF] We are currently sailing the Autumn/Winter series at Torpoint Mosquito Sailing Club who have a very friendly and growing solo fleet. I'm hoping to make as many western opens as I can in 2022; and it would be amazing to go to Carnac or do the nationals again. I'm finding the sailing addictive if at times frustrating, I have so much to learn and everyone has been so welcoming and supportive.

[CB] Kim is also a very talented boatbuilder based in Fowey, Cornwall. I've seen some of his wooden boat restoration - it always makes me smile seeing such craftsmanship. Kim what got you started in this profession?

[KF] As a 9 year old my father built me a mirror dinghy, which I sailed at Huddersfield Sailing Club. This got me into boats, and when my parents moved the family to Cornwall it was a natural progression to work in the marine industry. I completed a six year apprenticeship with Westerly Boats in Rock, a dinghy specialist, building scorpions, wayfarers, ospreys etc.

[KF] She is Felicity from 1954, sail number 88. She was found in a barn in the south of France, unfortunately someone had sanded through and damaged sections of the double diagonal ply on the hull, so that has had to be painted once repaired. She still has her original cotton sails which are unfaded.



[CB] This must have taken a lot of sanding and preparation even before you start looking at the wood work?

[KF] In restoration projects there is always a lot of sanding and preparation, along with decisions to be made. She was re-decked and the hull was fibreglass sheathed before painting.

[CB] The wood work looks so pretty - do you struggle getting the wood these days as it used to be a problem?

[KF] Yes certain timbers are difficult to obtain now, and I only buy timber from sustainable sources.

[CB] What other projects in dinghies have you done and what you working on now?

[KF] A few years ago I built Tasars, I also spent many years doing the r & d for Panthercraft which was the Dart factory. This led to manufacturing parts for the Laser centre for their range of dinghies. Nowadays my work is undertaking gelcoat and fibreglass repairs to all manner of watercraft. I also restore and fit out Fowey River dinghies which are a very active fleet on the Fowey.

Thanks for the Interview and good sailing in your lovely vintage Solos.





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Optimum weight 76-85kg.

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

Optimum weight 86kg+.

#TEAMPB RESULTS 2021

NIGEL PUSINELLI TROPHY:
1st + 4th.

MIDLAND AREA CHAMPS: 2nd.

SALCOMBE SOLO OPEN: 2nd + 3rd.

HAYLING ISLAND OPEN: 2nd.

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

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Boat Park

Smart Maintenance

Lawrence Cavill Grant's Winder features a nice soft eye through the rudder head which reduces wear to that part of the rudder assembly. The line exits the stock head to a clam cleat on the tiller via a simple 2 part purchase

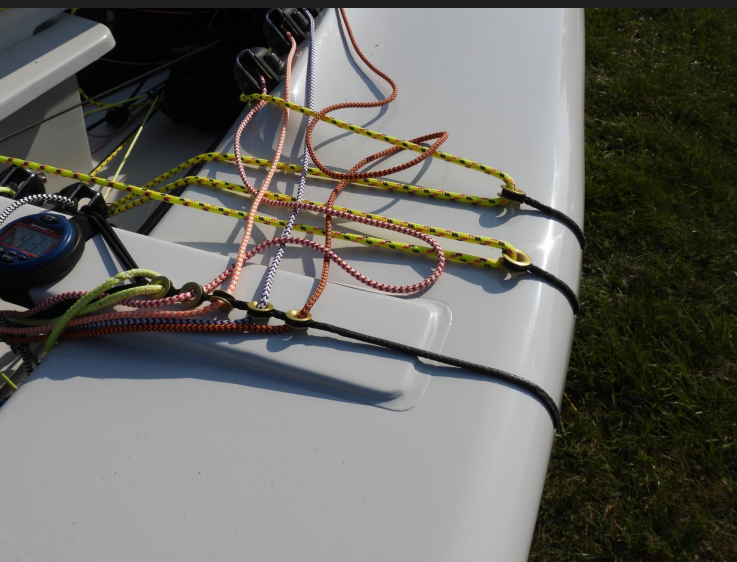


The Upside

This Solo centreboard system features a thick elastic downhaul which is tensioned once on the water. Simply loop the back of the pre measured elastic over the centreboard capping then use the uphaul controls to lift the board to the desired height.

The Downside

The drawback of this system is that if you do capsize, you will have to release the uphaul lines to enable the board to fully extend.



Continuous Control Lines Need Controlling

The problem with continuous lines is that, in the heat of battle things like tiller extensions, velcro fasteners on gloves and watch straps tend to get caught in them. This clever system of pre-fitted elastics with sexy hard eyes takes the spare line away from the danger areas. There are other systems available but taking the slack out of your lines will keep your Solo neat, tidy and shipshape



Nice and simple Outhaul

Oliver Davenport's works P+B Winder sports a very quick and easy set up for the outhaul. The boom end of the system has a fixed metal loop. The knotted end of the outhaul line just passes through the sail and sits fast in the narrow part of the loop.



DINGHY SHACK

Lawrence Cavill Grant preparing to start race 2 at the Nationals 2021, confident in the knowledge that his Solo is well prepped.

WINDER BOATS

Check out the Winder Solo [HERE](#)



Nationals Race Winner Andy Bayliss

- Mark 1;
 - Maximum waterline length, minimum rocker and minimum beam
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 - Lighter sailor (up to 85kg)

- Mark 2
 - More rocker, a fuller bow and more V in the hull
 - Suits inland water as it tacks quicker and is more forgiving
 - Carries more weight

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A big thank you from the NSCA to Morgan Sails who donated a discount voucher as a race day prize at the National Championship.

Sal Erskine Furniss finished first lady and she is now close to collecting a brand new Morgan mainsail from the team, based in Southampton.



The Infamous Race 3 Steve Watson Explains

Ask not the Reason Why

Beautiful Mounts Bay. August 2021, Home of the Gate Start.
National Championships 2021, Solo Class.
Organising Authority Mounts Bay Sailing Club.

The judge and the media were piloted around the course during the event by the Penzance rib, a local arrangement it seems.

Many of the Solo fleet sailors were unfamiliar with Gate Starts but with a large fleet on the start it was deemed to be best.

Race 1 tested the mettle of the Solo fleet, renowned for their individuality, as the boats bounced and pirouetted around the wrong side of the start buoy verging on physical abuse as the inaugural gate start commenced the National Championship week. It was my first gate start as a judge and I wondered what RRS 42 sins I could be looking for: sculling unlikely, panic body pumping, the Solos traversing the stern of the gate boat with the occasional collision. Race 2: improved fleet performance overall but that little orange buoy squeezed a few more errors.

The gate marks were fickle in their anchorage and kept inconveniently drifting creating an unfortunate choice of port or starboard gate mark to round.

Day2: Race 3 and the wind for the day looked promising. The Race Officer set a windward leeward course with three laps specified with a reach finish, a typical set piece.

At the end of the second lap, I had the rib positioned at the gate ready and waiting with the yellow flag but not anticipating any infringement from this highly trained, multi professional, fleet of 97 boats. After yesterday's anchorage issues, the race management team had set the finish pin end vessel in place early for the finish on the next lap. I noted the Mounts Bay SC small blue and white pennant. The race had been going for about 60 minutes, the acknowledged race length target time. The Race Officer had obviously decided to let the race continue enjoying the wind.

The leading set of Top Guns progressed down the downwind leg and our usual game of 50/50 gate split was clearly not happening. The leading boat sailed by a TopTop Gun, who we shall refer to as TG to anonymise his name, sailed beyond the port rounding mark and in some Maverick tactic unread in the usual combat books continued down towards the Committee Boat. Watching in amazement we witnessed the pursuing boats adopt the same tactic! After passing the future finish line, TG stopped. Waited. As did we. What had been presumed?



The Race Officer, who happened to be in the Gate rib, came across for an urgent discussion. Clearly, something was amiss. I looked for the signal flags and any missing fingers that I use to count the laps. All in order. There were no signal flags displayed. "Record the boat sequence" I suggested to the RO in line with Good Practice at the Last Point of Certainty, the leeward mark but in our practical situation the pin end recording boat positioned for future action.

What could be done? Abandon? On what legitimate grounds? And some boats still had the opportunity to sail the full course. Shorten course at the windward mark? Imagine the pandemonium as the Top Guns recognised the Shorten Course signal and saddled up again and sailed to.... where? Look for the "S" flag and blue flags.

We watched with trepidation and intrigue as one by one the Solos followed TG like sheep over the allusionary, illusionary finish cliff like the scene from Thomas Hardy's 'Far from the Madding Crowd'. Every one of the 97 jumped to their DNF. I looked for the dog to blame and shoot. The race was not over and there was still time to go until the end of the maximum race time of 120 minutes. With the lap time at about 30 minutes, it was a practical decision to start Race 4 when it was not possible for any sheep to climb back up the cliff and finish in time.

The Pathfinder dinghy for the next race is chosen by the 10th place Rule in the SIs.

But there was no 10th place, or 11th as the alternative. In fact, no provision available when all boats were the same 98th place. We chose and directed the 10th place recorded boat to be Pathfinder. That sailor correctly obliged.

Now, as you're event judge, several years with the Solos in that role, I did think that Race 3, with what looked to be a fair, competitive race, would be good to count in the series. Therefore, I implemented for a rare time RRS 60.3(b). "A Protest Committee may call a hearing to consider redress." I was the sole member of the PC at that moment. I should have recalled the Madding plot where all the characters end up dead or ruined.

MBSC found me two more members for the expanded PC. Both solicitors and one a practicing Tribunal judge. The entire fleet were Parties to the Hearing and were notified by the Official Notice Board of the time and place of the Hearing in the Town Hall. (Complete with Covid distancing restrictions to be applied).

In law, words are all and their interpretation the professional law skill. And so it was to be with this redress Hearing with the lucid interpretation of RRS 62.1 and, explicitly, the preamble and part (a). Your hapless Class Judge's attempt at dubious practice was firmly refused by clarity and incisive thought.

However, this was not to be the end of the matter and a sailor Party with a law heritage put in a written request for a reopening under RRS 66.2. The PC are obliged to "consider all requests to reopen." It must be based on "new evidence". The PC reconvened with my election to withdraw as Chair of the PC and substituted by a local RYA judge. After PC deliberation and presentation by the sailor Party, the PC considered and declined to reopen the Hearing.



The competitors had plenty of downtime to discuss race 3. The general feeling was that the sailors themselves were to blame.

Pictured here; Team Salcombe deep in conversation regarding Chris Cleaves supposed weight loss.

In a Hardy-esque subplot, the fated Pathfinder for Race 4, based on the recorded presumptions of Race 3, requested redress as his unfavourable result was through no fault of his own to be chosen as Pathfinder. The adverse commencing tack to the right hand side of the course was eloquently witnessed by the same TG. Redress was granted. In another race, the Pathfinder won the race so you never know.

In a further subplot, one of the most senior RYA racing rules officials rang me in the middle of Race 6 and left a voice message wanting to talk to me about “a redress Hearing”. Well, this was very unusual and I wondered what had caused this intervention from the highest level. I presumed that I was in Trouble! Later, my stress level had to be severely diluted with beer. Several hours later, communication with the referenced Ruler revealed his concern was about an entirely separate event. My Cup of Guilt Runneth Over. But I still get sheepless nights.

I anticipate that the presumptions that led to the unravelling plot of Race 3 will live on in time in the history of the Solo.

Since the event, having heard of the fleet’s failure to survive the deathly leap into the abyss, Olympic level Race Officials have coached me in the dark art of presumptive cock-up management.

We live and learn.



PRO Peter Jelliss acknowledges the warm vote of thanks from the competitors while checking the use by date on the gift presented by Class President Patrick Burns.

Competitor Views



Guy Mayger

“we’re all a bunch of numpties for not looking at/checking the flags. No doubt it could/will happen again, but you’d like to think the 97 racing that day learnt a lesson.

Yes, it was over the hour when we got to the bottom of the course and the breeze was very light, but no flags, so we should have carried on. End of.

I will get over that race before the start of next season, I promise!”



Andy Davis

In my view the race committee did nothing wrong, it was a mistake made by the sailors. We all know our flags and really we should have been aware of what was going on. I do think however that the PRO forgot to shorten course as we were pretty much at the time limit for the lead boat but that is just me making an assumption. Do I think the race should have stood? Not really, it was our own fault for being sheep and following and we did not actually complete the course. Should we have had redress based on the technicality that he started the next race before the time limit of the first one? Not really as no one was making an attempt to carry on.....**we were too interested in our lunch**



Oliver Davenport

“I thought it seemed fair enough. The course was set at 3 laps and no shortened course flag was displayed by the race team and it would have been unfair if they had indicated to anyone that the race hadn’t finished.”



Paul Bottomley

“Well, at the end of the day we all should have looked but as we had been racing for an hour in very light winds, what PRO in their right mind would send us off for another lap. Unless of course they were having their lunch and we disturbed them. It was all a bit nuts IMHO.

Potentially I would have finished in the mid thirties so I was gutted.”



Tom Gillard

“I went through the line and continued upwind after not receiving a hoot across the finish. Others followed me across the finish line then they stopped after being informed by the race officer that they had finished. I would have continued around the course for the correct amount of laps but due to the entire fleet stopping it was a major risk missing the next start.

I believe the PRO acted in detriment to the fleet as no one was disadvantaged by doing a lap less.”

In order to finish first, first you must finish.

EOS Championship 2021

Watch the Event Video [HERE](#)



The final instalment of the North Sails Super Series was eagerly anticipated and Draycote Water delivered, providing perfect conditions for the End of Season Championship.

The race management was impeccable, the 3 races sailed back to back were run with the precision of a military operation and this resulted in minimal waiting between races.

I had commandeered a media rib and once finished with my boat park interviews, stumbled along the narrow metal slipway, cradling my recently purchased Nikon P950 with the protectiveness of a mother holding her new born. I gazed up at the sky, the 50 knot squall which had passed through Dunchurch thirty minutes earlier was now en route to Amsterdam and in its place, sunshine and a variety of cloud formations. I breathed a sigh of relief as I stepped deftly aboard the rib, yet another obstacle negotiated, it would indeed be a good day.

There were 65 pre entries but the inclement forecast and various medical emergencies reduced the number on the generously long start line to 57, still a great turnout.

The PRO had set a triangle/sausage course and, not wanting another Nationals race 3 debacle on his watch had been thorough in his explanation of the number of laps required in the pre-race briefing.

Aboard the media/rescue rib, and we had already assisted one competitor before the race sequence who had managed to mix up his inhaul arrangement with his downhaul arrangement, such is the complexity of the Solo control system these days. How long until someone invents a Solo one string system?

Into the start sequence and the majority of the fleet were down at the pin end as the seconds ticked by, the breeze holding at 10-12 knots as heart rates climbed.

Race 1

Clean start while at the committee boat Robin Milledge performed an impressive pirouette, fortunately for him I had my camera trained elsewhere. Robin did approach me post race to ensure no footage was taken, the Lymington mob would have been dining on it for years.

Ian Walters was the only notable front runner at this end while Rich Pepperdine was punching out at the pin along with Andy Davis, Richard Lovering, Mark Lee and Oliver Turner.

Walters was hooking into the right shifts, the breeze was going right too and he rounded the top mark with a comfortable lead from Pepperdine and Jamie Morgan. Turner was next from Nick Fisher who was having a blinder in fifth. Inland Champion Chris Brown was sixth with Steve Cockerill in the new Rooster/Gingerboats Solo and National Champion Davis completing a talented top eight. Pretty sure the next two were equally talented but I could go on all day, such is the quality in depth.

The first reach was deep, the topography of Draycote and wind direction not conducive to a good planing angle but still there were places to be gained as fingers of stronger breeze picked up and deposited some competitors ahead of near rivals.

Walters and Pepperdine extended as the fleet compressed behind them and by the top of lap two they were well clear with Chris Brown up into third. Cockerill, Davis and James Goodfellow completed a top six from Morgan and Lovering.

The run was pretty processional, the breeze had dropped to sub 10 knots but Davis had gained a place and was now pressuring Brown as the last lap beacons. Rob once again, under my instruction powered the rib towards the gybe mark, somewhere deep in the back of my mind I was hoping for another 50 knot squall but that would have been too much to ask.

Fortunately there was some drama to feed my imagination, a lonely windsurfer floated aimlessly in the water right in front of the mark, the fleet powering down towards the unwitting potential water kill. Rob's RYA training kicked in and after some masterful rib manoeuvres the casualty was removed from the course area.

Despite pressure from Pepperdine, Walters used all his knowledge of the water he grew up on to lead into the finish with Pepperdine, Brown, Davis and a fast finishing Lovering completing the top five.

Race 2

After a course reconfiguration, the wind was still going right, race two was away at the first attempt, testament to a nicely angled line and the skill of the sailors. Tom Gillard was at the Committee end with Turner, Walters and Goodfellow who cannot have been pleased to see National Champion Davis tack just beneath him at the gun.

Davis was revelling as the breeze strengthened to 12-14 knots and found the fastest route into the top mark from Pepperdine and Shane MacCarthy. Walters, Morgan and Brown were just a few of the usual suspects in a whole gaggle of Solos that followed. The strengthening breeze was testing boat handling and tactical nous, a few port tack approaches would have had on-water judge Steve Watson licking his whistle had he been there. Cockerill, Lovering and Dave Lucas hooked into a nice puff which saw them blast over those who had sunk low and this was the story through the fleet as waves of pressure erratically swept down the course.

Rob, my highly reliable rib driver put me in some prime positions throughout the day, the gybe mark being one of the top spots and my Nikon P950 clicked away like an anti missile defence system as Solos jostled to negotiate the wing mark.

Davis extended as the bun fighting broke out behind him. A group containing Pepperdine, Cockerill, Lovering, MacCarthy, Nigel Davies and Lucas were so close you could throw an undercover over the lot of them. The pressure was increasing, white horses licked the tips of the wavelets, bows braking through and over the more angular formations and this was really sapping the sailors energy levels.

Davis controlled the final lap as a superlative sailor does, looking smooth through the chop, minimising rudder movement and keeping the the mast vertical. Lovering held off the tiger that thinks he is a rooster while Pepperdine and Lucas secured their top five positions.

I released the impromptu harness which I had attached to my waist, this retaining strap had kept me aboard for the first two races but is a slight burden when you are reaching for the Penguin bars. While the idea of such a device should be standard safety equipment in a media rib, my use of the anchor chain is probably not to be replicated.

EOS Winner Ian Walters works his Winder 2 upwind on the water he grew up on.



Race 3

The wind continued on its journey to the right of the lake, the race team locating the windward mark just off the Water tower, any further and it would have been on dry land.

Another clean start though the fleet were depleted, such had been the drain on physical resources. I tightened the restraining strap to the rib's mainframe, allowing me to concentrate on capturing the action as my vessel cut a path through the awkward sea state. Muscles strained as the fleet worked their way to the corner of the course..and that was just me me trying to stand straight. The breeze had actually softened, the key was finding the right lay line into the top mark and it was local hero Walters, his mother Pat proudly watching from the club veranda who nailed it as the conditions lightened.

Next around was Adam Froggatt from Morgan and MacCarthy with Pepperdine and Davis on a charge and both needing to get ahead of Walters if they were to secure the title. Kev Hall, Turner and Brown completed a top nine, mention to Vince Horey who rounded tenth, possibly better than Spurs will do in the league this season. Davis had a blinder of a reach, sinking deep and popping up in second by the wing mark...the chase was on.

At this point the rib driver's walkie talkie crackled into life, orders were received and we powered towards the clubhouse, an emergency of some proportion I ventured to the rib driver? Rob gripped the wheel with some resolve, throttle on 100%, his steely glare fixed upon a target close into shore.....five minutes later the bacon butties were aboard and we returned to the course.

Davis was in a battle with distance, he was gaining but the distance between Walters and the finish line was reducing. The final reach and short beat to the finish were nail biting for Pat on the beach and at the gun it was Walters who led the fleet home to claim the Superspars EOS Championship 2021. Davis was a close second and second overall from MacCarthy, Froggatt and Brown.

So, Walters wins the Superspars EOS, Davis, Pepperdine, Lovering and Brown complete a top five with Cockerill showing good speed in the new Rooster Solo in sixth. MacCarthy made up for a slow start to finish seventh with Lucas, Davies and Tom Gillard completing the top ten.

Superspars had generously provided discount vouchers and these were presented to some very lucky competitors, halyard locks, or even a new M2 may be on the Christmas lists for 2022. Thanks to Simon Bevan for the generous support.

This was the final qualifier for the North Sails Super Series and Chris Brown is a worthy winner, his Inlands win the pinnacle of his year but with previous Super Series Champions, Davis, Cumbley, Mitchell and Gillard etched into the plinth, should be rightly proud to join them.

In an ironic twist the prize draw for the North Sails voucher was picked out by HD Sails Andy Davis, won by former NSCA President Doug Latta and presented by Class President Patrick Burns. Many thanks to Tom Gillard and North Sails for their continued support of the Solo Class.

So ends another year with the Solo Class but with numbers through the 6000 barrier, three FRP builders for next year, Carnac, Abersoch, the new SoloInteractive magazine and a crammed Solo calendar, there is lot's to look forward to.



Pos	Sail No	Helm	Club	R1	R2	R3	Pts
1st	5586	Ian Walters	Grafham	1	-7	1	2
2nd	5967	Andy Davis	South Staffs	-4	1	2	3
3rd	5942	Richard Pepperdine	Staunton Harold	2	4	-13	6
4th	5831	Richard Lovering	WYC HISC	5	2	-6	7
5th	5918	chris brown	graham n1	3	-11	5	8
6th	5946	Stephen Cockerill	Stokes Bay Sailing Club	7	3	-20	10
7th	5808	Shane MacCarthy	Greystones	-24	8	3	11
8th	5835	Dave Lucas	GWSC	-36	5	8	13
9th	5911	Nigel Davies	Draycote Water SC	-15	6	7	13
10th	5675	Thomas Gillard	SVSC / SHSC	6	9	(DNC)	15
11th	5923	Jamie Morgan	Rutland Sailing Club	-10	10	9	19
12th	6010	Norey Vincent	King Joules	8	12	-16	20
13th	5938	James Goodfellow	ard Ceigh SC	9	14	-22	23
14th	5036	Adam Froggatt	chase sc	20	-21	4	24
15th	5948	Stuart Gibson	CCC	-17	13	12	25
16th	5130	mark lee	Lymington Town SC	-42	19	10	29
17th	5546	Olly Turner	Starcross YC	12	-28	18	30
18th	5582	David Mason	Silver wing	13	-23	17	30
19th	5444 -	Chris Jennings	Burghfield Sailing Club	16	17	(DNC)	33
20th	5524	Kev Hall	Northampton Sailing Club	-22	20	14	34
21st	5941 -	Simon Forbes	Staunton Harold SC	11	24	-30	35
22nd	5704	Tim Lewis	Silver Wing	19	16	-23	35
23rd	5887 -	Stephen Denison	RYA	-23	18	19	37
24th	5511	Rob Gardner	NCSC	-31	27	11	38
25th	5393	Simon Derham	Littleton SC	-29	15	25	40
26th	5863	Robert Laurie	Harlow Blackwater SC	28	-37	15	43
27th	6000	Doug Latta	Portchester SC / HISC	-34	22	27	49
28th	5801	Willie Todd	Largs Sailing Club	26	26	-42	52
29th	4679	Mark Fuller	Papercourt	-37	29	26	55
30th	5780	Nigel Thomas	Hill Head SC	27	-31	28	55
31st	5926	John Steels	Starcross YC	-39	35	21	56
32nd	5210	Neil Wilkinson	Chase SC	21	36	(DNC)	57
33rd	5406 -	Jarvis Simpson	Brightlingsea Sailing Club	-33	33	24	57
34th	5909	Andrew Fox	Leigh and Lowton Sailing Club	-50	25	32	57
35th	5844	Nicholas Fisher	Torpoint Mosquitos	14	44	(DNC)	58
36th	5902	Ian Bartlett	South Cerney Sailing Club	-35	32	29	61
37th	5615	Andy Carter	Hollingworth Lake SC	-45	30	34	64
38th	4508	Robin Warren	DWSC	18	49	(DNC)	67
39th	4999	Harry Lucas	GWSC	-38	34	33	67
40th	5492	Richard Comes	Burghfield Sailing Club	30	38	-44	68
41st	5906	Brenda Hoult	HISC	32	-39	37	69
42nd	5925	Robin Milledge	Lymington Town SC	-41	41	31	72
43rd	5570	Malcolm Buchanan	Lymington Town SC	-43	40	36	76
44th	5819	Phil Sturmer	Brightlingsea SC	44	-46	35	79
45th	4236	Nigel Pybus	Draycote Water	40	42	(DNC)	82
46th	5731	Vernon Perkins	South Cerney SC	-51	43	41	84
47th	5547	Peter Warne	Northampton SC	46	-48	40	86
48th	5904	Patrick Overs	Paxton Lakes SC	-52	50	38	88
49th	4527	Paul Hoad	Clwb Hwyllo dyfi	49	-51	39	88
50th	5721	Graham Wilson	Northampton	-47	45	43	88
51st	4669	Alan Fuller	Papercourt SC	48	(DNC)	46	94
52nd	50361	Richard Botting	Draycote Water	-54	47	47	94
53rd	5837	Richard Instone	Chase SC	25	(RET)	DNC	95
54th	5163	Ken Mackenzie	Ogston SC	-56	53	45	98
55th	5865	Patrick Burns	RYA	55	52	(DNC)	107
56th	5736	Iain Carpenter	Northampton SC	53	(RET)	DNC	123
57th	5533	Graham Bowser	Frampton	(RET)	DNC	DNC	140
57th	5755 -	Graham Cranford Smith	Salcombe	(DNC)	DNC	DNC	140
57th	5517 -	Jonathan Watkins	Hunts Sailing Club	(DNC)	DNC	DNC	140
57th	5569 -	Nick Rawlings	Hayling Island Sailing Club	(DNC)	DNC	DNC	140
57th	5730 -	Steve Jones	Littleton sc	(DNC)	DNC	DNC	140
57th	4768 -	Jon Cawthorne	Shustoke Sailing Club	(DNC)	DNC	DNC	140
57th	5804 -	Steve Ede	Ardleigh	(DNC)	DNC	DNC	140
57th	5742 -	Simon Law		(DNC)	DNC	DNC	140
57th	5607 -	David Reekie	King George	(DNC)	DNC	DNC	140
57th	4316 -	jason aldous	Papercourt	(DNC)	DNC	DNC	140
57th	5899 -	ROBIN DAWSON	Bassenthwaite SC	(DNC)	DNC	DNC	140
57th	5914 -	Paul Davis	Lymington Town Sailing Club	(DNC)	DNC	DNC	140
57th	5956	Tom Ionsdale	West Oxford SC	(DNC)	DNC	DNC	140

North Sails Super Series Overall

Pos	SailNo	Club	Helm	Best of 6	Pusinelli	Presidents	Nationals	Inlands	EOS	Total	Points	
1st	5918	Grafham Water SC	Chris Brown	6 BEST	(346 DNC)	(346 DNC)	8	1	5	712	20	
2nd	5954	Redesmere SC	Oliver Davenport	13 BEST		1 (346 DNC)	4	10	(346 DNC)	720	28	
3rd	5911	Draycote Water SC	Nigel Davies	3 BEST	(346 DNC)	(346 DNC)	14	9	9	727	35	
4th	5923	Rutland SC	Jamie Morgan	1 BEST		2	24	(25)	(29)	11	92	38
5th	5130	Weymouth SC	Mark Lee	4 BEST	(346 DNC)	(346 DNC)	21	21	16	754	62	
7th	6000	Porchester SC	Doug Latta	9 BEST		12	16	(39)	(346 DNC)	27	449	64
6th	5704	RYA	Tim Lewis	7 BEST	(346 DNC)		5	(346 DNC)	30	22	756	64
9th	6010	King George SC	Vince Horey	8 BEST	(346 DNC)	(346 DNC)	26	25	12	763	71	
8th	5804	Ardleigh SC	Steve Ede	2 BEST		7	(346 DNC)	45	17	(346 DNC)	763	71
10th	5837	Chase SC	Richard Instone	9 BEST		14	(346 DNC)	33	22	(53)	477	78
12th	5901	Grafham Water SC	Lawrence Cavill-Grant	10 BEST		10	(346 DNC)	48	11	(346 DNC)	771	79
11th	5393	Littleton SC	Simon Derham	3 BEST	(346 DNC)		11	40	(346 DNC)	25	771	79
13th	5524	Northampton SC	Kevin Hall	4 BEST	(346 DNC)	(346 DNC)	37	20	20	773	81	
14th	5780	Hill Head SC	Nigel Thomas	8 BEST	(346 DNC)	(346 DNC)	20	28	30	778	86	
15th	5675	Sheffield Viking SC	Tom Gillard	1 BEST	(346 DNC)	(346 DNC)	2	74	10	779	87	
16th	5909	Leigh & Lowton SC	Andy Fox	11 BEST		16	(346 DNC)	(36)	27	34	470	88
17th	5876	RYA	Patrick Burns	16 BEST		22	(346 DNC)	55	(67)	55	561	148
18th	5926	Starcross YC	John Steels	14 BEST	(346 DNC)	(346 DNC)	62	42	31	841	149	
19th	5570	Lymington Town SC	Malcolm Buchanan	10 BEST	(346 DNC)		23	79	(346 DNC)	43	847	155
20th	5902	South Cerney SC	Ian Bartlett	5 BEST	(346 DNC)	(346 DNC)	72	45	36	850	158	
21st	5819	Royal Burnham YC	Phil Sturmer	15 BEST	(346 DNC)	(346 DNC)	67	35	44	853	161	
22nd	5547	Northampton SC	Peter Warne	12 BEST	(346 DNC)	(346 DNC)	63	61	47	875	183	
23rd	5844	Torpoint Mosquito SC	Nick Fisher	7 BEST	(346 DNC)	(346 DNC)	88	58	35	880	188	
24th	5721	Northampton SC	Graham Wilson	15 BEST	(346 DNC)	(346 DNC)	71	60	50	888	196	
25th	5731	South Cerney SC	Vernon Perkins	16 BEST	(346 DNC)	(346 DNC)	87	64	46	905	213	



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Quietly Confident

Dave Lucas cutting through the
Draycote chop at the EOS



Vintage and Classic Solos



Check out the 2019 Concours entrees [HERE](#)

23.06.2018

It was a tough season for all Solo fixtures and the Vintage and Classic Series, sponsored by CB Coverstore was just another of the casualties with no single competitor managing to secure enough qualifying events to attain a series conclusion.

I guess one of the by-products of racing these beautiful Solos is that the owners are no longer interested in trailing their pride and joy around the country...I cannot blame you!

There are some strong fleets of older Solos around the country but trying to connect these clubs and incentivising travel was never going to be easy.

Leigh on Sea is still the hotbed of 'Vintage' racing and the sub 4000 club is thriving with over 20 Solos of various ages and beauty.

The NSCA realises that there will not be many who wish to travel to the east coast but we hope that the 2022 Championship will attract some travellers.

While CB Coverstore have withdrawn their sponsorship the NSCA will be supporting this Championship and encourage sailors with older Solos to make the journey and together, share in the delight of racing these lovely examples of Solo Evolution.

We hope that clubs across the country will acknowledge the vintage Solos that attend local open meetings and include a prize for their efforts.

Look out for an article soon from the sailors at Leigh on Sea.

Transom Cam

Venue	Draycote Water
Event	EOS
Conditions	Moderate
Sea State	Flat
Result	4th Overall
Races	5-2-6



Richard Lovering

Feel what it's like to start **HERE**

Salcombe Autumn Regatta



Through the good offices of SYC Class Cap Adrian Griffin, and NSCA Solo SW area representative, John Steels, this event received excellent promotion. Especially as it turned out, the weather was the last of the extended sublime weather.

As a result, the event attracted forty-three entries of which sixteen were visitors. Adrian had also organised a training day on the preceding Friday, convened by Charlie Cumbley of North Sails. Aside from demonstrating the latest North Sails Solo products Charlie readily engaged the attention of the twenty-two present on the intricacies of the Solo. We all learned a lot. Thanks again Charlie.

Almost everyone had travelled to Salcombe the preceding day however the first race of three over two days started at 13:30 in a light Southerly breeze against a neap but briskly flooding tide.

Race officer Ian Stewart and team set a course to Blackstone, thence a long run to Gerston in slight pressure. From the Bag on return we enjoyed a visit to Mark 4 at Southpool followed by a shortened course. Sounds like a short race. It was not. Over two hours of fun for some.

As ever at the start, much was in balance as to which side to favour. Town, or Portlemouth. Those on the Town side showed early promise. But it is a brave person who would bet against local Paul Ellis who favoured the Portlemouth side. And so it proved. He, with Tim Law and others, such as Cleaves and Ed Stephens made it to Blackstone marginally ahead of Chris Jennings and Ollie Turner the leaders of the gang from Town.

Much concentration was required to make the best of the listless pressure as the fleet paraded through The Bag on the flood to Gerston. By this point Paul Ellis had established what looked to him to be an invincible lead.

Nothing is certain in a Salcombe race however. His lead evaporated en-route back through the Bag somewhat such that helms like Simon Dobson, a noted light weather guru plus Jennings and Cleaves were definitely in the hunt by the final beat to the finish.

Ellis however prevailed and posted a bullet, followed by Dobson. Prominent Merlin helm, Chris Jennings being no stranger to the vagaries of Salcombe came third.

On Sunday, the prospect of racing in the Range disappeared with the early morning mist. As so often there was more breeze in the Ria than outside. After a short and well-judged postponement Ian Stewart and team alighted on a windward leeward course in the main harbour.

The fleet was super keen this morning after a curry and convivial evening at the club. Many were OCS so a black flag start followed a general recall.

A left shift at the start in a slight flood should have favoured those at the beach side. But lack of ability to tack and a noted absence of pressure there did not help. Those in the middle right came out ahead. Once again Ellis aced the windward mark in his distinctive blue-hulled steed.

By this point Cumbley had awoken but even he was unable to outgun Paul in the tacking festivals between mark three and one/two. Pretty much the whole fleet favoured the Town side on the upwind legs giving onlooking patrons of the Ferry Inn and competitors alike, indigestion in the process. Weed was a factor in the fortunes of some.

Having won two races Paul Ellis had won the event with a race to spare. But either through the sheer fun of it, or being unsighted on the SI's, he remained on the pitch for the final race. Again this occurred in a Southerly breeze but a definite flood tide.

Some in the fleet, including rock star Ollie Turner (a refugee from the RS200/Merlin fleets - welcome), at the start on the favoured Portlemouth shore pushed their luck and later crossed the finish line in silence.

Of note Paul, who had not for once won the first beat tacked off onto starboard at the first leeward mark. He at first alone alighted on the Portlemouth shore for the long climb back to Blackstone. He was then followed by Dobson and Stephens who read this right and made hay. Jennings had done ok on the Town side but this was for nought he being one of the several OCS casualties.

At the gun, Ellis from Dobson from Cumbley. Final score: Paul Ellis 1,1,1. Remarkable. A gifted sailor; not just in dinghies either.

In all, though we say it ourselves, a fun event. Particular thanks to all our visitors. You are extremely welcome. Thank you too, to Ian Stewart and his race team, including the safety boat crews. Plus the hardworking staff of SYC. Thanks also to John Steels of the NSCA and our very dear Class Cap Adrian Griffin who was laid low for the duration. Get well soon Adrian.

Commiserations also to those who did not do as well as they might have hoped.

As a general commentary and advice, for those who race, nothing in the moment can deal with the innermost dashed hopes of a poor showing. But viewed as a positive, adverse real-life events can intervene. These will assist the Solo sailor in maintaining a sense of proportion.

For example, a life-altering discovery on return to shore, that one has momentarily overlooked, one's wedding anniversary would, in theory, give one a sharp perspective that one's day on the water had after all, not been too bad.

We must caution, that such a scenario is extremely inadvisable. It could not in practice, ever occur; certainly not to a Solo sailor. Surely not. We deploy it simply for illustrative purposes and philosophical discussion only.

It is true that one Solo helm was seen departing the dinghy park on his bicycle in extreme haste with a look of profound panic about him. But an anniversary oversight, cannot possibly have been the reason.

1st Paul Ellis
2nd Simon Dobson
3rd Charlie Cumbley

4th Chris Jennings
5th Chris Cleaves
6th Ed Stephens

Sunday Morning, Race 2

Event winner Paul Ellis leads from Cumbley. Dobson and Jennings.
Just after this photo was taken we motored down to the leeward mark, some 150 yards ahead. By the time the competitors arrived, Paul had managed to extend his lead to 100 feet and he was never seen again.



HD Sails Scottish Solo Travellers 2022

As usual planning for the forthcoming season started even before this years had ended. In Scotland we have a big area to cover and it is quite a distance between the most far flung clubs. For our travellers we try to schedule eight events with a mixture of sea, loch and river sailing. That is not too tricky but trying to avoid clashes with Super Series events and holiday weekends does narrow the options and the actual list of events always involves some compromise. Some of our venues are pretty tidal so clubs are inevitably restricted as well. After a bit of to and froing these are the dates for the HD Sails Scottish Solo Travellers for 2022:

April 23/24 Bardowie. Training on Saturday and racing Sunday. Date to be confirmed later.
May 21/22 Prestwick. Scottish Championship at a great sea venue.

June 18 Royal Tay Yacht Club.

July 23. Newburgh SC will be an early start time, likely 11.00

August 20/21 Aberdeen & Stonehaven YC. Ben Ledi trophy with no discards

September 3 Loch Lomond SC

September 17 Loch Tummel SC to be confirmed later

October 8 Loch Ard SC

Hopefully there will be no need to change any of these dates or venues, but note that two events are not yet confirmed at the moment. Let's hope for good weather and turnouts for the HD Sails Scottish Solo Travellers in 2022!

Ross Watson



Rich Peppardine at the EOS



SOLO COACHING PLAN.

Feel what it's like **HERE**

NSCA Coaching is supported by



The Solo fleet is growing. We have new sailors joining us all the time, as a result WE NEED MORE COACHES.

If you are interested in becoming a coach for the class please contact me. The more willing sailors we have the better. This will mean that we will be able to spread the work load out.

So what are we are looking for:

1. Sailors of a fair standard. You don't have to be a superstar.
2. Willing to give up your time to help other sailors improve.

To help you reach your potential as a coach the Association would be willing to put any interest sailors through the RYA RACING COACH PROGRAM. You will also need a Powerboat level two and a first aid certificate. If you think this could be you and you are willing to give it a go please let me know.

Andy Fox.

Below is the link to the RYA Coaching Website to see what is involved.

<https://www.rya.org.uk/training/teaching/race-coaching/become-a-race-coach>

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SOLO MIDLAND AREA

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Allen has kindly agreed to sponsor our 2022 open meetings which will enhance what is already a fantastic series. This is in part due to the hard work of previous area reps, in organising events, and the sailors that attend regularly attend.

We will have 1st, 2nd & 3rd place prizes for each event, and for the coming season we will also have the opportunity to award spot prizes. The spot prizes will be to celebrate all members of the fleet who regularly attend the Midland Area events and don't always manage to get in the prizes. Although a spot prize for an epic capsize can be won at any level in the fleet!

It would be nice to see more classic wooden boats travelling next year as prizes will be available.

Every qualifier will receive an Allen shackle key on a key ring.....who doesn't need one of those in their life?!

Quote from our sponsor Allen:

"Allen Brothers as a company has a lot of history with the Solo class. History which goes all the way back to the boat's inception in the 1950's, and we look forward to growing that history into 2022 by supporting the Midland Traveller series with plenty of prizes and goodies."

Kev Hall



What Allen Say

What's more important, cracking open that first beer when you get ashore or getting the halyard shackle undone? Do both in seconds with the Allen shackle key which features: Flat head screwdriver. Shackle key for a wide range of shackle sizes. Bottle opener. Silicone keyring holder.



Solo Class Insurance Scheme

noblemarine.co.uk 01636 707606

**Specially arranged by Noble Marine (Insurance Brokers) Ltd
Authorised and regulated by the Financial Conduct Authority.**

A photograph of a man, Chris Brown, sailing a boat. He is wearing a dark jacket and is leaning over the side of the boat, which is splashing water. In the background, there are orange buoys and other boats on the water.

The 2021 Inland Champion Speaks

CHRIS BROWN Media/Demo Solo

I started sailing, crewing for my dad when I was 7 years old... that was a long time ago. At the age of 10 I took over helming as my dad was too slow and at 17 stone he did slow me down although we used to sail in any wind conditions and keep the boat flat! I then started the Enterprise opens around the midland circuit racing some good sailors. We sailed the Junior Championship (under 21) but that rather good sailor Jim Hunt always just got in front.

I won the National Schoolboy Enterprise Championship a few times, we had such fun at these events. First time being left to fend for myself, no parents. We lost one tent as it took off down the field in a force 5, we all had burnt hair when the gas bottle blew up as it was not done up tight. There were a few other things but better not mention these, all character building though.

I then had 2 Fireballs

First one the crew ended up going through the foredeck, sailing back underwater was funny.

I then upgraded to a better Fireball and did well in some open meetings.

Solo Career

My crew then left to work away so I bought my first wooden Solo, a Don Marine. Nice boat.

I then moved on to many other makes of Solo, in my time I have had them all!

I have had over 36 Solos, beating President Patrick Burns by a few.

Andy Davis and myself spent many hours going to events sailing the Speed Solo, visiting some great places. The Netherlands is always fun, if you have never been you must go to their September event, they make you so welcome and there are some beautiful places to sail.

I started www.cbcoverstore.co.uk around this time, mainly spray varnishing and painting Solos and Enterprise dinghies. I then stopped spraying and moved on to selling covers and trollies, North Solo sails. Sandline racing clothing and recently became a Superspar agent, mainly for the Solo sailors. It's not my full time job but I enjoy anything to do with sailing !

Nigel Davies and myself have covered some miles in recent years, he has helped me when I got food poisoning and spent 2 weeks in hospital in Lake Garda.. We also had visits to UK hospitals with ear infections, thanks to Ian Ingram who also bought me fresh pants once.Success

I have had some success in the Solo, finishing 2nd and many times in the top 5 at the inlands so winning the 2021 inlands was a dream come true.

Venues

My other favourite places to sail include Carnac, such a nice town and the sun was out every day in 2019.

We already have the ferry booked for 2022

Even Patrick Burns bought me a ice cream he only owes me 30 now.

Port Talbot is the home of the Welsh Area Champs event and has some great racing and a few wins from me. The nights out were also great fun, like the Dutch, they do look after you .I bet Steve Denison's hidden pints are still behind the curtains at the 12 Nights pub.

Other great venues include WPNSA, the sailing and race team is awesome. I have already booked for 2022

Chris leads the fleet of
101 at Rutland



Current Club

Grafham Water has been my home club for 2 years, the guys there are great fun to be with and with such talent, it's like an open meeting most weekends. The winter series should be even better as the lads from P and B are joining.

Shane MacCarthy, recent convert from Ireland and the King George lads will also be there.

Committee

I have been on the Solo Committee for many years, it's a passion and you get to make things bigger and better for all members. I have been involved in implementing Rule 42 judge Steve Watson which has definitely made sailing fairer for us all.

We built up the Solo facebook page from 300 hits to over 3600. The Committee past and present are strong and are building bigger plans for members. The most recent plan is to make a sponsors package to make things easier for the Class and the sponsors. The media team have really worked hard to make a plan to go forward, Will Loy, Guy Mayger, Lawrence Cavill Grant, Nigel Davies and myself, so please do contact the team with info, articles, videos and pics.

Demo Solo

Patrick and myself have put plans into action for a new NSCA Demo boat which will be displayed at the Dinghy Show, you will have to visit to get the details!

This demo boat will be available for use at any Solo club with the idea for non members of other classes to have a go in a racing Solo and tempt them into the Class. We have had many new boat orders and new members off the back of the previous Demo so it's working!

We will be thanking the sponsors. (a report on the demo boat will be published in the very near future), the boat will be in the Eastern area next year, March onwards ..then to the Midlands.

Booking System

We normally ask the club to pre book trials before the boat arrives, the Solo fleet captain runs the show. We normally leave it at one club 4 to 6 weeks.

for booking please email
chrisbrown024@aol.com



The new demo boat will be on the 2022 Dinghy Show stand . (note, new venue for the show!) along with a very nice wooden Solo so please come and say hello to the Committee.

The Future

My new boat will be coming soon for 2022 and I, like many other competitors will be setting new goals for the season. It's great to see an influx of coloured hulls and white hulls with coloured decks .

You the members are what make the Solo Class so great. It has to be the best single handed fleet racing boat you can sail and it is sailed at more clubs up and down the UK than many others with opens meetings most weekends in the main season. The Solo fleet has one of the highest membership rates for any class in the UK. Solo major events are growing every year and are so well supported.

Well done everyone!



Nigel Davies shows Chris the way

Western Area Series 2022

Western Area Rep John Steels

Sending it.

WPNSA 2019

Tata Steel - Welsh Championships - April 9/10
Bristol Corinthian YC - May 14th
Salcombe YC (Not Series qualifying) - June 2-5
Chew Valley Lake SC - June 11th
Torpoint Mosquito SC - July 9th
Dittisham SC - July 23rd
Starcross YC - August 6th
South Cerney SC - October 1st
Salcombe YC - Western Area Championships - 15/16 October
Teign Corinthian Awaiting.



National Solo Class
Association UK



SOLO MIDLAND AREA

SPONSORED BY



MIDLAND EVENTS 2022

March

25th March 2022 – Banbury Sailing Club

April

10th April 2022 – Barnt Green Sailing Club

24th April 2022 – Bartley Sailing Club

May

7th May 2022 – Girton Sailing Club

June

Training Day

10th June 2022 – Northampton Sailing Club

Midland Area Championship 11-12 June – Northampton Sailing Club

July

2nd July 2022 – Carsington Sailing Club

9th July 2022 – Shustoke Sailing Club

September

3rd Sept 2022 – Chelmarsh Sailing Club

October

1st October 2022 – Notts County Sailing Club

8th October 2022 – Tamworth Sailing Club

22nd October 2022 – Staunton Harold Sailing Club

Charlie Cumbley
Salcombe Autumn Regatta
Sunday Morning

Tiller locked in neutral
Boom offset on quarter
Outhaul tight to keep leech open

And most importantly,

Concentration



LOOK OUT....JANUARY IS JUST AROUND THE CORNER
IF YOU ARE AN NSCA MEMBER THEN PLEASE **RE-JOIN**
IF YOU ARE NOT A MEMBER THEN PLEASE **JOIN** AND BE
PART OF AN AMAZING CLASS ASSOCIATION



IF YOU ARE A MEMBER THEN YOU CAN CLICK AUTO-RENEW IN YOUR WEBCOLLECT ACCOUNT

IF YOU ARE NEW TO THE CLASS THEN PLEASE VISIT solosailing.org.uk

MERRY CHRISTMAS AND A HAPPY NEW YEAR

Next Issue Jan 2022

Capsize Recovery and
most importantly,
Capsize Avoidance



Hull Colours
Finally becoming popular



First Time in a Solo
Rachel Gray (Rhodes)



Mast Rake
Is more rake faster?



ILCA Champion Jon
Emmett on Solo
Comparisons



Ted Bakker talks Solos
in the Netherlands

