

Solo Interactive



Mark Lee
giving it 100% at WPNSA 2019

Close Encounters of the Solo Kind Parts 1 and 2
Capsize Recovery
Mast Rake...More or Less

North Sails Mast Rake
2021 Review
Dutch Solo Scene

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Strictly Solo

Charlie Cumbley pulling off one of the hardest moves on the dance floor.

It is Day 2 and Race 5 of the 2019 National Championship at windy WPNSA.

Second overnight behind Andy Davis, Cumbley leads the fleet up a penal beat which would leave some with PTSD and then extends down the first reach, the sun picking out his blue rash vest as the wind increases to 30 knots.

Showing complete commitment, the North Sails jockey keeps his Solo in perfect balance, his footwork impeccable, his eyes fixed on the Glitter Ball.

Cumbley went on to win race 5 and followed up with 2 more bullets on the final day to secure his eighth National title.

Judges Score

10

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Editorial

Will Loy

So, we have made it through a slightly blighted 2021, let us hope that we can put global pandemics aside so we can concentrate on the racing in 2022.

The calendar is packed full of exciting regattas across the UK while the highlight for many will be the return trip to Carnac to contest the Nation's Cup.

The RYA Dinghy Show will be at Farnborough and the NSCA will be in attendance of course, displaying the new Demo Solo, a massive thank you to our sponsors, Winder Boats, North Sails, Superspars, CB Coverstore, Allen, Noble Marine and Dinghy Shack who made this possible.

A big 'thank you' to the Salcombe Solo fleet who got together over a feast of pheasant and mead to discuss capsizing avoidance and if it all goes Pete Tong, recovery. I wish, and as it is Christmas I am allowed one, that other Solo fleets across the UK take a leaf out of team Salcombe's book and organise similar evenings to discuss Solo stuff and send it to myself for inclusion into SoloInteractive.

The interactiveness of the mag is a feature we want to utilise regularly and you all have mobile phones so do please take short videos of cool innovative Solo related themes and send them to me as whatsapp's or Facebook posts and if you are too slow at typing, audio files of interviews with your club race winner etc.

My head is not short of material but as we move through the quiet months it may become repetitive!

Merry Christmas and Good Tides for 2022



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Mark 1;

- Maximum waterline length, minimum rocker and minimum beam
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Mark 2

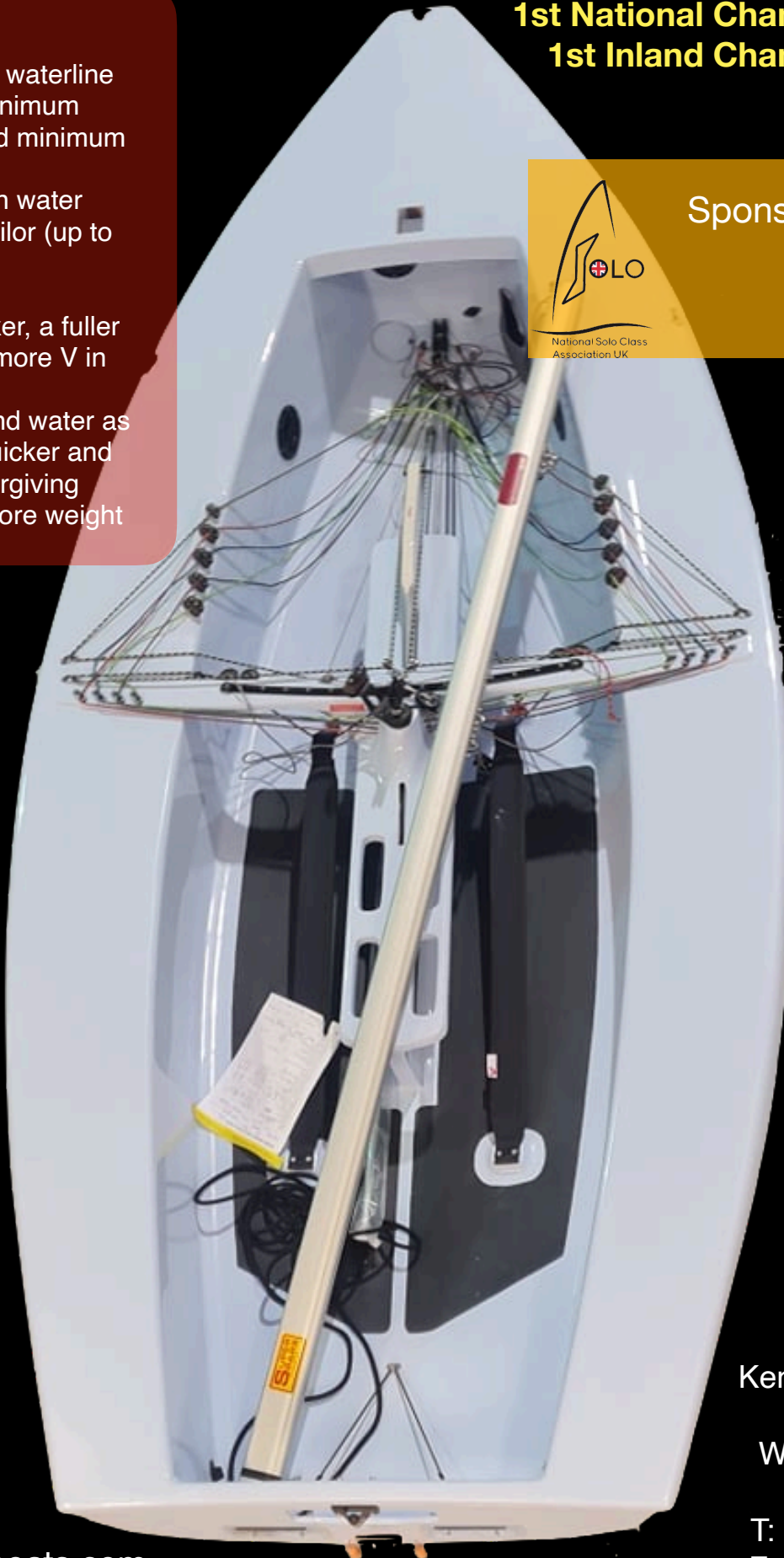
- More rocker, a fuller bow and more V in the hull
- Suits inland water as it tacks quicker and is more forgiving
- Carries more weight

1st National Championship 2021
1st Inland Championship 2021



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Close Encounters of the Solo Kind Part 1

Jon Emmett, elite ILCA sailor, world class coach, on his first experience in a Solo



When I think back on my time in the Solo, the thing that strikes me the most is what a friendly class it is.

One of the things we have in the UK is an awful lot of different classes, and we are very lucky to have that and it means that everybody has a boat that is suitable for them and I think one of the things I noticed is that you can have a variety of people sailing the Solo across a really wide demographic. So you get some classes that attract elite sailors, some classes that attract novice sailors and some classes that attract junior or youth sailors. Of course there are classes that attract a spread but the spread in the Solo is really good and actually I cannot think why I have done only one event. It's sort of like the car advert, "it's the best car you have never heard of" not mentioning any brand names.

And that is actually far from the truth, the social media and publicity side for the Solo class is just amazing. I cannot imagine how I missed it so completely up to my first sail.

Now the thing I do regret is probably not sailing the boat more, I think that is true of any class of boat, the more time you put in the better your results. It is a tricky boat to sail well, I think it's an easy boat to sail but a tricky boat to sail well and I really enjoyed my time at the National Championship at Weymouth and Portland Sailing Academy, the Olympic venue.

I am obviously biased, that is my home club and it is a very good sailing venue which is why we have the Olympic Games there. It was a really well run event, I think my overwhelming memory was just how friendly the class is. I had everything set up for me (the borrowed boat) and people were really keen to see me on the race course, I wish I had just been slightly further towards the front of the fleet.

The boat handling was an interesting aspect and I think that is true of any class, it is really important to get out there and practice, especially if you sail in medium to fresh conditions but yes it was fun. And I think that brings me on to an important point that the Solo can tolerate a very wide range of weights. You see ex Topper sailors to ex Finn sailors where people come from other classes and you choose your mast and your sail and even your rig set up based on your body weight, your fitness, your sailing style and where you sail and that means that one hull can cater for a very wide competitive weight range and you see that in the boat park.

If you line people up you might not guess that they all came from the same class and that is the big difference rather than people optimising for a particular body weight for a certain class. With the Solo you can optimise your rig and that is why sailors stay in the class for a very long time and as I said, a super friendly class.

I really recommend the Solo to anybody, with so many fleets around the UK and if you check out the social media platforms, they do a really good job. I think all classes found it a little bit difficult during the worst parts of the pandemic to get racing underway but I am sure the Solo will be one of the classes that just goes from strength to strength.

I do look out for another opportunity to jump back into a Solo when my coaching schedule allows it



Stayed and Unstayed Rigs

There are actually far more similarities between hiking single handers than there are differences and good technique in one is easily transferred to the other. I think the main difference is obviously having shrouds and this means you can adjust the mast rake, and if you like, the mast stability in a boat that has shrouds as opposed to an unstayed rig such as the ILCA.

So this means in a Solo you have a good starting point for whatever the wind range is before you even start adjusting the sail controls. It also means you can get the rig that is optimised to your body weight and sailing style which may be venue dependent.

For example, light winds, flat water, inland, large ocean swell or the wavy choppy conditions which we enjoy in the Solent.

That is one of the lovely things about sailing, every day can be different and that is why you need to do these small adjustments. So, Upwind, really important to get that set up done before you do the sail controls and then I think afterwards, the sail controls are more or less the same as any class.

Two Factors

Upwind

Having the centre of effort over the centre of lateral resistance and that means you have minimal corrective steering required when the boat is flat and this is also about controlling the power.

So if you can have just enough power that is perfect. Too much power creates extra drag, too little power and you are going to struggle getting through the sea state or point effectively.

Downwind,

Again it's the shrouds which make the difference. If you have an unstayed rig you can let the boom further forward and that means you can sail, if you like, a harder by the lee angle. So when we think about apparent wind, if you are sailing by the lee and you are surfing on a wave, you accelerate and you want to make adjustments for the apparent wind you can just let the sail out and carry on in a completely straight direction which is hopefully optimal for the wave.

You obviously cannot do this in a stayed rig such as a Solo because the shrouds will limit how far forward the leach can go so when the apparent wind comes you actually need to head up and sail a deeper angle to take account of that apparent wind when you are by the lee. Of course on a broad reach the opposite is true and it's just a case of bearing away in the gusts where you accelerate.

So, I think stayed and unstayed rigs are very similar in their overall style of sailing, the key thing is to get the rig set up correctly onshore for the conditions on the day and that means getting a good and reliable weather forecast and perhaps keeping your head out of the boat for what you think is likely to happen once on the water.



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Mark Maskell blasting out of the bag at Salcombe Spring Regatta 2021 while ahead, Tim Law sits becalmed.

Welcome to Salcombe





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Ted Bakker Checks Out The Dutch Scene



Now that we find ourselves in this pandemic for well over 2 years, it's time for a quick update from The Netherlands.

Solo fleet

Yes, the solo fleet has been snowballing, and a wide variety of sailors from all over the country have joined our magnificent class. For instance,

Pim van Vugt, 6th in the 2020(1) Olympics in the 49er class. Since the last nationals, a two-time Champion in the Solo Class. His motivation is plain and straightforward: Having fun on the water whilst racing in a large, competitive fleet.

The Kuipers brothers, owners of a successful sailing web shop and Rooster distributor, among other brands. Until the Nationals, the majority only heard rumours about their excellent performances in the Solo. Finishing 4th and 6th in their first Nationals and the first big event really showed their talent. Being Paul Dijkstra's nephews might suggest it runs in the family.



Many more sailors have joined the class, but I want to conclude with my little brother Maurice! Once a promising young talent and Dutch Champion in the Cadet class, his performances dropped after visits to Amsterdam and all of its temptations. I am of course referring to alcohol and partying, not the other attractions A'dam has to offer. (at least as far as I know).

It took my father Roel and myself some persuasion, but in the end, he decided to join the class in a new Winder MK1. Personally, I'm thrilled to sail with and compete against my father and brother, with whom I share the love of the Solo and sailing in general. Last Nationals, we posed with the Dijkstra brothers and their father Dieuwe, who also joined the class! A double father-and-sons in one class.



Hotspots

We all know Medemblik is where we compete against the British most often. However, a few other hotspots are worth mentioning.

If it wasn't for COVID, at least 5 Dutchies were planning on competing at the Nationals in Mount's Bay this year. Unfortunately, we couldn't make it happen, but it has inspired us to train at sea next season! **Scheveningen** is the place to be. It is not confirmed yet, but there is a possibility that the Solo Class will race the North Sea Regatta!

Our own Nationals were held in **Sneek**, and it proved to be an excellent venue for a National Championship. In the past years, a few enthusiasts pushed the fleet at Sneek to an all-time high amount of sailors now active there!

We also couldn't welcome our British friends the year before, and the Nationals were held at WV Randmeer on the **Veluwemeer**. A lovely venue and right in the middle of the country max. A 1-hour drive for all.

New Builder/ New Sailmaker

For him, a dream come true! Paul Dijkstra has finally built his own solo and competed during the National Championships. 2nd place!

It is uncertain if more will follow, but it is always great to see a new Solo with new specs!



Zeilmakerij Molenaar introduced a new solo mainsail!

Molenaar is a very experienced sailmaker and the new mainsails are the new weapon of choice for great sailors like Peerke Kortekaas, Menno Huisman, Peter Jansen, and many more!



2022 Season

I want to conclude with the racing dates for next season! Let's hope to meet up with our UK friends and show what we have learned over the past two years! The competition is more fierce than ever, and the overall level of the fleet improved a lot. Some of us decided to train all winter to be in absolute top form during the first meetup in Medemblik.

- 13th-15th of May: Springcup in Medemblik!
- 18th-21st of June: Nationscup in Carnac!
- 16th-19th of July: UK Nationals at South Caernarvonshire Yacht Club!
- 16th – 18th of September: Open Dutch Championship at Workum!

I am very much looking forward to seeing you all on the water and at the bar afterwards at these different venues. If the North Sea Regatta is confirmed, consider a visit! Scheveningen is not too far and great socials!

See you soon!

Ted
NED 649

Ed; The UK and Portuguese fleets look forward to seeing you all in Carnac 2022, hopefully!



What a Feeling

Marc Dieben

Blasting downwind at Lake Garda 2018



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great sailing season for 2022!*

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NW Series 2022

Hello fellow NW solo sailors, myself and Justine have taken over as the Northern area reps and we'd like to invite you take part in the 2022 NW solo circuit and make it a great success.

We hope you can all take part in the forthcoming series and we'd like to make it a successful year and have as many qualifiers as possible.

Myself and Justine are both members at Burwain Sailing Club and have sailed various dinghies in our time there. We both love the solo and the NW series as it provides good close racing wherever you are in the fleet and obviously good camaraderie, on and off the water.

Burwain SC 3rd April
Shotwick SC 23rd April
West Riding SC 8th May
Bassenthwaite SC
Northern Area Championship 14th and 15th May
Redesmere SC 21st May
Hollingworth lake SC 29th May
Ogston SC 11th June
Carsington SC 2nd July (joint North and Midland)
West Kirby 14th August (sea venue)
Leigh and Lowton SC 17th September
Royal Windermere 25th September
Budworth SC 8th October.

12 meetings 5 to count



National Solo Class
Association UK

Hope to see as many as possible in 2022

I am still waiting to hear from West Kirby
on an event to be run on the marine lake.

Innes Armstrong/Justine Davenport

Your New NW area rep trying to keep the boat flat'



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Close Encounters of the Solo Kind Part 2

Expert Merlin Rocket and Scorpion Crew Rachel Gray (Rhodes) sailed her first ever Solo event in September at the Inland Championship.



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Weapon of Choice

Boon (Ovi) 2014
Selden Zeta
North P2

Helm Weight 68kgs

Helm Height Tall



A photograph of a sailboat on the water. The sail is white with blue numbers '586' and '822' on it. A man in a black jacket is visible on the boat, leaning over the side. The background shows a rocky shoreline and a forested hill under a cloudy sky.

MASTS and MAST RAKE.....

More of Less

A brief ramble about the history of Solo rigs and the dark art of mast rake

Ian Walters used the D+ North P2 at the EOS

First the History

The Solo has seen quite a few developments over the years, the introduction of alloy spars in the early 1970's was arguably a major advantage on the wooden ones built by the likes of Collars who still produce Sitka Spruce spars and oars for many traditional classes. One of the big advantages of alloy is the consistent mast bend which is dependent on spar shape, dimension, composition and thickness.

Alas, the early Solo alloy spars were built by Proctor and Holt and the mast bend characteristics were inconsistent at best. The Proctor mast was easily identifiable by the gold anodising. Needlespar, with its easily recognisable black tip entered the market with a Solo section and this soon gained traction through the fleet and was used to win most of the Championships in the late 70s.

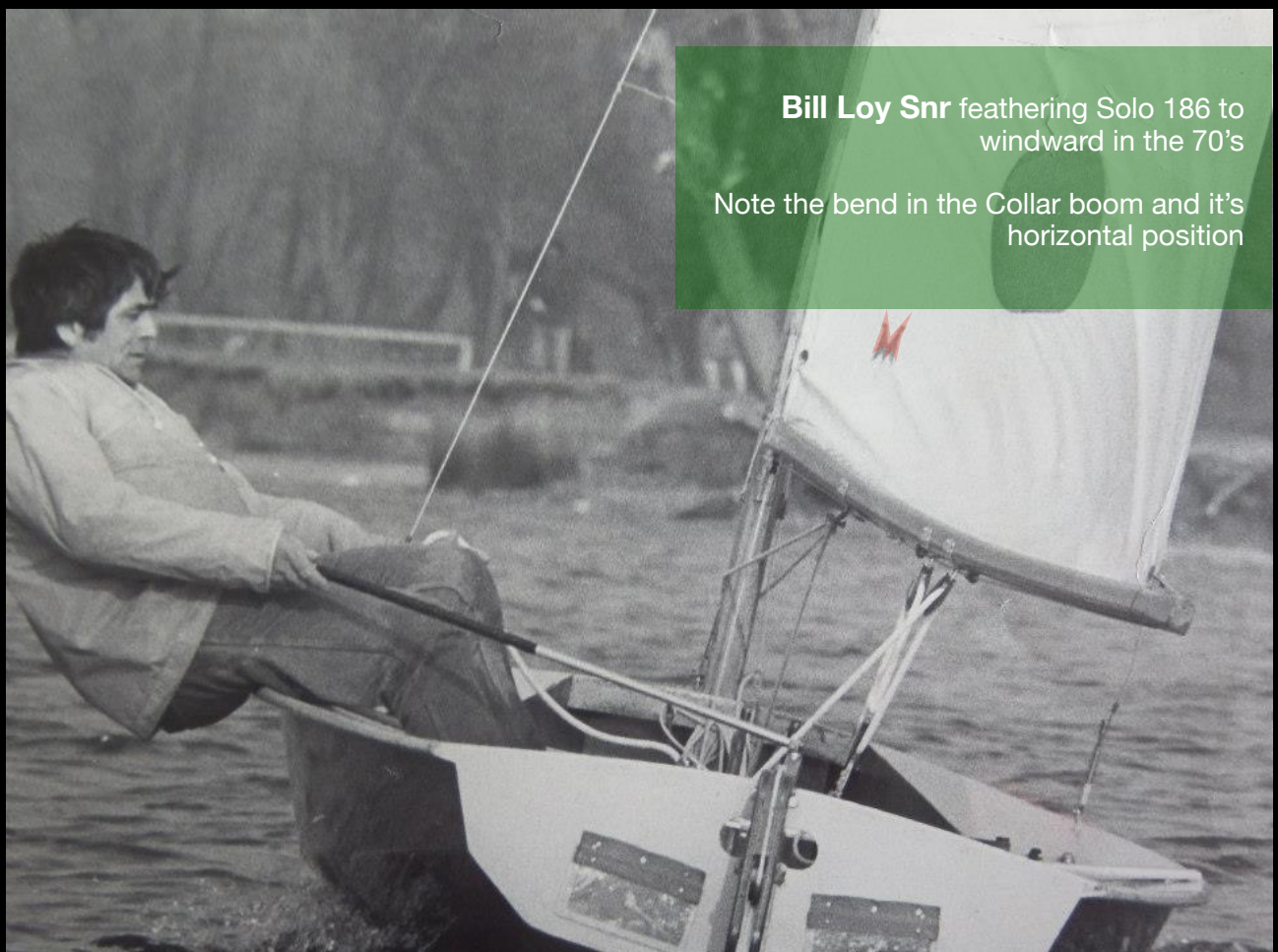
Needlespar had a strong Olympic pedigree, the Finn class was a big fan as the construction of tube with external track and the reduced wall thickness enabled some customisation and control of the unstayed rig. Though the Solo rig is stayed there is still wiggle room, certainly above the hounds to incorporate a softer or firmer section depending on helm weight/conditions.

Needlespar were still holding favour into the early 1980's but Proctor and it's C section was finding traction and this would become the dominant force until Superspars entered the ring with the M1 and M3 sections. The Needlespar/Batt sail combination had been a game changer, the large roach of the Mountfield replaced with a much finer entry and large lens foot, giving a better pointing angle upwind and more power downwind. Musto and Hyde also developed a sail that was well matched to the Proctor C in the hands of Ken Falcon. Incidentally, Ken had as many wins with the Proctor C/Batt as he did with the Hyde, 3315 the Lovett built 'Pogs' remained the one constant.

There were other manufacturers, Boyce Spars and Holme Spars produced a super stiff section favoured by the likes of the late great Martin Lambert while Delta Spars produced a triangular shaped section which had an extremely thin top part. This was only brought into measurement by fitting thin aluminium fins to the sides. I think our Chief Measurer then, Frank Mountfield must have been on a day off when that was deemed legal.

Superspars were the prevalent manufacturer into the late eighties and early nineties, the softer M1 section suiting helm weights up to 90 kgs, the Bond brothers had much success with them while the M3 enjoyed favouritism with the larger Tony Cook like helm. Just to clarify, Tony would race his Solo in the coldest of weather in just a short sleeved wetsuit, such were/are his natural thermal properties.

Wavelength Designs came on to the scene in the mid nineties, Graham Scott developed the rig implementing all his Contender Class experience, winning the 94 Championship Abersoch and this found favour with the lighter helms, such was the flexibility of the rig. Past Class president Mike Ball won two Nationals races in 2007, proving the longevity of this rig.



Bill Loy Snr feathering Solo 186 to windward in the 70's

Note the bend in the Collar boom and it's horizontal position

The Selden D+ came on to the market in 2008, matched with the latest North laminate sail and marketed by Steve Boon who developed an FRP hull which would win all the major Championships up until 2013. The D+ with it's unusual bend characteristics, bending sideways near the gooseneck allowing the leach profile to remain under control continues to be a popular choice but Superspars have launched the M2 which is gaining traction in the fleet. The 2021 National Championship was won by Andy Davis and the Inland Championship was won by Chris Brown, both using the M2.

Now you are up to date, let's move on to mast rake.



Determining Factors

Bulkhead Position

Historically the bulkhead was positioned at section 1 (the hull has 5 stations, section 5 is at the transom, section 1 is at 3050 from back of transom). Pretty much all Solos up until the mid eighties were built to this specification before Tony Thresher began experimenting on some of his builds, initially tilting the angle of the bulkhead forward at the floor, thus the mast foot and increased rake.

Mast Gate Position

The determining measurement is from **back** of transom to **back** edge of mast gate which is, off the top of my head 2921. Those with wooden Solo ownership history will remember taking a file to this area to gain vital millimetres. Later fads included cutting the metal from the back of the alloy mast but this did result in mast breakage increases!

Mast Foot Height

Bob Beckett, back in the early eighties was the first to increase the height of the mast foot which had the effect of increasing mast rake, a few centimetres at the base equates to many more at the mast tip.

Achieving Rake

So, back in the day, the datum for back of transom to front of mast was 3049. The boat was balanced upwind with the centreboard **fully down**, the centre of effort, over the centre of lateral resistance.

Forestay

Of course the Solo has the benefit of shrouds and forestay and these allowed the rig to be tuned for the wind conditions. The forestay does not affect rake but it does affect mast bend. That is a whole other article.

The era of wooden spars was experimental, sanding the mast to provide bend would be a game for the brave and regular varnishing was paramount to maintain strength. Of course there were benefits, the prominent one being its natural buoyancy.

The introduction of alloy and the development of sails which had a finer entry, moving the centre of effort back was the catalyst or mast rake development and builders really started to ensure the mast gate position was max at the back. My first recollection of mast rake exploitation was on the Utterly built Solo of Simon Cray 3406, he won the 1984 National Championship at Brixham. Thresher was just starting to build his Solos and my first one, 3604 had the tilted bulkhead and this, matched with a Superspars M1 and Performance sail (Jon Clarke) was super quick. I actually purchased her again a few years ago and the transom to bulkhead measurement was 3060, in its time extreme.

The modern pre FRP Solo design as built by Miles, Gosling, Ledger, Crawshaw etc all benefitted from the bulkhead development and all FRP hulls have followed similar lines. Of course, the determining factor is the ability to get under the boom and the amount of weather helm rake induces.

The technique of raising the centreboard to balance C of E over C of L is used widely now and uphaul/downhaul systems are pretty standard across the fleet.



Steve Denison
displaying the art of tacking



Solo 6000 going upwind at the 2021 National Championship in the hands of Doug Latta.

Doug would lead to the top mark, rig fully raked, centreboard raised.

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Charlie Cumbley

Mast Rake

Will asked me to pen an article talking about mast rake in the Solo and how it has evolved and why it has changed and become more popular to sail with more mast rake in recent years. This got me thinking a little more about what has changed on the boat over time, as all these various factors I will mention in this article have an effect on how or why the increased mast rake has become fashionable.

Now my knowledge of the history of the class isn't great, but just after the black and white days when I started Solo sailing in 2008, the class had just allowed the bulkheads to be moved further forward in the boat. Up until this point in time, the bulkheads were further aft which meant that when you measured your mast heel position the traditional way from transom to the front of your mast when in position, the guide line was around 3050mm (give or take a couple of mm). On the newer boats, you could get this to around the 3065-3070mm position. In fact, I think in the most recent boats you can move the heel even further forward than this, although in recent seasons I haven't really had a chance to play with this - maybe something for 2022...

So what does mast rake actually do?

Make the boat a bit sexier looking upwind? Arguably, but it's probably not the most important factor! The main reason you adjust mast rake is to affect the balance of the boat whilst sailing upwind. No matter what has happened to the boats that I mention above, ultimately, it's the forestay length that will decide at what rake your mast will be set; the ability to move the mast heel forward in the boat helps, but in a different way which I will get to later. By moving the sailplan aft in the boat, you are moving the centre of effort back as well. The closer you get to the centre of resistance, in layman's speak, the more you rake the mast and the closer the centre of effort of the sail gets to the centreboard. This is where the centre of lateral resistance is, and the more you do this, the more weather helm you create. Conversely, the more upright you have the mast, the more you move the centre of effort away from the centre of resistance and you reduce the amount of weather helm - by doing this to the extreme, you would end up with lee helm.

In an ideal world, balance-wise upwind you would setup most 'traditional' boats with a little weather helm; 3-4 degrees of positive rudder angle (to windward of the centreline) is a go-to ballpark angle which balances the lift to windward (or in reality the reduction of leeway) produced by this angle against the increase in drag. More angle than this means more drag. Less angle than this means less lift.

So what does this mean in a Solo? Well, in my experience, the Solo is set up with a very light helm, assuming the boat is sailed flat with the sail trimmed correctly but that is an entirely different discussion! So, by adding more mast rake, you help to increase the amount of positive helm/rudder angle. This is one of the reasons why you want to sail heeled in these very light airs, to create some feel on the rudder. Once there is some breeze, this rake allows you to sail the boat flatter, lower down the wind range whilst still having a positive rudder angle. This results in more lift, which means less leeway, which means better tracking upwind, which means you are likely to get to the windward mark in good shape, which means you could well win the race and win the cheers and respect of your peers!



As it gets windier, this extra mast rake also means that you get to lift the big centreboard up more and more to help balance the boat as the centre of effort in the sail moves aft. This just means you are dragging less foil through the ocean for any given condition, as more of it hides back up into the centreboard case.

BUT, I don't think this is the only reason it has become popular...

At my first Nationals in 2008 in Torquay, I was using a laminate sail (we were just in the advent of these new-style sails becoming the norm). At that time, I would guesstimate less than 30% of the fleet were using these laminate sails, with the majority still using dacron sails.

The laminate sail I was using, and still use today, used Technora yarn to create a light but very strong sail - these sails are more stable than the traditional woven polyester dacron sails. Due to the increase in stability, these modern sails prefer to be used on stiffer mast sections, simply because they don't have the inbuilt stretch of the dacron sails. This is why I think what we have done with moving the heel fwd in recent times has been popular. I will explain more shortly.

When I first heard that I was going to go Solo sailing for North Sails, I did some research with some of the past and current sailors back then, and one of the common themes was when sailing upwind, you NEVER use the kicker but instead, use the mainsheet and and traveller. I wasn't convinced and in any decent breeze, I instantly preferred sailing with kicker. Like you would in a Laser, this 'vang-sheeting' bent the mast and flattened the sail when I needed it which was great and meant I was always one of the quickest in the stronger breezes and this was a key part of it. However, it also means you need to be careful to control mast bend so you don't overbend the mast and create a sail that is too flat, particularly in the lower sections because of the amount of lower mast bend due to the kicker pushing the gooseneck forward and bending the mast.

And this is where moving the mast heel forward has helped and why we now suggest a mast rake measurement in tuning guides instead of the old setup which traditionally was to push the mast to the back of the mast gate onshore and your forestay should be just coming into tension.

I'll try to explain... The mast gate at deck level on the Solo is fixed and there is a max. length in the rules and the position f/a on the deck is closely limited. Unless you are sailing in very light conditions, as soon as there is some breeze and any mainsheet or kicker tension, the mast at deck level will move forward until it hits either a mast chock, or the front of the mast gate. But by moving the mast heel forward (and not adjusting the forestay length), you are effectively straightening the lower mast, the exact part you are struggling to control when you apply kicker. By doing this, you move the bending forces higher up the rig and flatten the upper part of the sail before the lower part, which is a great thing as you are reducing the drag up high whilst maintaining the power you need low down and thus reducing heeling forces and all this good stuff.



In conclusion, I believe the additional mast rake creates a better balanced boat through the wind range. The option to now have the mast heel further forward creates an artificially stiffer lower mast section which suits the modern stable laminate sails - win-win.

PS. Of course, what I haven't discussed is the detrimental effect of rake on downwind performance, and how it makes it harder to tack! I think the mast rake we recommend of 5940mm is a good balance. So for those of you who are short tacking on shifts on small ponds or against the current on rivers and estuaries, this extra rake may just prove more of a hindrance when trying to tack nicely, and you can now have that discussion at your Christmas party, sailing club bar or wherever else you are able to put down an opinion as to why rake does or doesn't positively affect your Solo sailing. As the old saying goes, there is always more than one way of skinning a cat!

Good sailing in 2022 and hopefully see some of you on the water in a Solo soon.

Charlie



Watch a Charlie Cumbley
Upwind Masterclass
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Date Line for the 2021 Solo Season

Feb 1st

Entries open for the 2021 Rooster National Championship at Mounts Bay

Feb 14th

100 boat limit reached, a further 40 entries are put on a reserve list. Clearly with the pandemic still prevalent abroad, travel to warmer climates all but cancelled and all television and media outlets promoting tourism in the west country, it should have been no surprise, but it was.

The Solo class, historically, and by that I mean my recollection of 37 years of entering Championships, is that we do not enter until about a week before the event. Generally factoring in the weather forecast, the venue, whether the wife will let us go and finally, will our bodies sustain 6 days of racing.

Feb 27th

The RYA Virtual Dinghy Show took place.

Minzi, a wooden Gosling built Solo owned by Simon and Brenda Hoult won the Concours D'Elegance Award.

Simon commented, "We have always found the Solo class inclusive, regardless of age or experience of either boat or helm. We have been the youngsters in old boats, moving on to our first new boats (4157 and 4214), ageing with them as we have sailed other classes of boats, other builds of Solos, and introduced our children to sailing. We are the age now that we are considered to be the oldies on the Midland Circuit, but hearteningly many of those older generation are still in their Solos too!

"We have owned many different Solos as well as a variety of different classes of boat: rebuilt, upgraded, fitted new, bought due to nostalgia of individual boats, locations of events in any year, convenience around children, etc. However, Minzi has always escaped our whims of class change, mainly to hang on to the national social network that the NSCA offers us, but also due to the lack of financial value of an old wooden Solo, however treasured. But therein lies the appeal of the Solo fleet - 4214 is not at all unusual in being a competitive wooden boat and represents an extremely cost-effective way to enjoy fleet sailing at the widest possible selection of clubs in the country. Arguably a wooden Solo can prove easier to own for a sailor with just a little DIY enthusiasm, with scuffs and scrapes not requiring specialist GRP repair."

April

The sailing season finally gets underway albeit with various restrictions in place such as limited entries, access to changing facilities and restrictions on socialising. This last government guideline was greeted with some enthusiasm by members at King George Sailing Club who have long been fed up listening to stories in the changing room from Vince Horey on how unlucky he was.

What was clear was that club racing was booming, the usual travellers using the club to hone their skills and this injection of new blood would be welcomed up and down the country.

May

37 entries at Fishers Green which must have been a bun fight for the keen competitors. Alan Bishop won race 1 with Steve Ede 2nd and Vince Horey an unlucky 3rd. Race 2 was abandoned when the wind disappeared, I assume Vince was winning it at the time. Race 2 take 2 after lunch and Bishop took another win and the event. What was clear was that the Solo fleet were very pleased to be back on the circuit.

395 miles north and the Scottish fleet were contesting their first event for 18 months at Dalgety Bay and while the fleet was small it was formidable. None more so than Paul McCombie who took the win and confirmed he is good in both virtual and real world sailing.

Unfortunately there was no time to organise a Spring Championship so the first big event on the Solo calendar was the Salcombe Whitsun Regatta at the end of May which attracted 32 entries.

Three days of racing in some perfect conditions saw local Paul Ellis take the win from team P+B's Oliver Davenport and Tom Lonsdale with Tim Law and Chris Cleaves completing the top five. Incidentally, Cleaves had made a textbook start in race 2, I was indeed honoured to film remarkable start technique but normality was restored later when he almost fumbled a gybe...I got that on film too.

June

The Nigel Pusinelli trophy was contested by 26 competitors, some braving the tight Scottish border controls to get to North Berwick. While the winds were generally light, Oliver Davenport showed he has a variety of skills to take the victory from Jamie Morgan and Andy Tunnicliffe.

Chew Valley Lake hosted a one day Western Championship won by Nick Martindale while at Lymington Town, Paul Davis announced himself to the Solo class with a win in the two day Southern Championship which had a great turn out of 35 helms. The line up was strong, no less the attendance of the 2019 Nation's Cup Champion James Boyce who finished second from Simon Derham who could be one to watch in 2022.

The Vintage Championship attracted 21 entries to Leigh on Sea, 9 of these were visitors who had begged borrowed or already own a vintage Solo. The weather was kind and visitors filled the top three places, Chris Brown the victor in 4200, a Gosling Solo of true beauty. Local Essex boy Jonny Wells and Vince Horey completed the podium. The Class look forward to returning to Leigh on Sea in 2022 to contest another great event at a superb location.

July

A million miles away from the usual big events, Dittisham Sailing club, nestled in the upper reaches of the river Dart held their Open Meeting. This is a grass roots sailing club harping back to the days when I was young and spotty and full of dreams....sigh. Now then, the club boast as many female members as blokes, that must be a record and so it is no coincidence that Jon Clarke and myself are members. While the standard is generally beginner/intermediate, the sailors are as keen to learn as infants on the first day of school, So the day dawned and an unbelievable turnout of 32 sailors arrived to brisk winds and a strong tide. Andy Hyland took the win from Chris Meredith and Alex McKay. Andy commented that the PRO's advice on which way to go was completely accurate. We will ensure he does not do that next year. The result was a win for everyone but especially the home fleet who loved having the circus come to town.

Starcross Sailing Club based on the River Exe held their first open meeting since the early 80s and the 21 entries enjoyed some keen racing in the tidal stretch of the river. Paul Bartlett took the win from Paul Kelley and Alistair Glynn with Shaun Welsh a commendable 4th.

Jon Clarke negotiates the moorings at beautiful Dittisham



August

The 2021 Rooster National Championship was heralded as a success, being that we even managed to hold one in these challenging times. The 97 entries enjoyed light to moderate winds and sunshine across the week long event. Andy Davis was a worthy and popular winner with Tom Gillard possibly rueing the infamous race 3 debacle which has been mentioned in SoloInteractive 2. Paul Ellis, who had been on the pace all week (and first out of the gate every time) would finish third, counting a 21 as he was DSQ in the final race. Another story for the bar.

September

346 miles north and Leigh and Lowton greeted 27 northerners to their Championship which, due to the covid restrictions was a one day, 4 race bonanza. Unfortunately the wind was light and fickle but with 3 different winners over the first 3 races, race 4 would be the decider.

The windward mark had been moved and was now almost directly over a clump of weed, perfect.

Martin Honor took the vital win to add to his race 1 bullet, Innes Armstrong did enough to finish second overall from Steve Denison.

243 miles south east Brightlingsea held their Eastern Area Championship... for easterners.

23 entries and a nice force 3-4 would provide a tough and exciting test.

Piers Lambert did an horizon job in race 1 but Jamie Morgan won races 2-3 to take the title. Mention of Jarvis Simpson who had led race 3 up until he ran into another fleet which thwarted his chance to brag at the bar.

Inland Championship

72 competitors came to the start line to contest the 2021 Inland Championship and although Grafham Water initially looked like a mill pond, the breeze arrived and provided a good test for everyone.

Race 1 and Davenport in team P+B takes the win after a last beat shuffle as the wind went right. Chris Brown and Chris Jennings completed the top 3.

Race 2 went to Brown who was now in a great position to win his first Inland Championship after going close a few times. Robin Dawson and James Goodfellow completed the top 3.

Race 3 and Brown keeps a close cover on Davenport, his only challenger and although Davenport broke through at the top mark, the distance lost was too much and Brown would be king. The race 3 win went to Oliver Turner racing the NSCA demo boat, testimony to the quality of the sponsors equipment and the sailors talent.

Grafham were excellent, the wind was perfect and everyone felt alive. Next year a two day event returns and 100 plus on the line is a given.

Chris Jennings at full throttle



October

Salcombe hosted the Autumn regatta and 43 entries reflected both the historic love of the Solo there and the visual experience the visitors enjoy, though the actual sailing experience can be questionable.

Charlie Cumbley had held a coaching day on the Friday and must have got some sales out of it, certainly a good marketing strategy and an idea for other clubs to investigate. Pretty sure, HD Sails, Hyde and P+B would offer a similar service.

Paul Ellis was imperious, winning all 3 races over a weekend of generally light to 'pull your hair out' conditions which explains the thinning bonnets of the regulars. Simon Dobson and Cumbley completed a star studded podium and Salcombe sailors filled 7 of the top 10 places, highlighting their talent, tenacity and wealth.

Papercourt Sailing Club is also a hotbed of talent, and this is surprising to me as the lake is as uncomplicated as a sliver of water can be, in comparison to the skills required to navigate the Salcombe estuary, a doddle then.

Yet, the winner of the event was non other than club member and Nations' Cup Champion 2019 James Boyce. I would say that Papercourt, like gravel pits up and down the land has always provided a platform for sailors to grow, learn and execute perfect manoeuvres in a confined space and this, matched with the Solos performance, requiring finesse is why the Solo produces Champions from all the diverse locations in the UK. James won 3 of the 4 races with Simon Hammet 2nd overall with the metronomic consistency of three 2nds. Paul Robinson completed a clean sweep for the home side.

So, onto the Superspars EOS Championship at Draycote Water and 57 entries reflected the strength in numbers of the Solo fleets, it is also a similar story in the Netherlands. Ian Walters, who was sailing the Solo back in the nineties was a popular winner though I cannot think who would be an unpopular one. Andy Davis and Rich Pepperdine completed the top 3 and the excitement for 2022 was evident by the number of sailors saying they have ordered new Solos.

November

SoloInteractive is launched and 1200 reads in the first week is a good start, Interactive 2 has seen this rise to +2K so we expect the Solo Class presence across the globe to increase as the months go on and with 4 readers in South Korea and 1 in Oman, expect a Nation's Cup in Asia soon.





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#TEAMPB RESULTS 2021

NIGEL PUSINELLI TROPHY: 1st + 4th.

MIDLAND AREA CHAMPS: 2nd.

SALCOMBE SOLO OPEN: 2nd + 3rd.

HAYLING ISLAND OPEN: 2nd.

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

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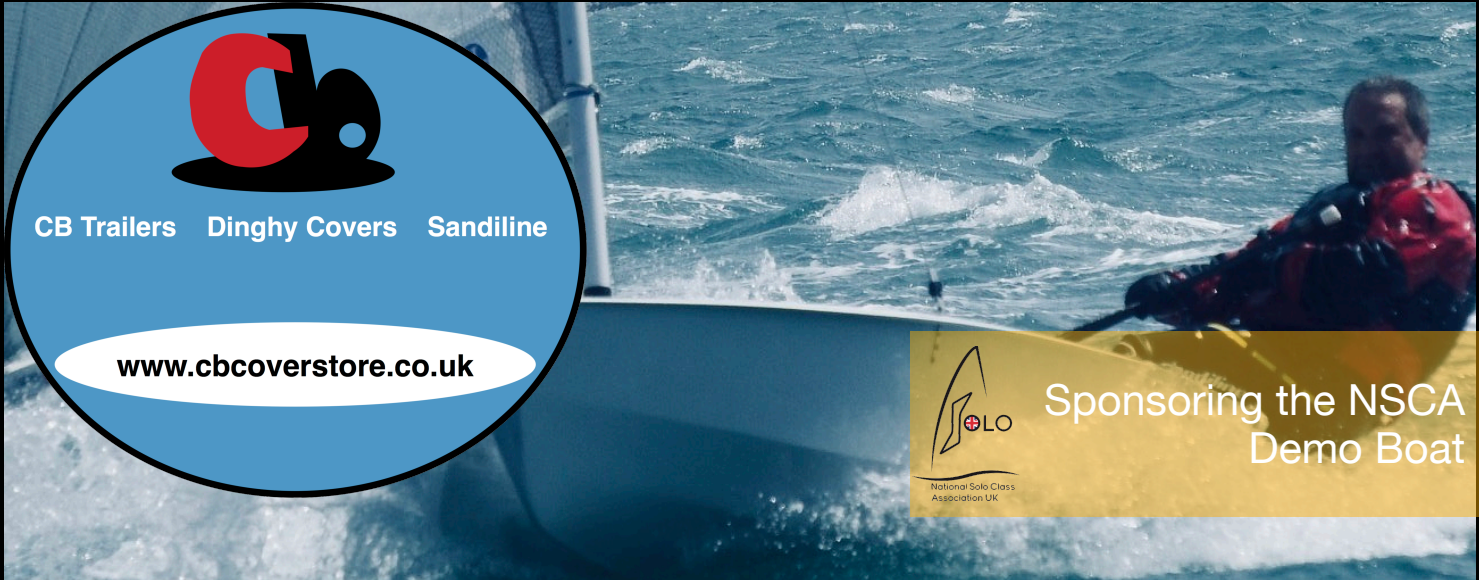
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The Salcombe Solo fleet brainstorm how to avoid capsizes and recovery technique if it all goes wrong



SALCOMBE YACHT CLUB

Will asked me to write an article on capsizing, on the basis that prevention is better than cure, and that I am only a mid-fleet journeyman, I consulted the brains trust of the Salcombe Solo fleet to elucidate around the kitchen table, Chez Law.

My thanks to Geoff Allen, Chris Cleaves, Simon Dobson, Paul Ellis, Tim Law for their wisdom and Bernadette Law for the soup, mince pies and beer.

The Beat

Avoiding capsize is nearly always about maintaining speed. The moment the boat stops whether sailing upwind or downwind, makes it difficult for the helm to react to gusts or shifts, so on the beat it is vital to keep the boat “on its toes”, this can be achieved by easing the mainsheet early in the gusts, and having some plate up to reduce weather helm.

When it is gusty or shifty, we all sail with less kicker and Cunningham than in steady conditions, particularly when we anticipate a big gust or shift arriving.

It is vital not to be “over kicked” going into or out of a tack. It may be worth having a mark on the kicker at the position that ensures that you don't bash your head, get stuck in irons or get knocked flat as you come out of a tack.

Once you have settled down after a tack you can snug some more kicker on.

Ensure that you commit to the tack and keep the boat flat by getting your weight onto the windward deck efficiently. Tacking in short wind against tide chop should be avoided. Look to tack in flat water or on top of a wave.

Tim emphasised the need to pick the best spot to tack in relation to other boats, in Salcombe this might also mean identifying a clear lane through moorings as well as racing craft.

Chris suggested that in particularly gnarly conditions you should think ahead and to take the easier opportunities to tack (or gybe) when they present themselves.

The Windward Mark Bear Off

The preparation bearing off at the windward mark should start early, with some rope management to ensure that the mainsheet is free to run out and is not wrapped around your toe straps, centre jammer or the coffee table.

Whilst other boats may determine your line into the mark, in windy conditions there is a case for over standing the mark slightly to allow a “wide in tight out” approach, which may allow you more directional and tactical options. At Salcombe this may spare you careering at great speed into rocks or up beaches.

Tim commented “if you don't get the entry right, the exit is going to be wrong, if you came into the mark highish, you want to be sailing dead downwind as you pass the mark”.

Before you attempt a windy bear off it is vital to ease the kicker to your downwind setting. If you get the chance ease the kicker as you fetch into the mark, followed by the Cunningham and inhaul (none of us adjust the outhaul). As you start the bear off lift your centreboard to you downwind position.



Running Downwind

We were agreed that the fastest and most controlled way of sailing down a run is “by the lee” and even in a Solo with shrouds this is both possible and preferable. You can sail extremely deep by the lee, particularly with the assistance of waves. Not only is this fast and presents more tactical options, but often enables you to reach the leeward mark with the minimum number of gybes.

David said “It is important to establish a comfortable amount of kicker and centreboard, I have a reference mark on the kicker, where the top batten is just forward or flicking and another mark on the centreboard at rudder depth, these are my default positions for running downwind”.

Chris said, “I am constantly looking behind for changes in wind strength and direction, if I am nervous, I pull on a little kicker and put down some centre board as my emergency handbrake”.

Paul referred to the Twiname counter intuitive approach of saving a death roll by pushing the helm down and sheeting in ... the author is not good at the counter intuitive! Paul also made a case for tightening the centreboard friction pad before setting sail on a windy day.

How do you Execute the Perfect Gybe on the run?

Effecting the gybe at maximum boat speed is key, but check behind you to ensure you are not going to gybe in a “black dog” gust.

If you are sailing by the lee you should come up slightly to stabilise the flow over the mainsail and maximise speed then bear off into the gybe.

Allow the mainsail to come across the boat on its own (Paul is looking for the leach to lift), as you go into the gybe trim the mainsail slightly, which will allow you to dissipate power after the boom has come across.

The key point is to commit to the gybe, look forward and maintain firm control by pointing the helm in the intended direction of travel.

Gybing whilst surfing at maximum speed down a wave makes this process much easier ... so if you get the chance pick a wave to gybe on.

Tim made the point that it often pays to get the gybe in early during the bear off past the windward mark where you are often travelling at maximum speed, he also emphasised the importance of practice, noting that he had watched Jim Hunt practicing gybes on a very windy day doing gybes around ever decreasing boxes, which can only give you confidence.

Steve Conroy leads
Tim Law into the gybe mark.



The Salcombe brainstorming team
take time out to digest the pheasant



Leeward Mark and Reach to Reach Gybes

The wide in tight out rule still applies, not only does this give you a good position up the next leg, but it also allows you to control the gybe as you square off to the mark. If you are really nervous you could reach to reach gybe with less kicker, this will mean that you can bear off more easily and when the mainsail has come across there will be much less power to tip you in, this style of gybe may be inelegant, but it gets the job done, and for those that know the Gerston mark at low tide will appreciate that this will avoid the mud flats to leeward.

Wearing Around

Wearing around is a percentage game that there is a place for, usually at the aforesaid Gerston mark, when you lose your nerve to the previous approach. There is no shame, remembering that you have to be "in it to win it", the key points to remember are, 1) that you need to sail well past the mark before completing the tack and 2) you don't want to make too much ground to windward before the tack to ensure that you have enough room to bear off on the correct side of the mark ... taking into account that 1) there will possibly be capsized boats in your way and 2) you are likely to be on port tack and will have no rights!

Chris suggests that you might be better going for the gybe, just as long as when you right the boat you have rounded the mark!

Capsize Recovery

If all of the above advice fails to keep you out of the briny, then here is some advice from your expert panel. Unlike many types of dinghy if you capsize a Solo you are unlikely to be able to climb over the boat and onto the centreboard without turning the boat turtle and in the unlikely event that you pull the manoeuvre off it is likely to result in a boat that is full of water.

So, when you have capsize you are better to resign yourself to going in the water, working your way around the transom, pick up your righting line (if you have them) and then to the centreboard, best not to lose contact though, or you will be looking at your Solo from afar!

If you get an early opportunity then make sure that the mainsheet and kicking strap are un-cleated and that the centreboard is down, time doing this will save time later and make recovery easier.

Geoff highlighted that like many of the Salcombe fleet he has fitted a crotch strap to his buoyancy aid, which stops it riding up, making reaching the centreboard from the water and re-boarding easier.

Simon pointed out that holding the head of the sail out of the water while the boat is on its side allows the rig to align to leeward, which should prevent a second capsize after righting.

David, who is less patient advocates the San Francisco roll, a quicker solution if you know that the boat is going to capsize on top of you, but not recommended for the faint hearted, and not so good if the boat stays upright mid roll.

Mark Maskell
goes down the mine



THE TOP TIPS



Geoff Allen

“In heavy weather sail conservatively, it is better to stay upright than to swim”

Chris Cleaves

“Downwind it is all about and centreboard and kicker, get those two right and you will get to the bottom mark”

Simon Dobson

“In heavy air upwind the greatest risk is when coming out of a tack, concentrate on getting across the boat quickly and keeping the boat flat when coming out of a tack”

Paul Ellis

“Practice sailing by the lee, it is critical, it is also critical for staying upright downwind”.

David Greening

“Calibrate the kicking strap and the centreboard so that you have reference points for your safe positions”

Tim Law

“It is all about the gybe, practice and commit.”



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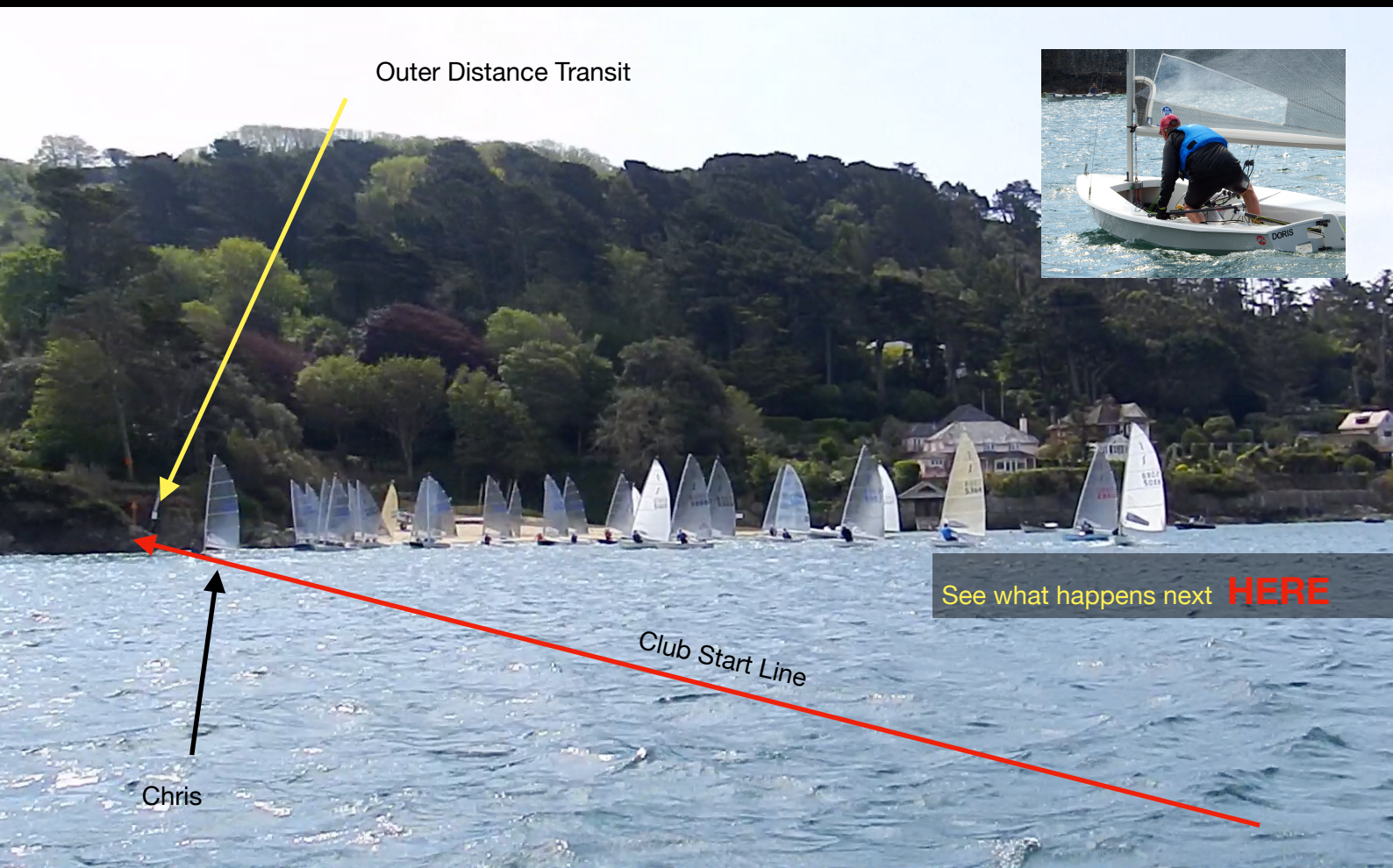
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Chubby Nails the Start

The Salcombe Spring Regatta 2021

The tide is on the way out and the fleet are lining up as the seconds tick down to the start gun. Salcombe always use the club line to start and the outer end is just visible on the bank, defined by the orange triangle. Chris 'Chubby' Cleaves is leaving it late and is sailing toward the pin end but surely there is no space?



To be honest, I witnessed this start and I was keeping one eye on Chubby who had tacked quite close by with about a minute to go and I thought he had lost the plot. He seemed very relaxed as he sauntered down the line towards the melee of Solos which were all vying for position on the far bank. I caught the start on video, this is Chubby's explanation.

"It's a tried and tested technique that works both ends of the line belonging you are starting against the tide.

In this instance the beach side was favoured as it gives you several options. If you get it right you can hold the starboard tack from the line up to the ferry landing, when you might get the starboard lift out of Southpool to take you into the slack water under Snapes.

If you loose your lane due to a boat under you, you can tack back to the Portlemouth side for less tide, tack on the shore and wait for the starboard lift, if it doesn't come, keep short tacking up the shore then cross by the fuel barge.

In this case if I remember, the right the lift came giving a nice lift plus a Lee bow effect with the tide coming out of the bag.

When there's a big fleet, especially with a good mixture of non Salcombe boats, there's a tendency for everyone to find their place on the line with a 20 seconds or so to go and get nicely lined up. As the tide is going out, to maintain their place they have to sail forward slowly against the tide. What happens the fleet slowly goes forward and to leeward like a line dance. Therefore those who have pick their place close to the beach early now find themselves several metres further out. With ten seconds or so to go there is a nice triangle of clear water between the first boat out and the beach, ideal for a Chubby to nip into.

Although it looks a high risk strategy, there are several practitioners of the art within the club and is used frequently in club racing. "

Ed: Chris Cleaves went on to lead the race right up until the last ten yards when Oli Davenport pipped him.



Winters
Carsington Sailing Club
Super Series ,

SATURDAY, FEBRUARY 19, 2022

Hayling Island SC Open
Hayling Island Sailing Club
Southern Series , Sea Series ,

SATURDAY, MAY 21, 2022
TO
SUNDAY, MAY 22, 2022

Broadwater SC
Broadwater Sailing Club
Southern Series ,

SATURDAY, MARCH 5, 2022

Redesmere SC
Redesmere Sailing Club
Northern Series ,

SATURDAY, MAY 21, 2022

Bough Beech SC
Bough Beech Sailing Club
Southern Series ,

SATURDAY, MARCH 26, 2022

Lymington Town SC Open
Lymington Town SC
Southern Series ,

SATURDAY, MAY 28, 2022

Banbury SC
Banbury Sailing Club
Midland Series ,

SATURDAY, MARCH 26, 2022

Hollingworth Lake SC
Hollingworth Lake Sailing Club
Northern Series ,

SUNDAY, MAY 29, 2022

Burwain SC
Burwain Sailing Club
Northern Series ,

SUNDAY, APRIL 3, 2022

Salcombe YC Open - Results not included
in Western Area Series
Salcombe Yacht Club
Western Series ,

THURSDAY, JUNE 2, 2022
TO
SUNDAY, JUNE 6, 2022

Tata Steel SC - Welsh Championships
Tata Steel Sailing Club
Western Series ,

SATURDAY, APRIL 9, 2022
TO
SUNDAY, APRIL 10, 2022

Pusinelli
Weymouth and Portland NSA
Super Series ,

SATURDAY, JUNE 4, 2022
TO
SUNDAY, JUNE 6, 2022

Barn Green SC
Barn Green Sailing Club
Midland Series ,

SATURDAY, APRIL 9, 2022

Chew Valley Lake SC Open
Chew Valley Lake Sailing Club
Western Series ,

SATURDAY, JUNE 11, 2022

Shotwick SC
Shotwick Lake Sailing Club
Northern Series ,

SATURDAY, APRIL 23, 2022

Midland Area Championships -
Northampton SC
Northampton Sailing Club
Midland Series ,

SATURDAY, JUNE 11, 2022
TO
SUNDAY, JUNE 12, 2022

Bartley SC
Bartley Sailing Club
Midland Series ,

SUNDAY, APRIL 24, 2022

Spinnaker SC Open
Spinnaker Sailing Club
Southern Series ,

SATURDAY, MAY 7, 2022

Spring Champs
Felpham Sailing Club
Super Series ,

SATURDAY, MAY 7, 2022
TO
SATURDAY, MAY 7, 2022

West Riding SC
West Riding Sailing Club
Northern Series ,

SUNDAY, MAY 8, 2022

Dutch Spring Cup
K Z & R V Hollandia
Super Series ,

FRIDAY, MAY 13, 2022
TO
SUNDAY, MAY 15, 2022

Bristol Corinthian YC Open
Bristol Corinthian Yacht Club
Western Series ,

SATURDAY, MAY 14, 2022

Girton SC
Midland Series ,

SATURDAY, MAY 14, 2022

Bassenthwaite SC Northern Area
Championship
Bassenthwaite Sailing Club
Northern Series ,

SATURDAY, MAY 14, 2022
TO
SUNDAY, MAY 15, 2022

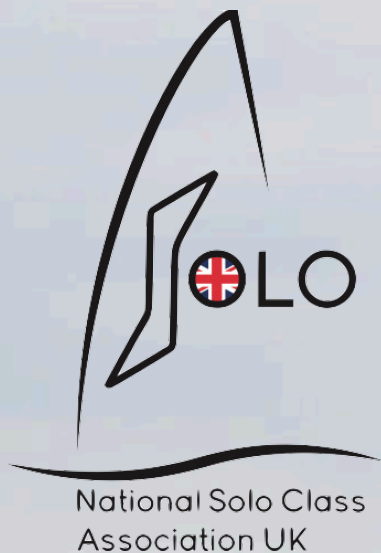
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Ogston SC Ogston Sailing Club Northern Series ,	SATURDAY, JUNE 11, 2022	Starcross YC Open Starcross Yacht Club Western Series ,	SATURDAY, AUGUST 6, 2022
Nations Cup Carnac Super Series ,	SATURDAY, JUNE 18, 2022 TO TUESDAY, JUNE 21, 2022	West Kirby SC West Kirby Sailing Club Northern Series ,	SUNDAY, AUGUST 14, 2022
Chichester Yacht Club Solo Open Chichester Yacht Club Southern Series ,	SUNDAY, JUNE 19, 2022	Chelmarsh SC Chelmarsh Sailing Club Midland Series ,	SATURDAY, SEPTEMBER 3, 2022
Carsington SC Carsington Sailing Club Midland Series , Northern Series ,	SATURDAY, JULY 2, 2022	Inlands Grafham Water Sailing Club Super Series ,	SATURDAY, SEPTEMBER 10, 2022 TO SUNDAY, SEPTEMBER 11, 2022
Torpoint Mosquito Sailing Club Torpoint Mosquito Sailing Club Western Series ,	SATURDAY, JULY 9, 2022	Mengham Rythe SC Solo Open Mengeham Rythe Sailing Club Southern Series ,	SATURDAY, SEPTEMBER 10, 2022
Shustoke SC Shustoke Sailing Club Midland Series ,	SATURDAY, JULY 9, 2022	ONK Workum Super Series ,	FRIDAY, SEPTEMBER 16, 2022 TO SUNDAY, SEPTEMBER 18, 2022
Nationals South Caermarvonshire Yacht Club Super Series ,	SATURDAY, JULY 16, 2022 TO TUESDAY, JULY 19, 2022	Leigh and Lowton SC Leigh & Lowton Sailing Club Northern Series ,	SATURDAY, SEPTEMBER 17, 2022
Dittisham SC Open Dittisham Sailing Club Western Series ,	SATURDAY, JULY 23, 2022	Chase SC Chase Sailing Club Midland Series ,	SATURDAY, SEPTEMBER 24, 2022

South Cerney SC Open South Cerney Sailing Club Western Series ,	SATURDAY, OCTOBER 1, 2022	South Cerney SC Open South Cerney Sailing Club Western Series ,	SATURDAY, OCTOBER 1, 2022
Notts County SC Nottinghamshire County Sailing Club Midland Series ,	SATURDAY, OCTOBER 1, 2022	Notts County SC Nottinghamshire County Sailing Club Midland Series ,	SATURDAY, OCTOBER 1, 2022
Tamworth SC TAMWORTH SAILING CLUB Midland Series ,	SATURDAY, OCTOBER 8, 2022 TO SATURDAY, OCTOBER 8, 2022	Tamworth SC TAMWORTH SAILING CLUB Midland Series ,	SATURDAY, OCTOBER 8, 2022 TO SATURDAY, OCTOBER 8, 2022
Budworth SC Budworth Sailing Club Northern Series ,	SATURDAY, OCTOBER 8, 2022	Budworth SC Budworth Sailing Club Northern Series ,	SATURDAY, OCTOBER 8, 2022
Salcombe YC - Western Area Championships Salcombe Yacht Club Western Series ,	SATURDAY, OCTOBER 15, 2022 TO SUNDAY, OCTOBER 16, 2022	Salcombe YC - Western Area Championships Salcombe Yacht Club Western Series ,	SATURDAY, OCTOBER 15, 2022 TO SUNDAY, OCTOBER 16, 2022
Staunton Harold SC and Midland Area Prize Giving Staunton Harold Sailing Club Midland Series ,	SATURDAY, OCTOBER 22, 2022	Staunton Harold SC and Midland Area Prize Giving Staunton Harold Sailing Club Midland Series ,	SATURDAY, OCTOBER 22, 2022
Papercourt SC Solo Open Papercourt Sailing Club Southern Series ,	SUNDAY, OCTOBER 23, 2022	Papercourt SC Solo Open Papercourt Sailing Club Southern Series ,	SUNDAY, OCTOBER 23, 2022
EoS Draycote Water Sailing Club Super Series ,	SATURDAY, OCTOBER 29, 2022 TO SATURDAY, OCTOBER 29, 2022	EoS Draycote Water Sailing Club Super Series ,	SATURDAY, OCTOBER 29, 2022 TO SATURDAY, OCTOBER 29, 2022

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**Merry Christmas and a *Guid
New Year from the NSCA
President and Committee.**

See You on the Water in 2022

* Scottish for Good

And Don't Forget to Pay Your Subscription