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Editorial Will Loy

June has certainly been quite an intense month, some pretty tasty open meetings, punctuated firstly by the Nigel Pusinelli Trophy and then the Nation's Cup, full reports and video links are included in the reports. I would say that there is quite a lot of watching material but each video has been edited into small bite sized pieces rather than the lengthy videos I usually submit. This is mostly due to my poor interviewing skills and occasionally because the sailor is sending me to sleep and I do not want you to experience that.

I would like to take this opportunity to thank all those who agree to be filmed, whether spontaneously, which happens to be my favourite angle of attack, or as the main point of interest in one of the NSCA Transom Cam 'Caught on Camera' videos. I believe these are a great source of information and technique rich, whether you are new to the Solo or one of the hotshots looking for the smallest increment to make your Solo go quicker. Of course, even the best sailors can make a mistake and dropping your tiller extension half way up the beat when leading a race at WPNSA, while good entertainment for everyone else, is a bitter pill to swallow. Thanks Paul Davis.

I will be looking for willing transom cam volunteers at the forthcoming Superspar/Harken National Championship, you do not have to be too photogenic though it may sway me and while I do like to showcase the skills of the top boys it may well be more entertaining for the sick, masochistic viewers among you to stick it on the transom of a complete idiot. If I do approach you at Abersoch just presume I think of you as a rock star.

It was great to catch up with the Dutch boys at Carnac and the quality of the fleet, along with the standard of equipment used is on par with the UK guys and girls. They regularly order a batch of Winders. I do remember the time when we would turn up at a Dutch venue and scratch our heads at some of the design tweaks on show, usually on Solo hulls thirty or forty years older than ours. This was a time before the consistency of hull design and FRP was not even a thing, therefore, despite some serious head scratching from the Chief Measurer, there was an air of mystery surrounding the fast Solos, H7 as an example which had no godly right to be near the front of the pack.

Roel Den Herder, the class Chairman, along with his forward thinking team of Marc Dieben, Ted Bakker, Saskia Bak et al are doing a superb job at promoting the modern Solo ethos across the Netherlands, bringing sailors from the Finn and ILCA class into the fold which can only strengthen the one-design racing experience for all.

Back over here and we hope that there will soon be some news on a second demo Solo, the initiative seems to be doing the trick with the current one with more than a few buying into the class after a positive experience in the works Winder. The builder in question produces a stunning product and It must be very hard to break into this market. It would be healthy to have other builders really step up with their marketing strategy to ease the pressure and reduce waiting times...everyone wants a new one!

You will see that there is a rule change proposal included in this issue. If you are not a member then this may not interest you as you cannot vote but if you are then you can vote via the zoom app. emails have been generated automatically.

In a nutshell:

The flattener shortens the length of the leach, reducing the sail area and lifting the boom.

The loads required to shorten it on the water are so high it is almost impossible so no performance advantage.

Therefore, if it is windy and you still want to go out, utilise a flattener if fitted to shorten the leech and raise the boom. If you let it off on the water you will not be able to pull it on again.

This option will negate the need to purchase a second smaller sail and the cost to alter a normal one is comparatively small.

As an example, one of the competitors in Carnac came onto the water in comparatively strong wins with a B-plan sail and unfortunately the wind dropped and he/she was severely hindered. If the flattener option was available then he/she could have reduced the sail area on shore and utilised it as the wind dropped.

An option that can allow the **lesser** competitive sailor to sail in conditions which are at **their** limit is a good thing IMO

PRESIDENT'S (AGM) REPORT Patrick Burns

It has been nearly twelve months since my election at Mounts Bay. To be honest, I never thought I would survive. [Neither did we. Ed.]

But I hope like me you have enjoyed getting back to sailing and racing your Solo. We had a great time at the Dinghy show, Farnborough which seems a long time ago now. Meeting old and new friends plus engaging with all there, serves to confirm what a great Class we are. My thanks to each and everyone of you who support the Solo class and also who choose to be National Solo Class Association Members.

My fellow committee members will present various reports. These are all encouraging. My particular thanks to all past and present members for their altruistic help and commitment.

I would particularly like to thank Nick Hornsby who has stepped down as Chief Measurer. Nick is replaced by Jonathan Woodward who brings long experience of measurement from the Enterprise class. One of Jonathan's first acts was to formalise the sail flattener rule proposal which is sponsored by Kevin Hall/Graham Wilson. Thank you to Jonathan.

With sadness we also accepted Chris Brown's resignation. All of us on the committee will miss Chris's special brand of issue management. We are sure the feeling is mutual and that he will be back.

We still have a strong and committed Committee. Without this the Class would not survive. I am grateful to Hon Secretary Graham Cranford Smith for his work behind the scenes.

I am very happy to report that our membership is strong. My special thanks to John Steels for chasing, collecting and keeping records of all paid up members without which funds all of the exciting initiatives would flounder.

Steve Ede does a marvellous job as Championship convener. Our particular thanks to him. Thanks also to Will 'Solo interactive' 'Loy for creating a brilliant online magazine. We hope you like this. It is, we believe, the envy of all other classes.

I also hope you like the new website built by Nigel Davis. This has produced a saving for the Class of over £2,000 per annum which is welcome to all members. It is also music to the ears of our excellent Hon Treasurer Andrew Liddington.

Boats sales are strong with sail no's well over 6060 making second hand boats available which is a bonus. Thanks to all our suppliers.

The Class demo boat circulating the Midlands has attracted new members. I am grateful to to Chris Brown for managing its use. Paul Davis will be doing the same with the newly launched Southern boat.

Again on behalf of the Class thank you to everybody who help make both boats flow and to Doug Latta who started the process. Thanks Doug.

Thank you also to Vice President Guy Mayger. Thanks Guy; it is soon be your turn. We have a strong Class with a new Chief Measurer Jonathan Woodward and on water judge Steve Watson so go fast but watch out!

We do need more Measurers so make yourself known to Jonathan /Nigel. Equally Andy Fox needs Coaches without which training days will not happen .

Solos are for life.

Yours Aye

Patrick.



Patrick presents awards at Y.C. Carnac

Strictly Solo

Jack Lewis rules the dance floor at Carnac

Interactive

See how he does it [HERE](#)



Judges Score

10

The event was the Nation's Cup Carnac.

It is day 3, the wind is at 8 knots and the tide is slack. Making a good start is always important but in a competitive fleet of 62 Solos, being in the right place and **ON** the line is critical.

Jack Lewis, reigning Aero National Champion shows real class and skill to keep his Solo right in the sweet spot by the committee boat.

Sit and admire his moves as Solo after Solo glide by, bailing out down the line.

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

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Nigel Pusinelli Trophy

WPNSA

The NSCA do pride themselves as a pretty slick team and have organised many successful Solo events over the years, planning venues and dates based on a slide rule of competitor feedback, position of the moon, tabloid star sign information and Love Island's tv schedule. It was then a bit of a disappointment that Her Majesty chose June 4-5 to celebrate 70 years of service. No one from Buckingham had contacted the class and we did pick it before them but, ultimately, a National Holiday reduced our attendance. Fair play to the Europe fleet who held their National Championship alongside us at WPNSA, 49 entries reflected the continued interest in this diminutive but powerful boat with equally proportioned sailors.

Among the 23 Solo competitors, Chris Brown, 2021 Inland Champion and Mike Sims, a major winner returning to the class. This looked like a pretty open contest with a number of helms who could pop up for a win or two.

Lawrence Cavill Grant at WPNSA



Race 1

Wind at 16-18 knots, direction at 065 approx.

The Europes would be away first and would utilise an outer course and though PRO Paul Kimmens set a slightly short line (feedback from some sailors), the fleet were away first time, bang on 12pm and with the horns of the nearby ships echoing across the harbour. I took a moment to salute Her Highness, 'Benny Hill style' before resuming my photography.

Paul allowed a lag of 5 minutes before getting into the Solo sequence and though the majority of the fleet started at the committee end you could have got a royal procession through it with ease. The race team cheered, another cleanly executed mission, I wonder what moral is like when it all goes Pete Tong.

The fleet seemed to hang back in the lee of the considerably proportioned committee launch before pulling the trigger, Mark Lee powering off at the pin end while Alexander Alcock nailed the committee end. Big Dave Lucas, in a borrowed Solo was on Alcock's shoulder and though Tim Lewis was above him, living there was going to be harder than Portland cement. Lawrence Cavill Grant was last through the start line, it makes sense now why he seemed a bit sad at the bar later.

The 0.7 mile beat gave him plenty of time to catch his opponents but at the top mark it was Paul Davis who led from Morgan and Alcock.

The run was exciting, a number of sailors opting for the 'swim with Dolphins experience', Morgan one of those who had bought a ticket. At the bottom gate Davis still led from Alcock with Lucas and son Harry in the mix. Davis and Brown chose the left gate while the majority went right, the chop and wind strength sapping the fleets energy levels and testing the tensile strength of carbon tiller extensions. Unfortunately I was trapped aboard the committee vessel so had no visuals on the state of play but I had the temerity to place 2 transom cams on Solo's so the footage from Davis's and Brownie's cameras was helpful.

Davis led up the last beat but dropped the tiller after one vicious tack and lost vital ground on Alcock. I was unable to decipher the audio from that moment but assume it was more colourful than the Union Jack. The resulting video footage did provide us with proof that carbon tillers are very strong, even under the duress that Paul exacted on his.

So Alcock took the bullet from Davis and Dave Lucas, Brown was fourth with Lee fifth. The fleet looked pretty tired but fortunately the breeze was dropping to a much more manageable 16-18 knots and once the Europes were started we were into the Solo race 2 sequence.

Race 2

Another flawless display of line angle setting and time-keeping saw the fleet powering up the first beat. More whoops of celebration followed, I kept my viewfinder trained on the action but imagined high fives and body slams were not uncommon aboard when things go good. Unfortunately I had failed to push record on my Coolpix P950 so kept this to myself, not wanting to put a dampener on their day. I extended the camera zoom to max, catching the competitors as they punched their way through the sea state, the wind had dropped but it was still full on hiking, even for Dave Lucas.

Alcock led at the top mark with Paul Bartlett third, the radio interference distorting the communications but safe to say, it was not 6029 as that sail number was not on the entry list. Alcock impressed me with his dynamic movement as he guided his 20 year old Solo up/down/in/out of the wave patterns, sinking low but the stronger breeze was on the other side of the leg and Mike Sims and Mark Lee closed in at the leeward gate. Alcock though kept his cool and led the fleet home after the two lap race for his second win with Sims and Lee completing the podium.



Race 3 and finally the race team were rewarded with a general recall. The fleeted been just a touch too punchy as the wind dropped to 10-12 knots. Away second time under U flag with Jamie Morgan and Davis earning their discards for the weekend. Doug Latta in the Rooster Solo tacked early and led in from the right of the course with the luckless Morgan second, though he may dispute that but my information was reliably sourced from Doug himself.

Morgan and Paul Bartlett moved ahead down the run but Latta, playing the shifts up the middle re-took the lead at the top of lap 2. The pivotal moment came on the long fetch to the far side of the harbour, Sims, Morgan, Bartlett, Richard Instone and Brown went high with Latta rueing his tactic to go deep.

Sims took the bullet with Bartlett and Instone promoted to the podium, Morgan's misdemeanour at the start had come back to haunt him.

Mention of Nigel Thomas who had gooseneck issues prior to the start of race 1. It appears his gooseneck jumped off the boom and impaled itself into the foot groove, ending his WPNSA experience prematurely. On further investigation (in the bar) it became clear that Nigel had inserted it into the wrong hole. Displaying photos of it on his phone at the evening social did nothing to support his own story but did make us all laugh.

So, going into day 2 Alex Alcock leads the regatta from Mike Sims and Paul Bartlett with 2021 Inland Champion, Chris Brown fourth and Mark Lee fifth.

I returned to my accommodation, the notorious Portland Lodge and re-booted ready for the event BBQ. The function was a big success, only blighted by the sight of fully grown Solo sailors running to be first in the queue for food. The Europe flyweights did not have a chance.

Sunday dawned slightly overcast. I looked out from my room, scanning for signs of a breeze as the scent of 6 week old frying oil meandered up from the kitchen, penetrating the single glazed window. Two goats sat atop a Peugeot, parked and fortunately for them, an estate version so plenty of room. The local garage adjacent to the 'Bodge' displayed £1.79 a litre so I lay back down on the single mattress for a moment until my head had cleared. Once calm had returned to my world I de-camped, weaving my way out of the maze of carpet stained, sepia coloured walls of Casa Portland. I now fully understood why paintings of Venice adorned the building, escapism from the Portland Lodge experience is vital for a pleasant stay.

The club was a hive of activity, mainly Europe sailors while a WPNSA juniors coach skipped past, demanding star jumps from his pupils. The one's at the back ignored this order, clearly future Solo sailors.

We were set to launch but the AP was raised at 9.55am and at 1.30pm the PRO cancelled all racing with no sign of a decent breeze and none forecast until well after the 3.25pm cut off point.

WPNSA once again delivered a great event, albeit for only one day but the race team and shore/catering teams delivered first class management and food.

It was great sharing the event with the Europe class, the sailors are friendly and they eat way less than Solo sailors so that's a big plus.

Alexander Alcock wins the Nigel Pusinelli Trophy from Mike Sims and Paul Bartlett. Harry Lucas is first junior and one to watch in the coming years.

We look ahead now to the Nations Cup in Carnac in just over a ten days time 18-21 June, 59 current entries and still time to book a ferry there.



Alex Alcock
2022 Nigel Pusinelli Champion



Mike Sims, 2nd Overall

Action Highlights [HERE](#)

Interviews [HERE](#)



CAUGHT ON CAMERA

Paul Davis at WPNSA Join him onboard [HERE](#)



WINDER BOATS

Mark 1;

- Maximum waterline length, minimum rocker and minimum beam
- Suits open water
- 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

1st National Championship 2021
1st Inland Championship 2021



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Are You Getting the Most from Your Solo Website?

The new website has been live for about two months and I thought it was a good time to show you around the site. The site is very easy to use and most of you will have no problem navigating around it. Members who are less website and PC literate or are new to the Class will hopefully find the following information useful.

We now have full control over the site and the aim is to evolve the site over time keeping it fresh and interesting to view and also ensuring the information on the site is current. Some of the pages will be static but over time new pages will be created and the Home page will change from time to time.

You can view the site on any device, Phone, Tablet and PC. The site has been designed to work well on all devices but this requires quite sophisticated software in the background so the site does look slightly different on say a Phone to a PC.

At the top of the page you will see the main menu options.

Lets start with the first option,

Home

On the Home page you will find useful links and info around upcoming events. The latest News posts are near the bottom and you can see the Solo Facebook page you can scroll through it without leaving the site (to do this click on the Facebook section and then scroll down the Facebook posts). There are also links to the latest Interactive Magazine, Quick Links at the bottom to view the Dutch Association site, Privacy/ Cookie Policy and more interestingly a link to the Solo Register

The Solo Register is a list of all the Solos ever built with details of when they were built, the design, owners etc. If you want to find out more about your solo especially if its old then this is a good place to start. Other useful links are to the Solo Flickr page (this is where Will Loy posts the photos he takes at events), Solo YouTube channel which has lots of videos from solo events and training sessions and also a link to join for new members.

About

This option has several sub options, The Boat,Turning Guides, NSCA Demo Boat, Coaching, FAQ and How to Use the Website.

These pages have useful information about the class and boat. A good place to start if you are new to Soling.

'How to Use the Website' page,

I would ask anyone having difficulties with their ID or using the site, to look at this page, it has information and videos on how to use the site, how to change your user profile eg to limit emails. As people ask questions I update the page with resolutions so the information is available to all.

News

This is where you can view all the information Posted by the committee and Area Reps. Each Area has its own section so you can just view the Post for your area, eg to view all the Northern Area post click on 'Northern Area' if you cannot see your area click on 'More' which displays all the available areas.

SoloInterative

This page has links to all the online Magazines. Enough said.

Events

Clicking on 'Events' will show all the upcoming events in date order, Click on the sub heading to view the events in your series.

When the Events are displayed Click on 'Details' to view more information about the event. The Area reps and committee can update the events with useful information and links. It will also show a map of the Venue.

Results

The Area reps will post the results on our site, to view them click on the link in this page. It takes you to our Solo folder on Sailwave which holds all the Solo Results.

Forum

This is where members can ask question, see what other members have posted, view items for sale and post item they have for sale.

I will keep an eye on the For Sale section, if people do not delete their post after its sold or if the Post is more than two months old they will be will deleted.

The Committee reserve the right to remove posts they think not appropriate to the Class.

Instructions on how to use the Forum are on the 'How to use the Website' page.

Join

On this page you will found details of discounts offered by our sponsors.

It also has information about how to join the Class and details of all the benefits of being a Class Member.

Contact

The last menu option is Contact. If you would like to contact the Class use the form on this page. We do not like posting people's email address on the site as automated tools can harvest this data and 'hack' into people's accounts or send spam emails.

The sub menu option 'Committee' give details of the Committee roles and names of the people currently performing that role. If you have a question for the Committee please complete the form and it will be forwarded to the appropriate person.

I think that enough for this month. Please take a look around the site and please leave feedback via the contact forms.

Nigel Davies Website Coordinator.



SOLO CLASS AGM 19:00 26 June 2022

Monday 18th July

Royal Caernarvonshire Yacht Club

I now give notice of the 2022 NSCA AGM to be held at RCYC on 18th July 2022.

Note. You can also attend the meeting by zoom, I hope more successfully than last year. See AGM agenda for the link and passcode. **THIS IS FOR MEMBERS ONLY, MINUTES and ZOOM INVITATION DETAILS HAVE BEEN SENT VIA EMAIL.**

Please note there will be online polling as well as at the meeting.

Please also see an upcoming edition of the Solo Interactive dealing with a member's proposal for a sail flattener/reefing point; this proposal has been endorsed by your committee though it has not been initiated by them.

You will be able to vote on this change either in person or on Zoom as well as approving accounts and election of your committee members.

Graham Cranford Smith
Hon. Sec NSCA
gcranfords@gmail.com

AGENDA

1. Apologies for absence.
2. Minutes of last meeting. 23rd August 2021. Mounts Bay Sailing Club.
3. President's report. Patrick Burns.
4. Hon. Treasurer's report. Andrew Liddington.
5. Hon. Membership secretary's report John Steels.
6. Hon. Chief Measurer's report Jonathan Woodward.
7. Resignations and election of officers and committee Patrick Burns

Resignations received in term.

Nick Hornsby – Hon Chief Measurer

Chris Brown – Media

Graham Wilson – Midland area

Lawrence Cavill-Grant - Media

Co-opted committee members requiring election are:


- Paul Davis: Southern area and demo boat coordinator
- Jonathan Woodward: Hon Chief measurer
- Kevin Hall: Midland area
- Justine Davenport/Innes Armstrong Northern Area

THE FOLLOWING COMMITTEE MEMBERS HAVE CONFIRMED THEIR INTENTION TO

REMAIN IN POST

- President: Patrick Burns
- Vice President: Guy Mayger
- Honorary Secretary: Graham Cranford-Smith
- Honorary Treasurer: Andrew Liddington
- Membership Sec: John Steels
- Championship Organiser: Steve Ede
- Demo Boat Coordinator: Patrick Burns
- Web Site Coordinator: Nigel Davies
- Training Coordinator: Andy Fox
- On-Water Judge: Steve Watson
- Publicity Officer: Will Loy
- Southern Area Rep: Paul Davis
- Western Area Rep: John Steels
- Eastern Area Rep: Godfrey Clark
- Thames Valley Area Rep: Godfrey Clark
- Scottish Area Rep: Ross Watson
- Sea Series Rep: Robert Laurie

National
Association UK

- 
8. RULE CHANGE. A member's rule change proposal was submitted on 17th May 2022 to Graham Cranford Smith NSCA Hon. Sec by Graham Wilson and Kevin Hall, Midland area. Kevin Hall may address this agenda item. In his absence the item may be addressed by Jonathan Woodward, (if elected Hon Chief Measurer) or failing that, Patrick Burns.

The proposal is:

F.4.3 FITTINGS

a) MANDATORY

- 1) Clew outhaul blocks and attachments
- 2) Kicking strap fitting
- 3) Gooseneck attachment

b) OPTIONAL

1. Mainsheet blocks with attachments
2. Strops for mainsheet blocks
3. Out board end fitting
4. Shroud and/or deck protector pads
5. **Reefing controls and attachments**

G.3.3 CONSTRUCTION

- a) The construction shall be: **single ply, soft sail.**
- b) Sail plan A shall have 5 **batten pockets.**
- c) Sail plan B shall have 4 **batten pockets.**
- d) The method of tensioning battens at the outboard end of the **batten pocket** is optional.
- e) **The sail may be constructed so that it can be reefed by means of one point adjacent to the leech no more than 200 mm from the clew point. No other reefing points are permitted.**

Notes on item 8: Reefing point rule change.

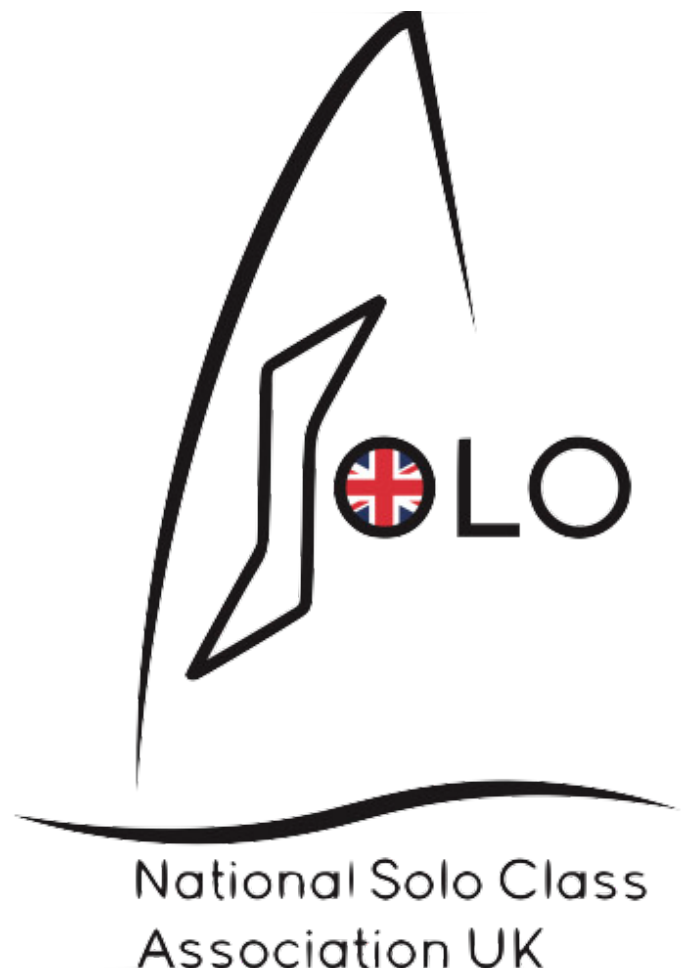
- 1) This proposal has been approved by the Class Ruling Authority, namely the Technical Committee of the Royal Yachting Association in accordance with the NSCA Constitution Rule 45.
 - 2) For the proposal will require the approval of two-thirds of those present physically and by Zoom call to be carried. Rule 45.
 - 3) All full members will be offered three voting options: In favour/Not in favour/Abstention. Any member not selecting one of these options, will not be included in the two-thirds calculation.
9. AOB. Please note that no item under AOB can be voted on. However, the General Committee do invite and feedback or comment from you for later action. We ask that any contributions are concise.

Graham Cranford Smith

Hon Sec. NSCA

gcranfords@gmail.com

26 June 2022



Reason for the Proposal

I am proposing a Solo sail flattener reefing system because it would raise the boom, if needed for higher wind strengths, which would make it safer for less agile/less able sailors to sail. The higher boom would give more head room for tacking and gybing and it would also help with reaching in waves so there would be less risk of head injuries and capsizes.

It would also help to reduce costs because it would save the cost of extra sails to cover different wind conditions and be a viable option instead of the plan B sail or a minimum cut full sail which I know a lot of sailors currently use. The cost of installing the system would be fairly minimal.

Graham Wilson
Seconded by Kev Hall

Marc Dieben prepares to gybe at Carnac.
The sail flattener would raise the boom.



Rooster Nation's Cup The Journey Begins

60 National Solos are making the journey to Carnac to contest the 2022 Nation's Cup and with most of Europe basking in sunshine, the competitors can look forward to temperatures of 38 degrees and a predicted wind strength of 13-16 mph on Saturday, the first scheduled day of racing.

I am writing this report from the luxuriousness of my hotel room, a massive upgrade on my last experience at the infamous Portland Lodge, Weymouth, from where I had covered the Pusinelli Trophy. Hotel Licorne is just five minutes from Carnac YC and a stone's throw from the town's Casino which, according to Greg Swift, who is also staying here (I might add in another room with his wife Janet) plays music until 2.30 am. I doubt very much the Solo fleet know what 2.30 am looks like so some ear plugs may be required for those who stay close to the club.

My journey to this lovely part of France started with a train ride from Paignton to Portsmouth via a single transfer at Westbury. Sounds simple until you factor in the disintegration of my sandals as I boarded which required me to change into my sailing trainers, the only other footwear I had packed. Now any sailor will testify that the aroma created by sailing footwear, especially when still damp from last week's sail is as powerful as any nerve agent. Fortunately (for me) despite the train carriage being full to capacity, the perpetrator of the foul stench could not be detected. Had I been wearing standard hiking boots I would surely have been ejected somewhere near Warminster.

I disembarked at Portsmouth Harbour, the whiff of stale cheese following me and boarded a taxi to the International Ferry Port entrance and awaited my ride to Carnac. Being rather dark of skin it did seem ironic that a single male of some mystical ethnicity was waiting to board a ferry to Europe. After 30 minutes Chris Brown of CB Coverstore Tours arrived and, with Class President Patrick Burns and Vince Horey as fellow passengers, we joined the generously long queue for the St Malo ferry. We had several choices of route to the passport booth, left, right or up the middle but Chris, current Inland Champion held his lane and who are we to question his tactical guile....

The port authority, fortunately for us the very well proportioned Julia did pay particular attention to the length and height of the trailer but it was definitely only 1.5 metres high, even if it is a triple stacker! Safe to say we entered the jaws of Bretegne pretty much last so as a tip, don't follow Brownie up the beat.

The crossing was smooth as one of my chat up lines (pre 1998, when I met my wife) and the passengers seemed to enjoy the cabaret, or was it Karaoke? With a number of lagers under our belts we split up into our berths for the remainder of the journey, Vince had drawn the short straw and would have to contend with my footwear, I did suggest earplugs, 'no, not for the ears, the nostrils mate" and we finally slept.

After what seemed like an age we were awoken by the sound of an alarm, musical in it's rhythm and as effective as a wet sponge in its delivery. I lurched across to grab my phone, the pitch black cabin providing no help in sourcing its exact location. It was not my phone. With the room now illuminated we ascertained the noise to be coming from Vince's Ipad but soon discovered it was not that either. Finally, we discovered that this was in fact the ship's tannoy system and the french way of saying 'get up, we are almost here". Maybe they should have started with that.

The final part of the journey would see me jump aboard with Ian Ingram and Nigel Davies and we were in Carnac approximately 2.5 hours after departure. The CB Tours group were not so lucky, having to wait until all vehicles had disembarked before the roof could be raised to accommodate the 4 metre high trailer before experiencing the new European Import Tax check. I do think the internal inspections they faced was just one step too far but Chris assured them it was all part of the CB Tours experience.

The club was not exactly busy, a school sailing lesson had just finished and some of the club officials were laying out astroturf and impromptu coffee tables in front of the boat park. As an aside, the coffee in France is exceptional and by that I mean it is a big improvement on my normal Nescafe instant granules. We were greeted by some of the competitors who had already been acclimatising, Sailors played with rigs and floor applications as the flags surrounding the compound licked and flicked like butterfly wings and sense of anticipation grew in my stomach...or was I just hungry again?

CB Coverstore Tours



The team enjoy a last night in Carnac. Restaurant Cavoc is the place to go on a Tuesday and a band were playing eighties electro so we were in our element.

Left to right: Me, Chris Brown, Nigel Davies, Ian Ingram, Vince Van Horey and our esteemed President Patrick Burns.

Right: Nigel enjoys a pancake at the cafe by the club, Excellent.

Below Left: Brownie gets the Sambucca. Not so excellent.

Below right: Vince reflecting on the first round he has ever bought.



The highlight of the evening entertainment was two-fold, Chris Brown buying two rounds of Sambucca, clearly the 2022 Inland Champion is intent on corrupting his rivals, and the sight of Vincent van Horey actually buying a round of beers. The event has not yet started and the social activities, which I will be actively reporting on has already begun.

Friday will see all the fleet arrive ready for action on Saturday and with 38 degrees and 13-16 mph predicted, it could be 'voile au champagne'.



SOLO MAIN HALYARD FOR SELDEN MAST C SECTION



REPLACEMENT FORESTAY FOR SOLO (DE-RAKER)



REPLACEMENT SHROUD FOR SOLO (PAIR)



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



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



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



SELLEN 8072-0716 SOLO OLYMPUS BOOM SECTION



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



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Rooster Nation's Cup Day 1

The Solo Nation's Cup Day 1

After months of preparation the Nation's Cup is upon us and the fleet of 62 Solos have made it through customs, all on a promise to return home with whatever they came with. There are a few Salcombe wives who were hoping to upgrade but they too have to return to Devon with the fellows they left with. My mattress at Hotel Licorne had not disappointed, the extra firm support easily dealing with my muscular yet somehow obese frame. The problem had been the heat and that is from someone how has worked in the bakery trade for over 40 years. The facility had no air conditioning or even a fan so, in a last ditch attempt to cool my dangerously high body temperature I discarded the trusty North Sails pyjamas for a wet towel. I do hope I am not charged for the Shroud of Turin stain I have left on the bedsheet.



Our PRO Patrick gave a short but concise briefing as the sailors shielded from the mid day sun, the large white marquee which sits adjacent to the club house providing adequate sanctuary for all shades of colour but mostly pale white.

Clearly keen to show willing and with a big dollop of optimism, we were then released onto the water which resembled the world's largest sheet of glass. With enthusiasm running through their veins like slow setting concrete, the competitors made their way down the gently sloping slipway and launched into the clear blue.

My media boat was already afloat so I would be transferred from shore in another rib, bijou in form but nonetheless adequate in buoyancy. The occupants were in fact the race jury, mature of age but wise of mind so it was therefore a little unsettling to be told to come aboard as the rib was sitting in 1 foot of water. Not wanting to get off on the wrong foot with our anglo-french relations I jumped aboard and we were away. The outboard, despite some aggressive steering seemed unable to break free from the 6 inches of sand it was buried in, I took a moment as the propellers chopped their way through the seabed to wonder if the old chap even knew what a PB2 license was before I jumped back out to guide us deeper. At this point, the driver also jumped out, engine still running with kill cord unattached and assisted, confirming my suspicions of his qualifications. That said, I was soon transferred to the media rib with Mademoiselle Claude my driver and an umbrella as my shelter from the burning sun.

Solos filtered out of the croissant shaped harbour using various methods of propulsion, wind not being one of them and headed out to the committee boat which sat approximately 750 metres off shore. With a few sailors opting to stay on dry land, Ian Hopwood, Ian Ingram (aka Firth) and Ted Bakker to name but three, the fleet meandered out, the wavelets produced by over zealous pumping, rocking and sculling messing up the perfect mirror finish the sea had become.

The radio crackled and after a few sentences in french which I ignored, the PRO uttered the words "return to beach" which was warmly welcomed by everyone.

And that was that. We sat, stood, bimbled and chatted as the hours ticked by, the breeze teasing with the abandon of a wanton woman, hopes raised and crushed as the PRO floated around in the committee boat, patient, resolute but ultimately, beaten...for today.

The fleet re-grouped under the marquee for the daily prize draw, this day, prizes generously provided by Rooster and Class Presidents Patrick Burns and Roel Den Herder were on hand with Rooster's Mark Harper to give out some great kit.

YC Carnac provided some wine and nibbles, clearly our budget was somewhat frugal compared to the party on the other veranda who were scoffing oysters and champagne. I did wonder if Salcombe had arranged their own do but they are more KFC these days. Vincent Van Horey-Burns was having none of it and managed to neck one aphrodisiac before being ejected. You can take the boy out of north London but you can't take north London out of the boy.

Sunday has dawned and the storm, which arrived early this morning is now dissipating, leaving grey skies and a keen, cooler breeze. Let's hope we go racing today as I am exhausting my library of words.

Below: Mark Harper presents some Rooster goodies to the fleet.
Below right: Team NED were great fun and always happy.



Interactive

DAY 1 Interviews [HERE](#)



Watch Nigel Thomas's Interview on light weather set up [HERE](#)

INTERACTIVE



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Rooster Nation's Cup Day 2



Competitors arrived to a sodden YC Carnac, the mornings continental style storm leaving in its wake a UK style summertime vibe, 16 degrees and grey. I therefore expected the brits to be rubbing their hands in expectation but a few days of holiday sunshine and restaurant food had clearly weakened their resolve and softened their minds. The Dutch, by contrast were doing star jumps to the boom box which was pumping out some dubstep, those boys also enjoy the breeze and it was blowing a healthy 25-30 knots at around 9 a.m. but was predicted to soften throughout the day. Marc Dieben did some press-ups, not because he has the physicality of a triathlete and not brought on from smoking something aromatic, it was being videoed to send to the UK Class President, Patrick Burns, their personal battle for supremacy has started before they have hit the water.

There was some frustration as time ticked by, the 11.00 start time delayed but we have raced in stronger breeze than the 25 knots on the course. I believe the postponement was due to the large sea state rather than pressure so we patiently waited, warming our hands and sipping on the perfectly prepared YC Carnac coffee.

Patrick, our PRO finally lowered the AP at approximately 12.45 and a surge of enthusiasm and anticipation swept through the fleet. albeit with a few who were feeling daunted by the still angry sea.

I hopped aboard my media rib, skilfully positioned in the higher tide by my pilot, Mademoiselle Claude who clearly has the necessary PB2 cert and we powered out to the start area.

Race 1

The windward mark was positioned somewhere around 065, I had failed to make note of the actual real-time compass bearing but later in the day it would be moved counter clockwise to 050 and then 035 so 065 is my guesstimate.

I positioned my rib in the safety triangle just forward of the committee boat, sods law therefore decreed that the pin end would be favoured. The wind strength, 18-22 knots by my estimate and the waves were erratic in direction and height.

Clean start and the fleet are fully powered up, the taller, leaner sailors are enjoying the test but you have to be fit too and at the top it is Tom Gillard, all 5 ft 6 of him who rounds with a slim lead over Menno Huisman and Ian Hopwood with Tim Law, Iain McGregor and Chris Brown completing the top five. The choice of windward/leeward course was slightly disappointing for me as I could have had some epic photos from what would have been an exciting reach and gybe but "Ce la vie".

At the leeward gate Gillard still led with Law going deeper and claiming second from Huisman, Hopwood and Brown. The flying dutchman improved to first at one point on lap two but Gillard was able to get back through on the last downwind to claim his first bullet of the Championship from Huisman, Law, Hopwood and Brown.



Interactive

Join the fleet downwind **HERE**



Race 2

The breeze had dialled down a notch and was now around 18 knots as the fleet set off on race 2.

I positioned myself at the pin end and was rewarded with a great view of the fleet as they lined up for the start and with 10 seconds to go I would have called a general but the PRO called 'all clear' which was a relief for the 30 or so who were not, IMO!

You couldn't get a cigarette paper between Law and Gillard and with the fleet tacking onto port in unison it was all over for those at the Committee boat. Chris Brown, Inland Champion, led into mark 1 with Law and Gillard on his heels, Huisman, Hopwood and Van Horey completed the top five. Brown had reverted to the settings that saw him win the Inlands back in 2021 and it was clearly helping.

Law gained the inside line by the gate and the leading pack headed left as the wind tracked that way too.

The breeze was softer now and keeping the hull powered up through the steep wave patterns while holding a lane was essential. Law took a few small headers and extended by the top of lap two which provided him with much needed breathing space on the final leg. Huisman, Horey, Gillard and Brown completing the top five.

Race 3

The pin end was busy again and it was no surprise when the general recall rib whizzed off but the main body if miscreants were in fact mid line so, though it is of no consolation, a pat on the back for all those unlucky sailors at the pin end.

The re-start under the black flag was deemed all clear, Ted Bakker nailing it on the pin end as the breeze continued to die. Clearly the left was good as Bakker rounded the top mark first from Paul Bartlett, he of the yellow hulled Winder, Roel Den Herder, the Dutch Solo Chairman, Roger Lumby (who was having a stormer) and Mark Lee. Other guys we do not mention as often included Roger Guess and David Greening so a strong Salcombe presence then.

The run was tedious and fickle with the fleet splitting left and right in an attempt to stay in pressure and out of the wind shadow presented by 60 odd Solo sails.

Bartlett sunk low and gained the lead at the bottom of the leeward gate, I was unable to video so my reporting of who was where is not without error so sorry to those I do not mention. I had been busy holding a large board with the new compass bearing as the wind had tracked left and a temporary buoy had been dropped at 035, the previous position being 050.

We waited patiently for the last Solo to pass through the gate before powering up to windward so I could catch up with the action. My pilot took us so far left I assumed we were at the wing mark of a triangle course, the diminutive milk bottle bopping up and down like an exited child at the circus but it was in fact the new windward mark. I moaned and exhaled, it was going to be one of those races.

The leading pack had gone further right and seeing the fleet beneath them reach into the mark must have made their eyes water and their stomachs lurch. The big winners were Jack Lewis, Alex Butler, Brown and Gillard, names I did not think I would be mentioning in this race report.

Bartlett, Bakker, Van Horey to name but a few were pretty unlucky to be fair, the temporary mark was barely visible and blended in with Carnac town's backdrop perfectly.

The drama was not over though as the leading three rounded the bottom gate to the finish line. Lewis initially went low, then high to defend against Butler but Gillard, his head in the moment was able to dive under them both, gybe and duck the line like Usain Bolt never had to. So, Gillard, Butler, Lewis. Brown took fourth ahead of Innes Armstrong who will be chuffed with that result in the bag.

The wind died completely and we were sent to shore before later enjoying a BBQ which was obviously lost in translation as it was like a pork and potato stew.

Patrick Burns once again presided over the prize draw with Mark Harper of Rooster assisting and there were some great Rooster prizes, most of which would have gone to the Salcombe fleet but unfortunately they had gone to a venue much more salubrious though we had spotted them hanging around an ice cream vendor earlier this week.

Winners did include Justine Davenport, Annabel Jones-Lawrie, Innes Armstrong, Shaun Welsh, Chris Brown and Tom Gillard who seemed particularly made up as the Rooster water bottle holder fitted perfectly to his scooter.

A big thank you to Rooster for your prizes and super event T-shirts.

While the results posted included a discard, this is a mistake and all the results count until tomorrow so Gillard leads with Brown, Law and Butler tied for second.

The forecast (which, as I write this at the end of day 3, I know to be correct) is forecast to be light so anything can happen!

Vintage Solos are not just for Christmas



Above: Kim Furniss powering upwind in his wooden Gosling Solo 4005.



Middle: Robin Tothill makes a great start in 3904

Mark Harper presents Justine Davenport with a Rooster prize in the club marquee.



Tim Law works over the reigning
Inland Champion, Chris Brown

Day 2 Action [HERE](#)

Day 2 Interviews [HERE](#)



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Rooster Nation's Cup Day 3

I awoke at 7 a.m, my phone alarm chime, in contrast to the ferry's slightly disturbing choice of music, soothed me from my REM and with brain re-booted I powered up the Macbook to finish my day 2 report. The previous evenings social had left me exhausted, though consumption on an industrial level of potatoes was also a contributing factor.

I donned my sailing gear, keeping my trainers leashed and strapped to my back pack, the wretched smell even made me question my personal foot hygiene as I flip flopped to the club. The wind disturbance on the nearby lake inferred it was from an easterly direction, just as it had been for the past 3 days despite the forecast insisting it would come from the west. The sunshine had returned and with it, a nice warm feeling.

The dinghy park was a hive of activity, the race team already on the water as competitors made final preparations to launch, tallies signed and water bottles filled. The Committee boat sat far out to sea, a good 30 minutes from shore and the fleet streamed out, the silver and gold sails resembling bunting on an invisible string. I boarded the media rib and we made our way out to the race area, significantly faster than those under sail, despite the weight of my picnic adding to the already heavy ballast.

Race 4

Wind strength around 7 knots and a gentle sea state.

Jack Lewis is commanding the committee end and sits for 2 minutes in the richest area of real estate, defending his drop of water as Solos try and fail to squat there. Further down the line, Brown, Van Horey and, closest to the pin sits McGregor who nails it...shame it is recalled.

The fleet finally do it right but not without blood being spilled, Chris Brown and Roel Bakker falling foul to the black flag.

There is an even split across the fleet, the breeze fairly constant but with no real punch so keeping the Solo driving is the key. At the top it is Gillard, not the first time he has been first to the windward mark from Willie Todd who has had a blinder from Mark Lee and Alex Butler with Armstrong and Nigel Davies in pursuit.

The run down to the gate is tense and tedious, Gillard still leads from Todd, Davies, Butler and Lee and they head back upwind with the fleet bearing down from all sides and the wind dropping to standard Dittisham S.C. conditions. Gilly is playing the left while Todd and Butler choose right. These decisions proved crucial as the PRO shortened the course to finish at the windward mark in order to complete the race around the prescribed 45-50 mins. A very chuffed Todd finds the perfect lay line to take the win ahead of Butler and Gillard with Davies and Lee completing the top five.

Race 5

A good spread across the line indicated a fair and true angle but it still took 3 starts to get race 5 underway under the black flag, initially Innes Armstrong and Chris Bunn were ejected from the building before Nigel Davies joined them out on the street, unfortunately completing the race in good shape before finding out.

At the top it would be Ted Bakker who had owned the pin end from Hans Duets, Richard Instone, Tim Law and Alex Butler. Gillard was in sixth and interestingly Jack Lewis rounded inside the top ten having started once again from his house at the committee boat.

The fleet split across the course and keeping in clear air is the name of the game, Bakker still holding but with Gillard chasing him down. Duets and Law take the right hand gate while Butler leaves it until the last moment to choose. Unfortunately I am unable to follow the racing up the second beat, I had lost the will to live trying to take dramatic, exciting footage and so waited at the finish line for Muhammad to come to the mountain. The fleet compressed in the final 300 yards to the all-important final mark, Gillard looking over his shoulder every few seconds like an illegal street merchant avoiding the law, reacting instantly to his nearest rivals final roll of the dice. So Gillard took his third bullet from Jack Lewis who has really got his head around Solo sailing. Third to finish was Jonathan Woodward with Butler and Simon Dobson completing the top five.

The social programme this evening was the President's meal at the local Casino complex and was enjoyed by a good proportion of the fleet. The Salcombe lot had obviously exhausted all the Michelin star restaurants in Carnac as they were in good attendance.



Willie Todd wins race 4 at the Nation's Cup



Patrick Burns donned his Campbell tartan and also provided skirts for Dutch class President Roel Den Herder and Marc Dieben. To get him back they gifted him a pair of beautifully carved but ultimately lethal clogs. I was in my flip flops which in relation, provided the ultimate in grip.

The meal was a reflection of the 3 days racing thus far, a mixed bag of OK, good, bad and confusing, the highlight being the sweet which was equivalent to Day 2, Race 1.

Magic Marine, supporting the Solo class in the Netherlands provided some absolutely storming kit, most of which was won by the dutch contingent though Adrian Griffin and Ian-Firth-Ingram held up the UK fleets pride.

Tomorrow is going to be tough as the light winds forecast are set to reduce as the hours tick by so it will be a 10 a.m. start and there will be sore heads.

Tom Gillard holds a good lead over Alex Butler with Tim Law (1st Grand Master), Jack Lewis (1st Junior) and Vincent Van Horey (1st Veteran) completing the top five.

Ted Bakker is first Dutchman in 7th

Justine Davenport is first Lady in 46th

Malcolm Buchanan could be first Septimus in 41st.



Day 3 Action **HERE**



Rooster Nation's Cup Day 4

Day 4 Action [HERE](#)

The steeple in the old town jugged out from the Carnac skyline, its majestic presence regal in contrast to the 60s style apartment complex adjacent to the clubhouse. Not sure how they got that through the planning application system but the mayor probably has the penthouse.

The breeze, set to drop through the day was blowing gently from the north, the overcast sky, a gift from the UK to this usually Sun rich region in Brittany.

PRO Patrick, standing proud like Napoleon himself had brought racing forward by 1 hour to a start time of 10 a.m. and there was no dissension from the troops.

I jumped aboard my media rib with the jury crew who were then transferred to their own vessel which had been the target for some pretty substantial bombing runs overnight. I did wonder if the Seagulls held some deep hatred for the on-water judging but that was just my malicious imagination. To be fair to the judges and the sailors, the rule adherence has been exemplary.

The wind caressed my weathered face like a lovers gentle touch, not much then and I lowered my Nikon P950, shielding it from the UV rays which were punching through the cloud.

I took a moment to note a number of trawlers circumnavigating the bay and did wonder if they were UK based, no flags flying, a classic Nelson trick.

Race 6 finished as soon as it started, a mass of Solo hulls collecting at the pin end resulting in the first of many general recalls. I had positioned my rib at the pin end and it is not uncommon for the fleet to follow a man holding a camera, akin to seagulls following a trawler full of fish guts. The wind was flicking left and right, the next start saw mass exodus to the committee boat end.

I looked down at my trainers accusingly, surely they do not smell that bad. I prised one from my foot, tore away some of the rotting flesh and replaced it before retrieving my reluctant driver from the sanctuary of the water.

Lewis was parked and was not about to let anyone into his part of Carnac, the beautiful triangle which sits beneath the PRO's vessel. The hard work and skill he used was for nothing though as another recall siren echoed across the race course.

Disturbingly, the wind was dropping and fluctuating in direction with the regularity of a conservative back-bencher. I was then interrupted from my reporting by my driver who had been instructed to notify the stragglers, disappearing towards Carnac and an early shower that a decision would be made in 30 minutes. The poor buggers returned to the race area for more fun, no doubt cursing us for ruining their plan.

I returned to my scribbling, deep in thought of how I could make a sailing report interesting when there is not even a race. I was then interrupted by my driver once more, gesturing to me and pointing towards the fleet. The sails glistened like diamonds, mounted majestically atop a silver platter, accentuated by the Sun which sat high in the June sky. "Everyone's an expert" I uttered under my breath as I took the money shot with the driver looking satisfied.

At 11.40 a.m. the PRO finally called it a day, the fleet pumped their way into shore, wives and partners prepared themselves for various emotions and positioned their loved one's trollies by the waters edge.

We powered into the harbour and I disembarked with the athleticism of a Walrus before thanking the Carnac team for providing the NSCA with very personal yet professional support. France know how to promote sailing and media is high on the priority list to get people interested, the coffee is also bloody good.

The prize giving was another extravaganza of prizes, applause and speeches, 50% were misunderstood by both the UK, and french audience but that did not matter. Tom Gillard was gracious and complimentary to all, class President Patrick Burns was authoritative and yet humorous and with the back bench of Graham and Fiona Cranford Smith delivered a near faultless display, save for the top two prizes which they almost forgot.

Thanks to all the competitors for making this a special event, despite the lack of breeze, the social side exemplifies the friendliness of the fleet.

Carnac did a sterling job and both UK and Dutch fleets look forward to returning.

Thanks to Rooster and Magic Marine for your generous prizes and we look forward now to the Superspars/Harken National Championship at Abersoch in July.

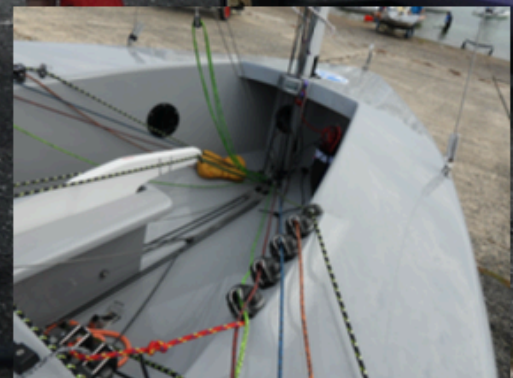
Watch Tom Gillard's Winning Speech [HERE](#)



INTERACTIVE

Take a look at the winning Solo [HERE](#)

Link to Results [HERE](#)



A huge thank you to the team at YC Carnac, especially Servanne and Patrick and to our sponsors, Rooster and Magic Marine



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Club Focus Dell Quay S.C.

The Key to Solo Success at Dell Quay Sailing Club



Over the past few years, the Dell Quay SC Solo fleet has been growing steadily in numbers, and now boasts the second highest fleet in terms of racing numbers within Chichester Harbour, with our friends at Hayling Island SC in a secure top spot.

During the spring and summer season the Solo fleet has regular Solo class racing on Sundays, and for this season, the tides are very favourable, and we have planned over 70 days of racing at Dell Quay. The fixture list for 2022 is one of the busiest for several years, with class racing, or training sessions, at every suitable high tide.

To help encourage the National Solo class to grow at DQSC, the decision was made in 2021 by two existing Solo owners (who currently race Solo FRP boats) to find and purchase a wooden Solo, to help continue to promote this strong fleet at the club.

The sailing club does have a range of existing 'hire boats', which belong to the club and are maintained by volunteers but these are classes such as the Pico and RS Feva; not competitive adult racing dinghies. So, a decision was made to have this 'DQSC Club Solo' in private ownership kept in tip top racing condition and ready to use. As part of the deal with the club, a boat berth was made available at no cost.

We needed to find a boat that was down to weight, structurally sound, no rot and unmolested... It was by chance Roger Puttock was scanning the small ads on 'Apollo Duck' and found his old, wooded Solo 4075 for sale in a part dismantled/stripped (this is an ideal condition to check for rot and structural issues). Roger had purchased the boat from new from Tony Thresher in 1996 and sailed the boat regularly at Papercourt SC until it was sold, and a new Winder FRP purchased at that time. So, after a swift phone call, we hitched the trailer up, a deal was done and 4075 was on its way back to Chichester and the DQSC workshop for restoration..





The choice of wood over FRP was made not only for budget purposes, but also for the tough construction wood has over the modern FRP hulls in case of any damage occurring and that we have the expertise in the class to look after a wooden boat. Anyone who has sailed a wooden racing dinghy will also appreciate the 'charm' that a wooden hull gives too.

The 3 main aims of having a **DQSC Club Solo** are:

1. To have a Solo available for potential new members of Dell Quay SC who wish to try out a Solo before purchasing one and joining the Club.
2. To have a Solo available to current members of DQ from other Classes who would like to use her for occasional racing and an introduction in to how lovely these boats are.
3. To have a spare boat available to the members of the Solo fleet to use when their own boats are either off the water or packed up for travelling Series.

One of the success stories of keeping the enthusiasm going at DQSC during the season was to form a **WhatsApp** group for the Solos, which nearly every day sparked some Solo topic of discussion, ranging from the discussion on the weather, what to wear, to differences in sails and mast types etc.

In between the regular weekly races (due to tide constraints) we would also regularly go out weekdays and have informal race training sessions. Lots of starting sessions (3,2,1 go sequences) and windward / leeward courses etc.

So, if you are looking for a friendly, competitive and active Solo fleet within a beautiful, protected open stretch of Chichester Harbour, Dell Quay SC could be the Club!





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South Staffs S.C. Open Meeting Report

Paul Bottomley



SOLO MIDLAND AREA

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I awoke wondering how I was going to feel as I'd had my Covid booster three days before, only because of my desire to compete in the Nations Cup, and head to France in June. Apart from the shoulders feeling like I'd been to the gym for a three hour session and exhausted, the world was perfect.

So, with the overnight oats and brew consumed, I headed off to South Staffs nice and early, so nothing could go wrong, and help to welcome the travellers as they arrived.

At 8.30, and a nice force 3 breeze wakening the senses, things were looking positive. Kev Hall, last year's champion, was already there waiting for us to open the gates. And with a quick greeting I headed off to unpack and assemble the boat, thinking that it's all there. Hmmm... unfortunately not! No rudder, shrouds or sail, good start eh? They were in the motorhome back in Stoke, so a panicked drive back to Stoke ensued.

On return Ian Ingram helped me put the boat together (thank you Ian), and a mad dash to the changing room.

Seven local lads (missing our latest top gun Jonny Coats due to some pesky holiday) and twelve visitors headed out to the start line.

The wind was still ok, anything between force one and force three, although as shifty and fickle as Chris Brown. Today's race officer Bill Bradburn and his able assistant, 13(ish) year old, Jack Hodgkins set the course and got us off at the first attempt. At the windward mark, Mike (nose bleed) Cossey was the first round followed by Ian Ingram and Neil Wilkinson, our top gun of the day Jonny Woodward in the distance (Oh my!).

David Badger shouted to me at the leeward mark 'YOU CAN'T DO THAT' for me to remind him I was on starboard, and he on port. He didn't make that mistake again, and out sailed me for the remaining races. The only other thing of note was Mike Cossey sailing himself back to fifth place, although still a great result.

So at the finish line it was Ian Ingram first, Neil Wilkinson second and Jonny Woodward redeeming himself in third place. Then off for an early lunch.

The sun came out for the second race and the wind dropped to a force one gusting two at best, the Race Officer got us off at the first attempt again, and we all set off playing snakes and ladders. First around the windward mark was Jonny Woodward, oh... no it wasn't, he went the wrong way! So first around was Ian Ingram, followed by Neil Wilkinson and James Dawes third. Places changed constantly throughout the fleet except for James Dawes who worked his way to the front and pretty much led us all around for that race, and Jonny calamity Woodward squirmed himself into second, Neil Wilkinson took his worst position of the day in third.

On the finish line Mike Cossey decided to hit the committee boat anchor chain, and then the committee boat as well for good measure, didn't do his turns and got a DNF for his troubles.

Also of note, Maria E. Franco newish to sailing, and in her first season in the Solo Midland Series took twelfth position, so this was the first time she wasn't in last place, proving that when it's not blowing old boots, she's got talent and one to watch in the coming seasons.

The wind was now anything from force 1-3. I knew it was too good to be true! The third race started with a general recall. Bill taking no nonsense and ready for home, hoisted the dreaded black flag to assert his intentions.

So at the second attempt only our Commodore Richard Farmer and Lee Nankervis got BFD showing there is no favouritism from our RO.

On the start line I got a roasting from Kev Hall for a light coming together (see Solo Association website for footage lol) so off I went to do my turns, also getting in the way of Maria E. Franco, more turns, Oh my I'm last! Angry Kev Hall rounded the windward mark first, with consistent Ian Ingram second and, no one has any recollection who went around third, and so I can only assume it was the other consistent sailor of the day Neil Wilkinson.

Me and Maria, obviously both miffed, managed to work our way up the fleet, I ended up 10th and beating Tony Hodgkiss ha ha Maria, now with a new vigour for not coming last ended fourteenth. Very well done!

In still shifty and difficult conditions, Kev lost out to Ian and Neil and the race ended, Ian Ingram first, Neil Wilkinson second, and Kev Hall third.

This year We have a new cup, dedicated to the memory of Robin Harper, a gentle and unassuming man who was a member of South Staffs SC since the 1990s. He helped the club and members in numerous ways with his marine engineer background, encouragement and friendship. Robin was also 50% of the team that coached Kamila and her sister Aga on the power boats for the RYA challenge. Kamila becoming twice Champion and also Champion of Champions. And Aga Champion of her age group. All three of our power boats were won by the girls, and it just shows the depth of commitment, knowledge, and general brilliance that Robin gave us all. I'm personally gutted he's no longer with us, and always think he's sailing with me wherever I am.

Ian gave a touching speech, to Robin's family who were there for the unveiling of the Trophy, about how he had just lost his dad and that he thought maybe his dad and Robin were with him, helping him along.

Very well done Ian, the first winner of the Robin Harper Trophy.

Spot prizes were given to Alan Williams, the first traveller to enter all five events, and Mike Cossey who would have had a better result if it weren't for his dance with the committee boat.

RO Bill Bradburn requested I give Jack Hodgkins a mention, as he was extremely impressed with his assistant. Well done fella.

Thank you to Mel Sharpe, Steve Baker, Mat Dooner, and Oli Goodhead for safety boat cover and pictures, James Ashworth and Kimmi Dooner for galley, and everyone else that helped out.

I'd like to thank all the competitors for a fantastic day's sailing, and I hope to see you all next year.



Pos	Sail No	Helm	Club	R1	R2	R3	Pts
1st	5858	Ian Ingram	Earleswood Lakes	1	-4	1	2
2nd	5210	Neil Wilkinson	Chase SC	2	-3	2	4
3rd	6004	Jonathan Woodward	South Staffs SC	3	2	-4	5
4th	5967	James Dawes	Redditch SC	-10	1	6	7
5th	5524	Kev Hall	Northampton SC	5	-6	3	8
6th	5497	Olly Saunders	Shustoke SC	6	5	-7	11
7th	5636	David Badger	Bartley SC	-9	7	5	12
8th	5740	Mike Cossey	Shustoke SC	4	(DNF)	9	13
9th	4437	Tony Hotchkiss	South Staffs SC	7	8	-11	15
10th	5644	Paul Bottomley	South Staffs SC	8	9	-10	17
11th	5854	Alan Williams	Sutton SC	-13	10	8	18
12th	4228	Lee Nankervis	South Staffs SC	14	11	(BFD)	25
13th	4974	Richard Farmer	South Staffs SC	11	14	(BFD)	25
14th	5434	Steve Finney	South Staffs SC	-15	13	12	25
15th	5675	Maria E. Franco	Northampton SC	-19	12	14	26
16th	4636	Miles Thomas	Shropshire SC	12	15	-16	27
17th	5302	Micheal Davies	South Staffs SC	-18	18	13	31
18th	5908	Graham Bower	South Staffs SC	-17	17	15	32
19th	4527	Paul Hoad	DYFI SC	16	16	-17	32



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2022 NATIONAL CHAMPIONSHIP

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SOLO NATIONALS: 4th.
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With just over two weeks to go, there are still some places available to enter the National Championship.

With a limit set at 120 we are in for an amazing event at this beautiful venue.

Gate starts will be in operation, launching is from a sandy beach and there is plenty going on in the town and club house.

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Friendships will be cast, memories will be made and at the end, we will have a Champion.

Superspars and Harken are our Title Sponsors and we have additional support from some of our great suppliers so, if you have entered or you fancy it then prepare now with this Abersoch Venue Guide, provided by the great Jim Saltonstall.

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Abersoch

Author: Jim Saltonstall M.B.E., Location: United Kingdom

Abersoch has long been a popular race venue with many dinghy and small keelboat classes. Situated at the end of the North Wales peninsular, Abersoch offers great racing water with good facilities ashore, and excellent race management afloat. Access to the venue has greatly improved over the years, with the A55 dual carriageway now open all the way to Bangor from the M56. Accommodation in the area is good, with plenty of caravanning and camping in the area if required. The club facilities are great, and during a recent national championships, the hospitality of the members was terrific. Abersoch is another one of our most popular race areas for national events, book early so as not to be disappointed!!

Race Area

Situated east-north-east of the town, the race area is exposed to the eastern wind sector, and protected from both the west and the north.

Wind Direction

330-040 degrees: With the wind in this sector it generally pays to go left up the beat for the wind, as this is the convergence wind sector, so there's more velocity on the left-hand side of the beat. There tends to be headers as you go in on starboard tack, with lifts on port as you come across, on or near the port layline.

040-160 degrees: This is the clear wind sector, when the wind comes from anywhere in this area it will give the roughest sea state. It goes without saying that the more wind there is, the rougher it is - as with any onshore wind. One other thing worth mentioning is that when you are standing on a leeward shore facing the wind, you will be feeling more velocity than there is at sea. Likewise, when standing on a weather shore there is more velocity at sea than there appears. When the wind is in this sector, it is at its most stable in both direction and velocity.

160-180 degrees: The wind in this direction is now almost parallel with the shoreline. This shore is a divergence zone, so there is more wind velocity left-of-middle on the beat. There may also be effects blowing downwind from the offshore islands. These can create mini-bands of convergence and divergence off the different sides of the island - but if you can pick them out from such small islands, you've done well! There is another complication which could affect your strategy - tide, which we will take a look at later.

180-250 degrees: With the wind in the south-west sector it normally pays to go right, even though there may be less wind on the right due to the divergence zone. I've found that there is a lot of starboard tack lifts off the relatively high shoreline. It may even pay to go right when the tide is favourable, as the starboard tack lifts inshore are often better than the stronger tide offshore.

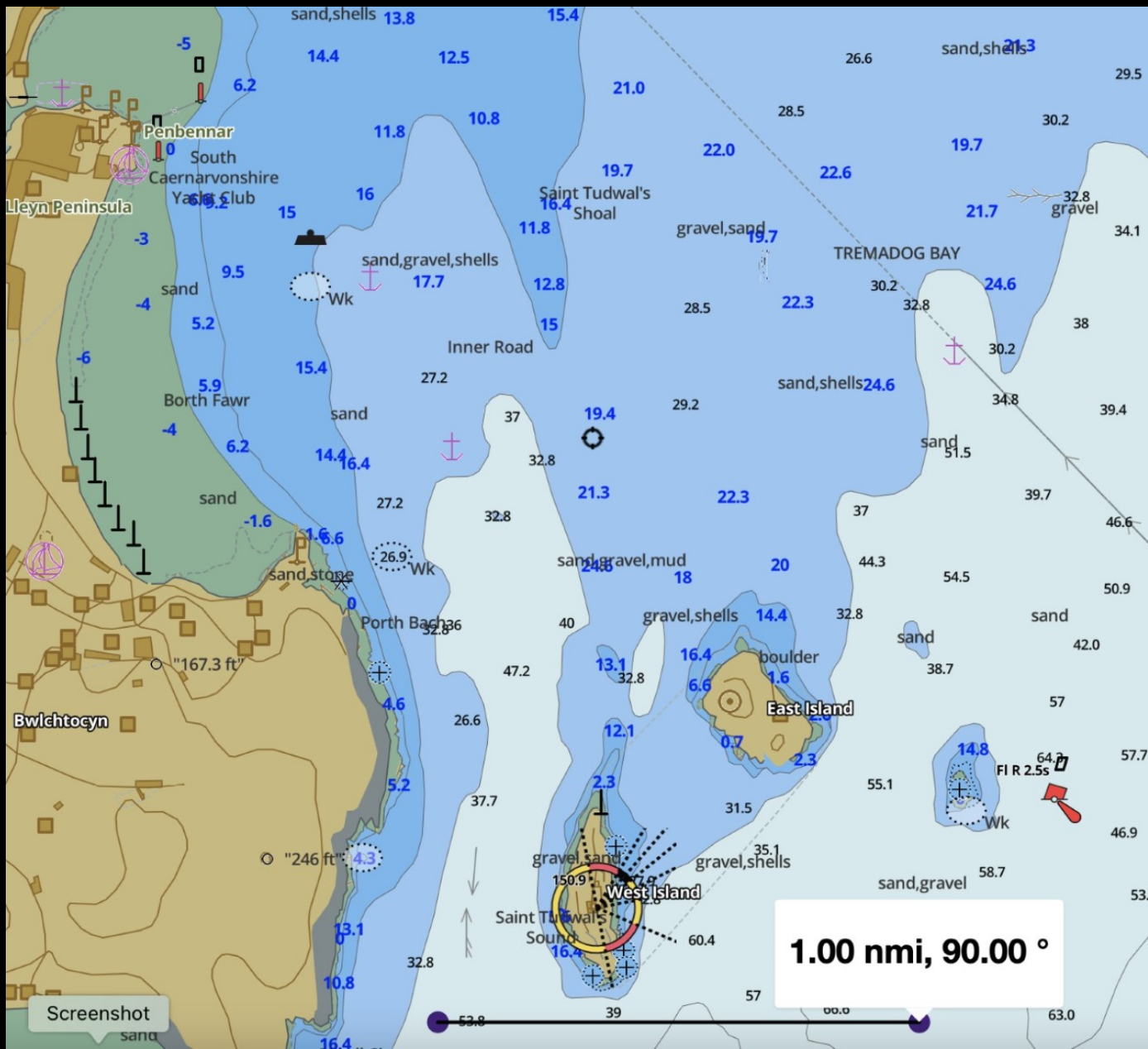
250-330 degrees: This is the shifty sector. There are some significant shifts now coming off the higher ground. It's crucial to know the numbers on your compass, or ensure that you have some good reference points on the shore for both tacks. Use the shifts up the beat, but only the larger ones (especially in heavier displacement boats), otherwise you will end up doing too many tacks. When approaching the mark with the mean wind coming from 280 to 290, look for the wind veering as it goes from the land to the sea and moving to the right.

Sea Breeze

The sea breeze potential is not so good, as the venue is on a peninsular. The land warming can attract a sea breeze from both the north and the south, canceling each other, so we end up with nothing. The best sea breeze is a west-north-westerly, and will only come if the mainland gets really warm, with towering cumulus clouds and a cool sea. This sea breeze is blowing onto, and being generated by, the main North Wales coastline to the east - so watch out for good sea breeze indicators for that coastline. Clear blue sky in the morning, with no wind or a light north-easterly, and the chances are that a good sea breeze will begin to fill in late morning to early afternoon. When they do fill in, they never reach any great strength, and they tend to veer as the afternoon gets older - if they last for more than a couple of hours. So protect the starboard side of the course mid-to-late afternoon. It normally pays to go right up the beat during the sea breeze.

Tide

The flood tide runs to the north, with the ebb running to the south, and it turns about one and a half hours before high water at Abersoch. If you look at a chart, you will see that as you progress to seaward, the sea bed shelves quite steeply. This has a significant effect on the strength of the tide. The tide is also accelerated between St. Tudwal's Island and the mainland, both with the flood and the ebb. The weakest tide is closer to the shore in the shallower water. During your racing do not forget to allow for the tide on the laylines, especially when the wind direction is at right angles to the tidal direction.





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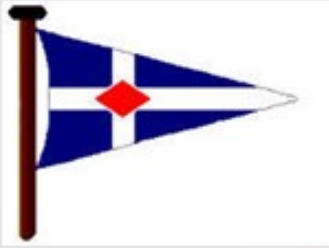
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Western and Sea Series Qualifier



Dinghy Shack Solo Open 2022

Saturday 9th July

On the day registration (Details can be emailed in advance)

Race Briefing at 11.00

3 Races back to back. First warning 11.55

Entry Fee £15

GOAT Tiller Extension Raffle

Notice of Race and Sailing Instructions visit

<https://www.tmsc.org.uk/>

SPEC SHEET

SOLO

The Solo is one of the most popular UK Dinghy Classes. We have been working with a number of top sailors and sailmakers in the class to bring you a class specific range of carbon Solo battens.

All Solo battens are solid plate battens, supplied 6mm wide. They are manufactured from a carbon / epoxy pre-preg laminate using aerospace grade materials for the best strength/weight ratios.

We also offer a 1.6mm thick carbon headboard, manufactured from multi directional carbon fabrics and finished with an attractive woven layer. All carbon parts are cured in our autoclave facility to ensure a void free laminate. Each headboard is cut using our 3 axis CNC router and finished with a durable 2 part lacquer.

Customised Composites SOLO Carbon Plate Battens

Boat / Sail Type	Batten Code	Batten Options	Length (mm)	Width (mm)	Thickness (mm)		Taper Type	RBS Equilivant	
					Luff	Leech			
SOLO	SOLO1	1	SOFT TOP	760	6	1.6	1.6	Non Tapered	CB12050
	SOLO2	2	MED TOP	760	6	1.7	1.7	Non Tapered	CB12060
	SOLO3	3	SOFT UPPER MIDDLE	1370	6	1.6	1.6	Non Tapered	CB12050
	SOLO4	4	MED UPPER MIDDLE	1370	6	1.7	1.7	Non Tapered	CB12060
	SOLO5	5	MED MIDDLE	1835	6	2.2	2.2	Non Tapered	CB12075
	SOLO6	6	MED LOWER MIDDLE	2195	6	2.2	2.2	Non Tapered	CB12075
	SOLO7	7	HEAVY LOWER MIDDLE	2195	6	2.4	2.4	Non Tapered	CB12090
	SOLO8	8	SOFT LOWER	2470	6	2.2	2.2	Non Tapered	CB12075
	SOLO9	9	MED LOWER	2470	6	2.4	2.4	Non Tapered	CB12090
	SOLO10	10	HEAVY LOWER	2470	6	2.2	2.8	Full Taper	N/A
HB SOLO		HEADBOARD	100mm x 120mm Carbon Headboard			Pair		N/A	
Suggested for HD Sails Standard Spec # 2, 4, 5, 6, 9							Set Total ex VAT		
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2022 NATIONAL CHAMPIONSHIP



National Championship
2022
Abersoch July 16-19

98 Entries - 12 places left

Who will be the next Champion?

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Front Cover
Nation's Cup Start line 2022

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