

Solo Interactive

Ian Cherrill interviews Morgan Sails
A long way from Columbia
Like Father, Like Son

Wood to FRP
Red Alert Update
San Francisco Roll

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2022/23

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Presidential Report Patrick Burns

I trust Santa delivered your new Solo /sails/ cb trolleys /spars etc, etc from our fantastic sponsors.

If not, come to the Dinghy Show, the venue is Farnborough International, the date is 25-26 Feb and see our new Solo Class demo, loaded with all the bits you need to sail fast.

Armed with your new kit and race ready following your Winter training and racing regime under your kilts you'll be ready for the Noble Winter Championship at Northampton on a balmy March 11.

Your Committee is hard at work making magical plans for this years National Championship at Hayling Island 22/28 July with a Selden our headline sponsor. More on that to follow.

Unlike previous years sponsors prizes will be evenly distributed throughout the fleet sorry Snail, aka Sal Erskine Furniss, no more sails for you!

I hope as many of you as possible can attend as I bow out of my Presidency (whoopee I hear you say no more DAFC Football kit!) as I would like to record the highest and best Championship in 2023!

Now then, as they say up North, get yourself over to Holland for the Nations Cup (12/14 May) organised by the Dutch and their hospitality **IS** legendary, well if you like small beers!

I know it seems we publicise and encourage numbers for the North Super Series events but it is equally important all areas and clubs are supported as the more Solos on the water, the better chance we have of increasing numbers (maintaining values as price increases etc) and keeping the Solo top of the pops.

With that in mind Justine Davenport proposed, and you're Committee approved, providing Area reps with £500 to assist with the cost of attending your Area Championship.

In addition Major Area Sponsors have stepped up which help will trickle down to Club level with benefits for all (more Magic from Vernon Perkins later)

Paul Davis has been brilliant in securing Sponsors covering Major events (more elsewhere in mag) and Area reps always turn up trumps with prizes a plenty for Area Series from South to North and Scotland, not forgetting our pals in the West/East/Wales and everywhere in between.

Thanks Reps, your Class appreciates the work you do and a beer will be provided by Brownie if you get a CB Coverstore sticker on any boat or 2 beers from yer President if you take it off !!!

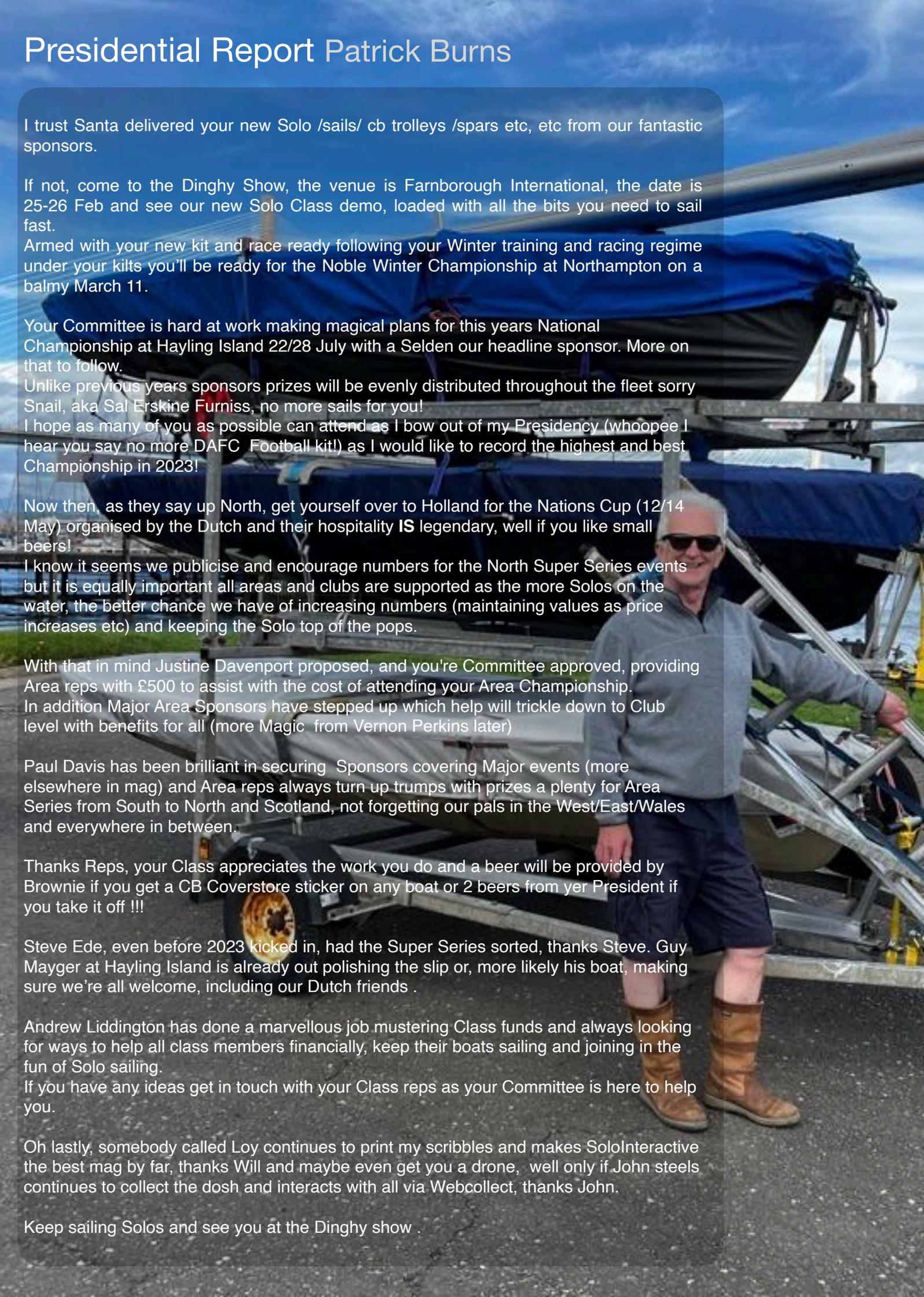
Steve Ede, even before 2023 kicked in, had the Super Series sorted, thanks Steve. Guy Mayger at Hayling Island is already out polishing the slip or, more likely his boat, making sure we're all welcome, including our Dutch friends .

Andrew Liddington has done a marvellous job mustering Class funds and always looking for ways to help all class members financially, keep their boats sailing and joining in the fun of Solo sailing.

If you have any ideas get in touch with your Class reps as your Committee is here to help you.

Oh lastly, somebody called Loy continues to print my scribbles and makes SoloInteractive the best mag by far, thanks Will and maybe even get you a drone, well only if John steels continues to collect the dosh and interacts with all via Webcollect, thanks John.

Keep sailing Solos and see you at the Dinghy show .





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Editorial Will Loy

Happy New Year

It has been a relatively mild Winter, I hope you have all been either racing, training or dieting, ready for another exciting Solo season. I have done none of the above but my camera arm is toned and my trigger finger is primed, just need some action to capture now.

Fortunately we only have to wait until March 11 for the Noble Marine Winter Championship to come around, Northampton is the venue so get online and enter. It seems a lifetime away from the Pandemic, how quickly things get back to normal but one of the by-products is a reduction in those travelling to events and while club racing benefits, the improvement curve is less steep IMO. Mixing it with the open fleet, where there is no pecking order (unless Tom Gillard is there) and at venues that are unfamiliar, provide stiffer tests and hence, improved results...eventually.

Medemblik is the venue for the Nation's Cup if you really want to test yourself, or you could just go on an SAS Who Dares Wins Show, both require a level of endurance and if it's really windy there will be pain but the Dutch somehow find a way to make it fun. The fleet there are more competitive than ever but, off the water there is no more a generous nation when it's beer o'clock. Travel is pretty easy and the overnight ferry provides a quality of entertainment on par with any reality talent show.

The National Championship at Hayling Island, always a venue that attracts a big fleet is being sponsored by Selden, more details to follow in a March Dinghy Show/Major Champs focus.

A huge thank you to our Suppliers who are supporting the class with sponsorship of events and advertising slots in SoloInteractive. Our Sponsorship Co-Ordinator, Paul Davis has been hard at work over the Winter to procure some lucrative deals, many thanks to him on behalf of the class.

Listed below are the current events and Sponsor:

Winters - Noble Marine

Springs/Eastern - Superspars

Southerns - Rooster

Pusinelli - Harken

Nationals - Selden

Inland's - Gill

EOS - Harken

Super Series - North Sails

Midland Series - Allen, CB Coverstore & Pete Jackson

Western Series - Magic Marine/Triggernaut

Southern Series - Rooster/Goat Marine

Scottish Series - KGL Estates, HD Sails

Always keen to improve our Solo media exposure, I had planned to train to fly a drone since one had come to market that floats and can launch from the water, such is my trust in my piloting skills. Unfortunately, at this time the reviews are a little worrying so until I can be sure I will not fry an NSCA 2K+ drone the first time I crash it I will stick to my trusty Nikon P950.

Thanks to all who have contributed to this issue, I am sorry I have had to resort to pestering, harassing, black-mailing and other more sinister means of procurement to fill these pages. To be honest, it is nothing new for me since I have done the same to Solo sailors since the eighties and nothing changes apart from my hair which gets greyer. Fortunately for our readers there are plenty of willing contributors who want to share their Solo related stories, they just don't know it yet.

So, don't inundate me with articles, photos or dare I say it, even short videos of what you get up to when you are alone..in your Solo, I will eventually find you. will_loy@hotmail.com

Don't forget, you are never alone in a Solo.

From Columbia to Northampton

Maria E. Franco



Name: Maria E. Franco.
Club: Northampton Sailing Club
Solo 5675
Kit: Winder 2, North P2, Selden D+, Harken fit out.

It's been just over one year in the Solo fleet and racing, and I have enjoyed it immensely. There is such a good energy at this meeting that I don't mind all the packing and unpacking, every event is a joy to me. I don't think, 15 months ago when the Solo fleet at Northampton SC convinced me to try out the club's Solo, that I would be buying my Solo a couple of months after that and that shortly after, I would be out on the road visiting different clubs and meeting a lovely bunch of people.

A bit of background, I was born in Colombia and have been in the UK the past 10 years. My sailing was very sporadic and with not much structure, my dad taught me the basics of how to sail when I was very young on a sunfish in my hometown Cartagena. Didn't do much sailing until about 15 years ago, when I joined a Sailing club in Bogota. I sailed with my brother a Snipe, a double handed dinghy, at weekends but mainly I used to crew during the monthly regattas for a 35ft keel boat, where my main role was the bowman – so basically on the foredeck to hoist, gibe and drop the gigantic spinnaker whilst avoiding falling over.

NSC Solo Championship 2022



When I moved to London I decided to get back into sailing, so about 7 years ago I completed every RYA dinghy training there was at Queen Mary SC in London, but then never really sailed after I completed my training. But in the summer of 2021, I moved to the Midlands and joined Northampton Sailing club. I started sailing on the adults' coaching sessions on Wednesday evenings; I didn't have my own boat at the time, so I hired the club's Fusion. After a month or so I was encouraged to join club racing on Thursday evenings and Sundays in the club's Fusion.



Everyone was very supportive, always ready to give me good advice and tips on how to get better. Around September 2021 the Solo fleet, mainly Graham Wilson and Kev Hall, talked me into trying out the club's Solo and I really liked it. Two months later, I bought my own Solo 5675 from Chris Gillard, and started practicing all winter. Amazing boat, but I was just a novice! Still, I was encouraged to join the Midlands series to get more practice, and so I did, went to 8 of the 12 races we had last year (Banbury, Barnt Green, Bartley, South Staffs, Northampton, Shustoke, Chelmarsh and Tamworth) – ended up 13th on the general which felt not too bad, with 110 sailors taking part in at least one race. It was very scary at the time to join the series with just over 1 month experience on a Solo and about 3 months in general of dinghy sailing, I knew I was going to be sailing with such an experienced group of sailors.

I Remember my first race at Banbury SC, at that time I never had packed/ unpacked a boat, and hadn't towed a boat before, but I been very lucky to never been short to find help from everyone in the fleet, and always encouraging me to continue to take part. I Would love to see more ladies joining the Midlands travelling series, it such a lovely group of people ... Anyway, I'm looking forward to 2023, you will see me travelling around at the 2023 Midlands series, of course I will be also at the Winter Champs hosted at Northampton SC, and then at my first large event, the Nationals at Hayling Island in July.

I have much to learn still and have a long journey ahead of me but I guess is all about practice and being surrounded by a supportive group of fellow sailors.

Maria hitches up her Solo, heading for another open meeting.



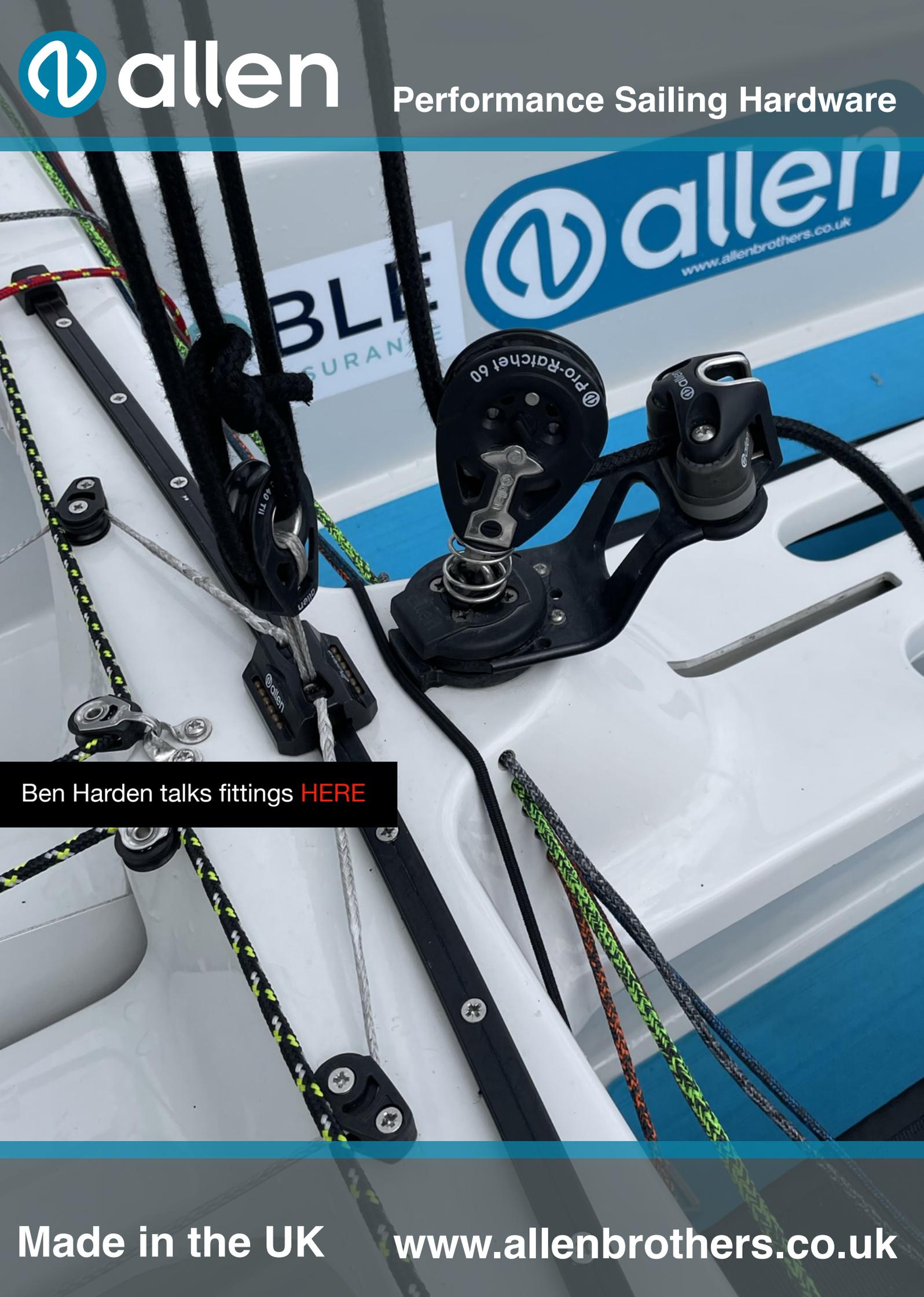
1st	5880	Martin Honnor	Ogston SC	1.0	(111.0 DNC)	4.0	(111.0 DNC)	(111.0 DNC)	(111.0 DNC)	2.0	(111.0 DNC)	1.0	(9.0)	2.0	(111.0 DNC)	685.0	10.0
2nd	5524	Kev Hall	Northampton SC	(5.0)	(4.0)	2.0	2.0	(5.0)	(14.0)	(23.0)	1.0	2.0	(4.0)	(5.0)	3.0	70.0	10.0
3rd	6022	Chris Brown	Grafham SC	2.0	(111.0 DNC)	3.0	(111.0 DNC)	(111.0 DNC)	(4.0)	(6.0)	(111.0 DNC)	3.0	3.0	4.0	(111.0 DNC)	580.0	15.0
4th	5210	Neil Wilkinson	Chase SC	4.0	(9.0)	(9.0)	(111.0 DNC)	2.0	(111.0 DNC)	(15.0)	5.0	(7.0)	6.0	(8.0)	2.0	289.0	19.0
5th	6004	Jonathan Woodward	South Staffs SC	(111.0 DNC)	(111.0 DNC)	8.0	(111.0 DNC)	3.0	(111.0 DNC)	5.0	(111.0 DNC)	5.0	2.0	(111.0 DNC)	(111.0 DNC)	800.0	23.0
6th	5858	Ian Ingram	Earlwood Lakes SC	3.0	(111.0 DNC)	(111.0 DNC)	(111.0 DNC)	1.0	11.0	12.0	(111.0 DNC)	(111.0 DNC)	5.0	(111.0 DNC)	(111.0 DNC)	809.0	32.0
7th	5911	Nigel Davies	Draycote Water SC	(111.0 DNC)	(111.0 DNC)	7.0	(111.0 DNC)	(111.0 DNC)	6.0	8.0	(111.0 DNC)	(111.0 DNC)	15.0	1.0	(111.0 DNC)	814.0	37.0
8th	5636	David Badger	Bartley SC	(111.0 DNC)	8.0	14.0	(111.0 DNC)	7.0	(111.0 DNC)	(111.0 DNC)	4.0	(111.0 DNC)	(111.0 DNC)	(111.0 DNC)	4.0	814.0	37.0
9th	5497	Olly Saunders	Shustoke SC	11.0	11.0	(111.0 DNC)	(111.0 DNC)	6.0	(17.0)	(111.0 DNC)	6.0	(111.0 DNC)	(111.0 DNC)	(111.0 DNC)	5.0	722.0	39.0
10th	5740	Mike Cossey	Shustoke SC	8.0	(12.0)	(111.0 DNC)	(111.0 DNC)	8.0	(18.0)	(111.0 DNC)	9.0	8.0	(13.0)	(111.0 DNC)	7.0	527.0	40.0
11th	5854	Alan Williams	Sutton SC	12.0	(17.0)	(13.0)	8.0	11.0	(111.0 DNC)	(111.0 DNC)	8.0	(111.0 DNC)	(18.0)	(111.0 DNC)	9.0	540.0	48.0
12th	5644	Paul Bottomley	South Staffs SC	10.0	15.0	16.0	(111.0 DNC)	10.0	(111.0 DNC)	(111.0 DNC)	16.0	(111.0 DNC)	(111.0 DNC)	(111.0 DNC)	(111.0 DNC)	844.0	67.0
13th	5675	Maria E. Franco	Northampton SC	15.0	(18.0)	17.0	(111.0 DNC)	15.0	(20.0)	(111.0 DNC)	13.0	(18.0)	(111.0 DNC)	(111.0 DNC)	11.0	571.0	71.0



SOLO MIDLAND AREA

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Ben Harden talks fittings [HERE](#)

Like Father, Like Son Harry Lucas

There have been some famous father/son combo's over the years, Gordon Walls-Ewan Birkin Walls, Dave Mitchell-Pete Mitchell and maybe less famous, Bill Loy Snr -and me.

Son of big Dave Lucas, Harry is starting to find his way in the Solo class and showed some promise at the recent Inland Championship.



Harry gives Iain Magregor the evil eye as they approach the gybe mark at Abersoch on windy Friday.

I started getting interested in Sailing when I was about 9 years old. My Dad was racing a flying fifteen at Grafham Water but took me to the local sailing club, North Herts and East Beds sailing club where he learnt to sail.

I borrowed the clubs laser Pico and Topper dinghy which I sailed for about a year.

We then bought a Mirror Miracle to refurbish but by the time my dad finished it i had grown too big to race it. I then went to Grafham Water when I was 13 years old with a laser radial which was the first boat I properly learnt to sail and race in.

I was busy playing cricket at this time so sailing took a back seat until my Dad bought his Solo to race at Grafham in 2018.

Ewan Birkin-Walls and Ian Walters were attracting new members to the Solo fleet and it soon built to around 15 boats with 10 boats plus turning out regularly.

I liked the laser but loved the look of the solo with its raked rig and fully battened laminate mainsails so we bought a wooden solo 3462 for me to try. I was racing each week at the back of the fleet but knew this was the boat that i wanted to race. We sold the laser and solo 3462 and then upgraded to a Ovington Boon 4999. This seemed to improve my performance and soon I was able to mix it with the back markers and mid fleet sailors.

My first ever open event was at Grafham water for the solo EOS in 2019 when I was aged 15 which was a bit of an eye opener. Due to COVID, events were not happening but we did have some great racing amongst ourselves (within the guidelines), I then decided to try the nationals at Mounts Bay 2021 where I came 69th, which was my first major event on the sea. I then did the EOS at Draycote 2021 finishing 39th which was a great experience in sailing in a large fleet.



Dave Mitchell sticks one on Harry at the top mark at the Inlands, much to Harry's disdain.



Dave Lucas blasts towards the finish line at the Inlands with Tunnicliffe and Hall just behind, pretty handy sailors too.

Although I was growing and getting bigger and stronger I was lacking in technique so I spent hours watching all the you tube training videos and asking Ewan and Ian for tips.

In November 2021 a winder 2 5746 came up for sale at our club which we bought.

This seemed to transform my performance but mainly my confidence so in 2022 I did the nationals at Abersoch finishing 51st but on the last windy race I finished 13th. Then a further improvement at the EOS finishing 12th overall with results on the last day of 15th, 5th, 4th.

I'm now sailing competitively at the mid to

I'm booked to go off to Medemblik in May and various other events this year but may have to miss the nationals due to now working.

I would like to improve my big fleet sailing and in the next 2 or 3 years get into the top 20 of the nationals.



If I could give any tips to younger sailors it would be to listen, learn and practice as much as you can. Be patient and the results will start to improve.



Harry and Dave 'power up' for the gate start at Abersoch



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Dave Winder competing at the 2022
National Championship

WINDER BOATS

We asked Dave Winder about how the Winder 1 Solo came to fruition.



We were originally approached by Jim Hunt and Greg O'Brien from Purple Marine in 1999,

Asking if we would have a meeting with them to discuss building a Solo using the Don Marine moulds.

Having met up with them and seeing the moulds, we decided we would prefer to build our own set of moulds, with an agreement with Purple Marine that we would supply bare hulls to them and they would market our boats.

Jim provided three hulls to measure, and with this information we set about making the hull plug.

A hull mould was taken from the plug and the first hull was moulded.

Then a deck plug was made inside the first hull, a deck mould was taken from the plug along with a case top moulded from its own plug.

The first two boats were built ready for the Dinghy Show in March 2000 these were sail numbers 4278 and 4279.

We built over 550 hulls out of those moulds up to Dec 2015.

Having mastered the Resin Infusion System over a number of years we decided to make a modified MK 1 deck mould which would allow us to infuse the deck as well as the hull. And so the MK 1a was born.

Now some 650 hull have come out of the MK 1 Hull Mould

In 2010 we purchased the Speed Sails Solo mould and after some improvements made to the tooling we started building the first MK 2 Hull in October 2010 with Sail Number 5166.

Over the years that have followed, many improvements have been made to the MK 2 moulds, and we have now built over 330 Mk 2 Hulls

TIMELINE

1999

Two of the Winder employees prepare to launch the Winder 1 prototype. A very youthful Steve Denison (on the left) would prove the boats potential on the circuit in 2000.

(Although Steve is convinced this is not him!)



The Winder hulls, whether Mk 1, Mk 1a or Mk 2 continue to set the benchmark for excellence.



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SALCOMBE SOLO OPEN: 2nd + 3rd.
HAYLING ISLAND OPEN: 2nd.
SOLO NATIONALS: 4th
(with 2 race wins).

#TEAMPB RESULTS WITH CROSSCUT IN 2022

AREA CHAMPS:
Southern: 1st • Eastern: 1st.
Midland: 1st • Western: 1st.
WINTER CHAMPS: 1st.
INLANDS: 2nd.
END OF SEASONS: 2nd.
SOLO NATIONALS: 4th.
SUPER SERIES: 2nd.

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Abersoch Dinghy Week Invite 2023

Tony Simpson writes....

Abersoch Dinghy Week returned to SCYC in July 2022 after a two year break due to Covid, and the very stringent approach of the local authority to the running of events in North Wales.

We could finally celebrate the 50th running of the event, albeit 52 years after the first one !

The event followed immediately after the Solo Nationals at SCYC and there were several competitors who found the time to do both events., The heatwave and lack of breeze of the Nationals had moved on and we had great sailing weather with some mixed breezes which meant we were able to race every day.

After 49 years of a one race per day format with a club line start and long courses round the cans, the Club experimented with a new format of two races each day (back to back) with a committee boat start and shorter courses around set marks. This worked very well with excellent race management , and still left plenty of time to enjoy the beaches, family time, and the many attractions of the Lleyn Peninsula.



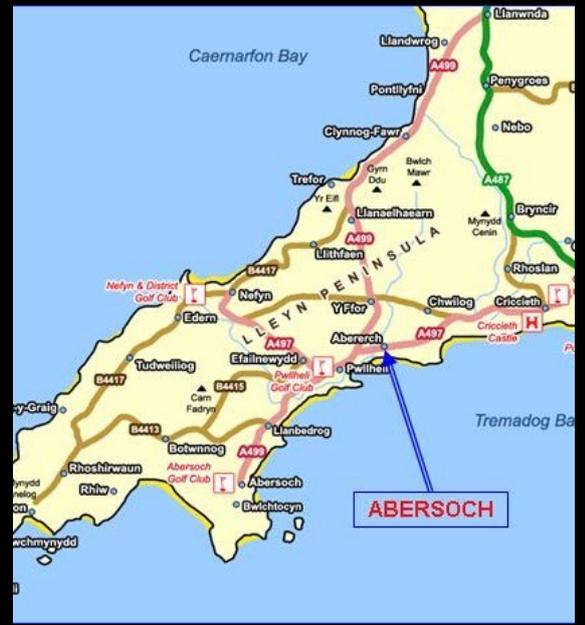
The event was won by Tim Lewis, followed by Jonathan Gledhill and Innes Armstrong in a generally breezy, closely fought week.

Looking ahead to 2023, the week is being run from 22nd - 28th July 2023. The club plan to use the new format in 2023 when conditions permit, with the use of club lines and round the cans as an option too.

Unfortunately there's a clash with the Nationals at Hayling this year, but if you're looking for a slightly more relaxing week, with some extremely well organised racing in a beautiful bay, and a full social programme, do come and join us.

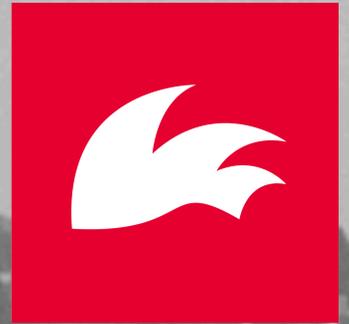
Accommodation can be scarce, so book early. The Notice of Race should be available soon on the SCYC website.

Hoping to see both regulars and new faces in 2023.



Tom Gillard takes a moment to savour the beauty of Abersoch before getting back down to business.

ROOSTER[®]



Steve Cockerill has kindly given permission for us to publish some of his great Rooster Blogs.

This one explains the technique used to right your dinghy.



The San Francisco Roll

Watch the video [HERE](#)

After experiencing the 2005 Tyne Tees Laser Qualifier where the UK Laser Standard, Radial and 4.7 fleets found themselves in 54 knots of offshore breeze I felt I should write a short article about some of the top tips I have learned over the years which perhaps we should all be familiar with when conditions get a little out of control for our experience.

I learned my first tip from Mark Littlejohn during my first serious winter sailing the Laser in 1993. We found ourselves in a race with winds occasionally gusting 35+ knots at Chichester Yacht Club Snowflake Series. I was new to the Laser – and found myself using increasing amounts of kicker and Cunningham as the wind increased until I could not pull anymore on! I was sailing upwind with my boom out beyond 1.5m from the corner of the boat – but the boat was uncontrollable, jumping and lurching in each gust. As it became increasingly gusty, I could barely control the power or weather helm. I found myself either stalling head to wind or capsizing in the biggest gusts. Mark seemed to be coping much better than I was. He told me after the race that he had released the kicker and sailed with the boom high in the air. This technique massively reduces your pointing ability, but you can sail confidently without taking a swim.

Technical bit – when you release the kicker and let the boom rise, the mast straightens which takes the fullness (and power) forward; the sail gets fuller and the leach opens. The leach opening reduces the power and the fullness moving forward makes the boat more balanced on the helm. What you feel – you cannot point as high, but the helm is more neutral and the power has mostly evened out. The result – a ‘get you home’ setting in 35+ knots. Remember – the boom is sheeted out – and the sail flaps a lot!!

The second tip I sadly learned myself. I was sailing a Europe at Draycote Water Sailing Club. It was not even a particularly windy day, but I had capsized. Perhaps due to the lightness of the hull and the height, it floated out of the water or perhaps I was just too slow to pull the boat up; but by the time I found myself on the daggerboard, the rig was to windward. Simple you might think – just jump in and cross the boat quickly and stop it capsizing on top of me. Unfortunately, the wind got underneath the sail as the boat came up and it threw the boat at me so quickly that I ended up with 6 stitches. I had heard of a something called the ‘San Francisco roll’, where the sailor hangs onto the centreboard and goes underneath the boat, but never seen it performed, nor had I fancied trying it out. From that day forward I made myself try it out the next time I had the chance, purely from a safety point of view. Don’t think that because you have not tried this that you are less of a person, but I strongly advise you try it so you can add it to your tool kit.

In more challenging conditions that you might experience in the Solent, you can have the wind blowing the hull downwind and the current taking the rig upwind. There may be no other way to pull the boat up with the sails downwind of the hull. So if you have found yourself miraculously making it through the boat without injuring yourself, to the centreboard on the other side and found the only way to pull it up is to use the windage on the hull, then you will have wished that you had learned this technique when the water was warmer – because, with this technique, you CAN get the flappy thing back in the air.

It was much later that I discovered how dangerous sailing can be if you are not equipped with the San Francisco roll. I was the Officer in Charge at a sailing centre in Portsmouth harbour when I let a qualified sailor with his level 3 RYA certificate out on the water in a Laser, after all, he was more qualified than me. On this occasion, the wind increased dramatically for a period and I saw him capsize about 6 times in quick succession. I likened it to a washing machine. He had capsized, turtled. He pulled the boat up and then the wind capsized the boat on top of him. By the time he had scrambled onto the centreboard, the boat was halfway up again and yes it went right over again, and again and again! Poor chap, when we got to rescue him, he was completely knackered! He had never heard of a San Francisco roll.

When you practice this technique for the first time, try and find a competent person to hold the bow 90 degrees to the wind to ensure the boat will flip. Its also super reassuring that they are there.

The last strange safety feature when sailing a Laser – is to wet and dry the centreboard from new. If you don’t, you may find the board too waxy to hang onto when you are it in the water. Be aware that there are rules to modifications to the centreboard, but so long as you are just removing the waxy finish you should be legal and safe.

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The Jump

From Wood to FRP

Charlie Nunn has swapped out his cherished wooden Solo for FRP .



Hull: Gosling 4317

Mast: Cumulus

Sail: P&B Full Cut (2021)

to;

Hull: Winder MK2 5901

Mast: Superspar M2

Sail: North P2



The move from my beautiful wooden Solo to an FRP edition was a reluctant move, however it was going to happen sooner or later. To me the Gosling was the perfect entry to the fleet back in late 2020 with my previous 5 years of sailing being in much larger yachts like the J24. My budget was low and I wasn't sure if the Solo class was right for me just yet, therefore the wooden boat was a great introduction without committing myself to an expensive boat.

I managed to post some excellent results in the Gosling, including a 20th position in 2021 Nationals and a 2nd place in the Western series event at Torpoint. Just goes to show this necessarily in a pay to win class and old equipment is still proving to be close to the new kit being introduced.

My first impressions of making the switch to my Winder MK2. The boat feels very different; however, this might be more to do with the fact I have had a significant hull shape change. My old Gosling is very similar to the Winder 1 with a flatter bottom and thinner beam, while the MK2 has more rocker and wider beam. On jumping in the new boat for the first time she seemed to roll around a bit more making it easier to roll tack, although I found myself very slow during through the turns. To counter this I have slow down the motion of my tacks and use less rudder with more roll to steer the boat through the turn. On the subject of rolling, you can heal the boat over significantly more without taking half the ocean over the side deck, the older boats deck shape seemed to scoop the water when aggressively heeling.

Setting up the boat you will find in the newer FRP boats, where the foot of the mast can be placed further forward due to the bulkhead being recessed further under the foredeck. The boom comes much lower, while in heavy upwind conditions I feel myself reaching for the kicker to let it off before tacks to give more space when crossing the boat.

A surprising change was the weight distribution, the Gosling being made of wood they are heavier on the ends whereas the FRP boats are heavy in the centre with most of the weight in the centre board casing. An example where this helps, especially for someone a bit heavier like myself is the reaching and downwind legs. When the wind and waves get up you need to be constantly changing your trim fore and aft, the FRP boat you don't need to be sat as far back as you don't have a heavy bow holding you down. Also for me the flatter more buoyant bow also helps prevent the infamous Solo submarine effect.

To conclude, yes, a new shiny FRP solo will be faster but the difference isn't as significant as a lot of sailors would think. For me the difference has been more significant, this is because I have moved to a hull shape that carries more weight. I now find myself more consistent across the wind ranges and no longer losing out on the offwind legs.

Charlie ripping through the Dittisham chop in 2021



2023 Scottish season preview Ross Watson

Getting the dates sorted for the following season's events is the biggest challenge for the Area Rep's and is always a bit of a faff as we try to juggle tidal restrictions, getting a spread of events throughout the season, working with clubs to find dates that suit everyone and avoiding clashes with Super Series events. Once that is done we can relax until the new season approaches when we have to start chasing clubs for NoR and SI's to circulate to everyone.

With a bit of snow on the ground and the sand on the beach here at North Berwick frozen today the sailing season seems a long way off, but it will be here soon!

So what can we expect in Scotland this season, Well as with any new season we expect Patrick burns to have a new boat to launch! We are lucky to have a great variety of sea and inland sailing here in Scotland accessible from the central belt where most of us live. This year the events are in fact quite concentrated geographically.

We start the season in late April at Bardowie. By Scottish standards this is a tiny loch situated just to the north of Glasgow. It has the largest Solo fleet in Scotland and David Whyte is the man on the pulse here. The loch is set in a bowl which means very variable winds, especially from the North and South. There is a mark only yards from the clubhouse which gives good entertainment when it is a gybe mark. Racing often starts from a raft moored in the loch.

Next up is Largo Bay on May 7 – the coronation means that we are, unusually, sailing on the Sunday. Keen sailors will need no introduction to Largo Bay, situated on the North side of the Firth of Forth. It offers excellent sea sailing on the open waters which have little tidal effects. There is a good fleet of Solos here led by Kevan Gibb. With a southerly aspect it is a pretty warm place and is also blessed with the Railway Tavern where the days racing is dissected.

Later in May we go a few miles North to Broughty Ferry and Royal Tay YC. The conditions here are very different with strong tides that tend to dominate tactics. Roll tacking up the shore is an essential local skill although as your scribe recalls, you need to avoid where people are fishing from! Malcolm Worsley is the best local sailor and knows the way around the local courses. Last year conditions were truly epic with only the Solos managing to sail.

In June we head over the other side of Scotland to Helensburgh SC. Unusually for Scotland the sailing area is nearly a mile away from the slip but we can expect good courses and race management here. There are some keen local Solo sailors and we can expect a good turnout here.

Solos at Loch Tummel pic; Graham Logan



At the start of July the Solo fleet heads to St Andrews for our two day Scottish Championships. It is a few years since we had the Scottish Championships at St Andrews but we sailed here in 2021 for a one day event. We launch off the beach here so we need to hope that there is not a strong Easterly wind. Sailing in the corner of the bay there is no significant tidal effect and the sailing area is close to the cliffs for spectators to watch. Once ashore there will definitely be an ice cream van nearby for a welcome snack.

We then have a summer break before the next event at Newburgh SC. Here we sail on the narrow river Tay in very different conditions to anywhere else in Scotland. The river is shallow and sailing is restricted to about three hours every tide so there are not too many Saturdays in the season with high water at the right time. One of the marks is set very close to the shore meaning a tight squeeze if three boats round together. There is also a sand bar in the middle of the course giving interesting tactical options. The wind always seems to be variable and it is a good challenge to do well here. There are several local boats, including some lovely wooden ones, who know which way to go. In early September we head to Loch Lomond. As befits the largest loch in Scotland there is plenty of space to sail and the surrounding hills give an imposing backdrop. We have a class start on the first day of the club's autumn regatta so it will be a busy day on the water.

We are planning to end the season once again at Loch Ard, a small loch in central Scotland. The last two years have seen the water level so high that we can launch from the car park and need wellies to reach the clubhouse, where we are always well looked after. With the loch set in a bowl below the surrounding hills the wind can often be variable. Robert Signer is the local Solo sailor and last season led us round the first mark to show us the way. After the season prize giving there is usually time for a quick class meeting to discuss possible venues for the following season and this will likely happen again.

Solos racing at St Andrews, venue for the 2023 Scottish Championship



Red Alert The Lost Photo

This was Thorpe Bay Nationals – looks like I was quite well placed in this one. One of the Bond brothers up ahead and just to left of the windward mark. Not sure of the others – possibly Ken Falcon is one.

Like I said – the Hood sail was a development sail and would like to think that with a better shape low down when fully loaded there was more to come upwind. It was a weakness when it was really blowing hard (and it was blowing – hence the image shared previously with the helm is nowhere to be seen). Otherwise, nice period sunglasses and a shame about the (*in period*) moustache!

I also have strong memories of the stinging sensation from the saltwater washing the sun cream off my forehead into my eyes. Incredibly unpleasant at the time.

I didn't do too badly in that week – 10th or 11th overall despite having to count a clunking result as a result of one race when we managed to have a Olympic course with no windward leg whatsoever. I flunked the start and although I Protested the race – it was turned down. Never understood how the race instructions could prescribe an Olympic course (which is carefully described with triangle, sausages and a windward leg). Should have ended up in the first half dozen overall really.

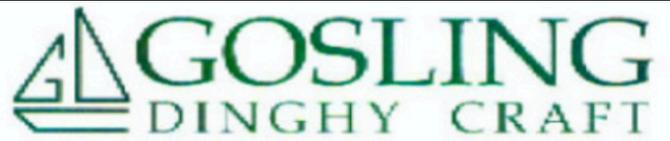
The following year at Paignton nationals I wound up a couple of places further back at the end of the week – despite not having sailed all year. It was a mainly light weather week too – never Red Alerts strong suite. Oddly, I sort of lost a bit of interest as a result – and with family and business priorities pressing, Ian became the new owner. Enjoy...

Pete Hammond



Red Alert

Refurbishment



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The re-build of the Rowsell built Solo, Red Alert continues. The hull is now in the skilled hands of Kevin Gosling before going back to owner Ian Barnett for the fit out.

New transom and trim in and shaped to match the original.

New sycamore gunwales on and ready for shaping, I thought Kevin would shape with an electric plane but he tells me he prefers to use a hand plane.

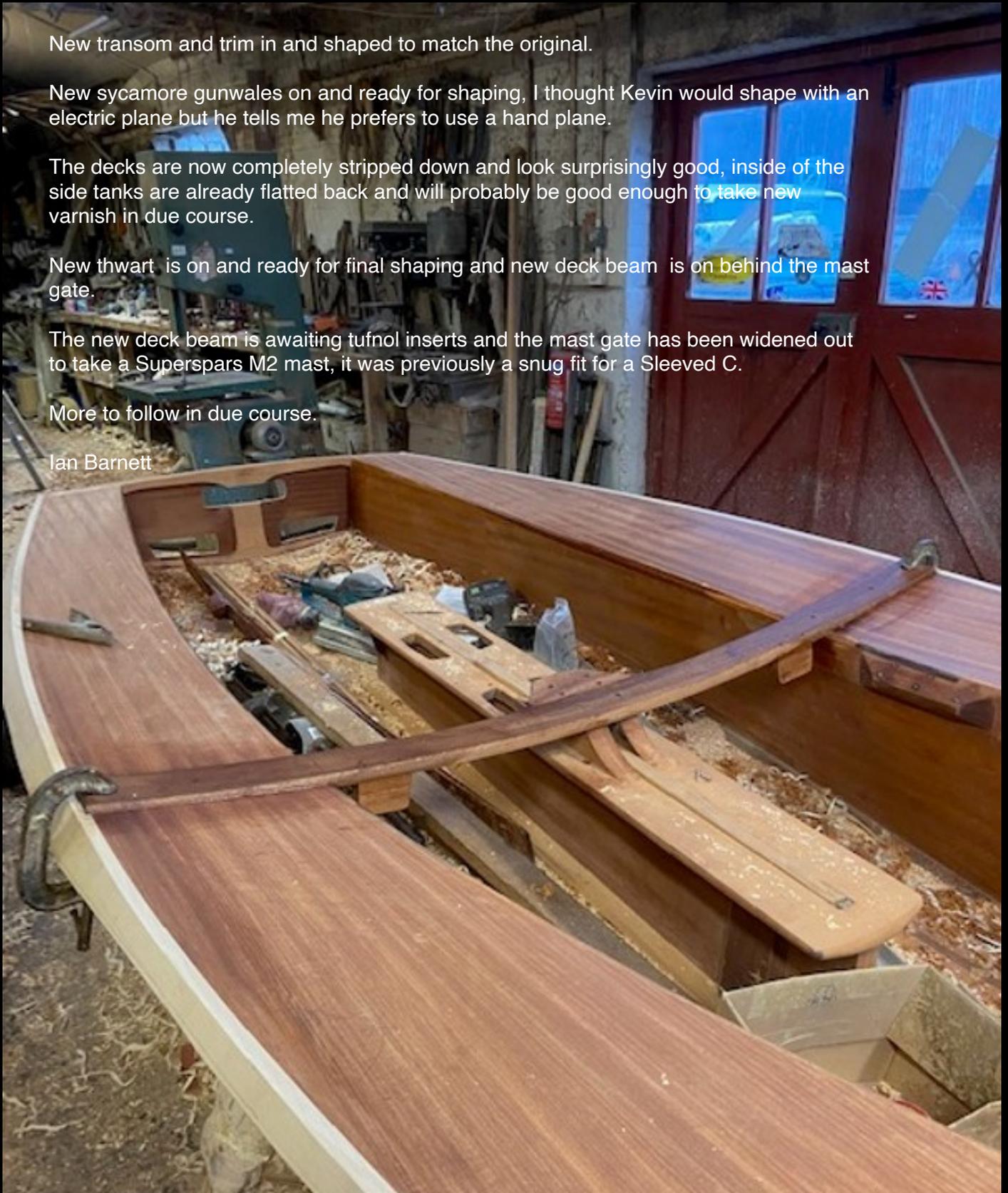
The decks are now completely stripped down and look surprisingly good, inside of the side tanks are already flatted back and will probably be good enough to take new varnish in due course.

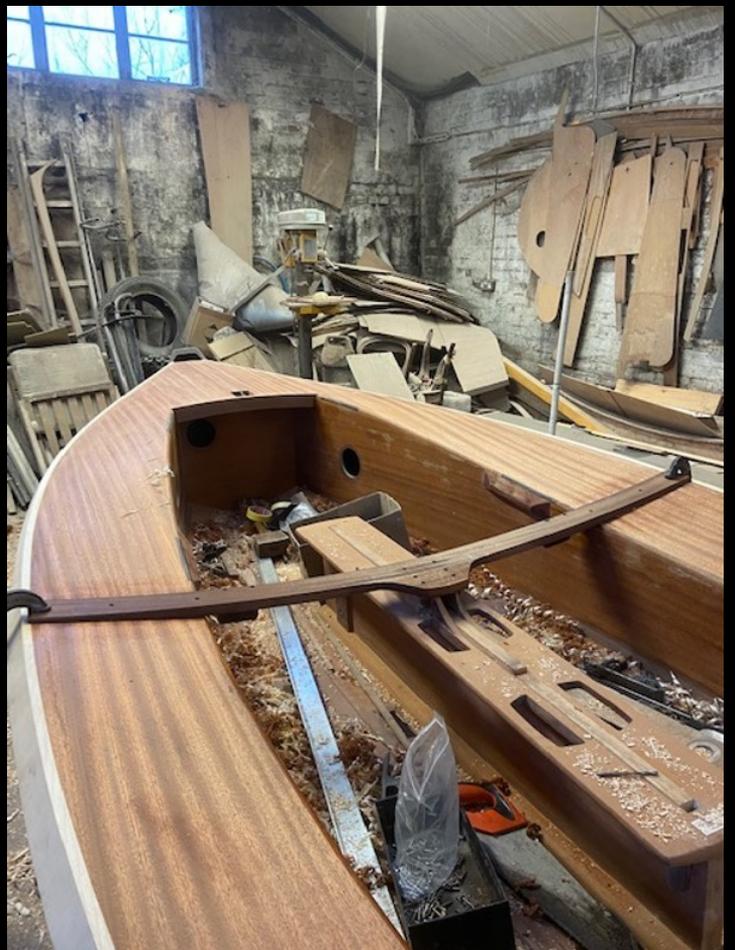
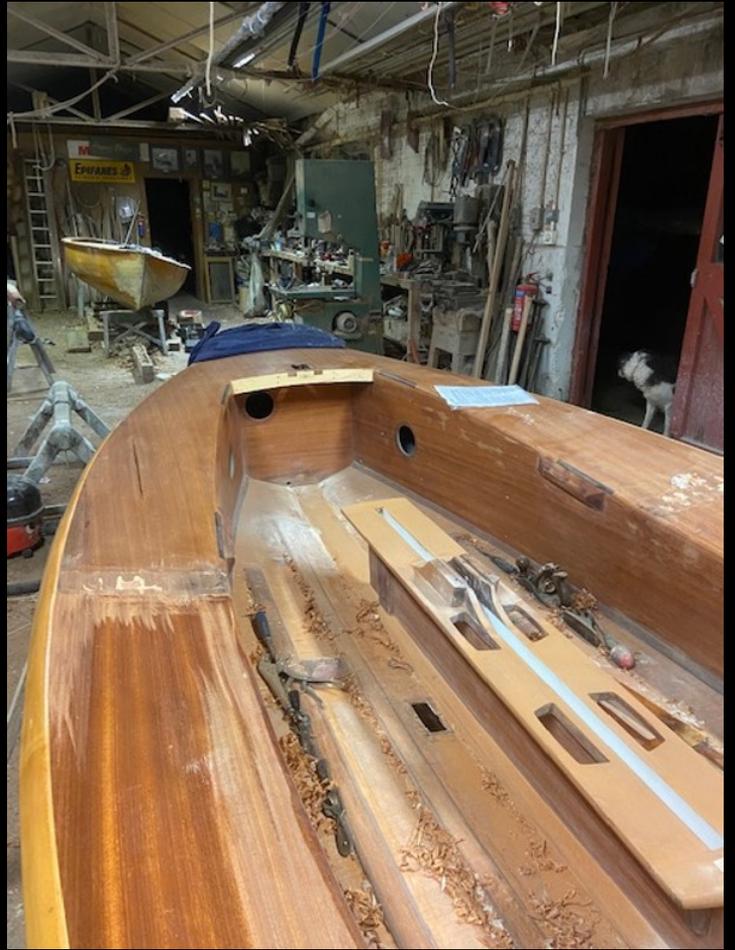
New thwart is on and ready for final shaping and new deck beam is on behind the mast gate.

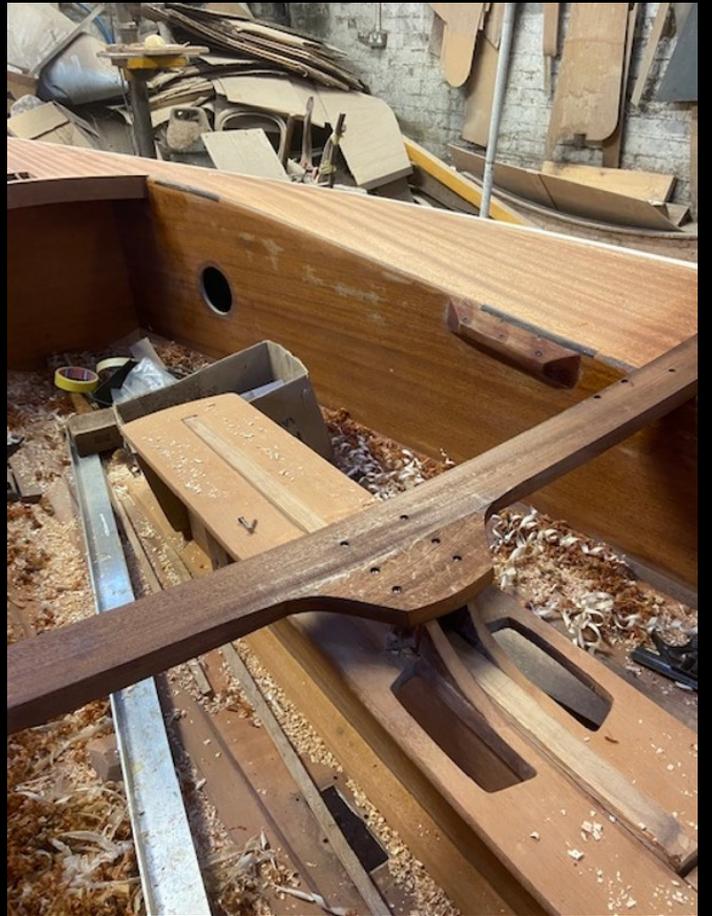
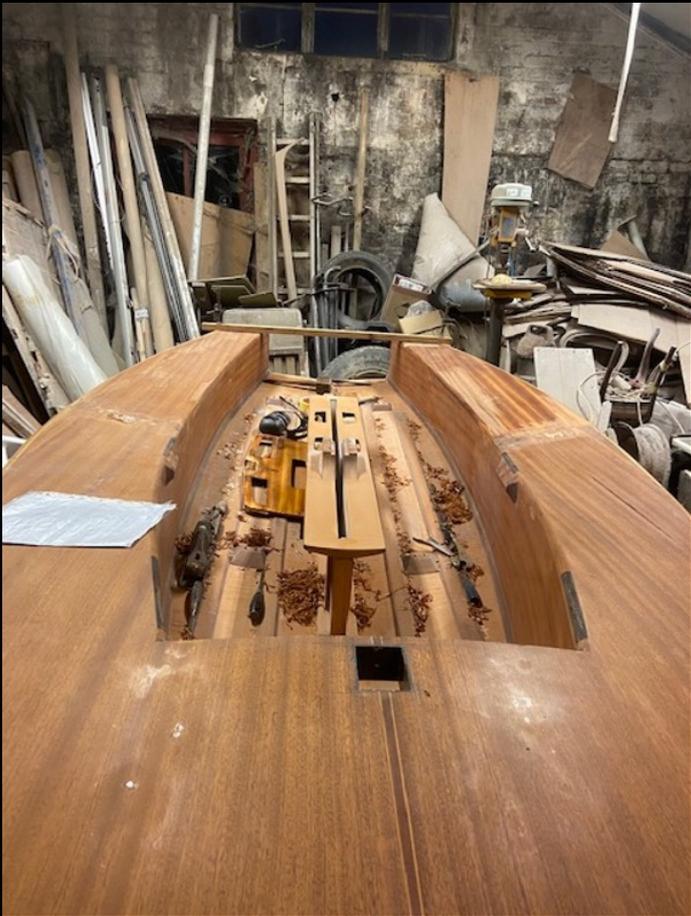
The new deck beam is awaiting tufnol inserts and the mast gate has been widened out to take a Superspars M2 mast, it was previously a snug fit for a Sleeved C.

More to follow in due course.

Ian Barnett







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Interview with Ian Morgan of Morgan Sails

Sailcloth and Sail Design

Frensham Pond Solo sailor and blogger Ian Cherrill catches up with sailmaker Ian Morgan of **Morgan Sails**

IanC: *Thanks for agreeing to answer a few questions Ian. Can I start by asking what are the advantages of laminate cloths I have seen advertised like "Maxx" and "Technora"? Obviously visibility is better than white Dacron as I can see through the sail in a race. But other advantages I have heard suggested are that laminate cloth is lighter and stretches less. What is your view?*

Ian Morgan: Almost all cloth is strong enough to make sails from, but it's reducing stretch that is the important part. Laminates (the see-thru film sails) and Dacrons (the less expensive white or coloured woven polyester sails) come in many flavours these days. Dacron quality depends on two things, tightness of weave and PU (polyurethane) coating. A tight weave locks the fibres together and the PU coating (the crazing you get) makes an almost laminate effect to the woven fibres.



Radial cut Solo laminate sail in the Morgan sail loft

photo: Morgan Sails

The low stretch in laminates come from their uniform strength and low stretch film (the clear bit in most sails). Fibres are added in the direction of stress as film is not strong enough by itself. What fibres you put in dictate what weight the cloth is.

IanC: So what exactly are Technora and Maxx cloths and how do they differ from each other?

Ian Morgan: Technora is not a cloth but a type of fibre that is put in the cloth. Much like Kevlar, Spectra, Mylar. In fact Technora is derived from Polyester. MAXX on the other hand is a Kevlar/Polyester mix cloth but the fibres are laid at angles to intersect along the luff and leech. This makes it possible to make a sail with cross cut panels and keep the costs low.

IanC: So on the subject of Maxx cloth - I heard the "Gold" Maxx was just for cross-cut sails - is that right? If so, why?

Ian Morgan: Yes - in the Maxx cloths the strength is designed to be at its greatest across the width of the panel rather than the length as with cloth for radial sails.

IanC: Gold Maxx doesn't seem to be available now, Do you know why it was discontinued? I still see quite a few Solos with Gold sails at my club.

Ian Morgan: Not sure. It's a Contender cloth but the gold colour has gone out of fashion in the last few years and they have probably focused more on their ZZ range

IanC: Black Maxx then - is it very different from Gold Maxx?

Ian Morgan: Not really, except that it is heavier. More designed for small racing yachts.

IanC: Technora seems to be offered in various different specs. For Solos it is often shown as Technora ODL04, but I have also seen ODL 4.5 and ODL06. What does this mean?

Ian Morgan: ODL is a Dimension Polyant cloth. The 04, 4.5 and 06 refers to the weight from lightest to heaviest. Not sure why they didn't call them 04, 05, 06! There is only about 15% Technora in the cloth in the lengthways so it is best as a radial cut sail.

IanC: What about the life of the various sailcloths? Is one cloth more long-lasting than others?

Ian Morgan: I'd say the sail shape of Mylar-based laminate sails lasts longer. Dacron starts to lose its shape sooner, but it is a slow process that continues for years. Although Mylar will keep its designed shape for longer, after a few years the shape starts to deteriorate at a faster rate than Dacron. This is either due to the film shrinking or, as the film cracks due to use, it starts to get water ingress and the glue becomes less effective at holding the fibres.

IanC: Sometimes you see "membrane" cloth offered - it is usually more expensive from laminate. I think Dynamic used to offer it and I have seen North, Lennon and Rooster sails with it, but they do not seem to feature much among the top sailors. Are they any good? What are the advantages (if any)?

Ian Morgan: To be honest, there isn't really an advantage to membrane sails for small sails. MAXX does the same job and radial panels give a better shape. Much more of a big boat advantage.

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Moving on from sailcloth to sail design

IanC: What are the advantages/disadvantages of cross-cut vs radial designs? Morgan Sails seem to favour radial Solo sails (as do Hyde, Batt), but other sailmakers favour cross-cut and then others (like North and HD) produce both!

Ian Morgan: Advantages of a radial design is the shape is transferred from the 3D mould better as there is smaller stepping of shape between panels. All the strength is pointing in the right direction and there are less seams between panels where they could pull apart under extreme cunningham. Cross cut sails have the advantage of wasting less cloth as they are just rectangles and with less seams, there is less time sticking and sewing.

IanC: Some sailmakers (eg. P&B) seem to have gone from only making radial laminate sails and are now making cross-cut laminate designs for Solos. Do you think that is because of a change in the cloth used, or just a different approach from the sail designer?

Ian Morgan: It depends on what the designer wants to do with it and the cloth you use. There are some cloths that are designed to be used both ways like the ZZ range, but some cloth like ODL can be used fine in cross cut, although this approach is not using all its strength.



Radial clew in a laminate sail

IanC: A lot of Solo sails feature a "lens" foot to increase the curve at the bottom of the sail. I think Morgan Sails also uses this approach? What cloth/design do you use for this? Any other thoughts on how it works and how it should be used?

Ian Morgan: To be honest that bit of the sail doesn't do much. It's made from a loose weave dacron and doesn't have much to do. Because of the boom and deck there is already a block for the vortex at the bottom. Quite a few classes have moved to loose-footed and that has made no difference to performance.

IanC: Carbon fibre battens - bit of an expensive option for Solos - what is your view on them?

Ian Morgan: There's a small saving in weight for the carbon battens but overall for most sailors it won't make a difference. It is more important that the batten lets the sail follow the shape designed. As long as the stiffness falls in that range, I wouldn't worry about fancy battens

A bit about Morgan Sails

IanC: You offer 3 types of cloth for Solo sails at the moment. What are the advantages of each and how should a Solo sailor choose between them?

Ian Morgan: The Kevlar is the top spec/lightest cloth and designed to the best for performance. The Mylar spec is the same as the Kevlar sail except we use a cloth that is 0.5oz heavier and some extra reinforcing. The sail looks almost exactly like the Kevlar sail but the differences add a lot more life. A great choice for open and top club sailors. The Dacron sail is made from high tempered, PU-coated ripstop and is again good for open meetings and club races. Preferred by some sailors that find Dacron easier to read in the light winds.

IanC: Do you see increases in the cost of materials at the moment? Is that affecting each cloth type the same?

Ian Morgan: Yes, cloth costs have gone up by quite a bit. All cloth is imported which is getting more expensive.

IanC: Is sailmaking very seasonal for you? I know you make covers and do repairs as well as make new sails. How does this vary over the seasons and when is the busiest time for new sails?

Ian Morgan: Very seasonal! Spring to summer is all hands to the pumps and some very long hours but early winter is quite slow so it's a good time to get those long term jobs done.

IanC: I like the new logo! Re-branding can be time-consuming/expensive sometimes, so how has it been for you?

Ian Morgan: Thanks! It's not been too bad. Slowly working through the signs. Big one will be the van but thankfully it's not a big rush. It also helps that we now have a vinyl cutter. We can cut our logo when we like as well as class logos, numbers etc



IanC: Can you tell us a bit about your career? I chatted to you in your old loft a while back and I think you said you used to work at Rooster? How/when did you get into sail making and what was it like starting your own business?

Ian Morgan: Started as a school holiday job, I did some repairs while at North Sails in Cape Town. After coming back to the UK I worked for a few sail lofts including making all the yacht spinnakers for Hyde when they were made in the UK and a few years at Rooster. Hard work running a sail making business, but most of the time it is fun too.

IanC: At the time we last spoke you were sailing a D-Zero - is that still what you sail? Do you get enough spare time to spend on the water?

Ian Morgan: Not really, with being so busy and with two small children to look after, at the moment my spare time is often family time rather than sailing.

IanC: You announced recently you are now the official sailmaker for the Solution dinghy - how did that come about? And I see you are now the new Solution National Champion! Congrats - but I am also thinking you might have kept the best sail for yourself...

Ian Morgan: Thanks! It was a bit random. The class were looking for a new sailmaker and just approached me at the RYA Dinghy Show. After a sample sail, we were good to go. Ironically I won the Solution Nationals with that sample sail which is the oldest one!

IanC: I think you moved the loft since I last visited? If so, why and what is the new loft like?

Ian Morgan: We moved to Warsash 2 years ago from Shamrock Quay mostly as I was moving house. We are in the process of moving again right now but it's only 3 doors down as we are having a bigger loft! Making so many sails we need more space.

IanC: Thanks for your time Ian!

Links to:

Morgan Sails web site: <https://morgan-sails.com>

Ian Cherrill's Solo blog: <https://soloscribbles.blogspot.com>

≡ **IAN'S SOLO SCRIBBLES**

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Nations Cup Medemblik

12th – 14th May 2023 Kev Hall

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

The turn out from the Dutch contingent at the yearly event held at Medemblik is excellent and with some seriously talented Solo sailors it always makes for a fantastic event. The event is held at the Regatta Center, similar to Weymouth, with a dedicated race team to manage the racing it's very professional in approach. The Regatta Center is a 15 min walk from the centre of Medemblik which has a variety of pubs, restaurants and hotels. Car parking is also available at the center.

Places to Stay

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

There is camping available at Lodge61 which is 200 metres from the IJsselmeer. There are tents and lodges for up to 6 people for families and groups. Those can reserved so they are situated together.....if required. It seems a few of the UK contingent stay in Hotel Medemblik in the centre of town which also look a good option.

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

Travel

Ferry:

There are a few options here, Dover to Calais and Dover to Dunkirk.

It's a long drive from Calais, 5hrs on a good run.....can take 6 – 7 though.

You could also do an overnight crossing from Harwich to the Hook of Holland.

The drive to the club with this option is approx. 2 hrs.

Worth a look early as they usually have some January discount offers on.

Eurotunnel:

Folkestone to Calais, which is obviously much quicker.

It seems that the sailors who usually attend like to take the ferry over to arrive a day or so early, keen to practise no doubt for the Friday racing, and then take the train home on Sunday so they don't miss another days work on Monday.

It can still be cold so winter kit still advisable for sailing. The expectation at this point is possibly 50/60 Dutch sailors and 20/30 from the UK.

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

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

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



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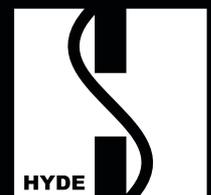


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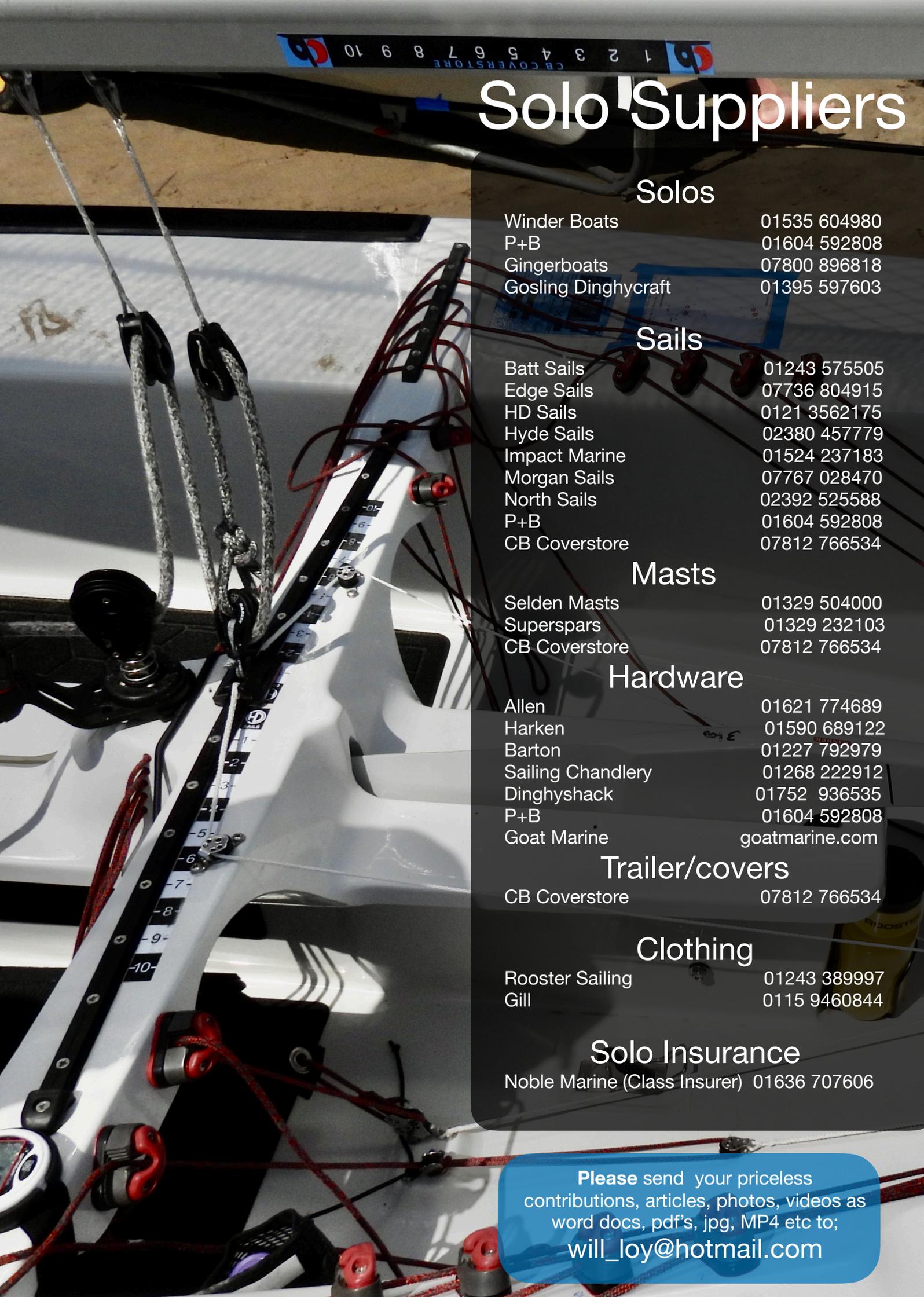
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Morgan Sails	07767 028470
North Sails	02392 525588
P+B	01604 592808
CB Coverstore	07812 766534

Masts

Selden Masts	01329 504000
Superspars	01329 232103
CB Coverstore	07812 766534

Hardware

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

Trailer/covers

CB Coverstore	07812 766534
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Clothing

Rooster Sailing	01243 389997
Gill	0115 9460844

Solo Insurance

Noble Marine (Class Insurer)	01636 707606
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