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2022/23

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will_loy@hotmail.com

Editorial Will Loy

Welcome to issue 11 of the highly regarded SoloInteractive magazine, it's primary purpose to promote the Jack Holt designed single handed racing dinghy which, like a good sour dough, has been slowly developed into the elegant, sophisticated racing machine we have today, minus the holes of course.

The mag is also a vessel for information, stimulating Solo racing at club, open meeting and national/international level. I think we have that covered over the coming pages.

Throw in a few light-hearted japes aimed at keeping it real and we have a composition which should entertain both Solo owners and any sailor who is struggling to find a crew.

In this issue we **review the 2022 North Sails Super Series**, won by Tom Gillard which is no surprise as he won just about everything in the water this year. I did plan to interview Tom but Mark Jardine @ Yachts and Yachting got there first so I have blatantly copied/pasted the interview. I have though included a North Sails Tuning Guide, he swears his Solo is tuned to it.

Adrian Griffin, Salcombe's long standing fleet captain has done an amazing job of promoting the Solo at his club and the standard and growth are testimony of his hard work. If you want to be like Adrian, read on.

Oliver Davenport has had a very good year and if it had been a windy one he could have cleaned up, such is his athleticism. I quiz him on fitness, technique, kit and the P+B rig. If you are 6ft 4inches, fit as a butcher's dog and have the tactical nous of Ben Ainslie then you could follow in his footsteps. If you are shorter, then opt for the Tom Gillard feature, such is the clever equalisation system of the modern Solo.

Some sad news, Robin Webb has passed away. Robin was a true gentleman and an excellent sailor. Anyone who was sailing a Solo in the 80's-90's will know of him and his chandlery business. A profile of the man will follow in a later publication but for now, condolences to his family.

I managed to find an old example of an FRP Speed Solo a while back, purchased for a very reasonable sum and it also included a really nice combi trailer. Still competitive in the right hands, not mine, it reminded me of the time a bought a new one back in 2008. I took her down to Chichester and had the then Hon. Measurer Gordon Barclay run his ruler over to complete the certification. The hull was all within the tolerances but we could not get any of the above deck measurements class legal. The thwart was about 2cms forward as was the gate measurement. Now Gordon would be the first to manipulate, stretch and bend to get a Solo legal but that was way too much. After some head scratching, tears and more than a few swear words from myself, we realised the transom was tilted forward at the top which had kicked all the measurements forwards. Once we had set the transom line vertical, all measurements were back where they needed to be and I could breathe again.

Enjoy this edition and Merry Christmas.



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President's Report Patrick Burns



Well was this a year for records given the disruption of 20/21 ! I hope so and straight away let me say I've never been at a Major event and not get racing till David Parkin ,Willie Todd and I went to The Dutch Nationals at Workum where 65 solos and 35 Contenders spent 5 days on the beach drinking Heineken !Yep no racing just lots o wind !

Another big record (not Dylan back on Tour) goes to Tom Gillard for winning the Springs,Welsh,Nations Cup (great turnout of over 60 boats in Carnac) Nationals (100 entries), EOS (60), Inlands (40, down from the 80 previously booked, following cancellation on the death of our Queen) and the North Super Series congratulations Tom.

Sal (snail) Erskine Furniss drew out the winning North sail ticket from 31 qualifiers yep hers! It pays to be there and rack up those events. We are generously being sponsored again by North Sails in 2023.

Tom didn't win the Winters, takien by Oli Davenport ahead of Taxi. In fact Oli gave Tom a real good go all season so well done Oli.

Alex Alcock won the Nigel Pusinelli Trophy and Jeimer Kuiper a very windy Spring Cup at Medemblik (I took to the race committee boat watching fantastic reaching, wild gybing and scary capsizing, mind you everybody including the OK's and Contenders were no where near the start line).

Final record of the year goes to Martin Honnor for winning both the Northerns and Midland Series (oh to live in Sheffield and get to to those events in 40 mins not 400 miles)

Finally well done to all our Area winners

Scottish-Keith Milroy (not Kevan)

Southern -Tim Lewis

Eastern -Steve Ede

Western-Malcolm Davis

Thames Valley-Fraser Hayden

Sea Series-Jamie Morgan

Ah did I say Brownie is no longer Inland Champ!

If I've missed anybody I'll buy you a beer at the Dinghy Show 25/6 Feb 23 and ok all our Sponsors too from Winders ,HD ,P&B ,Impact, Goat, Gill, Harken, Selden, Superspars, Hyde, North, Noble, Customised Composites Allen, Dinghy Shack, Rooster and somebody who's not the Inland Champ cbcverstores.

On that note we will have the new Southern demo boat courtesy of Paul Davis on the stand (thanks to all our sponsors, yer names will be in lights) and manned by your Committee inc Guy, Graham, John Steels, Innis, Justine, Godfrey, Kev, Vernon etc etc well they are now!

Will 'Solointeractive' Loy will be there taking pics as he has done all season inc reporting making it fun for all so please come along and gee us up! Complain or Praise all comments welcome.

A good time to thank our Committee inc those mentioned already together with Steve Ede (Championship organiser) Andrew Liddington (Hon treasurer) Andy Fox (Rush fan) Nigel Davis (web and events policing) Jon Woodward (scary chief measurer) Steve Watson (even scarier Judge) Robert Laurie (Sea and bringer of gifts)Ross Watson (for Scotland).

Finally, Will Loy without whom you wouldn't be reading this in Solointeractive

Have a good and safe Christmas and a Guid New Year when it comes and see you on the water 2023 and if Charlie gets back into a Solo for Hayling Jim Hunt will do too (Jim if you start now cut down a tree you'll have it ready in time just make sure you order an HD sail as Taxi is very busy OK)?

PB President National Solo Class Association

Ed; Patrick will definitely have a great Xmas as his team, Dunfermline are top of their league. Among the celebrity fans were Andy Davis and family (pictured right). If you own one of the 'Pars' prize football shirts you may get a good price for it!.



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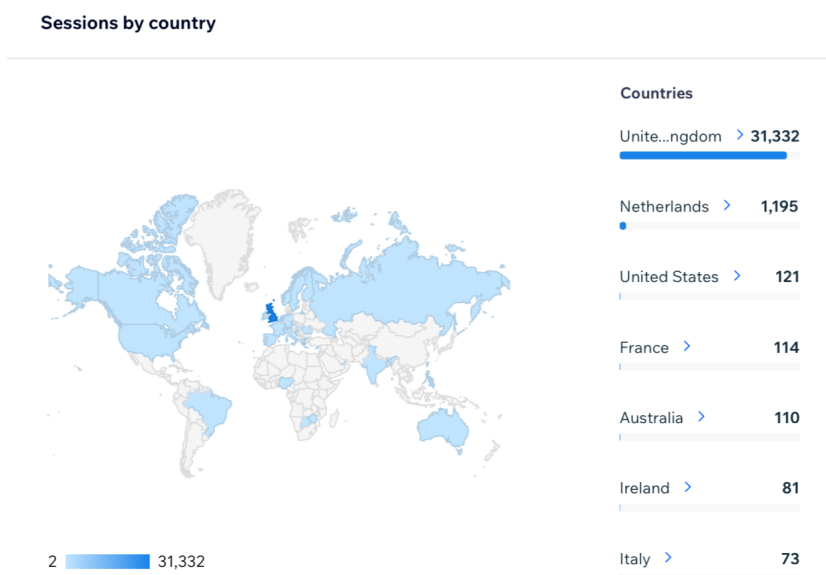
Oliver Turner enjoying a thrash around at Salcombe 2022



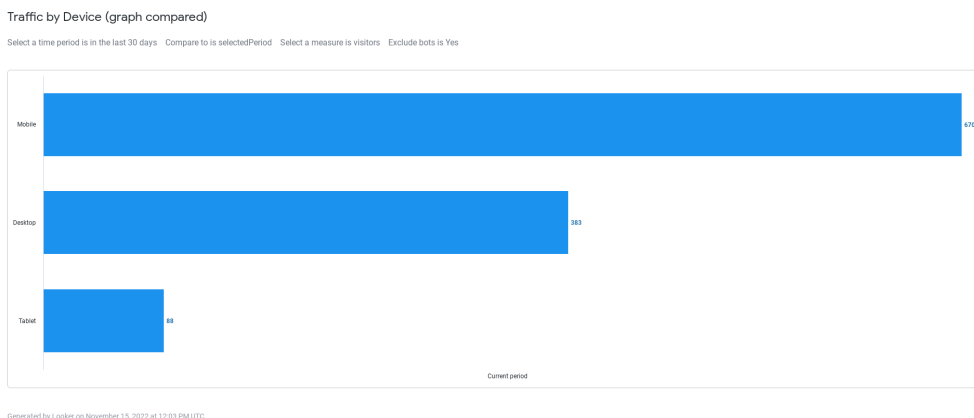
Website News and Info Nigel Davies - Website Co-ordinator

This month I wanted to share some insights on who and how many people are using the site and to let you know about some of the changes to the site.

Some of the site analytics are quite interesting. Site usage by country has the UK and Netherlands at the top as you'd expect but I was surprised to how many people from other countries visit our site.



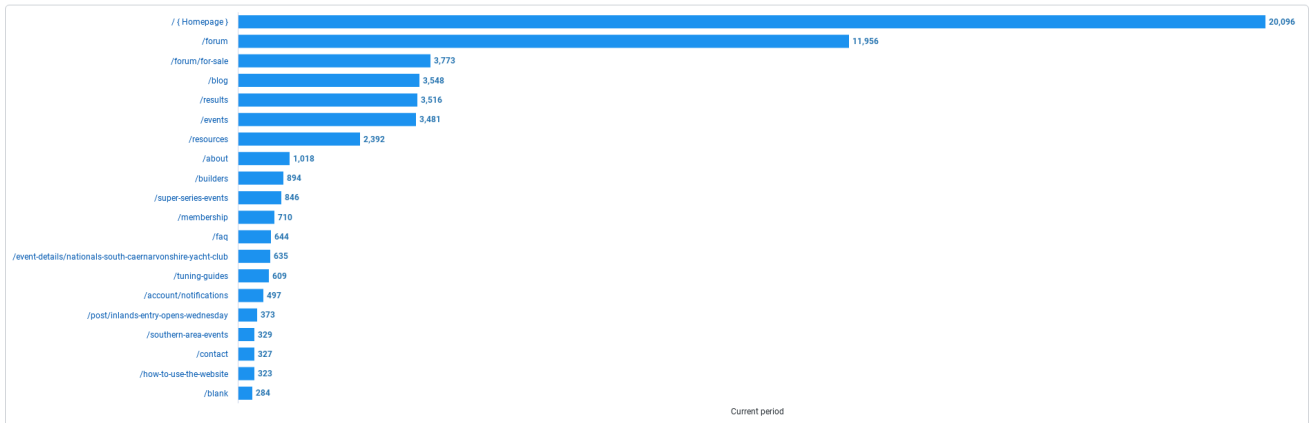
From the next chart you can see most people access the site via their mobile phone (does this show the class is modern!) followed by desktop and tablet. The site has been optimised for mobile but personally I feel its best viewed on a bigger screen. When creating and updating pages I do test how it looks on a mobile but its not always easy to get the page looking good on all formats.



The last chart I want to share is around page visits, which pages people look at. Considering how many people sail a Solo I think the numbers visiting the site is pretty high. I feel the number of people engaging with the main forms of Solo media, either website, SoloInteractive and Facebook is one of the main reasons the class is so strong.

Page Visits (comp bar)

Select a time period this year to second Compare to is lastYear Top pages is 20 Select a measure is sessions Exclude bots is Yes



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It's useful for me to see how many users visit different pages. To help people find important pages I've added more links throughout the site. After doing this I was able to see page visits increase. Not surprisingly the Home page is the most visited page followed by the for sale section and news items. The most popular time to visit the site is Monday evening around 20.00.

Site updates,

I'm always looking to improve the site, I've attended webinars around website best practice and SEO (search engine optimisation), after attending these I adding more page links to help people navigate around the site without relying on the site menu at the top of the page. The About page is a good example, which now has a lot more page links. I added more links on the home page for key pages on the site such as the For Sale section, website help pages, upcoming events and Demo boat. After making these changes I had a lot more people inquiring about the demo boat and far less people asking for help on using the site. Hopefully you will have noticed the site changing over time, new pages been created and pages been updated.

I've recently finished uploading all the past magazines that Will Loy had previously scanned, they are now accessible on our site. Plenty to keep you busy over the winter months looking at past articles and seeing what's gone on over the years.

The 2023 events are currently been planned by the committee and Area Reps. To help with the planning I created a shared calendar which the Committee can update and see on the site. I've been keeping an eye on how the events are building up for 2023. The aim is to try and coordinate the areas a little more than we have done in previous years, trying not to have as many clashes and to try and smooth out the busy periods making it easier for us all to attend events as not many can be away four weekends out of six for example, but with around 90 events to fit in this isn't easy.

I will be changing how the events are displayed for 2023, the current Events page and calendar view will remain but I will also add pages to display the whole of each series on one page, like a virtual poster for each series.

If you have any suggestions for the website please pass them on via the website contact form, no guarantees they will be implemented but I will guarantee to read them and looked into each suggestion.

Strictly Solo

To get a good start it helps to find a 'patsy'.

Judges Score

1

You look over your shoulder and see Tom Gillard who obviously feels confident that you will not have the ability to stuff him up into wind.

Interactive

Feel that crappy feeling **HERE**

Vince Horey readies himself to nail the pin end, tacking under Gillard and focusing his bow on Oliver Davenport's transom.

The seconds tick down and the gap to the outer distance mark reduces...quicker than expected. The pressure softens, Gillard's mainsail sucking the very life out of it and Vince starts to get a bit twitchy.

Surely he can squeeze around the big orange rib and foot off or tack and clear the fleet, probably rounding 3rd.....

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

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Dave Winder competing at the 2022
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North Sails Super Series

Qualifier 1

Noble Marine Winters



Carsington Water hosted the Solo fleet on Saturday March 5th and 33 entries were in for a treat, 17-28 mph and an air temperature not out of place in Siberia. This though was balmy in comparison to the water temperature.

Carsington is 30 metres deep in some places and rumour has it that Nessie visits occasionally when Scotland is too warm. I made my way to the club from my overnight stay in Ashbourne, stopping temporarily to recover a trolley cradle which was abandoned in the road. I took a moment to admire the build quality then chucked it in the boot before continuing my 2 mile journey. Vernon Perkins was waiting at the entrance and acknowledged that his Solo did seem to be sitting lower than normal on the combi, amazingly the hull was undamaged!

The club's galley was busy dishing out bacon butties and hot tea, all in attempt to offset the physical trauma which the competitors would have to endure out on the water. I stood in the queue, filtering backwards for 20 minutes before someone finally offered to buy me breakfast, Oliver Turner the patsy this time (thanks mate).

PRO Henry Wright invited the sailors outside and delivered a short and concise briefing, another clever trick to lower the body temperature gradually before submergence. I would assume he has a military background as there were no questions from the troops and not one dissenter to his immediate application of the U flag.

I wondered around the dinghy park, looking for a weak link to which I could attach a transom cam. Ian Hopwood, the 'Capsize King' is always good entertainment, he once followed a dolphin which was serving as lead boat at WPNSA rather than bare off for the leeward mark. That is my first mark sorted then.

My second 'volunteer' was an easy one, Shane MacCarthy. Straight out of Grafham Water's training camp is a handy sailor and his million-dollar smile will wow the female viewers and some males.

My last mark is Andy Davis, the baby blue Winder 2 is easy on the eye and Taxi is the dogs nuts in a Solo. With Richard Estaugh influence in his style, his tech will serve as a great example to those new to the class and to his fellow racers.

I finished my pre-race interviews, to be honest I wasn't sure some of them would make it back to shore, and legged it to the media rib. Spectators marvelling and applauding at my new found athleticism. The new hip replacement had been successful then.

Race 1

Clean start but Hopwood and Turner have a bit of a tussle at the pin end where I have situated myself. The winner is MacCarthy who timed his run to the line perfectly and tacks and crosses the fleet. Michael Gifford touches the pin and has to re-round which always concentrates the mind. P&B jockey Oliver Davenport works the right of the course as the fleet battle with the elements and process tactical decisions, all the time being doused with buckets of ice-cold water. Pretty sure I have seen the same training techniques in 'SAS Who Dares Wins'.

At the top and it is MacCarthy with the transom cam from Davenport, Kev Hall, Rich Pepperdine and Alexander Alcock. Inside my mind I feel a satisfying warmth at my choice.

The triangle sausage course will provide a stern but exciting test and this first reach is just about controllable but the gybe mark is screaming towards the competitors at some speed. The leading two have squirted out a 75-metre lead, the gusts are picking and choosing who to favour. Andrew, my rib driver has stationed me perfectly behind the wing mark and I lick my lips at the unfolding drama. Goodfellow has powered through to third but bins it on the gybe, Hall nails it and Pepperdine goes wide. Davis rounds 7th from Jamie Morgan who is jumping around the boat with some haste and they both miss the stricken Alcock by inches.

Up front Davenport and MacCarthy are powering up the beat, the P&B sailor using all of his leverage to free off and go for speed over pointing ability. It's working and he increases his distance by the top mark. Hall, Pepperdine and Morgan round some way back with Davis improving to 6th. The run is a slow burner but gets exciting half way down as white horses put in an appearance. What I thought were smiles turn to grimaces and any vestige of fun is quickly snuffed out.

Davenport holds for the remainder of the race despite some sterling 'seat of the pants' downwind sailing from MacCarthy with Davis, a fast-finishing Turner and Hall completing the top 5. The fleet sought some sort of sanctuary from the icy wind in a nearby lee shelter as the back markers complete the course, you would think someone would have set up a soup stall there by now.



Davenport and MacCarthy did battle in races 1 & 2 Race 2

The fleet clean away once again, Henry's U flag doing the trick to quell anyone's enthusiasm to start too soon. Pepperdine owned the pin end with Davis two thirds down and Alcock in a nice pocket down the middle. Davenport had a more conservative start, a third of the way down but his trigger finger clearly numb. I held my Nikon on the fleet just long enough to catch our Hon Chief Measurer Nick Hornsby capsize while tacking which he will be chuffed about.

The right of the course once again proved productive and Davenport was the dominant player with MacCarthy in tow. Pretty much a carbon copy of race 1 for these two, so I will concentrate my reporting to the action behind them. Pepperdine was in third with Alcock, Davis, Adam Froggitt and Chris Brown next. The sunlight filtered through the cumulus, picking out and illuminating fields of green while the Carsington Water fans rotated at some speed. I did wonder if there was some evil masochist sitting in his concrete bunker with trembling swollen fingers twisting the control switch from windy to brutal, his bloodshot eyes lighting up with every increase of increment.

Back to the course and Davenport extended for a 'comfortable' win from MacCarthy while Brown improving to third. Survival was the key and competitors who kept upright made the gains. There were some chicken gybes from usual superstars, such was the ferocity of some of the gusts. Davis and Pepperdine completed the top 5.

So, with 2 bullets, Davenport had won the event but such is the enthusiasm of youth and the professionalism of the sailor, he stayed out to play some more. MacCarthy was sitting on two seconds which is a vulnerable as Leeds defence and Davis and Brown had a 3rd each so all was to fight for.

Race 3

Clean start but with one pre-start casualty in the form of Turner who dumped it in with 30 seconds to go. Testament to the endurance and determination of the sailor, he continued to race and finished a valiant 10th. The Solo is a dinghy that needs time and practice and Turner was not going to waste this opportunity...he had also driven 230 miles to get here!

Davis chooses the pin end with Pepperdine and Hopwood while Brown MacCarthy and Davenport work the middle right. A nice left hander half way up the beat sees Davis round first from Hopwood, Davenport is in the middle of the pack after a dip but he clearly did not like the experience as he is up in a flash.

The fleet round the top mark as the cloud snuffs out the last vestals of sunshine, the moody panorama clicks up a few notches to 'foreboding' while the guy in the bunker lets out a little evil chuckle from his thin purple lips.

I instruct my driver to place us once again in the death zone as the white wave tips multiply quicker than a kid who's top of the maths class.

I train my camera on the approaching train wreck, a little evil chuckle escaping my numb lips.....BATTERY EXHAUSTED!!

Competitors filtered past, some putting on the bravest face while inside they were dying, least there would be an epic photograph to mark their defining moment in the history of the class... so I pointed the camera and pretended to shoot.

The rest is history. Davis extends for the bullet which would get him up to second overall while Hopwood takes a dip and relinquishes 2nd to Davenport (though I think Oli had already passed him). MacCarthy is 3rd and third overall while Kev Hall improves to 4th in the race and fifth overall, one behind Brown.

The fleet return to the safety and warmth of the sumptuous club, pork and apple sauce 'cobs' soon deleting the short-term traumas on the water while hot tea and coffee combat the effects of hypothermia.

Davenport showed some supreme heavy air technique, his winter training with the Grafham posse reaping dividends while Davis inflicted a body blow on MacCarthy's dream of a major win. Chris Brown is 1st Veteran; Ian Bartlett is 1st Septimus and Carsington Water local hero John Webster is 1st GM.

Davenport thanked Noble Marine for their continued support of the Solo class and congratulated Carsington Water, the PRO Henry Wright, Solo liaison John Webster and the Galley for arranging an excellent event.



MaCarthy, Davis, Davenport, Hall, Webster and Brown
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Event Video [HERE](#)

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North Sails Super Series Qualifier 2 Spring Championship



Felpham Sailing Club played host to the Solo fleet on Saturday 7th May, and with a favourable forecast of 10-15 mph (Met office), 7-12 knots (XC Weather) and/or 13-17 knots Windguru, I loaded my camera equipment into the V70 and set off on the 175-mile trip to Bognor Regis.

The county of Devon had provided me with some early sunshine and this extended into Somerset but by the time I had reached my eventual destination, cloud cover from the north blotted out the sun and the side effect of warmth.

The boat park was a hive of activity but this quickly evaporated when the competitors saw the size of the bacon door step Richie Lovering was consuming, I therefore had to 'test one' for research.

Once consumed and sated I returned to boat park bimbbling, walking off the slight cramp only whole-wheat can create. There seem to be many new builds this year, possibly as a result of hitting the 6K mark and there are also new faces in the fleet, and by that, I mean new sailors, still with old faces though.

Highlights of my factual mission include seeing Mike Dray's lime detailed Winder, Tom Gillard's purple bottom and a very tasteful, Luna Rossa inspired grey hull with orange topside, owned by Noel Wright. It was pleasing to see a couple of woodies competing too, a John Poulson owned by Andrew Wilson who is the only Solo sailor on the IOW and the other, a Gosling ply-foam-ply owned by stalwart (and ex Concorde pilot) Derek Jackman.

There were a few no-shows but the class still managed to muster up 41 entries which some classes would dream of, such is the continued popularity of the Solo. Personally, I would have thought most of the fleet would have snuffed it by now.

The PRO provided a concise briefing and also gave me an alias to use in my report if it all went Pete Tong, clever boy. As it was, I can confirm Ross Fisher is his real identity.

The forecast NNE was threatening but a gentle sea breeze from 220 was holding its own and this is what we started with

.Race 1

Breeze at 6 knots and the fleet were congregated toward the pin end which was handy as I was moored there in one of FSC's safety boats. The first start was recalled, therefore the 'round the end' rule came into play. Unfortunately, Wilson, clearly keen to sail back to the Isle of Wight rather than suffer the crippling cost of the Red Funnel ferry was well over the line and did not exonerate himself so OCS. Nigel Thomas led the starboard tackers towards the pin but he was pushed over early, fair play though, he took his medicine and rounded the end as the rest of the pack headed upwind. At the top mark it was David Mason who rounded first, the Silver Wings S.C. sailor clearly at home in the fickle winds akin to his home patch, even if it is his first ever open meeting. Steve Ede rounded second from Vince Horey and Richie Lovering, the breakfast of kings fully digested and releasing the necessary carbs for BS (boat speed). Mark Harper completed the top five but Tim Lewis, Guy Mayger, Tom Gillard and Alex Butler were pressing as they headed to the wing mark.

We made our way to the next mark, choosing to place ourselves in the safe zone on the outside of the reverse P course and awaited the fleet as they slowly headed towards us. There had been some significant place changing and Gillard had managed to pick up 7 places to lead from Lovering, Ede, Lewis, Mayger and James Goodfellow. The run down to the leeward mark saw the fleet split, I stayed on station so goodness knows what happened down there. Gillard continued to hold Lovering as they hugged the shoreline, only tacking out on the occasional header and this was the pattern for the beat. The front three extended slightly on the final lap with Goodfellow pipping Mayger on the line which was about as exciting as my day got.

In his post-race interview Tom explained that he managed to hook into a few gusts by going slightly higher on the first downwind leg and this had taken him to the front and from there he just stayed in pressure for the rest of the race.

Tom Gillard working his Winder up the beat at Felpham



Race 2

Fergus Barnham nailed the pin end but the big winner was Nigel Thomas who had been prowling like a Tiger awaiting his dinner at the pin end. He ducked a couple of starboard tackers, hardened up and crossed the fleet. So, Thomas led at the top mark from Mayger, Butler and Lovering with Harper, Goodfellow and Gillard among the front group as the fleet gracefully, gently and slowly filtered down the run.

Gillard had work to do as this was to be a 3 race, all to count regatta and Lovering was holding a strong hand right now. As with all sailors who possess a little bit of magic, Gillard reached into his hat, gybed away from the pack and headed away on the unfavourable, unpopular, starboard gybe.

By the bottom mark he was in the top four and following a very light upwind leg he was third with only Thomas and Mayger ahead. Lovering, Butler and Goodfellow completed the top six with just the downwind legs to go and a short beat to the finish. Thomas held for a well-deserved bullet with ex local hero Mayger second, big mover Butler third, Gillard fourth and Goodfellow fifth. Lovering had dropped to sixth but is certainly the heaviest of those competitors by a couple of pounds, though he may have been reflecting on his breakfast as he picked the bacon from his teeth.

In his post-race interview Thomas explained that he is super confident with his boat speed sub 5 knots so just found a lane on port, tacked on the lay line and "hung in there".

Personally, I am super confident that I would not even get in a Solo if it was sub 5 knots.

Race 3

So, all to play for in this winner takes all, no discard event and Gillard is holding a 1-4, Lovering a 2-6, Goodfellow is on 4-5 with Thomas on 8-1 and Ede on 3-15.

The pressure is just about holding at a light breeze (4-6 knots), though light air (1-3 knots) is threatening and a gentle breeze (7-10 knots) would be a miracle.

The wind direction was playing silly beggars and the PRO must have been wondering if I would indeed resort to using his alias if this race went tits up but he held his nerve and after a few line adjustments we were into the finale.

Thomas was once again hanging around the pin end like a hooker under a street lamp but this time he had no gap and tacked under our junior entry Jack Lewis who had judged his run to the line perfectly.

Ede, Horey and Lovering were amongst those who had chosen the left while event leader Gillard was a third of the way down from the committee boat.

The tide was taking the fleet upwind now and the fleet converged at the top with Lewis leading in from Lovering, Ede, Goodfellow and Mark Lee. Gillard was down in the teens and as the fleet filtered down the first reach the wind shut off completely. I holstered my Nikon Coolpix 950 and reached for the flask, taking photos in these conditions would have been futile and just as I did, a Spitfire flew directly above me.

Expressions on the sailors' faces were mixed and depended entirely on how they had fared in the first two races. The safety team conversed as to what the PRO would do and we all agreed that abandoning and re-starting would delay us from tea and cake. Fortunately, and amazingly, from out of nowhere, a breeze returned, albeit from a direction that rendered a beat obsolete and this energised competitors and race teams alike. Ede was in the right place at the right time and had sped into the lead with Lovering, Lewis and Goodfellow, meanwhile Gillard was up to ninth.

The beat became a tight starboard fetch and the final lap was therefore without much drama, therefore Ede, Lewis, Goodfellow, Lovering and Simon Derham completing the top five.

In his post-race interview Steve explained that he was "just lucky, but they all count".

Indeed, they did and Tom Gillard had worked his way up to seventh by the end of the race, putting him on equal points with Richie Lovering. His bullet in race 1 then was enough to win the Spring Championship on count-back. A great effort by Richard Lovering to claim 2nd and well done to James Goodfellow who has been showing some fine form in 2022.



James Goodfellow totally committed to the roll tack



Simply Red

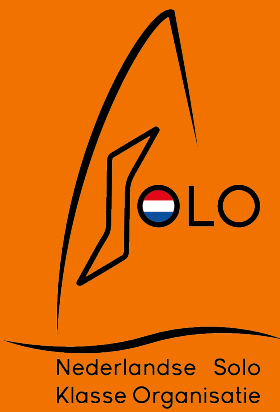
Our Chief Measurer, Jonathan Woodward is no slouch when it comes to racing his Solo. Take a look at his technique in the Transom Cam footage, taken at the recent Inland Championship.

Get on board with Jon [HERE](#)

INTERACTIVE

Chris Brown Interviews Jon [HERE](#)





Dear Solo Sailors,

The Dutch sailing season 2022 was finally back to the way we were used to before Covid. All competitions could go on and we enjoyed drinking and eating together. And that really did us good. The Solo class is one of the only growing adult sailing classes in the Netherlands. And of course we are very proud of that! I will briefly go through the most important matches to take you through our season.

16-18 april

We traditionally started at Easter in Loosdrecht (lake) with a nice field of 22 participants. Beautiful conditions for mid-April, where we fought the 3 days. Ted Bakker sailed strongly, but a UFD was fatal to make the top 3. Pim van Vugt was already on his way to France on Monday for his Olympic dream. Saskia won, Roel den Herder 2nd and Pim 3rd.

30 April – 1 May

The NK sprint (23 participants) in Reeuwijk (lake) is the next event. A very sporty format with many short matches in different pools, which ensures that the tension is great everywhere in the field. All the top players from the Netherlands were present. A total of 15 races, with wind of 8 knots with gusts. Pim van Vugt was the strongest in the afternoon with no less than 7 1's, which ultimately ensured that he secured the championship. Sunday it was windless. Sierk Jan ter Haar (Ilca) (Solo champion NK sprint 2018) also made himself heard with the 2th place. Menno Huisman took the 3rd place.

13-15 May **North Sails Qualifier 3**

Finally another event where the English and Dutch could compete with each other. It was a nice strong field with a total of 39 participants, of which 13 from the UK and only 2 ladies. On Friday there was a strong wind, but because the wind was off-shore and the course was close to the coast, there was good sailing. The field thinned out considerably during the day, but the heavy weather sailors really enjoyed themselves on the IJsselmeer waves. On Saturday we sailed with a nice wind in a total of 4 pots and then we quickly went to the local Chinese for a nice dinner. We all felt the muscles, so it wasn't late. Also on Sunday nice sailing weather and 3 races sailed. This time 3 Dutchmen (1 Jelmer Kuipers, 2 Menno Huisman and 3 Paul Dijkstra) on the podium, so it's going in the right direction. Next year again!



6-11 August

In addition to our ONK's, the Sneekweek is a real champion event with a total of 19 classes! and a beautiful Solo field of 40 participants. With a large core of Solozeilers in Sneek you will also find very good sailors who sail themselves in the spotlight. 6 games over both the Snekermeer and the Goingaripster Poelen of an average of 2.5-3 hours makes these matches a real battle of attrition. And with the warm summer temperatures and very light winds, saskia has the ideal conditions. 2nd was Paul Dijkstra and 3rd Gijs Faber. The presentation of the Sneekweekplates (it is my 4th) and a final party with band is a real spectacle to experience once. So I would like to invite the English to participate once, then you want to come back every year.



ONK

Sept. 16-18/Oct. 30-Nov. 1 [North Sails Qualifier](#)

It was a weekend as we know few. During the week it became increasingly clear, there was a real storm coming towards NL and only during our ONK at Workum. It didn't look good. Wind force 7-8 beaufort from North West which caused us to be on lower shore. The kitesurfers had taken over the beach. 2 days there was intensive consultation with sailors, competition committee and boards of the Solo and Contender. Unfortunately, it was decided on Saturday afternoon to pull the plug.

But we Dutch can not be caught for 1 hole. We had another event at the end of October at the Vrijbouter in Loosdrecht. Direct contact with the association, the water sports association and the board resulted in a 2nd chance ONK. It seemed to be a great weekend, where unfortunately again only Saturday was sailable. Pim van Vugt became Dutch Champion for the 2nd time this year with Saskia Arnold in his wake. With only 2 points difference she made it very difficult for Pim. And who knows what would have happened if we had sailed on Sunday. Roelof Kuipers was 3rd.



Till next year!

Best regards and have a nice Christmas
Saskia Arnold NED

North Sails Super Series

Qualifier 4

Nigel Pusinelli Trophy



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.

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

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.



Harry Lucas has Mike Sims in his sights

Alexander Alcock,
Nigel Pusinelli Champion 2022

Event Video [HERE](#)



INTERACTIVE

Check out the Allen fittings with Ben Harden [HERE](#)



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PERFORMANCE SAILING HARDWARE



Red Alert

Pete Hammond

The story really begins with my purchase of my second Solo bought from Jon Clarke and built by HPS as successor to a 1960's Solo which had been bought for just a few hundred pounds.

The HPS was a peach and super quick downwind but tricky upwind in part due to a minimum size centreboard. Upwind was fixed with Jon Turner making up a high profile centreboard to maximum size. It had a marginal impact off-wind and made a significant difference to upwind speed but still suffered a little in light winds. I won the Western Area championship in 1989 from Ken Falcon with 3508 and a good few other Open meetings too.

This led me into thinking there was a lot more to come from a development of the HPS shape and to reaching out to Spud Rowsell, who in turn passed me onto Phill Morrison. Phil hardly needs any introduction! While the HPS was as flat a hull shape as it was possible to build, Phil Morrison was of the view that a flat hull shape should be combined with a hull shape which combined overall flow with a flat run and just enough rocker. It included a very full bow section which would also add to the waterline length.

Tony Thresher subsequently described it as having a football stuffed into the bows!

When Red Alert was delivered in the winter of 1991 it was un-measured and unfortunately it frustratingly required three goes to get it through. It also combined a number of construction innovations which were then copied right across the Solo fleet including a flush thwart (come mainsheet) track with the side decks, plus a wood fillet along the side tanks, forward bulkhead and floors. These innovations in turn led to a subsequent change of class rules (*only for clarity*) so far as I remember.

At the same time I had acquired the first prototype Kevlar / Mylar sail from Hood which they had trialled with Martin Payne and which he declined to pursue. Yet, it worked for me even though it was an early stage development – I loved it. I matched this with a sleeved Proctor C Section. It was the very beginning of the use of these materials by any sailmaker so far as I am aware. I was keen to innovate where the sail was concerned and harked back to my time with Bruce Banks and a desire to push the boundaries. The result suited my downwind sailing techniques in strong winds particularly and suited the hull shape too.

The winter of 1991/2 was all about sailing throughout the winter series at Bristol Corinthian and getting to know the boat and it was plain it was quite quick. Just how quick flowed from a long winter training and arrival at the 1992 Spring Open at Southend – the venue for the Nationals that year with no huge expectations but plenty of anticipation. Winning the Open from Geoff Carveth, Ian Houston and Graham Bond amongst others was something of a result to savour.

Red Alert as a boat name was also a continuation of a family boat name. An Uncle had won the Merin Rocket Nationals in 1965 with Red Pepper. He had also originally introduced me to dinghy sailing in the early 1970's. The Merlin Rockets at Bristol Corinthian also made the link to Spud Rowsell who quite simply produced the most beautiful workmanship I had ever seen and it made a huge impression.

Kevin Gosling built all the subsequent Solo's to the Morrison design. From memory Ian Houston subsequently won his first championships with his.

I had eventually sold Red Alert to Ian Barnett sometime around 1995 after some great racing and memories. It was time to commit to family and professional circumstances and resulted in 10 years away from racing before once again resuming competition once more at the Salcombe YC with a fresh set of memories and fabulous competition.

I subsequently had Kevin Gosling build a new Red Alert in composite construction. But it was never quite the same as the original boat. There was something about the hull shape with 3733 and the build itself which enabled me to do things down-wind in a blow which I could not replicate with the new version.

Whether it is the case or not I am unsure, but I had heard that the Morrison hull shape was used as a basis by Jim Hunt for his collaboration with Winder.

A fleet of 26 Solo sailors took advantage of the two day open meeting at Thorpe Bay S.C. on 13th and 14th April to get a feel of the water which hosts the world championship in July. Solos travelled from far afield, and Peter Hammond's long trip from Salcombe in Devon with his new boat was rewarded with a good win.

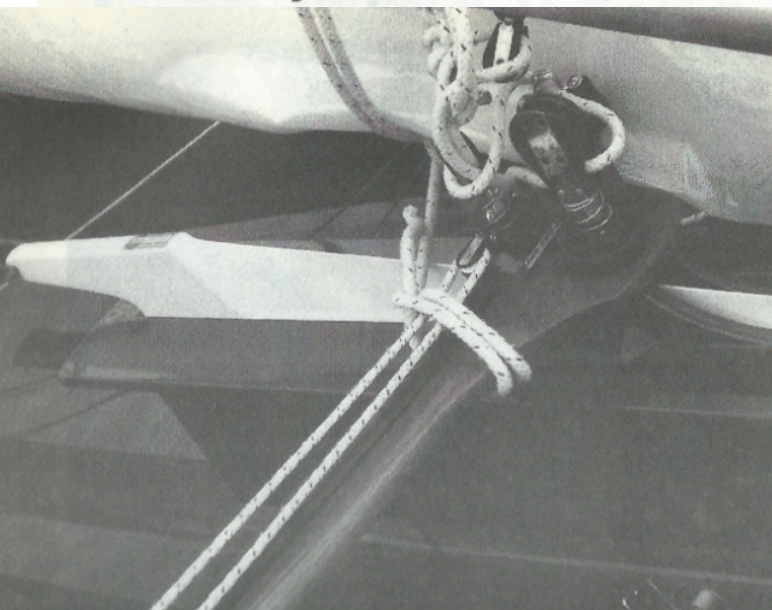
In the first race Hammond, sailing his new Rowsell and Morrison boat 'Red Alert', took a hard right course up the first beat, arrived at the windward mark with a one minute lead and was never challenged. Allan Burrell, from the local Halfway Y.C. fleet in his new Ledger-boat, also took the right-hand course but was reeled in by Ian Houston and Bill Loy before regaining second place on the final beat from Houston.

In the second race Tim Deacon sailed hard left up the first beat to arrive clear at the windward mark with Hammond, who had taken a less radical windward course, moving through the fleet to take second from Geoff Carveth.

On Sunday morning the temperature had dropped by ten degrees and the wind picked up to Force 5-6. Carveth, current national champion, showed his heavy weather skills to sail away from the fleet, but was found to have started prematurely; the race therefore went to Graham Bond, sailing his glass composite Severn Sailboats hull, from Cliff Crawshaw in a Thresher in second, and Hammond third. The result was enough to give Hammond the event without having to sail the last race.

Carveth, in his Duffin hull, gave an exhibition in the last race, winning easily from Burrell, Bond and Crawshaw.

Overall Results: 1st Hammond (Salcombe Y.C.) 5.75 pts, 2nd G. Carveth (Littleton S.C.) 7.75, 3rd A. Burrell (Halfway Y.C.) 9, 4th C. Crawshaw (Littleton S.C.) 14, 5th T. Deacon (Ranelagh S.C.) 15.75, 6th M. Barnes (Littleton S.C.) 19.



Above; Mike Barnes lights up before inspecting Red Alert

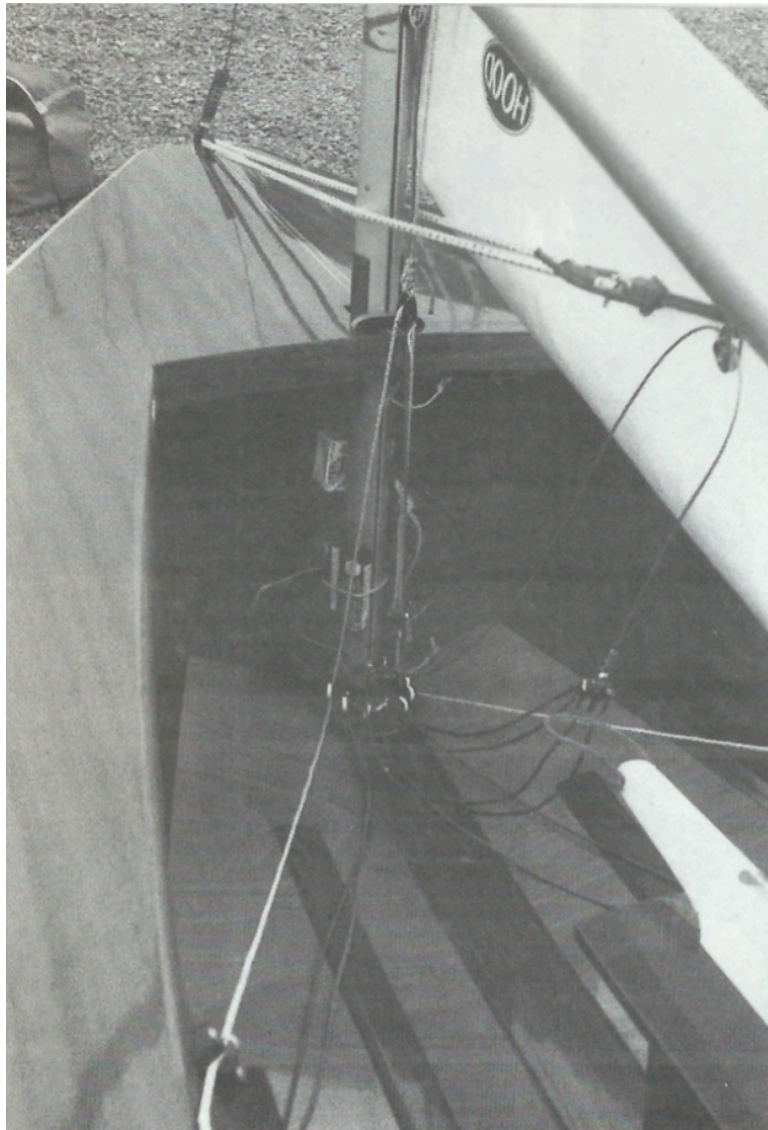
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NATIONAL SOLO CLASS ASSOCIATION

WORLD TROPHY CHAMPIONSHIP PAIGNTON 1993

POSITION	BOAT	NAME	RACE No.						DISC	POINTS
			1	2	3	4	5	6		
1	3776	G CARVETH	1	2	3	2	2	2	3	8.75
2	3905	R McMILLAN	5	1	2	1	1	6	6	9.25
3	3901	A THRESHER	4	3	1	3	4	7	7	14.75
4	3884	I HOUSTON	3	11	10	4	6	1	11	23.75
5	3835	A BOND	2	5	6	6	21	11	21	30
6	3909	A BURRELL	36	9	12	5	5	4	36	35
7	3902	C CRAWSHAW	RTD	8	4	7	8	8	87	35
8	3755	G BOND	12	10	7	8	11	5	12	41
9	3847	W LOY	21	6	8	10	3	22	22	48
10	3813	A COOK	9	7	15	14	22	9	22	54
11	3715	G O'BRIEN	10	4	11	15	17	25	25	57
12	3889	J CLARKE	7	14	19	12	9	17	19	59
13	3733	P HAMMOND	13	21	9	21	7	16	21	66
14	3565	M BARNES	17	17	25	13	16	15	25	78
15	3875	S MORRIS	17	17	25	13	16	15	25	78
16	3725	M WALKER	14	18	22	11	20	27	27	85
17	3815	I MITCHELL	27	RTD	21	9	10	29	87	96
18	3896	D GILCHRIST	31	27	23	30	18	3	30	101
19	3885	N HARRIS	30	19	13	39	14	34	39	110
20	3867	T WADE	20	25	14	38	37	23	38	119

Tim Deacon blasting along in the HPS built (High Performance Sailboats) Solo, one of Pete's Solos before 3733.

21	3749	J GARNER	40	16	26	20	27	30	40	119
22	3887	S BOON	11	RTD	32	22	34	21	87	120
23	3808	G BARCLAY	43	20	17	26	15	52	52	121
24	3912	J LLEWELLYN	23	31	34	24	50	12	50	124
25	3681	S EDE	29	28	30	31	28	10	31	125
26	3906	A MILES	34	33	24	32	23	13	34	125
27	3553	C JENKINS	24	30	41	37	26	14	41	131
28	3893	R WEBB	51	12	35	23	35	32	51	137
29	3676	D ASTON	28	41	31	28	29	24	41	140
30	1370	A FREER	15	RTD	16	18	19	RTD	87	150
31	3785	W SHEPHERD	31	23	33	35	30	48	48	153
32	3560	A MORLEY	25	DSQ	46	33	24	31	96	159
33	3691	M WILKIE	44	22	84	25	32	47	84	170
34	2750	J DANIELS	26	35	61	49	31	33	61	174
35	3787	R RADFORTH	16	24	47	34	55	71	71	176
36	3741	A HUSK	RTD	RTD	29	17	25	20	87	178
37	3871	N KEAST	41	45	28	27	39	46	45	180
38	3822	R POWELL	58	40	20	41	42	37	58	180
39	3615	K GOSLING	62	37	43	43	40	18	62	181
40	3814	N DYER	54	29	39	36	44	36	54	184
41	3568	A CATCHPOLE	37	34	38	40	54	39	54	188
42	3508	T DEACON	42	26	DSQ	29	33	59	93	189
43	3202	S YATES	19	54	62	68	36	19	68	190
44	3763	T KEIGHLEY	DSQ	42	51	45	41	26	96	205
45	3804	D LYNALL	22	RTD	37	54	13	82	87	208
46	H507	H JONGEJANS	39	39	48	42	46	68	68	214
47	3817	K FALCON	8	13	5	DSQ	DNS	DNS	94	214
48	3754	B GREEN	RTD	43	40	59	48	28	87	218
49	3862	C NEWTON	35	32	53	46	57	53	57	219
50	3739	F BUDD	49	36	44	53	67	40	67	222
51	3838	P DEWHURST	38	RTD	58	51	38	42	87	227
52	3702	I FALCON	33	RTD	45	67	47	38	87	230
53	3604	J SALMON	47	56	60	55	45	35	60	238
54	3907	J HUNT	6	DSQ	27	19	DNS	DNS	96	240
55	3108	J GOODINGS	70	38	50	48	43	62	70	241
56	3597	M ALLEN	57	50	42	44	53	63	63	246
57	3760	H FALCON	46	52	56	50	58	44	58	248
58	3769	P CUNNINGHAM	50	58	RTD	47	51	49	84	255
59	1353	M BEW	45	44	54	DNS	56	65	94	264
60	H497	T van ECK	67	48	49	65	66	50	66	278
61	3633	P KNIGHT	73	49	57	52	60	60	73	278
62	3819	M ASTON	59	RTD	36	75	62	55	87	293
63	3567	R SMITH	52	53	69	58	63	64	69	290
64	3613	G KEIGHLEY	55	63	52	57	68	66	68	293
65	3550	R ASHBY	53	46	70	66	61	RTD	82	296
66	3173	N PUSINELLI	65	47	64	64	70	58	70	298
67	3722	R TAYLOR	75	66	65	RTD	52	41	86	299
68	3286	J DAVEY	56	RTD	59	71	64	51	87	301
69	3759	R BUTTERFIELD	61	51	67	62	69	69	69	310
70	3784	S FOX	64	RTD	71	63	65	61	87	324
71	3584	E ROBINSON	78	57	74	72	72	54	78	329
72	3778	G PINNEGAR	79	64	73	76	73	43	79	329
73	3580	W BEDFORD	76	62	75	69	59	67	76	332
74	3860	B WOODS	77	RTD	68	56	74	57	87	332
75	H453	S JONGEJANS	60	60	76	70	77	70	77	336
76	3423	K MACK	69	RTD	55	86	71	56	87	337
77	3911	B RICHARDS	DNS	59	66	61	75	76	94	337
78	3791	D WILTSHIRE	66	RTD	RTD	60	49	RTD	87	341
79	3414	J HALE	81	55	72	74	76	75	81	352
80	3874	M MOORE	48	RTD	63	73	RTD	DNS	94	354
81	3404	A RENSHAW	71	61	RTD	RTD	RTD	74	86	373
82	3643	P LUCAS	80	65	77	RTD	RTD	77	86	382
83	3496	D MOXON	74	RTD	78	77	DNS	73	94	389
84	3513	G DEAL	68	RTD	DNS	RTD	RTD	72	94	396
85	211	C TOLCHER	63	RTD	DNS	RTD	DNS	DNS	94	424
86	3692	M LEVEY	72	RTD	DNS	DNS	DNS	DNS	94	441
87	820	B HOLT	RTD	DNS	DNS	RTD	RTD	DNS	94	444



Pete in Red Alert sending it at Thorpe Bay 1992.





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The story continues...

Ian Barnett

Red Alert is Solo no. 3733 and the only Solo made by the renowned Merlin Rocket builders, Rowsell & Morrison of Exmouth. The boat was built for Peter Hammond and completed in November 1990 to a very high standard and was very much admired in her day. The credit for this goes to Kevin Driver as he built her.

Peter had been around in the Solo fleet for a few years but, now with Red Alert, he created quite a stir when he won the Thorpe Bay Y.C. Solo Open in the spring of 1991 beating, amongst others, a certain Geoff Carveth. An added significance was that the 1991 Worlds would be held at Thorpe Bay in the summer of 1991. Sadly for Peter he couldn't maintain that form and ended up 11th at the Worlds and, earlier in the year, 8th at the Inlands. Peter was a regular on the open circuit in Red Alert but by 1994 dinghy sailing had taken a back seat to family and career and I acquired Red Alert from Peter in May 1995. I worked out that Red Alert was my 7th Solo, the first being no. 2497 in 1979.

Red Alert was generously equipped – 2 masts, Proctor C Sleeved, together with part kevlar/part dacron sails by Hood and Diamond that were both light and very expensive compared to the normal dacron sails of the time. In 1995 Red Alert was raced in the Inlands at Rutland and the Nationals at Felpham, a hot generally light wind affair, where I had the privilege of being plumb last out of 78 after 2 days racing counting a PMS and a DSQ. Notwithstanding that Red Alert proved to be particularly fast downwind, no doubt helped by the wide, flat aft sections although this didn't help very light wind performance when there was just too much wetted surface area.

Towards the end of 1995 I had decided to try a new Gosling Solo and sold Red Alert to a fellow CYC sailor. He didn't have Red Alert for any length of time and Red Alert went to Chew Valley Lake S.C., Warwickshire and, subsequently, Scotland.

Fast forward a few decades and I had become bored with the plastic grey boats and decided to get a wooden Solo. I missed out on a few s/hand wooden Gosling Solos and then thought about Red Alert and managed to track her down to St. Marys Loch Sailing Club in the Scottish Borders. That was a few years ago but the owner didn't want to sell so I bought 4892 which is a very nice, fast Gosling FRP composite in an attractive navy blue colour with white waterline. Then out of the blue early July I got an email from Red Alert's owner saying he had stopped sailing and was I still interested in buying the boat.

Naturally I said yes, "Is there any rot" I asked. "No" said the vendor! (Wrong). A price was negotiated (£900, miles too much) and Duncan Hepplewhite of sailingfast.co.uk transported Red Alert down to Ian Jubb's place in Emsworth on September 8th and Red Alert became my 17th Solo. A great positive was that Red Alert had been kept in a dry garage for the past 3 years and not left in the back end of some dark, dank, dingy dinghy park. (Unlike 4004, Kevin's Widget, which I'd looked at in 2018 and was a complete mess - but that's another story)



However, September 8th was not a good weather day and when I got the boat back to mine it immediately became apparent that there was a load of water in the front tank so I drained that off and let it dry out for a day or so. Then one of the first jobs was to remove the centreboard from the case, easier said than done, and once extracted the board felt noticeably heavy although in reasonable condition. It was constructed from laminated mahogany and finished in white 2 pot polyurethane and weighed about 4 kgs on the scales. This compares to about 2.9-3.0kgs for a modern moulded centreboard. It's long and narrow when compared to the allowed measurements in the class rules and I will be repairing some dinks in the leading and trailing edges, flattening back hard and then re-coating in white.

I then set about removing all the fittings, many were original, for example original slot gasket in remarkably good condition, the Servo cleats used for the control lines were in excellent condition but I'll replace those with new ones like for like, even though they are not very fashionable now. I've removed a lot of the varnish and some disgusting yellow non slip paint on the floor - which took forever using every power sanding tool known to man - the original varnish under the non slip paint was in remarkably good condition.



The reason for water in the front tank became apparent as the bottom of the front bulkhead had come away from the rest of the boat, further there was a crack in the keel underneath the mast area of about 45cm in length. I've racked that out and removed some rotten timber there ready for further repairs. There was never a wooden mast step as such in Red Alert and the mast step plate was just screwed onto the hog so I presume that the crack and front bulkhead problem were a result of pressure from the rig and the problem just gradually got worse over time. A repair had been attempted before but obviously didn't last.

Parts of the sapele plywood decks had water damage and other bits of the timber had black marks from water ingress so I coated these in a mixture of water with oxalic acid crystals and sanded back to restore some of the natural colour. Oxalic acid is pretty toxic stuff so this job is best done outside or in a very well ventilated workshop.

I could have given the same treatment to the light wood gunwales but they were very badly discoloured in places and had new sections scarfed in but with numerous small holes filled with epoxy, probably screws underneath the epoxy. So the existing gunwales are going to be replaced with new sycamore. The moral here is that any damage to light wood needs to be immediately treated with varnish otherwise the wood will discolour and blacken very quickly.

At some point the thwart had come away from the rest of the boat and a repair done by bolting through the supports underneath and glueing back to the deck. The mainsheet track had been reattached with a variety of nuts and bolts and stuffed full of an epoxy and micro-balloons mixture. A complete mess so the most straightforward thing to do is to replace the whole thwart with new mahogany.

I then retrieved a Black & Decker heat gun (that old it was made in Great Britain) from the back of my garage and removed all the red paint off the hull using heat and a new Bahco 650 scraper with a 50mm blade which was £24 well spent. There was quite a lot of filler applied at various points on the hull as well as some evidence of the plywood having been planed back in some places (measurement issues!?)

Carrying on I sanded back the hull using a mouse sander starting with 60 grit paper, working through to 240 grit and all was good on the underwater surfaces apart from one small area of damp underneath the mast foot area. Intriguingly, once paint had been removed from the bow stem it revealed a very symmetrical grid of holes, each about 12mm in diameter, plugged with some sort of filler. A form of weight reduction perhaps? Who knows but the original stem also had a lot of dents and dinks so will be replaced and then varnished, rather than painted red as original, which will look much more attractive.

I was hoping to strip and re-paint the rudder but on closer examination the trailing edge was warped and a split had appeared through the bolt hole to the top of the blade. I've acquired a Winder rudder but that won't fit the existing stock so a new stock will be made and use the original cranked tiller.

As planned that's as far as I went with the boat and end of October I wrapped her up and towed her to the dizzy heights of Kevin Gosling's palatial workshop at Hatway Hill, approx. 207m above sea level, in East Devon for the serious stuff to start. Kevin is a master craftsman and will fit up a new transom, new thwart, new bow stem, new sycamore gunwales, new mast step, glue up the crack, made good the front bulkhead, widen the mast gate and fit new tufnol inserts and complete various other minor repairs to the floor, mast gate crossbeam and some of the other trim. After that Kevin will varnish, paint the hull red(!) and then re-instate the sign writing and pin stripe lines as per original which can be copied from some old photos from the 1995 nationals. I think Kevin is looking forward to the restoration and I'm hoping Red Alert will look as close to new condition as practically possible.

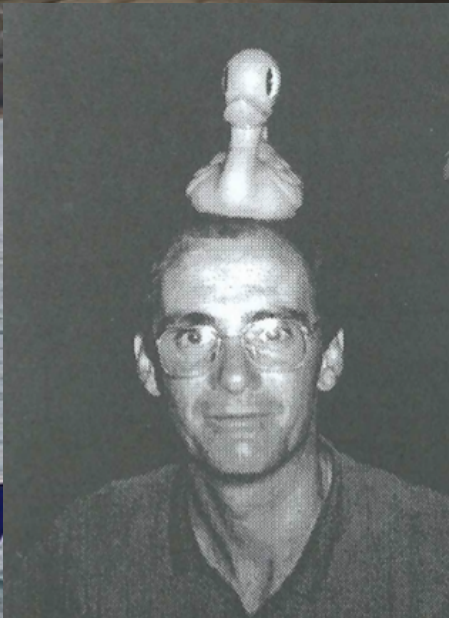
After that he'll fit new slot gasket and keelbands, new Harken duo cam mainsheet with kicker cleat, new mast step plate, Seasure red transom gudgeon fittings with carbon bushes top and bottom, re-fit the original bailers with new seals, re-fit the original forestay fitting and new chainplates and, finally, fit a new Allen mini traveller profile with the A4389M car and blocks. I'll then have the boat back to finish off the rest of the fit out in true 1990s fashion with minimal dual controls, NO continuous lines, NO inhaul and only a friction pad for the centreboard. I've bought a little used Superspars M2 mast and a new North P-3 sail, with the autumn discount, which should be ok for my 68kgs in about 6-10 knots! Oh and I can get 3060mm maximum measurement from the front of the mast at heel to outside of transom with the bulkhead in it's original position.

All of that lot should see my bank balance suitably diminished but it will be worth it to have Red Alert back in tip top sporting condition. If anyone is interested I now have a complete set of fittings, mast, boom and dacron sail suitable for the older Solo. Red Alert will be re-weighed at some point but I've got a hunch, in the right conditions, she will give a good account of herself against the new grey boats. Long live the woodies.



1995 National Championship Felpham S.C.
 Ian recorded a bullet in Red Alert in a series which was not his best but proved the speed of the Rowsell shape.

24	3932	B GREEN	4	79	29	8	35	31	79	107
25	3874	M MOORE	10	16	43	31	14	78	78	114
26	3763	T KEIGHLEY	28	18	24	21	37	24	37	115
27	3960	K GOSLING	29	44	21	22	21	30	44	123
28	3733	I BARNETT	79	79	18	1	13	15	79	125.75
29	3812	T CATCHPOLE	17	39	36	15	26	33	39	127
30	3822	R POWELL	20	24	33	27	25	78	78	129



Above; Ian working on Red Alert and going through sandpaper with some enthusiasm.

Far left; Racing his Gosling composite 4892 at Chichester.

Left; Ian receiving a rubber duck award at the 1995 Nationals, I assume it was not for his race win!

6055
2202

 **SELDÉN**

SAILJUICE WINTER SERIES



Congratulations to Jonathan Swain who finished 2nd in the hotly contested Draycote Dash recently.

Jonathan has returned to the fleet after a few years and bought himself a new Solo after trialling the NSCA Demo boat so if you fancy trying a state of art example, contact Paul Davis , our Southern Area Rep or Innes Armstrong/Justine Davenport, our Northern Area team to see where the Demo boats are situated in 2023

The Sail Flattener

Graham Wilson has fitted the flattener to his Winder Solo and has provided some pics of the set-up he uses.

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 fitted to boom

INTERACTIVE

Check out the short video [HERE](#)





1. The set-up starts mid-way under the boom where Graham has drilled a slot* and fitted a simple camcleat. A single block is attached to the boom via a Seldén boom eye. *note that the boom slots will need to be filed smooth to reduce wear to line.

2. The control line passes down the boom and exits around 25 centimetres from the outboard end where it passes through an eye and then through the normal clew of the sail.

It then passes through a reefing eye fitted on the leech of the sail.

Class Rule

(h) 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.



3. The control line is attached to a boom end stopper via a soft eye, this enables simple and quick de-rigging when the sail is to be removed.

As you can see in photo 4, with the reef applied, a lower portion of the sail is pulled down and effectively reduces the sail area, lifting the boom.

Below; Peter Warne has a P+B flattener and it came in handy at the Inlands.



The Upward Curve of a Pro

Oliver Davenport reflects on his season



Another season gone feeling like its only just started, Will has asked me to reflect on my season so here goes. I am happy with how it has gone this year with both good results and enjoyable events. I started my winter sailing at Grafham against the strong fleet of Solos there, getting between 5 and 10 out every week and some having won some of the big Solo events in 2021 (I think one guy had won the Inland Champs but he didn't mention it much, I think his name might have been Bris Crown or something).

Watch Oliver racing [HERE](#)

While there, I was testing out my new M2 mast which I had swapped to after trying one at the 2021 Inlands. I found the M2 more responsive and generally easy to sail with when compared to the D+ in the gusts; I was also able to get the sail to flatten and blade off by using the downhaul which didn't seem to happen as well on the D+. To me this all seemed to get me a good step forward in my boat speed. As well as being able to sail different modes upwind, there was the added benefit of the mast being just under 1kg lighter than the D+ I had been using in 2021.

Developments

After the 2021 season Tom Lonsdale and I were quite keen to try the sail shape we had been working on that year in Contenders Maxx 06 cloth for our sails. We thought it would suit the Solo sail well and we would be able to incorporate the batten pockets in with the seams to create a very smooth sail. After a couple of development sails and luff line tweaks, we felt happy with the sail so this was the sail we settled on which I used at the Winter Champs right through to the Nationals.

It has been a good season for me this year, winning the Winters Championships and the Southern, Midland and Western area Championships with seconds at the EOS and Inlands as well as in the Super Series and fourth at the Nationals. Probably one of my high moments of the season was the Winter Champs as I felt really quick and like the work I had put in over the winter had paid off; I've always preferred the windy stuff but I think I found an extra gear compared to previous years.

Fitness

For me, I think it is quite key to keep sailing as much as possible as sailing is quite specific in the fitness required. I normally try and go to the gym at least 3 or 4 times a week and usually enjoy cycling but this has fallen off my radar slightly this year so I look forward to getting out more next year. I enjoy doing Thursday night sailing at Northampton SC during the spring and summer and then trying to do open events at weekends if there are any on. I've also been able to get out in a Fireball and Phantom a few times doing the Ovington Inlands in the Phantom as well as the Phantoms own Inlands which helped with getting some more fleet racing practice in.

Another moment I enjoyed was the days coaching I did at Northampton on the Friday before the Midland Area Championships. It was nice to be able to offer my advise to the 6 sailors that came along ranging from boat setup to sailing technique. The weather couldn't have been better for the day and we ended the day with there few tired bodies but everyone seemed to have enjoyed the day which was really nice to see.

Every day is a school day

Not all the events I did this year went my way, like the Spring Champs at Felpham. It was a particularly light day which was not my strongest condition and I seemed to have one of those days where nothing seemed to go my way. I felt fast once in clear wind but trying to get it was difficult, as it always is in light winds. My main take away from this event was that I wasn't getting off the start line with a clear lane which just made everything more difficult in the light winds, definitely something I will be trying to work on

2023

After a great season I am looking forward to next year with a great calendar including the Nationals at Hayling which is always a big event. At the time of writing this I've just sold my Winder MK2 and I am in the middle of fitting out a Winder MK1a with a full Allen fit out which I will be trying next season along side the new Musto Alumin hikers that have served me well so far in training. See you all next year





2nd Super Series
 2nd Inland Champs
 2nd EOS
 1st Western Champs



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Optimum weight 86kg+.

#TEAMPB RESULTS 2021

NIGEL PUSINELLI TROPHY:
1st + 4th.

MIDLAND AREA CHAMPS: 2nd.

SALCOMBE SOLO OPEN: 2nd + 3rd.

HAYLING ISLAND OPEN: 2nd.

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

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North Sails Super Series

Qualifier 5

Nation's Cup Carnac

(a brief summary since it wasn't that long ago)



So, with 4 of the major events under our belts we have 4 different winners, Davenport, Gillard, Kuipers (NED) and Alcock. Of course, we also included the Area Championships as an extra qualifier this year and they would be won by,

- Welsh/Southern Gillard
- Scottish
- Midland/Western Davenport

With 62 entries from the UK and Netherlands and no wind on day 1, there was plenty of time to bumble, enjoy the warmth of the french climate and catch up with friends.

Day 2

Race 1

Talk is cheap so it was good to get onto the water for Race 1, sailed in a nice 18-22 knots and won by Gillard from Huisman (NED), Law, Hopwood and Brown.

Race 2

The wind had dropped a tad for race 2 and Tim Law kept his nerve and his head out of the boat to claim the bullet from the impressive Huisman with Vince Horey, Tom Gillard and Chris Brown completing the top 5.

Race 3

Gillard wins from Alex Butler, Jack Lewis, Brown and Innes Armstrong but that does not really tell the story. Ted Bakker (NED) nailed the start with Paul Bartlett (yup, the bloke in the bright yellow Solo) with Dutch Class Chairman Roel den Herder and Roger Lumby. The leaders looked good until the PRO moved the windward mark by such a huge distance that they ended up reaching in while beneath them, Lewis, Butler and Gillard breathed a sigh of relief as they rounded ahead.

Day 3

Race 4

The wind was light, around 7 knots and, like the current UK government, had no real direction. Brown and Roel Bakker succumbed to the black flag and the re-start provided a stern test of concentration. Willie Todd did everything right and took the win from Butler with Gillard, Nigel Davies and Mark Lee your top five.

Race 5

Another light wind terse affair, Ted Bakker was in the mix but Gillard once again came through for the win from Lewis, Jonathan Woodward, Butler and Simon Dobson who clearly enjoyed the conditions which were not unlike 'the bag' on a bad day.

Day 4

In a nutshell, lots of hanging around in the race area, a few failed attempts to start race 6 but it was not to be and the Championship was over.

So, Tom Gillard collected the Nation's Cup and this result, along with his 1sts at the Springs and Welsh would give him a strong hand to win the title of North Sails Super Series Champion.



1	GBR 6021	GILLARD Thomas	M89	STAUNTON HAROLD SC - Grande-	6.00	10.00	1	4	1	3	1
							1.0	-4.0	1.0	3.0	1.0
2	GBR 5781	BUTLER Alex	M99	HAYLING ISLAND SC - Grande-Bret	14.00	20.00	6	6	2	2	4
							6.0	6.0	2.0	2.0	4.0
3	5966	LAW Tim	M56	SALCOMBE YC - Grande-Bretagne	20.00	30.00	3	1	10	9	7
							3.0	1.0	-10.0	9.0	7.0
4	5890	LEWIS Jack	M		26.00	46.00	15	20	3	6	2
							15.0	-20.0	3.0	6.0	2.0
5	GBR 6010	HOREY Vincent	M61	KING GEORGE SAILING - Grande-B	34.00	55.00	8	3	9	14	21
							8.0	3.0	9.0	14.0	-21.0
6	GBR 6006	LEE Mark	M63	LYMINGTON TOWN - France	34.00	53.00	10	8	11	5	19
							10.0	8.0	11.0	5.0	-19.0
7	NED 649	BAKKER Ted	M	WV RANDMEER - Hollande	37.00	57.00	13	12	6	20	6
							13.0	12.0	6.0	-20.0	6.0
8	NED 642	HUISMAN Menno	M71	KONINKLIJKE WATERSPORTVERE	38.00	75.00	2	2	37	16	18
							2.0	2.0	-37.0	16.0	18.0
9	6022	BROWN Chris	M68	GRAFHAM - Grande-Bretagne	38.00	103.00	5	5	4	8	24
							5.0	5.0	4.0	-65.0	24.0
10	5911	DAVIES Nigel	M64	DRAYCOTE WATER SC - Grande-Br	44.00	109.00	12	14	14	4	8



Join me on the guard boat [HERE](#)

National Championship
Race 5



Abersoch 2022
Start

North Sails Super Series

Qualifier 6

National Championship Abersoch

The event in a nutshell



90+ Solos arrived to a sunny Abersoch, locals stumbled around in the bright light, wondering what the thing in the sky was and with 38 degrees of heat forecast and realised, it would be a hot sweaty event..until the last day.

Day 1

Race 1

Chris Brown would be the pathfinder, the sight of nearly 100 Solos filing past me from my position in the guard boat was pretty cool and I wondered what it would look like when the wind was up. That would be answered on day 4. Steve Cockerill took the win, holding off assaults from Alex Butler and Jon Woodward.

Race 2

Ewan Birkin Walls was pathfinder and the breeze remained fickle. He then led for almost the whole race, just pipped by Gillard who had spotted some pressure off the beach and rolled over the hapless sailor just 500 yds from the victory. Woodward took third ahead of Cockerill and Martin Honnor.

Day 2

The fleet were held ashore and enjoyed the golden sandy beach and all its attractions...lots of Solos.

Race 3

Chris Gillard would be pathfinder and with the breeze at 9.5 knots, it was perfect for close, tactical, big fleet racing.

Guy Mayger showed excellent speed to take the emotional win, he had lost his mother recently at this was a fitting tribute to her memory. Oliver Davenport, Honnor, Gillard and Richard Lovering completed the top 5.

Race 4

The breeze had increased to a nice force 3 and with Andy Davis as pathfinder, surely the advantage would be start as late as possible. Unfortunately, Taxi was released from his port tack earlier than some would have liked and they were left wallowing far to the right of the course. Gillard took the win from Andy Davis who was enjoying the freshening conditions with Paul Davis, Honnor and Lovering completing the top 5.

Day 3

It was hot and with the topography of the bay thwarting a sea breeze, we sat and pondered life, football and Solo sailing. The question was, with a forecast as exciting as a book on the rules of sailing, would we get racing in on the final day.

Day 4

It all looked ominous, a glassy reflection of the sky on the water and several Solos being packed away. The PRO held his nerve and unbelievably, a squall hit the fleet just as we launched, sending Solos and their sailors flying everywhere.

Race 5

Breeze at around 20 knots and Mark Fuller the patsy who would power upwind with the fleet blasting towards him in what would be the final race.

Davenport excelled in the fresh conditions with Andy Davis on his tail for the full race, Lovering, Fergus Barnham and Alexander Alcock completing the top 5.

Race 6

Ian Hopwood was the pathfinder but the race was canned even before he had been released, it had blown itself out.

So, Tom Gillard collected the National Championship to add to his other titles and with just ONK (NED) EOS and Inland Championship left to qualify for the North Sails Super Series, he would surely tie it up at Draycote Water.

1st	65		6021	Thomas Gillard	Staunton Harold SC	7.0	1.0	4.0	1.0	(9.0)	22.0	13.0
2nd	62	Veteran	6001	Stephen Cockerill	Stokes Bay SC	1.0	4.0	6.0	(18.0)	6.0	35.0	17.0
3rd	6		5831	Richard Lovering	HISC/WYC	8.0	(11.0)	5.0	5.0	3.0	32.0	21.0
4th	51		5954	Oliver Davenport	Redesmere SC	(31.0)	6.0	2.0	15.0	1.0	55.0	24.0
5th	17		5967	Andy Davis	South Staffs SC	14.0	(18.0)	10.0	2.0	2.0	46.0	28.0
6th	78	Veteran	5691	Guy Mayger	HISC	12.0	14.0	1.0	9.0	(98.0 DNC)	134.0	36.0
7th	16	Veteran	5880	Mart Honnor	Ogston SC	(36.0)	5.0	3.0	4.0	26.0	74.0	38.0
8th	22		5781	Alex Butler	Hayling Island SC	2.0	24.0	7.0	8.0	(33.0)	74.0	41.0
9th	1		5827	Ewan Birkin-Walls	Grafham Water SC	10.0	2.0	(30.0)	20.0	11.0	73.0	43.0
10th	28	Veteran	6022	Chris Brown	Grafham Water SC	(30.0)	7.0	23.0	10.0	7.0	77.0	47.0



Fergus Barnham at Abersoch

HD Sails – MAXX Black Mk2 sail.

As some of you eagle-eyed Solo sailors may have noticed, HD Sails have a few sailors using a different cut mainsail to our highly successful MAXX Black (ex-golden/yellow) Mk1 model.

This has actually been something of a rather long period of development, mostly due to my own sailing limiting the amount of time I have spent in the Solo recently, as well as the effects of the last few years.

Having had some great results with the Mk1 sail, including twice winning the National Championship, a few of our regular sailors had come up with some potential ideas to develop the sail further. To that end I made a sail which saw a slightly undercover outing when Guy Mayger used it at the 2019 Spring Cup in Medemblik.

Achieving second place overall, including two race wins (not bad from the ol' fella), it looked like we might be onto something. Delayed by Covid and lockdowns not much progress was made until the summer of 2021.

Leading up to the Nationals at Mounts Bay I'd made a couple more development sails which Guy and our President Patrick had been quietly using. Of course, I was chuffed to win the Nationals using a MAXX Mk1, now in the black material, but was delighted to see the new sail perform well straight out of the bag.

Fast forward to 2022 and the sail has been tweaked further to the point that it is now in standard production and customers have the choice of either the Mk1 or Mk2.

So, what are the differences?

Overall, the sail continues to follow the HD Sails principles of a reasonably flat head, progressing down to a fuller lower section with an easily opened leech. The most obvious difference is that we've positioned the seams of the cross-cut such that they fall directly on the batten pockets. This has given the sail an almost moulded profile with a smooth entry and exit. Compared to the Mk1, the Mk2 is very slightly flatter (ease the outhaul downwind) with the fullness pulled a little further forward, which gives a bit more range and makes it possibly more attractive to lighter sailors (sub 80kg). Certainly, the performances of Jonny Coate and new class Chief Measurer Jonathan Woodward (both sub 75kg), with Nationals podium race finishes and open meeting wins, indicate that the sail works nicely for those using a Selden Zeta mast, whilst Guy (at 82kg) has been running a pretty straight Selden D+ achieving open wins and a race win at the Nationals, it certainly seems like the sail has proven its potential and I look forward to see what the 2023 season holds as we really get this new sail dialled in.

Please feel free to contact me for further information or have a word with any of the sailors who be happy to share their thoughts.

Andy Davis HDSails.com

Jonathan Woodward showed good pace at the National Championship using the HD Mk 2 sail



Feisty conditions at Salcombe, probably home to one of the biggest fleets of Solos in the World



Fleet Captain 101

Adrian Griffin provides some pointers to increase fleet participation at your club



pic: Lucy Burn

My family moved to Salcombe when I was 16 and as I had taken up sailing at school, I immediately joined Salcombe Yacht Club. Having spent one season sailing a Heron, bought from the school for £15, I bought my first Solo 207 the following year. The Solo seemed the natural choice, as there was already a good fleet and we had one of the greatest of them all, Alec Stone, regularly showing us how it should be done. Having enjoyed reasonable success at team racing for both my school in Sussex and then Exeter University, racing a Solo at Salcombe quickly taught me that I didn't actually know very much about competitive fleet racing. During the 25 years that I was away from Salcombe, sailing took a back seat in my life after family, career and a bit of motorsport. I kept a very early grp Solo, 2544, at Draycote Water for about ten years, but there was rarely time to race it and the results confirmed my lack of practice.

Just after the turn of the century I turned up at Salcombe with 2544 and started competing against a fleet that comprised state of the art wooden Solos and was just starting to transition to FRP. Solo 2544 & my Mini Cooper S were rapidly sold to make way for 3247 a beautifully preserved Lovett in which I served my apprenticeship all over again, before I eventually bought my first Winder from Alister Morley. Alister's boat had won the Nations Cup at Lake Garda, but was never again to provide work for the engravers while in my hands. My first new Winder, 5306, was ordered as part of a batch of 17 ordered for Salcombe in readiness for the 2012 National Championships at Mounts Bay. This has been followed by two more new Winder boats 5734 and then 6030 earlier this year. One of the pitfalls of selling my boats to a fellow Salcombe sailor has been the ridicule that has to be endured when my old boat beats me, but I have become immune to this.

Numbers

I think I became fleet captain in around 2006, it was so long ago that I can't remember exactly, but I do recall that the request came at the end of a long, cold race in November, while I was pulling my boat up the slipway. The rest of the sailors in the fleet were already ashore, packed up, covers on, changed and ready to go home, but they had obviously been debating who should take over from Alister Morley without any success. At this point I emerged at the top of the slipway and was told that I'd got the job. I was too cold to offer any resistance. I have kept a record of the fleet numbers since then. The fleet numbers have grown from fewer than 20 and maintained a level of between 50 or 60 for over a decade now. We currently have around 55 Solos in the Salcombe Fleet, with a hard core of over 20 who will turn out regularly and many others, regular visitors or second home owners who compete as much as they can in club races and open meetings. This critical mass has justified our having our own fleet starting time in almost all of the series run throughout our ten month season. The mere fact that we have our own slot in the start sequence has been an attraction to those who prefer class racing to handicap racing and has continually helped to bolster our numbers.

One of the records that I have logged is the throughput of Solo sailors. Over the past 15 years, 66 Solos have moved on & left us for differing reasons. But the influx of new blood has always helped maintain the numbers. 'New blood' is probably not a good expression to use, as during this time the average age of Solo sailors has increased by almost the same number as the period of years that I've been in the job. Disappointingly, there are no ladies in the Salcombe fleet at the moment, but seven have come and gone since my records began.

Communication

Whilst most of the Solos used to be kept on the beach, space was limited and as the fleet grew in size, there were others based in the boat park at Batson. The latter were not always tempted by the 15 minute walk through town to get to the Yacht Club after a race, so ensuring coherence amongst the Solo sailors was not necessarily very easy. As I'm sure is the case in all clubs, the Salcombe Solo sailors are also a disparate bunch from a wide variety of backgrounds and professions. Various ways were tried to get everyone involved firstly by setting up our own webpage on the SYC website and then by regular communication through bulk emails. The latter were intended to keep everyone apprised of what was going on, but then others would join in for a free for all by 'reply all' .. Friday afternoons were usually the most prolific with chat ranging from serious debate to puerile abuse, all this with contributions coming from a variety of sources ranging from a top London Barrister's chambers to a Cornish mining company.

For my part I have tried to do a bit of team building off the water by arranging a few informal dinners for sailors & WAGs – these have taken a back seat since Covid, but we'll get back into our stride next year. On the water, we have laid on training where we've brought in experts, such as Charlie Cumbley & Jim Hunt (not at the same time). Our top sailors have also given of their time to run training for the newcomers and we've always encouraged sailors of all skill levels to take part & share their knowledge at such events.

Clearly, the shared love of sailing & competition are reasons behind the cohesion within the Salcombe fleet, but the bond is strengthened by the continual communication off the water, also by the fact that no-one can get away with taking themselves too seriously and that everyone is treated as an equal whether they be former National, or World, Champions or whether they are just steady club racers, like me, who enjoy accumulating large numbers of points while having a good time on the water.

I think that it's these strong bonds of friendship that have helped Salcombe many times to send the largest contingents to National Championships, or the Nations Cup. These friendships are really as a result of good fortune, rather than anything else. I know you wanted to write an article about what makes a good fleet captain, I'm not really sure that I can help as, in my case, I think I'm just a lucky fleet captain fortunate to hit a good patch in Salcombe's very long association with the Solo.

Adrian racing Solo 207 on the Range, bought for £100 in 1969 when he first joined.



Adrian racing Solo 6030 at Salcombe in 2022, bought for considerably more than £100



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Paul Davis writes;
A massive thank you to our suppliers for
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The Northern Demo boat has proved a
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The Southern Demo will be visiting clubs
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For further info you can contact me at;

paul.davis85@hotmail.co.uk



North Sails Super Series

Qualifier 7

ONK Medemblik

Unfortunately this event was thwarted by strong winds and no racing was possible.

Class President Patrick Burns, who had made the journey to Medemblik along with David Parkin and Willie Todd had insult added to injury as his campervan, based at home, was stolen and vandalised. This could have been the largest Dutch event for many years with over 60 pre-entries. Better luck next year guys, Medemblik will host the Nation's Cup and it would be great to get 40+ UK entries to swell the fleet.

ONK was held a few weeks later and the Nederlandsie Class Association were able to negotiate an entry fee of just 1euro, I await a full report from the team to share with you.

Below; I think this chap won ONK, they do tend to chuck the winner in the water.



Patrick sent us this lovely pic, taken at ONK 2015 and featuring, from left; Steve Ede, Mike Sims, Andy Tunnicliffe, a pissed off barman, little Nigel Pybus, former Inland Champion Chris Brown, Ian 'Capsize King' Hopwood, Pete 'Maverick' Mitchell, and some dodgy geezer in flip-flops.



Saskia Arnold (NED)
styling it out upwind



North Sails Super Series

Qualifier 8

EOS Championship Draycote

Sponsored by GOAT Marine



58 Solos from around the UK converged at Draycote Water to contest the Goat Marine End of Season Championship, ironically, one day before the final event of the season, the Gill Inland Championship. Sailors, who have spent their lifetimes honing their skills on gravel pits, rivers, lochs, estuaries and the sea are here to do battle, it is just a shame that all that honing has worn out joints, however the ambition is still there and that is what keeps any class strong. The front runners though are prize fighters, bodies in peak condition, zero body fat and the ability to jump around a Solo with punitive ease, and yet the reigning Inland Champion butts that trend and will be looking to defend his title on Sunday. And so we congratulate Jack Holt for the quality in design which allows those with body fat to spare, failing body parts and shallow pockets to be able to come together in a big fleet and compete on a comparatively even playing field.

That Segway's perfectly onto the conditions which, despite forecasts of 14-30 mph was benign and the water, as flat as my enthusiasm. PRO Dave Rowe conducted a matter of fact briefing to the assembled athletes, my ears pricking up when he mentioned sausage but it was in relation to the triangle-sausage-triangle course so I went back to work on my bacon butty.

Race 1

We launched into the fading breeze, the direction, from the south would mean that the windward mark would be close into shore so more fun for the sailors, these race officers know how to make us happy. The wind, unlike the latest popularity polls, seemed to be tracking right so of course the heavily starboard end was as congested as someone with an acute sinus infection. After banging into the Chief Measurer, Jonathan Woodward in the first recall I decided to steer clear of him, better to pick someone who doesn't read the rules of sailing for night time relaxation. Incidentally, I had placed an NSCA transom cam on his Solo but it failed to record, shame as he would finish 2nd in race 1. A pdf of the camera operating instructions have been emailed to Jonathan for his enjoyment.

After a few recalls and the implementation of the black flag the fleet were away, finding a clear lane is easier said than done when 50+ Solos are trying to do the same and so of course, the ones who squirted off the line first take the optimum route while the rest have to tack off onto the unflavoured tack to get clear air, the rest is history.

Since I was on the water racing, I have no blow by blow account of the racing but with the breeze holding at 6-8mph, 4mph if you were near the back, probably 10 at the front, it was Tom Gillard who took the first bullet from Jonathan Woodward and Innes Armstrong who was racing the Winder 2 Northern Demo Solo and clearly loving it. I believe Innes led the fleet into mark 1, finding a lovely lift and pressure on the left lay line into the mark while the majority struggled into it on starboard. Jonathan Swain and Jack Lewis completed a youthful looking top five while the reigning Inland Champion, Chris Brown could only manage 17th. One of the favourites, Oliver Davenport was recorded as NSC 57pts, which means World Sailing deemed that he didn't sail the proper course, pictures of triangles and sausages will be sent to P+B HQ forthwith.

Race 2

The breeze was holding at 6-8 mph and the overcast sky would provide some pretty poor photogenic material so I was pleased to be racing instead. I had decided to start towards the middle of the line, my tactical reasoning being that I could observe which side was favoured once underway and this would dictate my strategy. Unfortunately my trigger mechanism is a bit rusty and so I started 5 seconds later than the fleet, Willie Todd the first of many to power over me as we headed up the beat. Tack after tack to find a clear lane was in vain, the mothers were everywhere, such is the experience of racing in a big fleet. Up front Gillard led into mark 1 and would hold for the bullet, despite a strong challenge from Chris Brown (reigning Inland Champion). Jack Lewis worked through to 3rd by the gun with Andy Tunnicliffe 4th and Simon Derham a strong 5th.

Race 3

The cloud above was breaking up, the Sun providing a strong argument that I should have stuck with the camera job, the wind increased too!

After the folly of my debacle in the previous race I chose the committee end for race 3, plenty of room, which is always a worry but at least I could easily judge the start lines proximity. I headed off right with Andy Tunnicliffe and Mark Lee ahead and lifting while I footed off into their exhaust fumes. I was actually formulating this report and these actual words as it happened which while possibly entertaining to read, is not conducive to my sailing performance. I was then as surprised as you when I tacked onto a right hand lift which took me into the top mark inside the top ten. I think Hopwood and Gillard and were in the mix as we headed off towards the wing mark, I sunk low, allowing plenty of room for a load of Solos to power over me and giving me something else to lament about. Ahead of me some fellow had tipped it in just after the gybe mark, strange as it wasn't that windy but then I saw it was Rob Gardener. The last time I saw him he was dipping his feet into the sea at Abersoch a few months earlier. Now, what he does in his spare time is his business but going for a swim in the race area is just not on.

I continued down the second reach, chuckling to myself as the chop built to full-on concentration mode. One cheeky blighter decided to blast to windward as I missed another wave so I quickly manufactured a Voodoo Doll in my head and stuck a pin in. His scream was of frustration as the mast hit the water, I didn't look back but understand it was Olly Wells who had rolled it in to windward.

The breeze freshened to 12-15 mph and Davenport was finally able to unfurl his legs to full-on trapeze mode, powering up the beat with the hull as flat as my hairstyle in the early nineties. Ian Hopwood was able to put to bed his feeble race 1 effort with a second which would propel him up the scoreboard. Gillard finished third which, while seemingly meaningless in this event, he had already secured the GOAT EOS with two bullets, provided him with the strong hand in the overall picture of the Gill Inlands. Home boy Nigel Davies was 4th and Swain 5th which completed the top five.

So Overall, North Sails Tom Gillard adds the Solo EOS, generously sponsored by Goat Marine to his trophy cabinet. He has had an incredible season across many classes and his 1-1-3 is a strong hand going into Sunday and the Gill Inland Championship.

P+B's Oliver Davenport was 2nd overall and if the wind blows as predicted, will take the fight to the North Sails jockey while Jack Lewis in 3rd is first junior and has the exuberance of youth on his side. Ian Hopwood in 4th is a specialist strong wind sailor/swimmer while Jonathan Swain in 5th is on the comeback trail and one to watch for 2023.

Goat Marine's Steve Badham was on hand with Class President Patrick Burns to present the winners with some fabulous vouchers towards the new Goat Marine carbon extensions, now available in a number of sexy colours while remaining incredibly strong and light.

A big thank you to Goat for the prizes and GOAT decals which now finish our Solos.

Chris Brown made a special presentation of Wally of the Day to Jack Lewis for parking the North Sails works van on double yellow lines.

Two ladies were competing and Sal Erskine Furniss enjoyed a 22nd in race 1 while overall, Brenda Hoult pipped her by four places to finish 36th.

Septimus was won by Roger Lumby in 32nd who had made the long journey up from Devon and, on his return, would look forward to being hoisted on his compatriots shoulders and paraded down Salcombe's high street.

Grand Master was awarded to Vincent Horey in 10th, his looks are that of a man much younger so we can only conclude he is a compulsive pot hunter.

First Veteran would be Simon Derham in 6th who has put much time and effort in his Solo sailing and the results are reflecting it.

So with the EOS done and dusted, some competitors who had chosen not to compete in the Inlands departed and the EOS results were magically converted to form part of the Gill Inland Championship.

Overnight Gillard would lead while a number of sailors already held a high tariff score in their result, Davenport NSC, Swain 16, Brown 12 and Morgan 17.

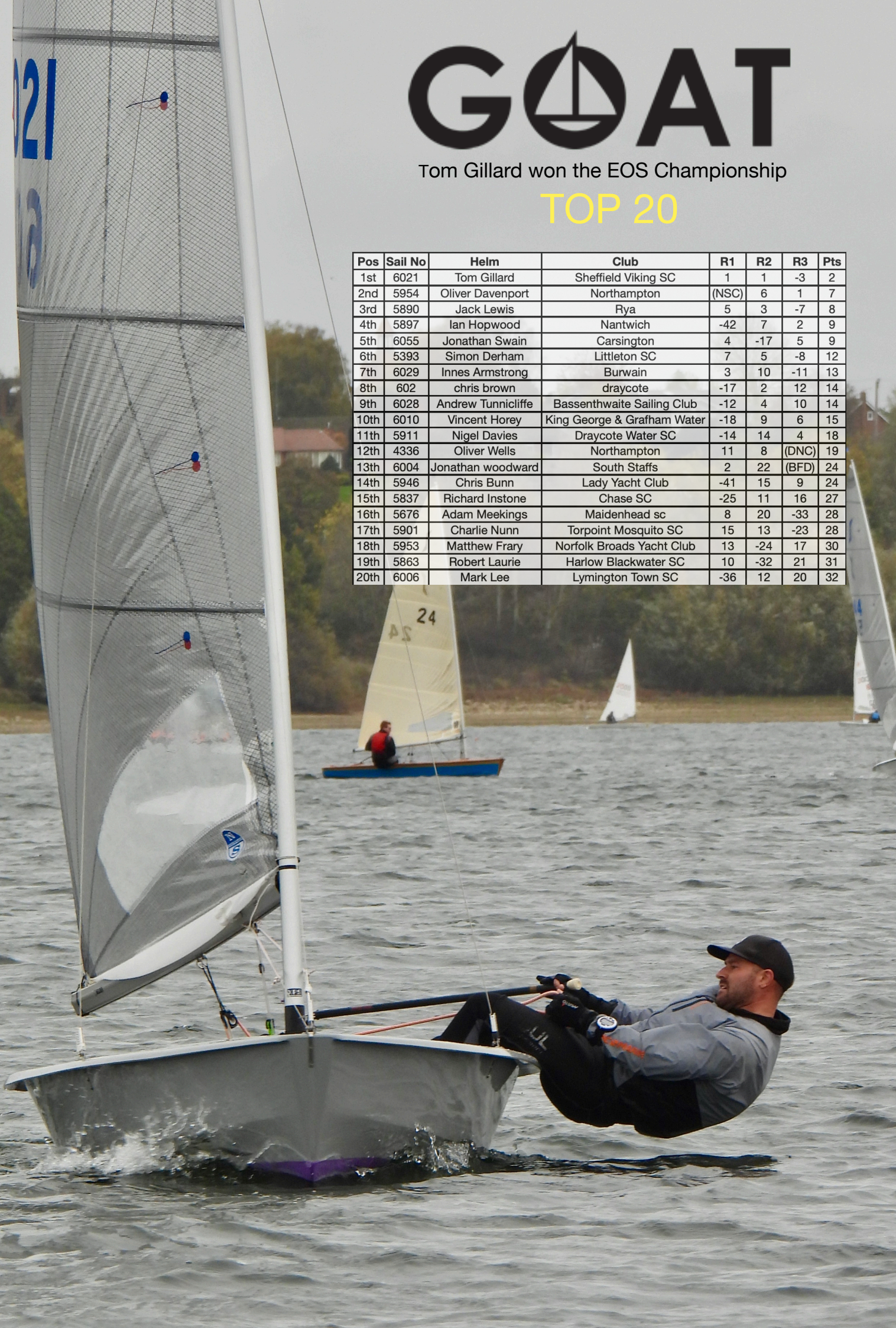
The forecast is for 14-30 mph from the south but they promised that today and it did not materialise, I remain hopeful, in a darkly masochistic way that it does.

GOAT

Tom Gillard won the EOS Championship

TOP 20

Pos	Sail No	Helm	Club	R1	R2	R3	Pts
1st	6021	Tom Gillard	Sheffield Viking SC	1	1	-3	2
2nd	5954	Oliver Davenport	Northampton	(NSC)	6	1	7
3rd	5890	Jack Lewis	Rya	5	3	-7	8
4th	5897	Ian Hopwood	Nantwich	-42	7	2	9
5th	6055	Jonathan Swain	Carsington	4	-17	5	9
6th	5393	Simon Derham	Littleton SC	7	5	-8	12
7th	6029	Innes Armstrong	Burwain	3	10	-11	13
8th	602	chris brown	draycote	-17	2	12	14
9th	6028	Andrew Tunnicliffe	Bassenthwaite Sailing Club	-12	4	10	14
10th	6010	Vincent Horey	King George & Grafham Water	-18	9	6	15
11th	5911	Nigel Davies	Draycote Water SC	-14	14	4	18
12th	4336	Oliver Wells	Northampton	11	8	(DNC)	19
13th	6004	Jonathan woodward	South Staffs	2	22	(BFD)	24
14th	5946	Chris Bunn	Lady Yacht Club	-41	15	9	24
15th	5837	Richard Instone	Chase SC	-25	11	16	27
16th	5676	Adam Meekings	Maidenhead sc	8	20	-33	28
17th	5901	Charlie Nunn	Torpoint Mosquito SC	15	13	-23	28
18th	5953	Matthew Fray	Norfolk Broads Yacht Club	13	-24	17	30
19th	5863	Robert Laurie	Harlow Blackwater SC	10	-32	21	31
20th	6006	Mark Lee	Lymington Town SC	-36	12	20	32



North Sails Super Series

Qualifier 9

Inland Championship Draycote



The morning light revealed some sizeable cracks in the ceiling above me, a feature not mentioned in the Booking .com reviews but this gave me a good reason to exit the bijou single bed in the luxuriously named Carlton Hotel. The view from my room, a brick wall and alleyway, could have featured in a Jack the Ripper film and I studied a crumpled crisp bag as it tumbled down it erratically. If it had gone left it would have avoided the puddle, instead its right in the xxxx.

On the plus side, there was some breeze so I headed for Draycote Water, camera equipment charged, oilskins ready and enthusiasm restored.

The club was already busy with Solo sailors preparing for day 2 of the event and with no briefing, they were on the water by 10.15 a.m. I hastily consumed my sausage and bacon butty and drained the last dregs of tea from it's mug before hailing my media ride.

Andy, my rib driver greeted me with the words "do you have cake" which always makes me feel defensive so I explained the kit bag was full of equipment and stepped aboard with the tentativeness of Neil Armstrong. The breeze, much like day 1 was from the south and disappointingly weak in its strength, the clouds, higher in the sky and, like any good boy band, threatening to break up.

Race 4

Breeze at 8-10mph from 180 degrees and mark 1 looked about 0.5 of a mile away.

I reached into my kitbag and pulled out a Mars bar, gesturing to my driver to watch where he was steering while I surreptitiously chewed the sticky chocolate, they say it helps you work, rest and play.

A clean start with the majority towards the pin end, Jack Lewis closest with Horey, Gillard, Swain and big Dave Lucas holding for the gun. Horey, not averse to drama on the start line hit the rib and went into irons as the fleet cleared off, fortunately I have got that on camera and its content will provide a great Strictly Solo article in the next mag.

Wells, Armstrong, Tunnicliffe and Thomas popped out of the committee end and headed off right, possibly wanting to be close to the media rib so I could capture their expertise as they went the wrong way.

At the top mark it was Gillard from Davenport, Brown, Swain, Mathew Fray and Charlie Nunn who was enjoying his experience in his FRP Winder after campaigning a Gosling for a few years. Lewis misjudged his tack into the mark and the resulting turns cost him some valuable places as the fleet soaked down to the gybe mark. Tunnicliffe had managed to extricate himself from the right of the course and rounded in the top 15.

Brown worked himself through to second by the bottom of the course with Davenport, Swain and Fray right behind. The second beat continued to test the sailors, lines of breeze spreading down the course from various angles and Gillard was up to the task, eeking out a few extra lengths while Davenport, Morgan and Nunn moved up the leader board.

The triangle was hampered by the first reach being in the lee of the land and the second reach, very broad so planing was not flat out, despite a slight increase in pressure.

Gillard held down the final deep reach for his third bullet of the weekend with Davenport, Morgan, Fray and Nunn completing the top five.

Race 5

After consultation with a few of the sailors, PRO Dave Rowe reconfigured the course to a windward-leeward of 3 laps, the downwind element would hopefully provide more opportunity to gain places and lose them!

I directed my rib driver towards the pin end, his concentration on craft avoidance giving me time to sneak a bite of a second Mars bar (just incase I dropped the first one).

Wind at 190 degrees and 12-14 mph.

Pin end favoured and Tim Wade decided he would utilise his personal handicap, punching out 15 seconds early before heading down the line on port, windward side of it,(that is another Strictly Solo item covered). Tunnicliffe was lured into the Wade mindset and returned but was UFD as was Wells and Hopwood which was a shame really as they all featured in the top five at mark 1.

So, first there was Frary from Hoppy UFD, Wells UFD, Chris Bunn, Davenport and Gillard. The sky was darkening but the pressure was moderate with just the odd gust of menace, one nearly taking out Frary who nearly lost the lead but stayed dry. The fleet split down the course and at the leeward gate it was Frary with Hopwood, Davenport and Gillard all over him. A nice vein of pressure rolled in and sailors had to be on their toes as the gate marks loomed up. The sun also made an appearance and all was good in my world. The breeze had built to 20 mph and the big boys were in their element, Davenport leading in from the left with Hopwood UFD, Tunnicliffe UFD. Gillard was next and by the bottom mark he was back up to second, his high hot angles and therefore high planing speed a real eye opener.

At the end of the three laps it was Davenport with his second bullet of the series, the increase in wind strength really optimising his height, and agility while Gillard in 2nd was able to hang on upwind and scream down the run at angles more at home in an asymmetric. Swain moved up for 3rd with Frary and young Harry Lucas in 5th, which doesn't bode well for his dad.

Race 6

So, straight into race 6 and very efficiently run by the Draycote race team. Gillard had already done enough to secure the title of Gill Inland Champion but he is a professional and competing is in his DNA.

Tunnicliffe nailed the pin end with Davenport just having to decelerate for a second as he was almost over. Brown, Nunn, Wells and Horey followed as the wind built to full-on/overpowered depending if you were +/- 90kgs. Gillard had started at the committee end, and was in ninja hiking mode along with Frary and Armstrong.

At the top mark Davenport led, and with a healthy lead over Tunnicliffe, Brown, Morgan and Nunn who was clearly not affected by the blow to his head from his boom in race 5.

The wind was really picking up now and Davenport excelled, the Superspar M2 taken to its limit on bend tolerance, given that Oliver has a hiking style with the leverage of a New York Laker. Not far behind him was Gillard, and this displays the Solos unique quality of optimisation given that Tom is a tad shorter. These two battled around the sun drenched arena like the hare and the tortoise, Davenport higher/faster upwind, Gillard higher/faster downwind.

Cloud of a very menacing demeanour filled the sky to the west of Draycote and I directed my driver into shore, not wanting to bust my Nikon P950 or corrupt the full SD card that was slotted within it.

The fleet rounded the top mark for the last time, just a simple run down to the finish and this, apart from Jonathan Woodward who spun out from a gust specifically aimed at him was done without much drama. Davenport held from a fast planing Gillard with Morgan, Lucas and Tunnicliffe completing the top 5. What followed was as dramatic as the squall which hit the fleet just as they left the shore at the Nationals in July. The wind veered 90 degrees to the west and increased to gusts in excess of 35 mph, the angle meaning that the fleet would have a dead run back to the safety of the club. Many Solos capsized, some blew off their trollies but fortunately the rescue teams were on hand and everyone returned safely. Had the squall hit ten minutes earlier it would have made for great footage!

Therefore, our overall Gill Inland Champion is Tom Gillard, 3 points clear of Oliver Davenport with Jonathan Swain 3rd, Andy Tunnicliffe 4th and former Inland Champion Chris Brown 5th. NSCA President Patrick Burns, ably assisted by Jo Catterall handed out some fabulous Gill kit to those who were worthy, Gill produce some awesome kit and I would direct all our Solo members to their site.

1st Vet Chris Brown
1st GM Vince Horey
1st Sep Graham Wilson
1st Lady Brenda Hoult
1st Junior Jack Lewis

Huge thanks to Gill and Goat Marine for their support over the weekend and thanks also to Draycote who welcomed the fleet at the last minute.

This event concluded the North Sails Super Series which has been a real success in 2022 with 31 qualifiers. North Sails had generously provided a huge discount on a new sail and Sal Erskine Furniss was asked to pull out the lucky ticket.

The first name called was North Sails Jack Lewis so it was re-drawn and to the utter surprise to Sal the ticket she chose was her own!

I understand her new North sail will be reaching her soon!

A massive thank you to NORTH SAILS

The Qualifiers

Pos	SailNo	Club	Helm	Winters	Springs	NL Springs	Pusinelli	Nations	Nationals	Best of 7	EOS	Inlands	Total	Points
1st	6021	Sheffield Viking SC	Tom Gillard	(387 DNC)	(1)	(387 DNC)	(387 DNC)	1	1	1 BEST	1	1	1,167	5
2nd	5954	Redesmere SC	Oliver Davenport	1	(19)	(387 DNC)	(387 DNC)	(387 DNC)	4	1 BEST	2	2	1,190	10
3rd	6022	RYA	Chris Brown	4	(13)	(9)	4	(9)	(10)	2 BEST	8	5	64	23
4th	5890		Jack Lewis	(387 DNC)	6	(387 DNC)	(387 DNC)	4	12	(317 BEST)	3	7	1,510	32
5th	6045	Ardleigh SC	Steve Ede	(387 DNC)	5	7	7	(387 DNC)	11	8 BEST	(387 DNC)	(387 DNC)	1,586	38
6th	6010	King George SC	Vince Horey	(387 DNC)	7	(387 DNC)	(387 DNC)	5	(52)	9 BEST	10	9	1,253	40
7th	5911	Draycote Water SC	Nigel Davies	10	(28)	10	(387 DNC)	10	(20)	4 BEST	(11)	10	490	44
8th	6006	Lymington Town SC	Mark Lee	(387 DNC)	12	14	5	6	(387 DNC)	11 BEST	(20)	(23)	865	48
9th	5923	Rutland SC	Jamie Morgan	18	(387 DNC)	(387 DNC)	16	(387 DNC)	(38)	1 BEST	22	6	1,262	63
10th	5524	Northampton SC	Kevin Hall	5	8	(387 DNC)	(387 DNC)	(387 DNC)	17	14 BEST	(34)	19	1,258	63
11th	5813	Burwain SC	Innes Armstrong	(387 DNC)	(387 DNC)	(387 DNC)	(387 DNC)	13	32	1 BEST	7	11	1,612	64
12th	5953	Norfolk Broads SC	Matthew Frary	(387 DNC)	23	(387 DNC)	(387 DNC)	11	(387 DNC)	4 BEST	19	8	1,613	65
13th	5897	Nantwich Sc	Ian Hopwood	11	(39)	(387 DNC)	(387 DNC)	22	(25)	16 BEST	4	17	908	70
14th	6004	South Staffs SC	Jonathan Woodward	15	(387 DNC)	(387 DNC)	(387 DNC)	14	16	(317 BEST)	13	14	1,550	72
15th	5780	Hill Head SC	Nigel Thomas	16	4	(387 DNC)	23	18	(387 DNC)	13 BEST	(30)	(27)	905	74
16th	5837	Chase SC	Richard Instone	(22)	(387 DNC)	(387 DNC)	11	19	(43)	16 BEST	15	16	916	77
17th	5808	Greystones SC	Shane MacCarthy	3	22	8	(387 DNC)	(387 DNC)	65	2 BEST	(387 DNC)	(387 DNC)	1,648	100
18th	5909	Leigh & Lowton SC	Andy Fox	13	(387 DNC)	19	17	30	(387 DNC)	(317 BEST)	(38)	24	1,232	103
19th	5946	Lady YC	Chris Bunn	(387 DNC)	27	(387 DNC)	(387 DNC)	33	(387 DNC)	13 BEST	14	18	1,653	105
20th	5801	Largs SC	Willie Todd	(387 DNC)	(387 DNC)	(387 DNC)	(387 DNC)	21	34	17 BEST	23	20	1,663	115
21st	5902	South Cerney SC	Ian Bartlett	12	33	(387 DNC)	15	(387 DNC)	48	11 BEST	(387 DNC)	(387 DNC)	1,667	119
22nd	5704	RYA	Tim Lewis	(387 DNC)	24	(387 DNC)	10	(387 DNC)	50	23 BEST	28	(387 DNC)	1,683	135
23rd	5731	South Cerney SC	Vernon Perkins	24	37	(387 DNC)	21	(387 DNC)	85	19 BEST	(387 DNC)	(387 DNC)	1,734	186
24th	5889	Aberdeen & Stonehaven YC	David Parkin	(387 DNC)	(387 DNC)	(387 DNC)	(387 DNC)	50	78	9 BEST	43	32	1,760	212
25th	6014	RYA	Patrick Burns	(387 DNC)	(387 DNC)	38	(387 DNC)	56	76	(317 BEST)	52	39	1,739	261
26th	6051	Grafham Water SC	Dave Lucas	(387 DNC)	(387 DNC)	(387 DNC)	6	(387 DNC)	27	317 BEST	29	15	1,942	394
27th	4317	Fowey Gallants SC	Charlie Nunn	(387 DNC)	(387 DNC)	(387 DNC)	13	(387 DNC)	59	317 BEST	17	13	1,967	419
28th	5746	Grafham Water SC	Harry Lucas	(387 DNC)	(387 DNC)	(387 DNC)	14	(387 DNC)	51	317 BEST	26	12	1,968	420
29th	5642	Torpoint Mosquito SC	Stephen Roberts	(387 DNC)	(387 DNC)	(387 DNC)	(387 DNC)	28	45	317 BEST	42	29	2,009	461
30th	4005	Fowey Gallants SC	Kim Furniss	(387 DNC)	(387 DNC)	(387 DNC)	(387 DNC)	40	30	317 BEST	47	37	2,019	471
31st	4006	Fowey Gallants SC	Sal Furniss	(387 DNC)	(387 DNC)	(387 DNC)	(387 DNC)	54	89	317 BEST	40	35	2,083	535



Inlands Video [HERE](#)

John Hartshorn was sailing in his first Solo major event.





INTERACTIVE

Watch the Prize Draw [HERE](#)

Above; Sal looks with astonishment as she realises she has won something

Jo Catterill presents Tom Gillard with the spoils at the Gill Inland Championship



North Sails Super Series 2023

5 events to qualify, 1 Area Championship can be included as a qualifier.



**Noble Marine
Winter Championship**
Northampton March 11

Spring Championship
Brightlingsea April 29

Nation's Cup
Medemblik May 12-14

Nigel Pusinelli Trophy
Lymington June 10-11

National Championship
Hayling Island July 23-28

Inland Championship
Grafham Water September 9-10

ONK
September TBC

EOS Championship
Draycote November 11

Welsh Championship
Tata Steel April 15-16

Eastern Championship
Brightlingsea April 30

Scottish Championship
TBC

Southern Championship
Lymington June 10-11

Midland Championship
Carsington June 24

Northern Championship
Leigh and Lowton
September 23-24

Western Championship
TBC

Prize Draw will take place
at the EOS

You have to be there to be in the draw



TOM GILLARD

It's hard to win a major championship, fine tuning your boat, you're sailing skills, knowing the venue, and putting in that vital time on the water, but sometimes you get a sailor who puts together a season which on paper looks nearly impossible.

Tom Gillard has done just that in 2022, winning an incredible number of events, in multiple classes, which include World and National Championships. I spoke to Tom about his (almost) perfect year. It's not one type or style of sailing Tom does. He seems equally as comfortable in single-handers, double-handers, and with his crew hiking or on the trapeze. I was interested as to how he switches between the different techniques needed in each boat:

I've sailed all these classes for quite a long time. I think having all the settings for the different boats is important, and I remember most of those off the top of my head - I don't write anything down. Making sure all the boats you sail are sorted, in terms of how the systems work, is important, but I don't really do anything different when switching classes. My practice only really consists of boat-handling: lots of tacks, lots of gybes, over and over. "Each class has its quirks, such as when to go low in the Fireball, and when to head up in the breeze, which is important to get right, working out the best VMG angles upwind and downwind. Using all the boats around you, seeing their angles and how fast they're going is what I use for judgement. In terms of instruments, I take a compass when I'm on the sea, but I leave it ashore if I'm on a lake, as I use land bearings as transits then.

Working for North Sails it's obviously a massive help to have new sails for each season, and my other sponsors provide nice new masts and fittings for each boat, but also there is a lot of behind-the-scenes work making sure all the boats are right. I sometimes polish three boats simultaneously for a whole day, as I think making sure the bottom of your hull is spotless, and as hydrodynamic as possible, is essential. Your boat doesn't need to look pretty on the top, and most of my boats have dinks and bumps, but the underside is absolutely immaculate on all of them, and my slot-gaskets are perfect.

Going from one event to another I don't sail before the first race day, as I've done too much sailing and I need some time out of the boat to give myself some mental headspace. It's important not to do too much sailing. An example was the Merlin Nationals, which was straight after the Scorpion Nationals, where Rachael [Gray] and I were sailing both events. Everyone wanted us out on the water for the practice day, but I just said, 'no, I need some time out of the boat'. Rachael had a broken thumb for both events, by the way!

Planning out a year in multiple classes is complex, as often championships for different boats will be scheduled at the same time. Tom looked at the calendars of the Solo, Streaker, Scorpion, Fireball and Merlin Rocket classes to plan his season:

It worked out that there were no clashes between the events, which meant I could do them all, so I acquired the boats. I was even trying to find a GP14 for the Worlds, but that was one too many!"

While Tom's 2022 was spectacular, there was one championship that got away, with a runner-up finish in the Streaker Nationals:

In my defence, I did have mild pneumonia! I've won the Streaker Nationals nine times before, and it would have equalled my dad's tally of ten wins, so I really wanted that one. I probably shouldn't have sailed with the way I was feeling, but I really did want to do it. Martin [Penty] sailed brilliantly, so it wasn't like there wasn't strong competition. He's an ex-Fireball World Champion and a very good sailor.

A good time off the water is just as important as the sailing, so I asked Tom which class, in his opinion, has the best social activities:

I would say the Scorpion! It's a chilled-out vibe, a nice bunch of people, with newcomers to the fleet alongside old hands, and everybody's very open about what they do to make the boat go fast. It's a real community. The class is going from strength to strength; whether you've got a wooden boat or a fibreglass boat, there's help everywhere, and no-one feels at a disadvantage.

Tom's plans for 2023 aren't quite as smooth as this year due to calendar conflicts:

"There are a few clashes next year unfortunately, so I have to decide which events to do, and see which ones North Sails want me to do but, on the whole, I'll be sailing the same classes as in 2022."

Tom has competed in 25 events this season, winning all but two events, where he finished second. This year he has won the Fireball UK Nationals, the Fireball UK Inlands, the Fireball Worlds, the Solo Nationals, the Solo Nation's Cup in Carnac, the Scorpion Nationals, Salcombe Merlin Rocket Week, the Merlin Rocket Nationals, and the Merlin Rocket Inlands this past weekend. A quite incredible year and easily my vote for best British sailor of 2022.

Mark Jardine

Tale of the Tape

Tom Gillard
5ft 8 inches
75 kilos
Selden D+
North P3
Winder 1a

North Sails Tuning Guide [HERE](#)



Merry Christmas and a Happy New Year to our Solo friends in Europe

