



Nation's Solo Class
Association UK

Solo Interactive



Robin Webb Tribute
Jamie Morgan/Chris Brown Tips
Runners and Riders at the Southern Champs

Nation's Cup
Tyler Trophy Report
Tedd Bakker Tips on tackling waves



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EDITORIAL

Welcome to issue 14 of the NSCA magazine.

We are close to the biggest event of the UK Solo Season, the Selden National Championship. Not too late to enter!

The Pusinelli Trophy is the pre-champs warm-up so get to Lymington next weekend.

We lost a great Solo Sailor late last year, Robin Webb was very well known in the dinghy world and his chandlery in Walsall set the benchmark for the modern day 'everything you need to go sailing' shop. I have frustratingly been unable to find a decent photo of Robin blasting upwind in his Solo, it was a fearsome sight, so if you have one, please get in touch. Thanks to the sailors who have contributed to this short tribute.

Jamie Morgan is having almost a good a year as Oliver Davenport and despite facing some adversity in Medemblik, showed some serious talent to finish fourth. Jamie uses a 360 degree camera and his footage is awesome so get on-board and enjoy the bumpy ride.

Harry Lucas continues to show promise and capped a good season with 14th overall in the fleet of 68 in the Netherlands.

Thanks to him for taking the time to write down a few words on his experience in the flatlands. We spent an evening eating and drinking with Team CB Coverstore in Medemblik, his dad, Dave showed a soft side when he tried to adopt a guests dog, it was un-nerving.

Tedd Bakker was on the pace and so hear what he has to say about Medemblik.

We were all impressed with the speed of Paul Dijkstra's home build and I include a special on his boat.

Oliver Davenport has been irresistible in some breeze, get on-board and hear how he starts.

I will include a Nation's Cup top 10 with the Nationals top 10 in the next mag.

Entries are coming in for the Selden Nationals at HISC 23-28 July. Last count we had 85, 100 is the magic number.

Word is that Charlie Cumbley will be racing, he won in 2013 and 2018 so it will be fascinating to see if he can do it again.

First he has the OK Worlds to defend in Lyme Regis.



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2022/23

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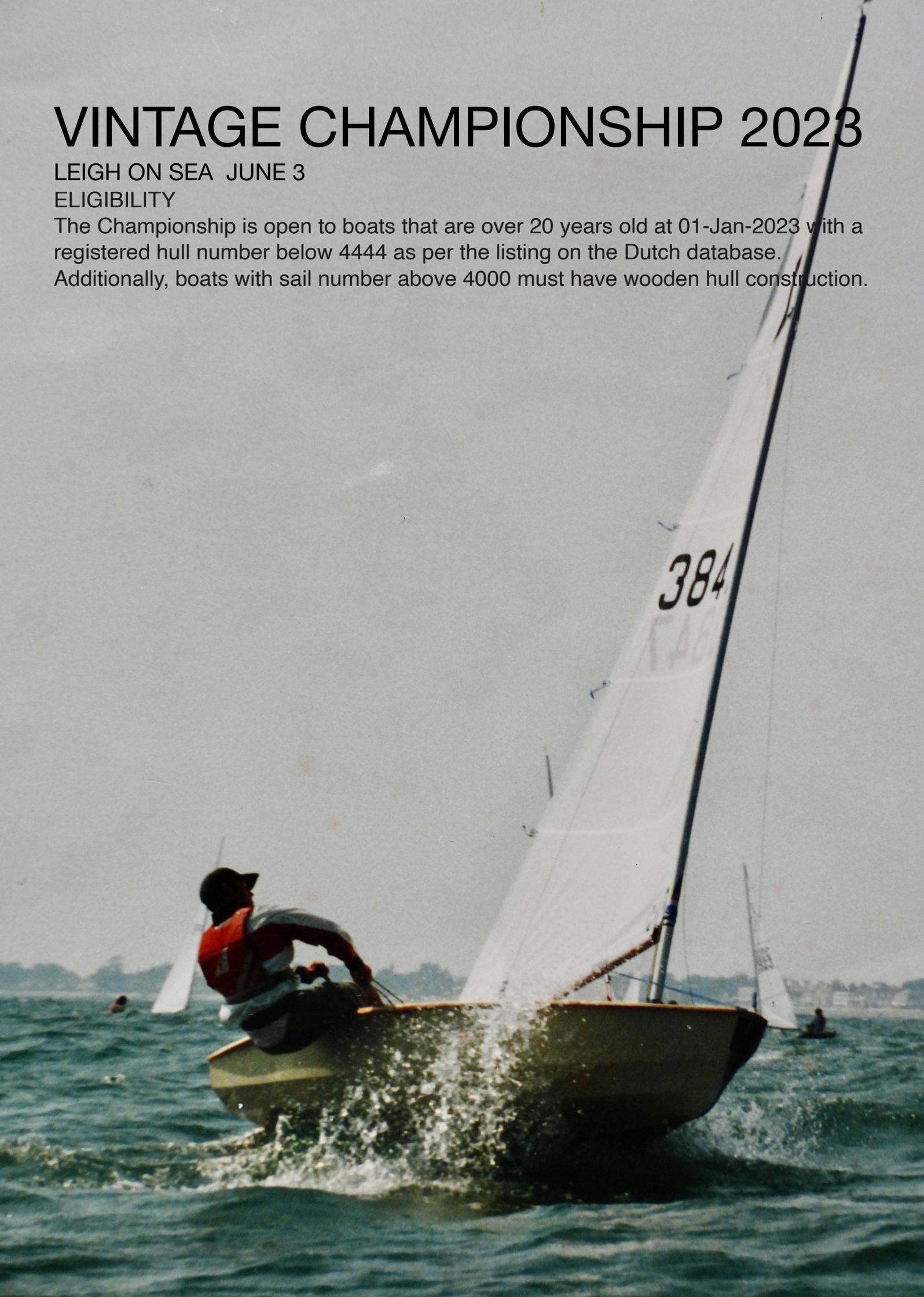
VINTAGE CHAMPIONSHIP 2023

LEIGH ON SEA JUNE 3

ELIGIBILITY

The Championship is open to boats that are over 20 years old at 01-Jan-2023 with a registered hull number below 4444 as per the listing on the Dutch database.

Additionally, boats with sail number above 4000 must have wooden hull construction.



His Last Presidential Report Patrick Burns

Well all good things come to an end or move in a new direction so after 5 yrs my time is up, HURRAH I hear but as DYLAN said "Gotta Serve Somebody"

I'm sure you've read Will's daily reporting from the Nations Cup in Holland (absolutely fabulous) thanks Will. For my part the Medemblik chop and stiff winds on day 2 kept me ashore and only managed to sail out and straight back on day 3, too tricky for Metal Mickey.

That said the Race Management was superb, say all 70 competitors and probably the best Dutch event and beer in the World.

Congrats to Oli D(P&B) coming from behind with 4 straight bullets to take the Gold Medal with Dutch Paul(HD) 2nd and Tom(North) 3rd, not forgetting Harry Lucas first Junior (just about eligible to buy beer at Hayling).

We done all and every UK Solo sailor for attending, it was "Magic" (Marine) title sponsor, and a note of top 10 gear is elsewhere in this mag.

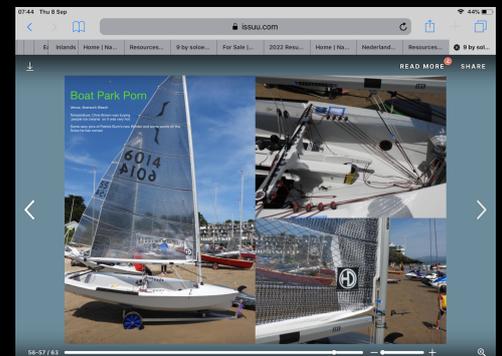
This will be my last scribbling as President but I had hoped to fly doon to Lymington for the Pusinelli for a Major Prize Giving but having missed HD Royal Tay open, Kev would not be amused if I didn't attend HD Helensburgh. Sorry Paul D, you'll just have to give ma bed to Brownie!

I will be handing over at Hayling after the AGM (mon night) so you'll still have to listen to my Pars nonsense after racing Sunday, mind you bunking up wi Hoppy i'll be rambling for the rest of the week!

It's probably time to thank your Committee who have kept me on the straight and narrow these last 5 yrs especially Hon Sec Graham CS(ghost writer) whose command of the English language kept me right well until Ian McGregor cottoned on!

I've met many new pals, not visited as many clubs (Budworth stands out) as I would have liked but cemented lots of friendships as Solos are for life.

I need to thank Hoppy in advance of the Nationals as taking over from Kev G as my carer.



Now the tricky bit -what have we achieved over the last 5 yrs ?

Boat builders have come and gone with Winder consistently producing fast hulls these last 20 yrs, supplying 3 demo boats along with all our other Sponsors (will keep your name in lights so keep supporting an ever increasing Class).

Its good to see Ginger Boats(Alex and team) lay their first keel on the Boatyard at Beer mould (look out for Andy Tunnicliffe at Pusinelli).

Also good to see Rooster keeping their hand in with support for the Southern Series.

Selden (National headline sponsor) and Superspars (Springs/Easterns) continue to develop fast rigs and thanks to both for supplying spars for the demo boats.

HD and North sails are at the forefront of the fleet thanks to development by Taxi and Tom and good to see P&B (Oli) back at the front with Hyde(Rich Lovering) and Impact Marine (Tunni) adding new designs and numbers to the class (oh did I mention our super sponsor English Paul D 7th at Nations well done.

CB Coverstore and all things Solo Brownie supplier to the World finished 10th, typical, just wanted to be pathfinder at the next event! Mind you, Dave Winder suggested he's mellowed over the last 20 yrs, hope not as it's great to super SPAR with him on and off the water -give him no room at the mark but leave plenty for me in my blue boat.

Just remember without Steve Ede we would have no Super events to go to, thanks Steve, mind you ma Morgan must be faster than yer Caterham ok yer Camper.

John Steels have kept the membership around 775+ consistently, thanks John, without members the Class would not be in the healthy state it is and for Andrew Liddington holding onto the purse strings (pity our Scottish leaders didn't have a similar quality book keeper-heyho).

Did I mention our Chief Measurer oh better not he's so strict well done Jon W, dito Steve W on water judge both for keeping the Class in line and up to speed on rules etc etc.

The quiet man Nigel D without whom no new website(saved Class £5K) and the mysteries that lie within, excellent job, must be all that time you spend in the leamington SPA.

Now the hard bit, hope I've not put Guy Mayger (who knows how to pronounce his surname?) off and you'll all vote for him as nominated next President at the Hayling AGM.

Of course all our Area reps are fab and deserve loads o beer for putting up wi me, keep up the good work and goodbye Robert L our Sea Series rep, not an easy job so lots o thanks and without you there would have been no Rooster swag at Carnac.

Have I missed anybody oh yeh Foxy his training must be working as his hair is growing and he's going faster nae bad for a Liver bird.

That's all folks except there is another big thanks due from us all to SOLOINTERACTIVE Will, looking splendid in his Bainbridge Offshore gear festooned with all the latest camera equipment just don't be caught out first thing in morning interview wi a hangover !!

If I've missed anybody well you must not have bought me enough beer see you Hayling

To paraphrase JFK-"Ich bin ein Soliner"

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The Tyler Trophy

HISC Open Meeting Paul Davis Guy Mayger report



With the forecast looking like it could be a lively Tyler Trophy at HISC, 30 Solos descended on Hayling Island this last weekend. Not a bad sized fleet considering the cool forecast and the other regional events available... the Solos have a very full calendar, such is the popularity of the class and the open meeting circuit.

First to arrive were the very keen, dynamic duo of Jamie Morgan and Oli Davenport arriving on Friday hoping to get some training in, but that was knocked on the head by the 40 knot plus breeze that was blowing. The remaining competitors arrived on Saturday morning, some travelling only few miles and others from as far afield as Salcombe, Norfolk and Carsington. Ultimately, the trip was more than worth it for the racing to come.

With a friendly greeting from the host club, many sailors enjoyed the HISC breakfast while trying to make the call on whether the rain would break long enough to get rigged up or not. While the fleet unpacked their boats and got rigged up, it was brought to people's attention that there was a possible 'Wally of the Day' nomination before we had even made it to the water. Said person, who may or may not work for a well know chandler/sail maker, found he'd arrived without a vital bit of rigging!

Nothing that a couple of shackles wouldn't sort, whilst freestyle it out claiming it was some aerodynamic development. I personally blame his carer for the weekend who drove said person to the event, clearly without checking he had everything... or was this his tactic to try and get one over Oli, who knows?

Having been primed by PRO Mark "Woodsy" Wood that we would be enjoying the race area in the Western bay, the fleet set out (sandwiches and energy bars being consumed on route) in the shifty north westerly breeze offering a nice little broad reach down the channel and into Hayling Bay. Along with the breeze came a rather mixed up sea-state from Friday's breeze, much to the dislike of the pond sailors and those on the committee boat alike!

First race, Woodsy and his excellent race team, went for a triangle sausage course to get things under way. The breeze looked promising to start with as most of the fleet bunched towards the pin, including Richard Lovering, Chris Brown and a few other suspects. Paul Davis tacked off to head up the middle looking for breeze only to find a nice little lefty and pressure to make it look like he was going to lead round the first mark. But on the tack into the mark the wind dropped and did a bit of everything other than build!

He had several attempts to get around the mark with the tide taking him away from it. You'd have thought someone from Lymington would have known better! Meanwhile, Iain McGregor came in from the right with breeze, made it round and headed off to the gybe mark with a handy 4 minute lead, followed by Lovering, Harry Lucas, and Oli Davenport and Davis.

It was at this point that the wind disappeared completely and the race was abandoned, much to the frustration of McGregor and delight of Jamie Morgan and Dave Lucas, who were enjoying their view from the fleet from the back.

The re-run of race one and the breeze had built again, but still with plenty of shifts coming off the Hayling foreshore to keep the fleet on their toes. Having noted the change to a windward/leeward course, down the first run Davis was working out whether to gybe or not on the shifts, only to have it confirmed when James Goodfellow impromptly gybed, whilst suddenly finding himself on the leeward side of the boat and taking an inevitable dip into the Solent.

This was followed by a fine display of the best Queen's English (or should that be King's English, now?) as he very politely complimented himself for his efforts! Up front, HISC local Robert Gullen best handed the shifty conditions to take the win from Jamie Morgan followed by Doug Latta. A great result for Doug, who's been trialling the laying-on-the-sofa training technique recently, not having sailing since October last year.

Race two the breeze was back and we got under way with a few picking up what was quite possibly their discards early in the event, including Jamie Morgan and Martin Frary, the latter of whom would have won the race had he not been OCS. Hard lines Martin! Oli Davenport took the win from a now dry'ish James Goodfellow, who clearly had a word with himself after the first race. Nev Watson from HISC sailed a great race to take 3rd place.

Race three got under way with a smidge of committee boat bias. Lovering was in pole position, whilst Davis to leeward pulled the trigger a little too early and was over. He quickly found a gap to go back only to find Davenport on the seventh row going backwards. Davis banged out right after starting last only to come out smelling of roses to round the windward mark inside the leading pack. This time Chris Brown took a fine wire to wire win, showing anyone can win a race in the Solo fleet;-) Morgan back in action in 2nd and Lovering up there again in third.

After day one, Morgan would have been sitting pretty at the top if it wasn't for the OCS, but it was Davenport who was leading from local boys Gullen and Lovering, but all to play for.

Sunday arrived with a bit more chill in the air and a little more breeze than Saturday. The incoming tide and the northerly breeze made it look pretty fresh out there.

Race four got under way, with the lead bunch of Davenport, Lovering, Guy Mayger and Davis getting the jump on the fleet and engaging in their own little battle. Lovering and Mayger found themselves high on the starboard lay line with Davis coming in on a shift from the left with Davenport following round. Dave Lucas worked his way up to the top five, only to round the windward mark, get a little too excited and roll it in on top of himself on the bearaway!

Next beat Lovering and Mayger chose the middle letting Davis get to the right and find a nice righty to keep him in the mix and gain on the lead two. Morgan was looking mid fleet and looking like a double figure counter was on the cards but he worked his way up the fleet into 8th giving him some hope overall. Davenport got past the lead two to take the win from Lovering, and Davis getting passed Mayger on the run for 3rd. Four races, four different race winners!

Race five, and the cold was getting to some who were a little keen on the line, Brown pulled the trigger early, taking Davenport and Davis with him. Davis went back and again banged out right getting more breeze and finding that right hand shift to claw his way into the top 5 round the windward mark. However, this time it was team HISC that led the fleet and another different race winner in Mayger (also having had a word with himself. Quietly, of course) from Lovering and Martin Fray in third.

Iain McGregor, who was showing some excellent upwind speed, was chasing hard trying to get redemption for the abandoned Race 1 and was up to fourth with Jamie Morgan hot on his heels to keep himself in the hunt overall. Davenport, having finished first on the water, was OCS.

Onto the sixth and final race and it's close at the top with Lovering, Davenport, Morgan, Davis, Gullen, Mayger and Jonathan Swain from Carsington all counting low scores at this point. Lovering with the advantage, but all to play for. The fleet got away with one or two over who went back so the flag dropped and it was all on. Mayger and Davis clean away off the middle, Morgan down towards the pin.

To start the left was looking good, but at the first mark, Davis had found that righty (again!) and led the fleet closely followed by Lovering and Davenport, with Mayger and Morgan not far back. An early gybe for Davenport and Davis saw a split in the lead three. Lovering and Mayger then opted to go for the left-hand leeward gate mark having noticed it had been moved further upwind earlier.

Davis and Davenport rounded the right because that's what we'd done all day? This gave Lovering a nice jump on Davis and Davenport to take the lead. Mayger also gained handsomely and Morgan was now back in the mix. The final beat proved a real ding-dong battle between the top five boat, but Lovering led at the windward mark followed by Davenport, Davis, Morgan and Mayger.

A tight downwind match race then ensued with Lovering just regaining the lead over Davenport on the final gybe/wave, to take the race win and secure the overall in fine style. Mayger and Morgan got the jump on Davis at the top of the run which proved key in the overall standings. Mayger then held off Morgan to claim third, Morgan fourth and Davis in fifth. Very kind of the youngsters to let the old fella through!

Overall, Richard Lovering took a well-deserved win from Oli Davenport, which was only a matter of time given how well he was sailing, and also made it five different races winners for the event! Jamie Morgan held on for third, local sailor Robert Gullen finishing 4th after a strong first day. Class Vice-President Guy Mayger improved his game on Sunday to place fifth and Paul Davis took sixth overall.

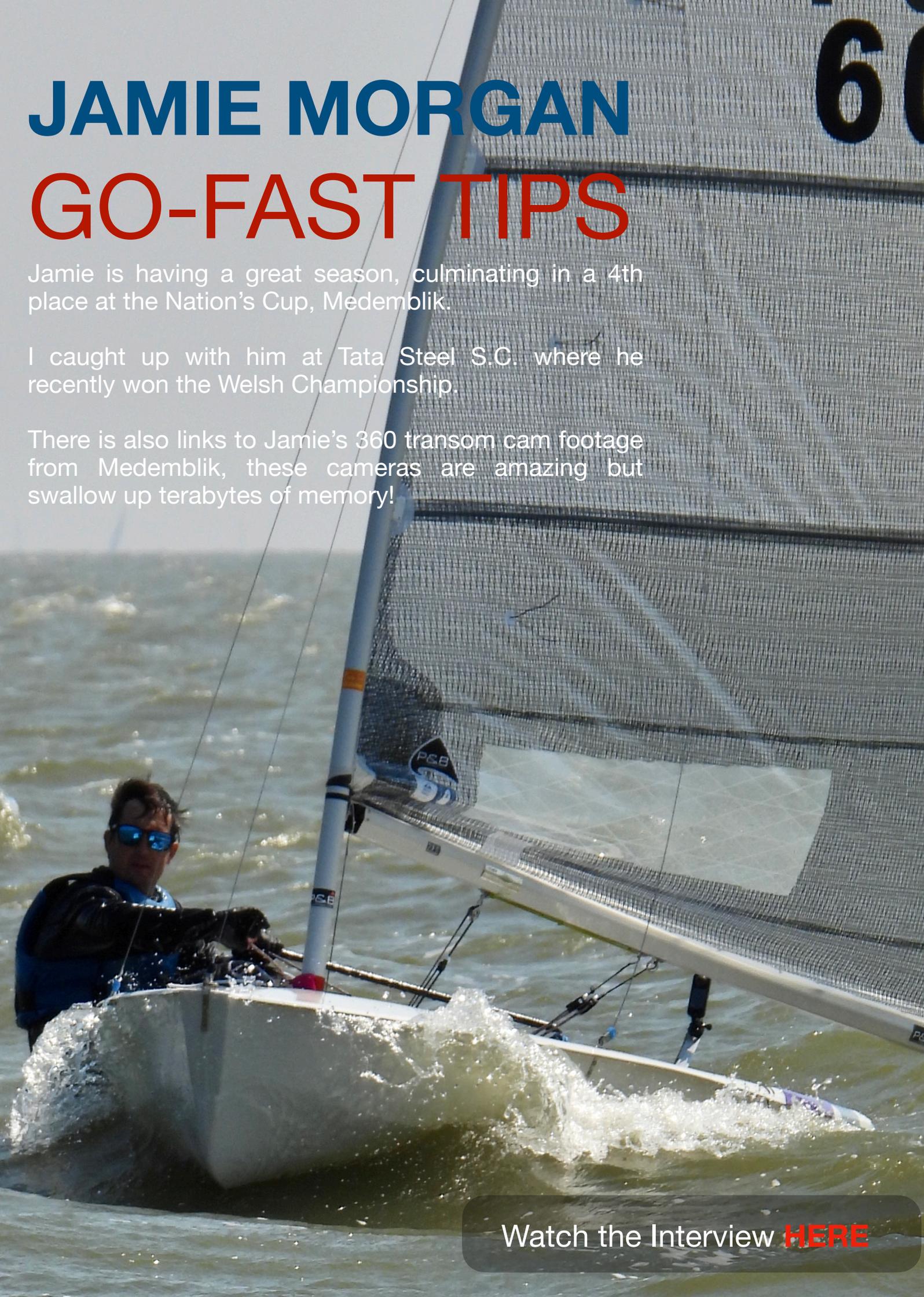
Paul will tell you he was morally second overall, if we ignore discards. The top seven boats all counted single figure results, after the discard, which goes to show how competitive the competition was and looking down the results sheet many sailors further back in the fleet also had their moments of glory with top ten results.

Special mention must also be made to Maria E Franco, who completed every race in the challenging conditions, which saw more than a couple of ruffy-tuffy sailors head home for an early shower.

With very close racing throughout the fleet, 2023 looks to be an extremely competitive season ahead for the Solo class and its sailors.

All in all, a great weekend's racing was had by one and all, with huge thanks to a fantastic PRO and his team in testing conditions. The fleet were very appreciative of those who manned the safety boat in such cool conditions.

Certainly, a great race team and venue set for the [Selden](#) Solo Nationals at HISC later this year!



JAMIE MORGAN

GO-FAST TIPS

Jamie is having a great season, culminating in a 4th place at the Nation's Cup, Medemblik.

I caught up with him at Tata Steel S.C. where he recently won the Welsh Championship.

There is also links to Jamie's 360 transom cam footage from Medemblik, these cameras are amazing but swallow up terabytes of memory!

Watch the Interview [HERE](#)

Jamie won race 5 of the Nation's Cup, seen here leading into the top mark.



Jamie is having a great season, which started at the Winter Championship in Northampton where he finished second to Oliver Davenport, Fergus Barnham completing the podium.

The Springs/Easterns did not go quite so well, 15th at Brightlingsea, venue for next year's Championship a bit worrying for him!

Jamie was back on it at the Welsh, winning the title with 2 bullets and a second.

He finished 3rd at the Tyler Trophy, HISC in April, venue for this year's National Championship so definitely a podium possibility.

Jamie then arrived at Medemblik and despite a pretty slow start to his regatta came back on day 2 and 3 to take a bullet and finish fourth overall.

So, with the National Championship just over 7 weeks away, Jamie's preparation continues with the Rooster/Harken Southern Championship at Lymington Town on June 10-11.

Jamie faced adversity on day 2 when his kicker mounting point slipped forward just before the start sequence started.

Fortunately he stayed cool and, like a good scout, had spare rope on-hand to sort it out.

This clearly focused his attention and he went on to win the race.



A man is sailing a white boat on a choppy sea. The boat has a large grey sail with the number '4202 6064' printed on it. The man is wearing a blue and black wetsuit and is looking towards the camera. The sky is overcast and grey.

Watch Jamie at Medemblik **HERE**

And **HERE**

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TUNING TIPS

With Chris Brown



I caught up with Chris at the Welsh Championship and he provided some useful tips on Superspar M2/North Sail tuning.

Watch the Interview [HERE](#)





Robin Webb 1933-2022

A True Gentleman

My fondest recollection of meeting Robin was at the Solo National Championship at Abersoch in 1990. I was racing a brightly coloured Thresher hull with black anodised spars, a bit of a statement on the water, even back in the day.



I was in my prime and relished the strong winds and sea state that Abersoch is well known for, setting off just to windward of Robin at the start, steering 3604 aggressively through the chop and hiking like a Ninja into a good position in race 1 before dropping to third at the gun. It was when we were in the dinghy park that Robin came up to me and congratulated me on my technique and my ballsy choice of hull colour. I think it had rekindled some of his own memories of racing at the top end of the Finn and International 14 fleets when he was at his peak.

I held Robin in the highest esteem, a gentleman, a canny tactician and a great heavy weather sailor.

Robin came close to winning the 1987 Inlands at Bala, just pipped by Andy Bond and Jon Clarke, the report makes good reading, even if it was 36 years ago!

A rare gate start at Plymouth in 1989 and Ken Falcon is keen to get out early followed by Matt Aston and myself in my Young built Performance sail powered Solo. Robin is working his Solo down towards the guard boat, not sure if he made a good start but you knew he would be quick up the beat.



Jim Hunt

"I didn't know Robin that well until Greg O'Brien and I bought Robin Webb Spars and Sails from him in 2002. It was probably the most straightforward deal we'd ever done. Robin was open and honest about the business and his wish to retire.

We spent a couple of hours sorting terms and shook hands on a deal that worked for all of us. Robin was a true "old school" gentleman, with integrity and high standards. Robin remained interested in the business, but was also gracious enough to leave us to our own mistakes! A huge part of sailing in the Midlands, he will be missed by many."

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Stuart Hydon

First met in the 70's when he would always attend the Post & Mail race held at Midland Sailing Club. It was always a spectacle as he turned up with his latest International 14 which dwarfed the 75 acres, starting last in the pursuit he would soon be through the fleet.

In the mid eighties I next ran into Robin when sailing a Lark with Bob Suggitt during a training day at Grafham Water. At a time when he was winning the battle with Cancer. It was so windy that we had to rig the boat to go through sail shape tight up against the lee side of club house. On to the water and sail practice involved beats and dead downwind sailing. Nobody lasted long.

During the nineties it was Solo sailing at Shustoke Sailing Club. We had tremendous club racing with Dave Mitchell, myself and Robin. Typically, I was always hanging on to their shirt tails in the windy stuff as those were Webby's forte conditions.



Ian McDonald

Robin Webb got me into a Solo. He asked me to Shustoke, offered me his boat and was there on the bank to give me advice on my return. His lovely chandlery was my lunchtime haven when I worked in Walsall- and if you wanted one 5 mm bolt, one was presented on the counter. The enlarged photo of Robin and Int 14 charging across San Francisco Bay on the wall of the shop was unforgettable. His after dinner speech at Blithfield much later was both 18 rated and just so funny. Model RC racing later on gave a super opportunity to see his tactical skill close to. A ceremony was held recently at Sutton sailing club where he had sailed for over 80 years. His ashes were returned to his favourite place. Miss a shift and listen to that sigh you hear!

Andy Bond

I new Robin from a very young age, I used to go to his Chandery with my mum before I could even drive. He had a franchise for Proctor masts and we had the reverse for Needlespar and Z spar so we used to swap masts to support both of our regular customers. We always found time for a coffee and a chat . One story at Draycote Water Solo Open. I parked my car near the clubhouse when the handbrake failed on my very old Datsun and rolled into the side of his varnished Solo, as much as I tried to catch the run away car it collided with his beautiful boat. Not funny at the time, I was quite upset and not only for the loss of my no-claims bonus.

Andy Davis

We only lived 5 minutes from the shop so we did spend some time there, buying things we certainly did not need! He had a great team with Keith McDonald by his side, lots of knowledge. Robin always took time out to ask how my sailing was going, which was very kind.



INLANDS AT BALA

Congratulations to Andy Bond the new Solo Inland Champion.

This year's event, which was being hosted by Bala Sailing Club attracted 72 entries, some of which travelled long distances to take part in this ever expanding competition.

Saturday's weather forecast proved correct, the menu being a moderate to fresh south-westerly wind providing the ideal conditions for the Championship.

After one general recall the first race got underway. The breeze was fairly constant with very little shift, the choice of which side of the beat to sail proved to have great advantage to the Solos who selected the eastern shore. Robin Webb, the old master threaded his way up the eastern shore in his brand new Solo to achieve a commanding lead at the windward mark. Webb held on to his advantage and went on to win the race. Martin Lambert, our present champion, showed glimpses of his skills, but had to be content with second place closely pursued by Performance super star Jon Clarke.

The wind was still unchanged for the second race. All the competitors were clearly enjoying the conditions. In a tit-for-tat battle with Andy Bond from Draycote and Martin Payne from Salcombe, the well known nationally, Laser ace Graham Tinsley of Delph Sailing Club stole the honours. I wonder who told him how to adjust the sail! Clearly this was not going to be a one horse event. Webb, Clarke and Lambert all blew it with results that would only make for poor discards by their standards.

After a fine days yachting, some had obviously stored some surplus energy. Following a meal, which was laid on by the Bala Solo fleet, the entertainment began, most of the credit of which must go to the sailors from the Burwain and Salcombe Clubs. Who would have guessed that the alcoholics from Burwain would be beaten in a beer race final by the lads from Salcombe, who surely must have been suffering from acute car lag! The night ended with a good old sing-song. A good night was reported to be had by all.

Sunday morning brought rain, but thankfully the wind remained moderate and sometimes fresh south-westerly.

Undeterred with a late night, Robin Webb again showed that being a veteran need be no great disadvantage by winning an exciting race from Jon Clarke, who finished second and Andy Bond, who people were now beginning to talk about as the dark horse to take the title, finished third.

At this crucial stage of the Championship, there were a few possible winners with Robin Webb clearly the favourite, but even he could not afford to relax with the youthful Bond, Clarke, Houston and Payne breathing down his neck.

Well Mr Race Officer would seem to have decided to make a fitness contest out of the final race taxing even the youngest of the fleet. In a long, hard race, Ian Houston from Littleton Sailing Club kept his cool, holding off a last ditched effort from Lambert, finishing second, and Payne, third, to take the gun. This result meant that Bond, who could only finish ninth claimed the title on discard from Jon Clarke, second and leaving the unlucky Webb to be third.

Congratulations are in order for Jane Riley from Delph who braved the elements throughout to become first lady overall. Also A. Beston from Upton Warren Sailing Club who was first junior, we are sure to hear more about him in the future. Guess who was first veteran!

We at Bala enjoyed having you all and trust you all had a good weekend sailing.

A Mellor
Bala Solo Captain

1987 INLAND CHAMPIONSHIP, BALASC.

1	276	A. BOND	DRAYCOTTE	4	2	3	9
2	3508	J. CLARKE	RUGBY	3	11	2	4
3	3524	R. WEBB	SALFORD	36	10	36	8
4	3457	I. HOUSTON	LITTLETON	7	4	5	36
5	3513	M. PAYNE	SALFORD	14	3	4	3
6	3350	M. LAMBERT	STEWARTBY	2	14	10	2
7	3506	G. TINSLEY	DELPH	RTD	36	9	6
8	3517	W. LLOYD	READING	6	13	7	7
9	3476	T. THURSDAY	OXFORD	8	6	8	15
10	3424	P. HEMSLY	FELHAM	12	7	6	10
11	1245	C. THOMSON	LEWISVALE	5	7	14	11
12	3488	G. BOND	BALA	10	5	13	12
13	3423	C. AVERY	DRAYCOTTE	11	17	11	13
14	3390	C. MOFFETT	WALTON ON THAMES	RTD	9	21	5
15	3251	T. HANMAN	DOVEY VC.	9	12	16	18
16	3286	J. DIXON	CHASE	13	16	12	16
17	3421	M. WILKES	LITTLETON	18	18	19	14
18	3391	T. COOK	LITTLETON				
19	3398	A. MELLOR	BALA	21	19	23	20
20	3509	J. HAATLEY	BURWAIN	23	23	15	22
21	2375	K. CULVERWELL	CHASE	42	24	24	19
22	3462	J. COOPER	OXFORD	24	22	22	24
23	6252	R. BARNES	HAYLING ISLAND	19	32	26	25
24	3512	C. CRASHAW	LITTLETON	40	26	17	27
25	3474	G. WOODS	BALA	26	20	27	65
26	3525	D. NIXONS	MARCONI	50	15	18	41
27	3200	R. BUTTERFIELD	HOLLOWELL	15	30	29	65
28	3220	S. GRAHAM	BURWAIN	27	28	25	65
29	2345	I. AINSWORTH	WELWIND	29	21	40	32
30	3514	A. BESTON	UPTON WARREN	35	31	32	21
31	2410	M. BARNES	LITTLETON	17	39	37	31
32	2871	D. HALL	LYN ALEB	32	36	28	26
33	3229	D. SHAVE	DRAYCOTTE	43	25	35	30
34	3457	C. HAYDON	FRANTON SEVEN	28	41	34	24
35	3324	M. DAUZY	BURWAIN	34	34	30	37
36	1309	T. LIPINGTON	FRANTON SEVEN	22	33	32	45
37	3103	R. DOWNWOOD	CHICHESTER	44	35	48	23
38	3409	T. FAIRCLOUGH	CUMBER	30	37	42	38
39	3402	B. GREEN	BURMOOR	47	29	49	29
40	3149	D. PELL	WELAND	33	38	54	36
41	2747	F. OSBORNE	CHICHESTER	29	21	21	40
42	3502	P. ROUFFE	MANWICH	37	46	41	35
43	3393	E. HEMMING	DELPH S.C.	41	40	36	39
44	3269	J. HODSON	WONKLANDS	46	27	45	44
45	2104	A. FAIRCLOUGH	CUMBER	67	50	38	28
46	2146	T. FAIRCLOUGH	CUMBER	25	48	46	50
47	3228	B. ALLISON	BURWAIN	36	43	44	43
48	1260	S. WILSON	DELPH	67	49	43	33
49	1293	P. SHELDRAKE	BALWY	52	42	39	46
50	2020	S. GRAHAM	BURWAIN	73	33	50	48
51	2366	D. ROBSON	BALA	31	51	51	73
52	2712	I. ARMSTRONG	BURWAIN	67	46	58	42
53	3470	S. JAMIESON	BURWAIN	38	56	56	55
54	3219	R. ROBERTS	LYN ALEB	51	53	57	47
55	3294	R. HALL	WELAND	45	54	55	63
56	2757	R. SMITH	BURWAIN	49	47	65	57
57	2776	F. HALL	FRANTON SEVEN	48	56	62	51
58	2463	B. HOLT	WIGAN	57	57	47	52
59	2203	J. GILSON	FRANTON SEVEN	54	52	52	54
60	3356	R. BOY	BURWAIN	56	RTD	53	49
61	2588	L. LLOYD	BALA	53	59	61	56
62	2463	E. BANKS	BURWAIN	55	40	63	73
63	2586	G. COOPER	NORTHAMPTON	67	58	60	65
64	3260	J. RILEY	DELPH	67	62	64	59
65	2512	S. FOX	BALA	67	61	69	60
66	132	N. STANLEY	BALA	72	72	59	58
67	3113	M. PEEL	BANWY	67	63	68	65
68	2017	V. COOPER	NORTHAMPTON	72	72	66	65
69	2137	M. TIERNEY	BURWAIN	67	72	72	72
69	1187	T. NELSON	BALA	72	72	67	72
69	2763	J. MELLOR	BALA	67	72	72	72
72	3298	D. JONES	CUMBER	72	72	72	72





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The Solo Nation's Cup Build -Up and Day 1

Organised by the Nederlandse Class Association and Sponsored by Magic Marine



Team CB Coverstore have arrived at the Dutch equivalent of Weymouth, home to a very successful team of Olympians, it is only a matter of time until we drag their very high standards down to our own dour level of competence. Our tour operator Chris Brown, chauffeur Nigel Davies and drinking professional Paul Davis shared the journey from Warwick to Medemblik via the overnight Harwich-Hook ferry, the Stena staff providing a warm Filipino welcome, grass skirts and coconut bras would have been overkill.

The trip was as smooth as the sea state, the hum from the huge engine turbines, a stark contrast to Paul's snoring but the unlikely duet somehow managed to create a melody even a crying baby would fall asleep to.

The ferry's alarm system alerted me far too early and we were up and out by 9.am, arriving to a near empty dinghy park in under two hours.

With close to 140 entries, 70 Solos, 40+ OK's and 20+ Contenders, real estate is going to be as premium as an empty parking spot in Salcombe so we were indeed blessed to pick exactly where we wanted to be. The slipway is gentle, even I can walk up and down it unaided which is saying something but with 10 races scheduled over 3 days including 'Super Saturday' which will see the competitors race in 4 of them, the ability to park as close to the water as possible before collapsing is a no-brainer, I just hope the German OK sailors haven't put their towels there.

There is a strong contingent of Dutch Solo sailors, a clear reflection on the great work the Committee and publicity machine have done to get people to sail the Jack Holt built Solo and with new Dutch Chairman Paul de Geus in charge, I only see an upward curve for the fleet.

The attraction of close one-design racing has brought some serious talent to the Solo in the Netherlands and by the end of Day 1 I will be able to name them but Menno Huisman, Paul Dijkstra and Jelmer Kuipers are sailors high on the hotshot list, Paul racing one of two new builds he has constructed so that should be interesting to see.

There are 37 Dutch entries and 33 UK entries though I know of 2 no-shows, Tom Gillard, Oliver Davenport and Rich Pepperdine being three of our hottest competitors so it will be fascinating to see the racing unfold. There is a rich vein of talent in both fleets and opportunity for greatness so I expect racing to be physically and mentally draining, fortunately the 2 hour 'Happy Hour' should go a long way to refreshing the athletes. I know for a fact the OK and Contender sailors prefer soft drinks so plenty of beers for the Solos!

We will be racing on the fabled IJsselmeer, as tricky to spell as it is to compete on and this morning she looks like a daunting prospect. That said, I find high curbs a challenge so the competitors will be gagging to get out there. First they must navigate the short meandering route out of the narrow sanctuary of the harbour, no easy task with 130 dinghies and multiple language barriers...I cannot wait.

And So It Begins.

The fleets left the shore with zero drama, only my serious lack of mobility as I stepped aboard giving concern to the the two Dutch lads who would be my Media/Rescue rib team, I enjoyed the comment tinged with irony when they enquired to why I was not racing. I strapped my rucksack to the rear mounting point of the seating arrangement and fiddled around with camera equipment while my driver carefully avoided the tail enders as they made their way out to the race arena. Once he was happy I looked something close to stable he gunned it out to the Committee boat, fond memories of my insignificant life flashing before me as my knuckles lost all colour. I had considered utilising the new NSCA camera gimbal but with the penal IJsselmeer chop pummelling me like a Turkish masseur with anger issues, my equipment would stay firmly under wraps for now.

Race 1 Course-Triangle-sausage-knee breaking final beat.

Away at the third time of asking and under the U flag, clean start and lot's of interest at the pin end where I had correctly predicted the bias to be. Mention of this God -given skill was met with some dis-interest from my young team though, probably due to the fact that 5 minutes earlier I had attempted to take some photos with the lens cap still in place.

I focused on the action, Paul Dijkstra was punchy, tacking and crossing the fleet with Arnd Wolfetang and Hans Duetz doing likewise. The Dutch must have had some solid intel as at least a dozen filed past me before I even got a whiff of a English geezer. Matthew Frary and his brother Martin re-affirming my confidence in the UK fleet. The breeze was 8mph at best and the sea state provided an additional complication to boat on boat tactics. Leading in from the left was Dijkstra from Duetz, Michael Gifford, Roelof Kuipers and Matthew Frary. The fleet eased down the first reach, some maximising the playing field of waves while others dug deep into their gear for sickness tablets. Tedd Bakker, Jelmer Kuipers and Mark Lee were in the mix with a plethora of Dutch Solos while Oliver Davenport (14) and Tom Gillard (21) had plenty to do to improve. Dijkstra, Duetz and Kuipers extended on the fleet down the two offhand legs, the ability to soak low increasing their advantage on the chasing pack.

The 0.7 nautical mile beats were tricky to navigate but the top three kept each other and the fleet at bay with no change. Behind them, Gillard moved into fourth, just ahead of Gifford and Bakker with Davenport in seventh. This was the finishing order with Martin pipping Matthew Frary in a loving tussle and Roelof Kuipers completing the top ten.

Race 2. Wind 8-9mph-increasing to 12mph Mark 1 005 degrees

A clean start under the U flag, I was positioned about as far away from the port biased pin end as I could be but this allowed my driver to motor amongst the few right hand chancers that had clearly seen something that the other 60+ sailors had not. I pondered unholstering my NSCA Scorp gimbal but it seemed to get the droop just when it needed to be paying attention so my confidence had wavered. I ordered my driver to take me to the top mark and held on for dear life as the rib powered up to warp speed. The two lads stood either side of the steering consul, simultaneously compressing their legs like expert mogul specialists while I locked my already pathetic body into something resembling a foetal position, already convinced this was my last day on Earth. Amazingly I survived and still held my Nikon Coolpix, though the casing now had the imprint of my fingertips upon it, ahead, Dijkstra had rounded first and was soaking down the first reach with Ian Hopwood, Roelof Kuipers and Gifford in close pursuit. Simon van Rees and Gillard followed with Steve Ede, Matthew Frary, Chris Brown and Martin Frary completing the top ten

though I should mention Paul Davis rounded joint eleventh with Jelmer Kuipers since I shared a bunk with him.

The breeze had freshened, the Sun was at it's highest and the fleet enjoyed a couple of great reaches, albeit too broad for flat out planing. Dijkstra continued to dominate the race in his home built Solo, the Superspar M2 and HD Maxx working well through the chop which looked as complicated to negotiate as the UK pothole network.

The final beat was long but Dijkstra had control and kept a rampant Gillard behind him with Gifford, Davenport and Paul Davis completing the top five. I holstered by camera just as Mark Lee capsized on the line, forced to tack with not time to react he can count himself unlucky but lucky that I didn't video it.

Race 3 Wind 12mph Mark 1 355 degrees

I thought I heard of one casualty OCS but the results indicate differently so Rich Pepperdine needs to do the lottery this week. Again, I was based at the Committee end and was surprised to see Gifford start there nearly on his own. The majority of the fleet were toward the left of the course but at the top mark Gifford rounded first, much to my surprise. It is a ballsy move to trust your instinct when you have two good results under your belt so hat's off to him. Davenport, Gillard, Nigel Orkney and Menno Huisman were next with Jelmer sneaking around almost head to wind.

By the wing mark Dijkstra was up to fifth and looking to add to his brace of bullets with Brown, Pepperdine, Bakker and Nigel Davies on his transom. By the top of lap two Gillard had taken the lead from Gifford, Davenport and Dijkstra and with the breeze softening, he would be hard to beat. By the gun at the top of the final long beat it was Gillard from Gifford with Dijkstra pipping Davenport and Kuipers to finish day one with the overall lead.

Gillard, Gifford, Davenport and Kuipers complete the top five but with four races planned for tomorrow, anything can happen.



Paul Dijkstra

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Solo Nation's Cup Day 2 sponsored by Magic Marine

Super Saturday promised to be a memorable, with four races scheduled on a course which resembled a gigantic corrugated sheet, the sailors skill, strength and endurance would be tested at the highest level. I had already displayed all of those qualities on day 1, and that was just to put my socks on. The breeze, which had been blowing hard through the pretty streets of Medemblik all night seemed to have mellowed but the IJsselmeer still looked daunting and the forecast was for an increase to 20 mph through the day.

Competitors, weary from exertion, alcohol and protein overload, readied their Solos for the competition ahead while in the carpark the Olympic wannabe women were already 3 hours into their morning circuit training. I thought for a moment I saw athletes Dave Lucas, Andy Fox and a few others taking part but I guess they were just watching.

The fleet would launch on to the water for a 10.45 a.m start and so I scuffled with my kit to the jetty to jump aboard my ride for the day, The man mountain that is Nials and his co-driver were there to greet me, cheerful and friendly, their youthfulness yet to be tainted by the years ahead of global warming, taxation and World War 3. We left the shelter of the harbour into a sea of green frosted icing, the famous IJsselmeer chop providing a ride akin to driving over speed bumps at 70mph and we were still in tick-over. I popped a few pain killers into my mouth for good measure and summoned the last vestiges of spit to help them on their way before fastening my Bainbridge International offshore jacket.

I pulled my NSCA anemometer from the strong reliable pocket, imagining that my crew would be properly impressed and took a reading, "only 6 mph" I announced, before realising I was holding it up in the substantial lee of my body. Nials looked away, possibly choosing a nice spot of water to drop me off in and gunned the motor.

Race 4 Wind Strength 12-14mph Course triangle-sausage-energy sapping final beat.

Paul Dijkstra nails the pin again with Rich Pepperdine a bit too punchy and OCS, Davenport, Morgan and Roelof Kuipers are all smashing out to the left with Davis, Bakker and Lee. Gillard has started deep off the line and is giving himself plenty to do as the fleet test the resilience of FRP/wood and human muscle fibres up the long first beat.

The left has paid and Davenport rounds first, looking as happy as a pig in mud with Dijkstra, Davis and the unfortunate Pepperdine OCS next. Junior Harry Lucas is excelling and therefore rounds fourth with Morgan on his transom and hungry to improve on his day 1 efforts. Jamie had to fix his kicker just minutes before the start, displaying good seamanship, scouting skills and a level head, he just needs to strengthen his drinking stamina.

The reaches were both exciting and petrifying and that was me on the rib so it must have been a harrowing experience for the less accomplished sailors. The gybe mark did what it says on the tin and claimed some victims though everyone survived the day.

Davenport extended and had 150 metres at the top mark with Dijkstra, Morgan and Davis so close you could throw an undercover over them. Pepperdine still held a moral fifth with Martin Frary, Lucas Junior, Huisman and Brown just behind.

There was no stopping Davenport though, winning by a healthy margin and sending out a strong signal to his nearest rivals with Morgan, Dijkstra, Davis and Lucas completing the top five.

We took up position near the start line and I opened a packet of Skittles, belligerently offering them to my crew, the least I could do after they had earlier handed me a warm apple turnover, fresh from the committee boat. I holstered the rest of the packet and readied my Nikon P950 for race 5.

Race 5 Wind 13-18mph

A general recall brought out the black flag and with 90 seconds remaining we were all alone at the pin end. I ordered the driver to motor behind the line and joined the competitors as they screamed towards us. Ian Hopwood wanted the pin and despite Kev Gibbs efforts to do an Aussie hook made the best start with Tedd Bakker, Morgan and Gillard heading left with them.

There had been a late wind shift to the left and this caught out many of the competitors.

At the top mark it was Morgan from Davenport and Dijkstra with Gillard and Huisman right on their transoms. The reaches were glam, dramatic steering angles required to stay on the waves as they danced erratically towards shore. Morgan took off like a scalded cat with Gillard making the most

Tom Gillard



of the downhills to move into second. Davenport had lost some ground but would be relishing the upwind struggle as the fleet prepared for more pain. Dijkstra, Huisman, Peter Kyne, Brown, Fray, Lucas and Fox were all enjoying the conditions though you could not tell from their expressions. At the gun and after another scary run and energy sapping beat it was Morgan with the bullet, fist pumping the air but not with the authority of a Tiger Woods major win, there is, after all, five rounds to go. Davenport, who had been gaining on Gillard lee bowed him 200 metres before the finish, forcing Gillard to the right and when they next crossed Davenport was clear ahead and took second with Dijkstra and Fray completing the top five.

I wiped the spray from my Nikon and surreptitiously sneaked some Skittles into my mouth for sustenance, the apple turnover so graciously given, just a fading memory in my mind. The next moment we were flying down towards the harbour, full bore and with me hanging on for dear mercy. Peter Warne, who had capsized was lying atop his craft like a Seal taking in the morning rays. The mast was stuck fast and though I looked concerned and caring, I was secretly craving to get back to watch race 6. Twenty vital minutes passed and with Peter back in the boat I thought we would get back out to the race area but Nialls was now in full-on safety mode and we spent the whole race shepherding dinghies back to the sanctuary of the harbour. My Race 6 race commentary is then, slightly brief.

Race 6

It was windier, the waves were steeper and Davenport took another win with Morgan, Gillard, Matthew Fray and Chris Brown completing the top five.

I re-booted my aspirations and looked forward to getting International Sailing's equivalent to an Oscar for the footage and photos I was about to get, the Sun was in it's perfect orientation, the breeze was at it's most powerful and most importantly, I still had battery life in the Nikon.



I pulled my trusty water wicking cloth from my rucksack and wiped the moisture from the lens in readiness, It was at that exact moment that my driver whispered "we have to go" and floored it. Grabbing the mounting point with my one free hand we tore off towards the middle of the course as the fleet lined up for the start sequence. I was then subjected to the sort of physical test only jet fighter pilots undertake, the G force nearly ripping the skin from my face. Fortunately the Bainbridge International fastenings held strong otherwise I swear I would have been butt naked. Clearly, Nialls was on a mission but there was already a safety boat in attendance, It then dawned on me, he must have seen me eating the sweets and was getting his own back. We lashed onto the other rib, I, with my back to the team, pulled the Skittles out and openly ate the lot. It was only after several minutes that I turned around and realised that there was a sailor onboard with a large gash to his head. An OK sailor, he had been hit by another OK mast as it capsized. Did I feel bad. We screamed into the harbour, Nialls mastery of rib driving was impressive and an ambulance was at the scene in minutes. After that we were on rescue duty for the remainder of the day so race 7 goes like;

Race 7 Windier, Wavier, Sunnier

Davenport wins from Dijkstra and Gillard after the two of them had a good scrap. Morgan and Menno Huisman completed the top five.

The fleet returned to shore after four exhausting races and in the evening enjoyed a wonderful BBQ and free beer, curtesy of the Dutch Class Association. Magic Marine provided some great prizes and tomorrow we look forward to lighter winds and a three way battle for the title. Davenport, Dijkstra and Gillard are tightly bunched with only a few points and three scheduled races between them and glory.



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Solo Nation's Cup Day 3 Sponsored by Magic Marine

If Super Saturday was 'Moving Day' then Sunday would be 'Judgement Day' for those competitors reaching for the podium. With three races planned, there was of course, plenty of opportunity to improve for all the 68 sailors but the main focus for me was the battle between Davenport, Dijkstra and Gillard who had a healthy points advantage on the rest of the top ten. The added kicker was that a second discard would come into effect after 9 races so the ability to count and most importantly recall the previous 7 race results could prove beneficial. Fortunately for me the topography of the Netherlands provided a strong internet connection so I could google the results as they were added to the webpage.

The fleet launched into a 'better than forecast' 10mph from the North, the wave conditions as punchy as day 2 but without the added 6mph to combat it. Davenport stuck out like a tulip in a field of cabbage in the leaders rash vest, the luminous green Magic Marine sponsored top would provide me with a handy indication of his position in the fleet. Dijkstra was in blue and Gillard red, colour choices favoured by many sailing apparel suppliers so I was pleased to see that they were all close together as we ramped up for race 8.

Race 8 Wind 10-12mph 355 degrees

The first start was recalled, Duetz, Dijkstra, Huisman and a dearth of other talented Dutch sailors opting for the left side so a good indicator as to the bias.

The fleet were more bunched towards the middle of the line for the second attempt but a late wind shift saw Hopwood, Gillard, Tedd Bakker, Gifford and Brown scream down to where I was correctly stationed, Hoppy letting out a scream of delight at winning the pin but would hard left pay? Davenport and Morgan had been more conservative and were a third of the way up the line along with Dijkstra, the top two on the leader board keeping each other in check.

The sky was a mottled mix of grey and blue, the sun less intense and more conducive to nicer photos so I clicked away on my Nikon, safe in the knowledge that I could easily delete the hundreds of crap one's. With my camera safely holstered I directing rib driver Nialls to take me to mark 1 to catch the leaders as they rounded, told the one core muscle I have left to prepare and hung on for dear life.

Top mark and Dijkstra has done it again, first beat specialist, a quality I once possessed, now I let the powerboat do the work. Davenport is right on his transom with Morgan but the Solos have merged with the OK fleet who are about to start their sausage leg so the scene is one of confusion. Gifford, Brown, Maurice Bakker, Huisman, Davies, Matthew Frary, Pepperdine and Lee round out the top eleven but with OK's unable to bare off on to the run the air is thick with tension, frustration and swear words in several languages. Karma though has a habit of balancing things out and the main body of Solos would find themselves on the outside of the rounding at mark 3, Morgan and Gifford really unlucky and losing positions to Brown and Huisman in the space of 15 seconds.

Dijkstra lost the lead to Davenport somewhere up the second beat and these two extended on the fleet by a large margin, finishing the three laps in this position with Huisman pipping Brown for third and Morgan fifth.

Race 9 10-13mph

The first two starts are re-called, Dijkstra, Duetz and Paul de Gues must have been relieved as they looked well over to me and with the black flag coming into play, the tension is ramping up.

Dijkstra is pin end again and nails it with Jelmer Kuipers while Davenport, 50 metres further back from the left has Gillard a few boats below him and Morgan to windward, a great position if you are not Morgan.

Top mark and no surprise, Dijkstra with Davenport coming in from the left and ducking his transom right on the mark, a few years ago he may have chanced it but there is a more balanced approach to his tactics this season. Paul Davis is third with Martin Frary, who is having a great regatta and Huisman four and five.

No problems with the OK fleet this time and the competitors stream down towards the gybe mark, bow waves pluming up around the course like cumulus cloud formations over the South Downs

on a sea breeze sort of day. Morgan, Roelof Kuipers and Duetz confirm the left was good and Dave Lucas has eclipsed his son Harry and is inside the top ten from Kev Hall.

The wind has dropped to 10mph and the chances to improve rely on maximising the wave patterns and keeping out of the large wind shadow from the fleet of 68 Solo mainsails.

Davenport takes a wider angle out of the gybe and is ahead by the leeward mark with Frary, Davis and Kelpers completing the top five. Dijkstra had one chance to challenge the lead when, at the bottom of the final leg the two sailors split tacks, Davenport trusting his compass numbers while Paul rolled the dice, fortunately the numbers rarely lie and at the gun it is Davenport, who has done enough to secure the title with one race to go. Dijkstra second, is too far ahead to lose that position and with Frary, Kuipers and Gifford completing the top five, the fleet head down to the start area with just one more race to go.

Race 10

Clean start under a black flag, the race team conscious that the UK sailors have ferries, trains and planes to catch. Davenport provides a lap of honour, leading at every mark for his sixth bullet, the P+B Maxx/Superspars M2/Winder 1a, a perfect combination when matched with a sailor in optimum condition. Dijkstra, in his own FRP built, HD Maxx Sail/Superspars M2 Solo is second around from Roelof Kuipers and Gilles de Combe. Davis, Morgan, Frary and Steve Ede are next around and hoping to improve their overall positions in this finale.

The fleet take one last chance to enjoy this great venue, battling the ever-present IJsselmeer waves and each other in the three lap race, Davenport, Dijkstra and Kuipers the top three with Davis letting Morgan through on the line, what that man will do to get a free beer is impressive.

So, with the fleet packed up the prize giving took place outside the clubhouse with the harbour and yacht haven in the background and the sun warming the skin, Pitterballen and mustard warming the stomachs. While most of us presumed these were some kind of potato cheesy croquette, it turns out they are made with beef so sorry to the vegans.

Oliver Davenport showed some real talent this regatta, we knew he was quick in the breeze but this display will send messages to all his rivals as we ramp up for the Selden Nationals in July.

The Dijkstra design has proved it's worth and Paul is an outstanding sailor with a very understated nature, I hope he comes to Hayling.

Tom Gillard will be the first to admit his starting was not up to scratch and the strong winds were not ideal for his weight, that said, three top three places on the windiest day proves he has the pace and skill, the North P3/Selden D+/Winder 1 combination is unquestionably fast.

Jamie Morgan opened the event with 25-21-19 but then delivered an outstandingly good consistent set of results to finish fourth, one to watch at the Nationals, the P+B Max/Superspars M2/Winder 2 combo working very well.

Menno Huisman completed the top five, eight top ten results confirming that consistency is king in a ten race, two discard format.

Of the rest, Michael Gifford in ninth was a surprise to many but his wave technique and tactics were spot on while Junior Harry Lucas has stamped his name on the junior title at Hayling Island, a top ten overall is also possible. It is refreshing to see a young sailor who has not been through the RYA youth system flourish and I suggest a future champion in the making if Dave can keep the girls off him.

The Nederlandse Solo Class Association have done themselves proud this week, the weather, social package and exemplary race management has been on point and, as we ramp up for our own Selden National Championship, the bar has been set high to deliver a regatta equal to this one. Next event is the Magic Marine/Triggernaut Western Area Championship, Chew Valley June 3-4 and then the Harken Southern Championship, Lyminster Town June 10-11.

These event all form part of the North Sails Super Series, big fleets, friendly competition, great venues.

See you on the water.

Menno Huisman



Pos	Sail No	Helm	Club	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Pts
1	GBR 6061	Oliver DAVENPORT	Northampton	-7	-4	4	1	2	1	1	1	1	1	12
2	NED 873	Paul DIJKSTRA	KWS	1	1	3	3	-4	-7	2	2	2	2	16
3	6021	Thomas GILLARD	SVSC	4	2	1	-11	3	3	3	6	6	DNC	28
4	6064	Jamie MORGAN	Rutland	-25	-21	19	2	1	2	4	5	9	4	46
5	NED 842	Menno HUISMAN	KWS	-12	-10	6	6	7	6	5	3	8	7	48
6	NED 870	Jelmer KUIPERS	ARENZV	3	8	5	8	-13	8	-16	10	4	10	56
7	6057	Martin FRARY		8	6	-20	9	5	9	7	-14	3	11	58
8	5914	Paul DAVIS	Lymington Town	-23	5	-18	4	8	10	8	16	7	5	63
9	GBR 5652	Michael John GIFFORD	SHSC	5	3	2	15	-28	-22	19	7	5	9	65
10	GBR 6074	Chris BROWN		-27	13	9	10	10	5	9	4	13	-18	73
11	NED 869	Roelof KUIPERS	ARENZV	10	7	-16	14	15	-17	12	11	11	3	83
12	594 5942	Richard PEPPERDINE		14	-17	10	UFD	12	11	14	12	14	12	99
13	5953	Matthew FRARY	Norfolk Broads	9	12	17	12	-37	4	11	9	-39	27	101
14	5746	Harry LUCAS	Grafham water	-35	26	11	5	9	19	6	23	-29	14	113
15	NED 637	Hans DUETZ	WVF	2	18	13	-29	20	24	-27	20	12	13	122
16	6058	Pete KYNE	Brightlingsea	-29	-37	21	7	6	12	10	25	23	29	133
17	GBR 5911	Nigel DAVIES	Draycote Water	13	20	7	24	27	-33	-30	13	10	19	133
18	GBR 6045	Steve EDE		15	15	22	-35	23	-27	20	15	18	6	134
19	NED 649	Ted BAKKER	WVR	6	22	8	21	-30	18	-29	19	25	23	142
20	6051	Dave LUCAS		24	14	-39	22	17	25	17	17	16	DNC	152
21	NED 668	Roel den HERDER	WSVG	19	9	-55	23	18	36	DNC	24	22	16	167
22	GBR 5909	Andy FOX	Leigh & Lowton	30	23	-46	18	11	23	15	31	-33	26	177
23	GBR 6067	Chris BUNN	Lady	-44	-46	14	20	16	13	25	30	26	34	178
24	5922	Piers LAMBERT	Brightlingsea	17	-43	29	27	-31	14	21	29	24	17	178
25	043	Keith MILROY		20	31	24	19	-32	26	18	26	20	DNC	184
26	NED 846	Gilles de COMBE	WVB	28	19	32	16	47	DNS	DNS	18	17	8	185
27	NED 827	Michiel de BOER	KWS	21	-32	26	-36	26	16	22	22	26	28	189
28	NED 864	Maurice BAKKER	WVR	33	25	12	RET	DNF	37	33	8	43	15	206
29	5524	Kev HALL	Northampton SC	38	30	-48	25	33	20	-39	39	15	21	221
30	GBR 6006	Mark LEE	Lymington Town	11	28	27	DNF	34	50	DNS	32	21	30	233
31	NED 836	Andries de MUJNCK	ARENZV	-40	24	-47	40	39	30	28	21	27	31	240
32	NED 630	Martijn KUITERT	KWS	-48	-52	34	37	29	31	24	33	19	45	252
33	NED 541	Sijbrand JONGEJANS	ZVDO	39	29	-42	28	25	28	34	-41	40	35	258
34	5744	Iain MCGREGOR	Salcombe YC	37	35	37	17	14	15	42	DNF	DNC	DNC	267
35	GBR 5897	Ian HOPWOOD		49	11	60	13	21	21	26	RET	DNC	DNC	271
36	NED 553	Pieter Jelle JONGEJANS	ZVDO	31	-51	-57	26	19	43	40	51	32	39	281
37	NED 676	Christian RAA	WVB	-51	36	45	32	46	32	RET	28	31	33	283
38	GBR 6002	Doug LATTA	Hayling Island	32	42	56	30	45	RET	DNS	27	34	20	286
39	GBR 5745	Robin PAGE	Brightlingsea	-56	33	25	-49	35	42	32	36	44	40	287
40	GBR 6043	Kevan GIBB	Largo Bay	26	40	33	31	36	39	13	DNF	DNC	DNC	288
41	5747	Roger LUMBY	Salcombe YC	-53	-61	30	39	48	35	35	52	30	25	294
42	NED 861	Simon REES van	WVDK	16	16	35	DNF	DNF	DNC	DNS	37	35	24	303
43	NL 823	Arnd WOLVETANG	ARENZV	22	34	DNC	34	24	29	23	DNF	DNC	DNC	306
44	NED 678	Robert WIT	GWVDVB	34	47	23	-55	44	38	DNC	45	42	36	309
45	NED 675	Bas de REGT	HJC	DNC	DNC	DNC	33	42	34	36	34	46	22	317
46	NED 854	Jan Pieter BRAAM	WVR	18	39	28	41	22	RET	31	DNF	DNC	DNC	319
47	NED 594	Ties van BRUINEN	WVB	-50	48	41	42	41	-51	37	35	38	37	319
48	NED 863	Roel BAKKER	WVR	43	44	38	45	43	44	RET	38	-50	46	341
49	NED 87	Elsine TURNER	WVB	36	50	50	44	50	RET	DNS	53	36	32	351
50	5703	Stewart WORTH	Brightlingsea	-57	41	40	51	40	48	RET	44	49	41	354
51	GBR 6046	Nigel ORKNEY	Largo Bay S C	59	57	15	38	38	40	DNS	50	DNC	DNC	367
52	NED 605	Paul de GEUS	GWVDVB	42	45	52	54	DNF	DNC	DNS	42	37	38	380
53	560	Len VERDEL	WVB	46	-58	44	-58	58	49	41	54	48	42	382
54	6056	Peter WARNE	Northampton	45	49	54	46	51	DNS	DNS	43	51	44	383
55	563	Huud OUWEHAND	WSV de Kreupel	-61	-60	59	52	56	46	38	56	54	49	410
56	531	Anne Richard SCHAAF SMA	KWS	55	53	58	57	52	DNS	DNS	48	41	48	412
57	NED 643	Chris MIEDEMA	KWS	54	38	36	56	49	41	RET	DNF	DNC	DNC	414
58	GBR 5721	Graham WILSON		52	55	51	50	57	DNS	RET	47	52	51	415
59	NED 545	Armand de la RIE	WVDK	47	27	49	DNF	DNF	DNC	DNS	46	47	DNC	426
60	NED 542	Bert VASTENBURG	GWVDVB	-62	62	61	47	55	45	RET	55	53	50	428
61	NED 625	Rien MATERS		58	59	53	53	DNF	DNC	DNS	40	DNC	43	446
62	NED 641	Marc DIEBEN	WSVG	60	56	43	43	53	DNS	DNS	DNF	DNC	DNC	465
63	5967	Patrick BURNS	RYA	41	54	31	DNF	DNF	DNC	DNS	DNF	DNC	DNC	476
64	NED 588	Floris EJSINK	WSVG	DNS	63	DNS	DNF	DNF	DNC	DNC	49	45	47	484
65	NED 829	Ed van DALEN	WSVG	DNC	DNC	DNC	48	54	47	DNC	DNF	DNC	DNC	499
66	NED 848	Vincent SPEELMAN	ZVDO	63	64	62	59	DNC	DNC	DNS	57	55	DNC	500
67	NED 408	Jeen SMIT	KWS	DNC	DNC	DNC	80	DNF	DNC	DNC	58	DNC	DNC	538
68	617	Arnold JIPPES	KWS	DNC	DNC	DNC	DNF	DNF	DNC	DNC	DNF	DNC	DNC	560
68	NED 537	Jaap BORRA	WWSV	DNC	DNF	DNC	DNC	560						



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Harken 2023 Solo Pusinelli Trophy - Runners and Riders Paul Davis

So, this year's Harken Solo Pusinelli has a change of venue to spice things up and attract a few more entries being hosted by this year's RYA Club of the Year, Lymington Town sailing Club.. This year we have 37 entries with a couple still to enter so a nice little turn out as a final sea venue on the Super Series before the big one the Selden Nationals Championships at Hayling. It will be a busy little weekend in Lymington and on the Solent with the neighbouring club, Royal Lymington hosting the Cape 31 Nationals and the start of the clubs XOD week, a nice range of 100 year old wooden boats and nice new full carbon Cape 31's, then across the water on the Isle of Wight out of Yarmouth there is a big Contessa Yachts Regatta. But most importantly the Solo's at Lymington!

So, who have we got turning up? Generally, the usual suspects with the likes of Chris Brown and his travel buddy Nigel Davies to make sure Chris gets there safely. I must admit Nigel does make a great Chauffeur, thanks for the lift to the Nations Cup Nigel!

The boys from the west are coming in force, with four coming from Torpoint which is great to see. Shaun Welsh leading the charge back to his old stomping grounds, but bringing Charlie Nunn with him who will surely be in the mix as he's putting a good season together so far, so could be one to watch and showing Lawrence Cavill-Grant what his old boat was capable of.....

Speaking of old boats and others on form, is Mike Dray going to continue his run of form and beat his old boat which is currently down at the host club in the hands of Nick Simmons (AKA Swimmo..... I'll let you work out the nickname). Nick is an ex D-One Champion and knows how to win races, could his local knowledge help him one to ensure he beats Mike and be in the mix at the front of the fleet or will he live up to his nickname???

Will some of the local fleet pull it out the bag and show the visitors the way, with the like of seasoned sailors Mark Lee and Andy Hyland who both know their way round a solo. Question is how quick is Brownies old solo in Andy's hands, will Brownie want it back after the weekend? Will Mark be out to retain his Wally of the Day award from this year's Nations Cup? Actually, please don't mark as Robin Millidge who has very kindly allowed the club to use his beautiful Contessa 32 as the committee boat doesn't fancy a Solo down the side of it... Speaking of Robin, he's another with the local knowledge, but he must pull the right orange rope in his solo, whether that's the right orange rope is yet to be seen thanks to Oli Wells who strung it all in orange control line. Or will the like of the quiet class captain Malcolm Buchannon who most of you know show the young guns the way.

Speaking of young guns from the midlands and probably one to watch, Oli Davenport! After his careers performance at this year's Tyler Trophy and not bringing all of Oli's boat with him such as his forestay chain plate, Oli may have sacked his career Jamie Morgan and is coming alone. Will Oli manage alone, who knows. Jamie claims he hasn't been sacked, but is taking a family holiday this time round, and is another one to watch as long as Oscar gives him a pep talk before going racing. Just make sure these to have a beer in their hands when we see them and none of these soft drinks...

Southern Championship

10-11 June



Then theres a few of the Hayling boys been drawn away from Hayling, Class VP soon to be President Guy Mayger got a pass out and is heading across with Alex Butler who between them both know how to win races, apparently the VP won a race at the Nationals last year.....not that he keeps reminding me about it. Also Doug Latta, always great to see Doug at Lymington, but I think he might have missed Cowes and ended up at Lymington for that weekend as all I see on his social media is him in a rib going to Cowes, none of this sailing malarky. Apparently, its good training / prep for the Nationals according to Doug.

Its great several entries travelling a few miles to make it such as Steve Ede, the boys from the west and the midland boys, but these also one coming from the lakes. Not sure if it's to help get his brand new Solo finished ready for the Nationals, but Andy Tunnicliffe is another not to write off as he's running a two-event campaign this year, Pusinelli being the warm up for the Nationals. Andy will be in the new Ginger Boats 'Boatyard at Beer' Solo and will be hitting the water in it for the first time on the Saturday, seasoned racer so should be in the mix albeit a little rusty on the corners.

There are many I haven't mentioned who I'm sure will feature somewhere, I for one am keeping my head down as I'm sure I'll do something that some wont let me live down (Thanks Jamie Morgan and Mr Brown, yes I did drop my tiller extension, once, and get it on camera), I can no longer buy anything from Chris without the parcel being addressed to Mr Get a Grip!

Anyway, Will Loy will be on hand to make sure all the antics are caught on camera so be aware. The club are working hard behind the scenes to make sure it's a great event and welcome you all to the club. The Lymington fleet look forward to everyone coming down and enjoying the Solent as we week in week out and our word of advice is don't worry about the tide, follow the pond sailors and you'll all be fine.....

Editor pick..... Martin Frary



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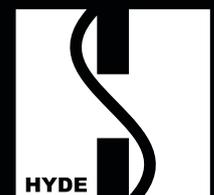


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TALE OF THE TAPE MEDEMBLIK



Harry Lucas and Tedd Bakker talk Medemblik



Join Tedd Bakker on the IJsselmeer [HERE](#)

Harry Lucas talks about his experience at Medemblik

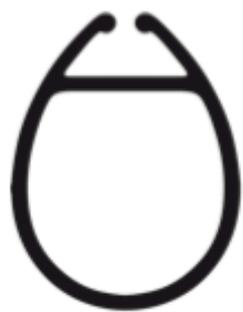
The Nations cup was a fantastic event and by far one of the best events I have done to date. We began the journey by getting the ferry from the hook of holland to harwich on the overnight ferry on Wednesday evening. The ferry was great, very comfortable and relaxed, which was helped by a few heinekens. We arrived on the Thursday morning and headed to Medemblik regatta centre, which was a fantastic venue with clean launching/ recovery and great facilities. We then checked into our room at Hotel Medemblik which was a fantastic place with excellent food and beer, along with many other solo sailors. Medemblik town was also a fantastic place with many nice bars and restaurants.

The first day of the event came around, with 6-8 knots forecast I was excited to get out there and see how my winder mk2, D+ mast and HD MAXX sail would perform in the lighter winds. I finished the day laying 21st overnight with one decent result and 2 average results. The Friday evening was great with free beer in the local bracka bar, where we had a couple of hours free drinking, thanks to the dutch solo association.

The Next day came around which was forecast more wind, around 16-20 knots and with 4 races planned it was looking at being a knacker day. I finished the day with 3 very good results and one decent result to move up to 13th overnight. The Saturday evening was also fantastic with a bbq at the beach bar, with drinks included. The food was delicious which was made even better by the view out on the IJsselmeer.

The final day of the event also showed some good breeze, around 10-12 knots and some decent chop. I finished the day with 2 more decent results and one good result which put me 14th overall , which I was very happy with in a fleet of 68 solos, which was made better as I beat the old man. The whole event was brilliantly run, with the race team doing a great job and getting the races turned around very quickly. All in all, a great event and would definitely recommend it to anyone for the next one over there.





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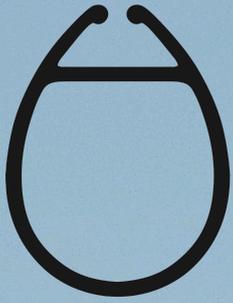
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Northampton March 11

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Brightlingsea April 29

Nation's Cup
Medemblik May 12-14

Harken Nigel Pusinelli Trophy
Lymington June 10-11

Selden National Championship
Hayling Island July 23-28

Gill Inland Championship
Grafham Water September 9-10

ONK
September TBC

Harken EOS Championship
Draycote November 11

Welsh Championship
Tata Steel April 15-16

**Superspars Eastern
Championship**
Brightlingsea April 30

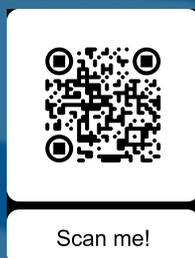
**HD Sails/KLG Scottish
Championship**
St Andrews
July 1-2

**Harken Southern
Championship**
Lymington June 10-11

Midland Championship
Carsington June 24-25

Northern Championship
Leigh and Lowton September
23-24

**Magic Marine/Triggernaut
Western Championship**
Chew Valley
June 3-4
Prize Draw will take place at the
EOS



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Class President Patrick Burns crosses behind another blue Solo....he thought he had the only one.



The Dijkstra Solo



See the Paul Dijkstra Solo [HERE](#)



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