

Solo Interactive

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Area Reports
Area Championship Reports
Bashful Restoration

Area Championship Reports
Measurement Matters
Vintage Championship Report

COMMITTEE 2023



Title/ Name/Tel	Email Address
President Guy Mayger 07527107403	guy.mayger@monotype.com
Vice President/Sponsorship Paul Davis	paul.davis85@hotmail.co.uk
Hon. Treasurer Andrew Liddington	andrewliddington@hotmail.com
Membership/Western Area John Steels	jsteelsj@gmail.com
Hon. Secretary Graham Cranford-Smith 07803 290201	gcranfords@gmail.com
Chief Measurer Jonathan Woodwood	jwoodward@blueyonder.com
Coaching Andy & Debbie Fox 07989 608304	andyfox5745@gmail.com
Midland Area Rep Vacant	
Northern Area Rep/ Demo Solo Innes Armstrong/Justine Davenport	innes1962@msn.com justine121@ymail.com
Eastern/T Valley Rep Godfrey Clark 07713 871802	godfrey.clark@tiscali.co.uk
Southern Area Rep/ Sea Series Doug Latta	doug.latta55@gmail.com
Website Coordinator Nigel Davies	nigeldavies136@gmail.com
Championship Venues Vacant	steve.ede@btinternet.com
Scottish Area Rep Ross Watson 07947 076949	watsonjr.rw@googlemail.com
Committee Member Steve Watson (Jury)	swatson3680@gmail.com
Publicity/Advertising Editor Will Loy 07713011825	will_loy@hotmail.com
Vet/GM/Sep Coordinator Peter Fryer	peter.fryer4@ntlworld.com
Western Area Rep Vernon Perkins	vernonperkins@gmail.com



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President's Report

Dear Solo sailors,

Welcome to my first President's Report since taking office midway through the recent National Championships.

First off, huge thanks to Patrick and all the Committee members for all the hard work that you have put into the class over the last few years, and beyond. Like Will and Doug before, Patrick has handed over the baton with the class in a very health state, not least confirmed by the hugely successful Nationals with 96 competitors racing. The second largest UK fleet in 2023.

Mentioning the Nationals, we once again doff our caps to young Ben Flower who sailed an excellent series to win from multiple champion Charlie Cumbley and 2023 season hotshot Olly Davenport. The event will be remembered for the days of hard hiking, but also the lighter, shifter races which gave a number of sailors a shot at glory, not least Nigel Thomas and Ted Bakker from our Dutch contingent.

The depth of racing talent is very strong within the fleet and that is one of the great features of the class. Many local clubs have front of the fleet sailors within them that provide a target and inspire their fellow Solo racers, and on top of that are always happy to share advice which, again, makes the class strong and attractive to race in.

For those who might not know me, I have been sailing Solos for the last 7 years but first set foot in a Solo in 1977 at Thames Young Mariners at Ham, Kingston. I loved the curved sapele decks and always thought I'd race one one day, but in between times I sailed in the Youth Squad, under Jim Saltonstall (the early days!) before moving on into some serious Fireball sailing through the '80s. Then as family came along I moved back to club racing at Felpham, windsurfing and some big boat racing... Dawn was very understanding :-)

My first job was actually working at Jack Holts' shop in Putney, so it feels like I've been on some kind of circular path where I sail and am now president of one of Mr Holts' designs.

In terms of future plans for the class, my personal opinion would be to keep things very much as they are.



The class has some excellent boat builders and suppliers who produce quality products which remain competitive for many years. Wooden boats continue to offer a cheaper entry point and if you're lucky enough to have an FRP boat, they retain their value very well. The ability to choose a rig that suits your weight is a big plus point, along with the option to customise your setup a little within the rules.

Now that Covid is somewhat behind us, I'd really like to encourage more class training days. With class funding and a number of coaches available, this could be a great way to engage/reengage club sailors who might not get to open meeting or Super Series events. If you or your club are interested in this, please do get in touch with the Committee.

Right now, your committee is working hard to setup the 2024 series, which sees the UK Nationals and Nations Cup combining at Brightlingsea in August. This looks like being another big championship with our friends from Holland coming on mass.

We are also planning arrangements for the Dinghy Show and would be particularly interested to hear from anyone who might have an interesting wooden boat we could host alongside a state-of-the-art boat, to show what is available in the class.

STOP THE PRESS!

I'm very pleased to report that Northampton Sailing Club has very kindly offered to host the rescheduled **Inland Championships on November 4/5th**. Further details will follow, but please put it in your diaries.

With that, I'll wrap up by wishing you all happy Autumn/Winter series racing. A great time of year to work on your plans and ideas in preparation for the 2024 season.

Good start, first shift, hike hard.

Guy 5691

Mike Barnes and Iain McGregor both had fun competing in Solos built 35+ years apart.



Measurement Info from the Nationals.

With the National Championships at Hayling this year, the location provided an opportunity to run some fleet measuring to ensure everything was present and correct.

At the 2018 event we weighed hulls and masts, checked rudder and centreboard dimensions, and measured sails. This was a huge effort and the net result was that we, pleasingly, found very few issues and in all cases those were easily resolved.



To save some time this year the Committee agreed that we would limit checks to weighing masts and checking boom bands. Two reasons for this...

1. Some boats may have changed rigs in recent years and not been measured.
2. A number of sailors are now using extended goosenecks, which, if used with a standard boom could end up with their boom band being too far aft.

We should note that these checks were just that and we weren't able to offer full measurement service on site. The goal was purely to ensure that we were on a level playing field as much as possible.

With reference to item (1) please remember that spars, if replaced, haven't been measured so it's worth considering getting the done. This is different to sails, which are self-certified by your sailmaker.

So let's get to the numbers.

Of the 95 competitors the breakdown was as follows.

2 x Selden Cumulus

15 x Selden Zeta

27 x Superspar M2

51 x Selden D+

Within those numbers some D+, Zeta and M2 tubes had sleeves and other didn't. Unsurprisingly, the lightest masts were those without sleeves.

Two un-sleeved M2s were found to be just underweight (minimum 6.7kg) at 6.3 and 6.5kg respectively. These had lead correctors added and all was well.

Our next two lightest masts, both bang on weight, were an unsleeved D+ and an unsleeved Zeta. From there range of weights increased with generally the unsleeved D+, M2 and Zetas coming next, 6.7kg though 7.4kg.

Beyond that the next group from 7.5kg through to 8.09kg were mainly sleeved D+. This included some older and some nearly new masts, so no real patten to be observed.

Looking at the top ten, it was basically an even split between the D+ (5) and M2 (5).

Only one boat in the top ten (not the winner) had a mast that was down to weight. Everyone else was at least 0.4kg over.

Regarding boom bands, it was pleasing to see that all the extended gooseneck boats measured perfectly. We only had to ask 5 or 6 boats to move their bands, mostly only a few millimetres, and one Dutch boat was able to move his band nearly 100mm aft as it was in completely the wrong place. Otherwise, no dramas.

Very hard to draw any conclusions from all of this, other than to say thank you to all the competitors for their patience whilst we went through this process and, of course, a huge thank you to all those who helped run the measurement checks. The HISC team, Mark Harper and Paul Davis. Given the miserable rain halfway through, we really appreciate your efforts.

Guy Mayger

NSCA President



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Eastern Area and Thames Valley Report

Greetings from Essex (the Sunshine State)!

This autumn brings a difficult report for initially the Thames Valley series. In short, where is everybody?

Sadly only myself and Mike Dray can qualify for this season's series after only four of us did so in 2022. One naturally hoped that was just a dip in travelling but that was not the case and 2023 has seen a general downturn in travelling among a number of classes with the Solo Thames Valley being the worst hit.

So is this a cultural change, and if so, why? While the popular chant from the media is that "Times are Hard"/"There's a Cost of Living Crisis taking place" is the rhetoric we are expected to suck up to, I question that it holds water in the world of Solo sailing. As the "Born Again Biker" age-group, we have all spent several thousand pounds on a decent Solo but cannot afford to tow it 20 miles to race it? And 20 miles is typically the distance involved, between Littleton, Silver Wing, Island Barn and the River Thames (Only West Oxford further upstream, finds itself relatively outlying). Chipstead, admittedly, joined the series this year and despite being in earshot of the M25 and having a big home fleet, only John Reed made the journey to support them.

So does not travelling mean stronger home turnouts for club racing? Certainly Chipstead turned out in strength, as did West Oxford, Silver Wing and Ranelagh each making the effort to fly the flag at home and make a day of it. Thus, it would appear that healthy home support for a Trophy event is essential. (Chipstead, of course, do not have a Solo class trophy).

One band-aid we can try is to have more events counting towards more than one area series. Broadwater have long-time employed this tactic and historically enjoyed 30 boat turnouts, bolstered by good home support. Sadly, their Solo fleet has declined, to the benefit of Lasers, Aeros and occasional others but while some stalwart Solo fleets have declined, other have surged in popularity, and not necessarily where you might expect! Going back 10 years, travellers typically outnumbered home boats and this is what has devastated the attendance at Thames events. Yet despite Broadwater sitting at the junction of the Thames/East and Southern Series and counting for all three, they suffered a miserable turnout once again.

If I cast my mind back I am sure that historically other nearby events counted for more than one series and I am sure others can confirm this? Thus, we ask if more events in a series is more supportive e.g. going from 10 to 12 events? This fits the trend where we lost two clubs from the Thames Valley and support for the series went down instead of up meaning having less clubs failed to consolidate the attendance. One observation may be that in a slowly declining sport, the survival of the fittest underlies our situation and it is the small and less attractive "village" clubs that are the first to wither? The more prestigious clubs appear to be doing relatively better which of course cuts a swathe through your Cost of Living Crisis.

So what is the answer and can we apply a new twist for next season as I expect to start getting 2024 dates any time now? Meanwhile, the Eastern Series fares somewhat better with its conclusion at Blackwater YC at the end of this month.

Happy sailing

Godfrey Clark S4801

Eastern Area/Thames Valley Rep



Steve Ede makes the perfect pin end start at Ardleigh. Pic; Tony Tye

Photo credit Angie Meyer

Claudia Mancini spots the next gust at Fishers Green Open meeting.



Solo Vintage Championship

Leigh on Sea Sailing Club



A windy forecast kept a number of visiting Soloists away but there were eight visitors and fifteen club boats entered for this the fifth Vintage Championship at this club, again well supported by Rooster Sailing. They were greeted with was plenty of sunshine and a brisk northeasterly offshore wind.

After the usual bacon butties, coffee and tea, and a briefing by the Race Officer Steve Corbet the fleet launched sped away to the committee boat. A brief respite whilst the trapezoid shaped course was laid the first race got under way. A 3 minute count down confused many boats on a shortish line all returned and as the wind shifted the pin end was favoured. Rodger Smith got the jump at the start and led by a good distance at the first windward buoy. Current champion Ewan Birkin-Wallis and past champion Dave Goudie were hot on his heels.

Smith lost his way after the leeward mark which led to Birkin-Wallis gaining the lead which he extended and held until the finish. Cass Monk worked his way through the fleet but couldn't catch Goudie who kept second place. The wind gradually increased throughout the race and all boats held together and all finished.

The second race was stated in a similar fashion and past champion Jonny Wells led around the windward mark followed closely by Nigel Pybus, Birkin-Wall, Goudie, Monk. Pybus gained the lead, however hardening up after the last leeward mark his starboard stay broke leaving Birkin-Wallis to take another win followed closely by Wells and Monk.

The tide had just turned at the start of the third and final race with the wind further increasing saw many having a taste of the Thames estuary. A lumpy seaway couldn't stop Wells again and led away down the first broad reach. Followed very closely by a gaggle of five boats.

Goudie got caught out by a vicious gust on the run and then there were four.

The wind increased yet again which saw many retirements and the race was shortened to two rounds. Monk worked his way to the top and got his first win in an event. Ewan Birkin-Wallis was second and Wells third.

Sparkling conditions which most enjoyed and all returned safely to the clubhouse for food and drinks and the prize-giving.

The prize-giving was introduced by Class Captain, Russel Trudgett and thanked everyone for coming and enjoying the racing. The NSCA provided the first three winners prizes and Rooster Sailing provided the other valuable prizes which were handed out by the Commodore (Robin Tothill, who sailed in Solo 3958) to the top five places and also to:

Oldest boat - 3552, Phil Dowsett, LSC

Furthest travelled - 3847, Mike Barnes, Lagos YC, Kenya (RYA)

Ewan Birkin-Wallis again thanked the club for holding the event and all the members who made it possible and hoped to see many more next year.

Colin Walker

Ewan Birkin Walls demonstrating the skills required to win a Vintage Championship



Pos	Sail No	Helm	Club	R1	R2	R3	Pts
1st	4206	Ewan Birkin-Wallis	Grafham Water SC	1	1	(2)	2
2nd	3983	Cass Monk	Essex YC	(3)	3	1	4
3rd	3903	Jonny Wells	Essex YC	(6)	2	3	5
4th	4040	Dave Goudie	Grafham Water SC	2	4	(DNC)	6
5th	3787	Michael Iszatt	Blackwater SC	(8)	6	4	10
6th	3923	Richard Beechy	Leigh on Sea SC	(12)	5	7	12
7th	3875	Nick Hann	Leigh on Sea SC	5	8	(DNC)	13
8th	3909	Richard Knight	Leigh on Sea SC	(17)	9	5	14
9th	4023	Colin Walker	Leigh on Sea SC	(11)	7	9	16
10th	3961	Doug Rivers	Leigh on Sea SC	(20)	11	6	17
11th	3958	Robin Tothill	Leigh on Sea SC	(16)	12	8	20
12th	3914	Toby Smith	Essex YC	10	(16)	12	22
13th	3802	David Braun	Leigh on Sea SC	(14)	13	10	23
14th	4151	Alan Roberts	Leigh on Sea SC	13	(14)	11	24
15th	3847	Mike Barnes	RYA Lagos YC	7	19	(DNF)	26
16th	4236	Nigel Pybus	Draycote Water SC	4	(DNF)	(DNC)	28
17th	3552	Phil Dowsett	Leigh on Sea SC	15	(17)	13	28
18th	3886	Russell Tredgett	Leigh on Sea SC	(18)	15	14	29
19th	3881	Tony Handfield	Leigh on Sea SC	21	10	(DNF)	31
20th	3978	Rodger Smith	Leigh on Sea SC	9	(DNF)	(DNC)	33
21st	3977	Peter Evans	Leigh on Sea SC	19	18	(DNC)	37
22nd	3936	Dave Gentle	Leigh on Sea SC	22	(DNF)	(DNC)	46
23rd	3948	Tim Wright	Leigh on Sea SC	(DNC)	(DNC)	(DNC)	48



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WINDER BOATS



A Round-Up of the Northern Traveller Series so far... 2023

by Innes Armstrong & Justine Davenport

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The first event of 2023 took us to West Kirby SC on the Wirral Peninsula where a sea event awaited us on the Dee estuary. However, due to light winds, a high spring tide and strong sea currents we eventually sailed on the marine lake. It was close event with three different race winners; Martin Honnor took the win followed by Steve Denison and Innes Armstrong.

The second event of the Northern series found us in a beautiful part of East Lancashire where Burwain SC is nestled between rolling hills and old, cotton-mill towns. The racing was as close as ever and again there were three different winners over the three races sailed. A familiar pattern emerging; Martin Honnor took home first place, with Innes Armstrong in second and Steve Denison in third this time around.

Next, we ventured to the equally beautiful setting of Ogston SC in Derbyshire just outside the Peak District. A lovely sunny day greeted us and helped to “up” the turn out to 26 entries (the biggest so far). This event is always keenly fought, maybe due to it being M Honnor’s home club and an event he’s struggled to conquer thus far. He didn’t need to worry this year; the title is finally his and at last Martin can engrave his name on the trophy! The title didn’t come easily though, with a winner-takes-all last race with both Innes and Chris Brown eyeing the trophy... however, they had to settle for 2nd and 3rd respectively.



John Reekie leads the fleet at Bassenthwaite



Round 4 took us to Hollingworth Lake SC, another picturesque setting shadowed by Saddleworth Moor in the distance. It was good to see the lake level back to full this year and hence water in the harbour, however the wind direction wasn't ideal on the day making for some tricky manoeuvres to get out there. Steve Denison showed everyone how to do it by taking two race wins and the overall title. The other podium places went to Innes and Martin in that order. These results keeping the overall series open and meaning the battle for first continues.

The next event (No.5) was held in the North of the Lake District at beautiful (there's a theme here – we're very lucky up North) Bassenthwaite SC (the only lake in the Lake District, for those quizzers out there). Just a one-day event this year which probably hampered numbers a little; only six visitors made the journey, together with 5 home boats made a fleet of 11. Tricky winds played their part with a game of snakes and ladders ensuing throughout the fleet. Andy Carter of Leigh & Lowton managed to find the most ladders to take the win, with John Reekie in second and Rory Yardley in third – both home boats showing good use of local knowledge.

Events yet to come are Leigh & Lowton SC – our Northern Championship 2 day Open – however, this meeting will have taken place as this edition of Interactive goes to print. This will be followed by the penultimate event at Budworth SC, and the Northern EoS is to take place at the resplendent Royal Windermere Yacht Club to round off the year for us in the North. As yet the title is all to sail for... will Martin have sewn it up at LLSC or does the battle continue?

Next years planning is well underway with eight events already in the schedule for 2024, and we've still got our eyes open for a couple more (all dates will be issued via the Northern Area Whatsapp group at the provisional stage).

Good luck to all for the rest of 2023, we hope to see you on the water.

Innes, Martin and Steve claimed the prizes at Burwain



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Western Series Report

It has been a long wait over the summer months to get back to our Western Series. We have had some great events so far. The Welsh Champs at Tata Steel SC and Chew Valley Western Champs both two-day format and worked well. The Starcross and Dittisham consecutive days test worked even better than expected, with 23 boats at Starcross on Saturday and 34 at Dittisham on Sunday, a number some classes would have been happy with for their nationals. It was so good we are doing the same next year, but attendance does look to be up from 2022.

At the time of writing this article we look forward to the TCYC Open on 23rd September and South Cerney SC Open on 30th September held jointly with the Midland Series. Praying for a little more wind than has been the norm over the last few weeks. As you read this these events should have already taken place and the results published.

Currently, and prior to the opens mentioned below, there are 8 qualifiers in the series having sailed 4 races, 5 of which are from Torpoint Mosquito SC so a fantastic effort from them all as they have to travel some long distances to get to events, so no excuses from anybody else. But with 3 events to go we should have several more looking for a reasonable closing position in the series.

Charlie Nunn from Torpoint Mosquito SC has a vice like grip on the series trophy, way out front with 7 points. Followed by Steve Roberts also Torpoint Mosquito on 24 point and John Steels, Starcross YC on 31. Good to see Graham Cranford Smith in the mix and 4th overall on 39 points. For the full results [click here](#).

Our season ends with the annual two day open at Salcombe on 21st-22nd October, hopefully not as breezy as last year, [click here](#) for a reminder of what Solo Sailing can be like, see the gust at 1min 34 sec, many didn't, for some it was safer in the water than being upright.

Our sponsors Magic Marine UK and Triggernaut have provided us with some good giveaways throughout the year and will continue. If you do not know how to get your discount codes for these brands then [follow this link](#) to the article that explains all, and start thinking about those Christmas presents, or is this a bit premature?

Verno Perkins

Western Area Rep.



Solo racing at Starcross at it's best.
Photo credit Richard Fryer



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Martin Honor giving it 100% concentration at Ogston

Photo credit; Darren Clarke





Midland Area Report Kev Hall

The Allen sponsored Midland Area has been an interesting year to say the least, from memory (which isn't great and can't be trusted), it feels like there has been a lot of light wind sailing. Which isn't conducive for the more vertically challenged and heavier sailors in the fleet like myself.

That being said it's been a great year with 8 events planned and 7 sailed so far. An average attendance of 22 boats, with 3 of the events having 27 attendees, shows testament to the strength of the class and to the close racing expected from competitors. The usual faces, you know who you are, and a lot of new ones making an appearance at events this year has made it the usual friendly series.

Of course, the main aim is trying to make sure everyone enjoyed themselves as much as possible and there weren't any negative issues to put people off. We are lucky in the Midlands with the majority of the clubs being within an hour, and a bit, radius for events. Close racing is the main ingredient and why I feel its successful, in relative terms, as the age of the boat doesn't come into it on many occasions.

The woodies have been doing really well in the light airs this season. Highlights for me has been the emergence of young Ben Nankervis, the 3rd generation of Solo sailor in the family with Tony Hotchkiss, Lee and Anna Nankervis regularly attending events. In anything approaching a F3 Ben would struggle, but with the light winds this year he's been a bit of a demon in his wooden Solo.

We've also seen more female sailors taking part this year with five taking part this year. Which leads me nicely into communicating the new Midland Area rep for next year. With a lot less time and other commitments next year I would like to announce that Maria E Franco will take over the role next year. Maria already has the advantage over me in being a great organiser so I would like to welcome Maria and wish her well.

The good news for the fleet continues with Allen confirming they will again sponsor the Midland area next year. A massive thanks to Ben Harden from Allen who has been very supportive with vouchers and various goodies. As it stands, with 1 event left, we already have a Midland Area Champ confirmed in Martin Honor...who has also won the Norther Area again I believe. A double area champion for two years running. Well done Martin, I told you knowing your port and starboard didn't matter.

Hope to see you all at either the rescheduled Inlands at Northampton SC or the EOS.



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Innes Armstrong and Ian Hopwood battle for the pin end at Ogston.

Photo credit; Darren Clarke





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The Scottish fleet prepare for battle at St Andrews,
the home of Solo sailing!

Photo credits Tony Drumbreck





HD Sails Scottish Solo Championship at St Andrew's

After the original dates in early July were cancelled due to gales on both days St Andrew's Sailing Club kindly managed to re-arrange the event for August 19/20. This was a big call on the resources and members of a small club but they rose to the occasion. They had intended to borrow an extra rescue boat but when this was unavailable at short notice managed to obtain the Newburgh SC rescue boat with a crew for the weekend for which everyone was grateful.

Two days before the event the forecast for the Saturday was looking a bit marginal with strong winds forecast from the south west. In addition there was quite a swell coming onto the beach which looked like making getting back ashore difficult, especially once the tide had risen.

As we rigged in the dinghy park the biggest concern was from the race officer who was counting many more boats than there were entries! Some sailors had not realised that they needed to re-enter despite not needing to pay another £5. Yes, that was the entry fee for the weekend as a result of a big subsidy from the Solo class association. Our earlier fears that the change in dates would lead to a lower entry were wrong with 20 boats ready to go. Five boats travelled up from England with John Colegrave and Dave Winder both coming from Yorkshire.

There was a discussion about whether it was too windy to go sailing but in the event we agreed to go. Pulling the boat across the beach whilst feeling the wind pushing it sideways made us realise just how strong it was – one boat was blown off its trolley. There was an understandable reluctance to launch until all the rescue boats were in the water. When local sailor Mark Looseley launched in the Scottish demo boat for his first ever sail in a Solo we all followed. Getting through the surf was not too bad on the way out although one boat did capsize. Once afloat it was clear that in the gusts the breeze was certainly up! Sailing on a port tack broad reach down the swell resulted in a hum from the centreboard that I have not heard very often. It was going to be a wild day. The course had been laid by Nigel Ford, a stalwart of the fleet for many years, and the angles were spot on. By the time of the start some had decided to head back. Your scribe did not even make the windward mark after several capsizes. The race was a close battle between Dave Winder and Kevan Gibb with the latter just finishing ahead. John Colegrave finished an excellent third making the trip worthwhile. Only eight boats finished and some avoided every gybe. Mark did very well in his first sail in a Solo to get round the course. After one race officer Julie sent the survivors ashore – a correct decision as the wind increased to the forecast 30 knots shortly afterwards.

Getting ashore was exciting. The best technique was to sail in as far as possible before rounding up. Those that jumped out earlier found themselves up to their neck as the surf broke. Several people grabbed every boat and pulled it ashore onto the nearest trolley – no one found themselves with the right one. After a couple of attempts getting the rescue boats onto their trolleys it was deemed too dangerous and they had to go into the harbour which was not that simple given the surf breaking across the bar.



Once all the boats had been hauled across the soft sand at the top of the beach and put away in a very crowded dinghy park it was time for a shower. The three showers were so new the curtains were pristine. Then it was time for tea and freshly baked waffles, all included in the entry fee, and to share the stories of the day. Despite the conditions there was not much damage to the boats. Malcolm pulled out a kicker fitting that was quickly repaired. One boat had a slightly bent mast, another had battens pushing through the pockets at the luff. Sunday morning dawned with a lot less surf on the beach and a more moderate wind, as forecast. Getting changed made me realise the real reason the Scottish Solo sailors usually only have one day

events – you don't need to pull on cold damp shorts and a wetsuit if you only sail on a Saturday. With only one race sailed on Saturday the plan was to run the three scheduled races and maybe a fourth if there was time. Despite this everyone was slow to launch for what turned out to be a long run down to the start. The race started in a F3 from the south west although there were plenty of shifts and gusts to cope with as we neared the cliffs. The start line had a definite port bias but was surprisingly uncrowded with Ross Watson starting at the pin and Kevan Gibb next. These two led to the first mark and Ross established a lead on the first tight reach and pulled further ahead on the broad reach – perhaps because he was using an HD sail for the first time in years! Up the next beat Kevan made the extra power tell and he pulled closer. As they neared the end of the second lap it was clear that Ross' advice to the race officer to run two lap races and get four races completed was not being heeded and the fleet were being sent round for another triangle! By the last windward mark they were overlapped with Ross inside. He was a couple of lengths ahead at the last gybe mark but somehow managed to get his tiller extension caught between the boom and the outhaul. Somewhat surprisingly he managed to wrench it clear with the loss of only two places with Kevan coming first ahead of Tony King whose bent mast was not slowing him down although he was convinced the boat was faster on one tack than the other.

This time the fleet had realised the bias on the line and the pin end was more crowded with Keith Milroy making the best start and then leading around the course. There were two boats over the line at the start. It was a tight race throughout the fleet with the gusts catching out a few at the gybe mark including your scribe and a past class president. Keith never looked stressed at the front and sailed around for the win. The next few were very close but it was Richard Bolton next followed by Dave Winder and Stuart Gibson. Kevan came in fifth which was to prove crucial in the overall results.

The wind had shifted further to the south for the third race and despite moving the start mark the line still had a heavy port bias. Just before the start another shift meant some boats failed to lay the line on starboard. Hamish Whyte got onto port immediately and led the fleet away with Ross below him. The windward mark could almost be laid and Hamish, the lightest sailor in the fleet and hanging out on his toenails, managed to get there first with Ross next. These two got to the leeward mark just ahead of Stuart Gibson who tacked away and found a nice lift to pass both by the start/finish line. He was never troubled after this and steadily pulled ahead. Tony King went left



up the beat and pulled up to second. Dave Winder was having a very consistent weekend and passed Ross for third near the line. Kevan proved he was human by going for a swim at the last gybe mark, luckily it did not affect his final result.

After three races in a gusty wind we were all a bit tired. Half the fleet headed straight home whilst those who waited to see if there was to be a fourth race made sure they were well upwind of the start line. Once the marks were hauled in it was clear that was it for the day and we had a long beat home – made longer by the wind shifting back to the west.

Getting ashore posed the same challenge as the previous day with the tide and surf now higher. Some jumped out when they could barely stand making recovery difficult. Ross got points for style by calmly sailing through the surf and stepping out just before his boat touched the sand – clearly he remembered something from his days here as a student.

Despite his capsize in the last race Kevan Gibb had done enough to win the HD Sails Scottish Solo championship. It was not an easy weekend and the victory was well deserved. Next was boatbuilder extraordinaire Dave Winder who sailed very consistently to come second. With a long drive ahead of him he had to leave before the prize giving but was passed his prize through the window of his van as he set off! Tony King and Stuart Gibson were equal on points but the win in the last race gave Stuart third place. The £5 entry fee proved very popular and your scribe who is on the Solo Association committee will certainly be asking for the subsidy for regional championships to be repeated again. In his speech Kevan thanked the club and stated that this event is the start of the run-in to the Solo National Championships at North Berwick in 2025. A couple of people sailing borrowed boats are about to come under pressure to buy Solo's!

Big thanks to St Andrews SC who pulled out all the stops to run the championship at the second attempt. Small clubs like this don't host many events and really appreciate it when visitors come to sail. The Solo fleet really enjoyed the sailing, the hospitality and the view from the clubhouse and will certainly be back.

Ross Watson Scottish Rep

Place	Sail No	Helm	R1	R2	R3	R4	Net Total
1	6043	K.Gibb	1	1	5	10	Pts
2	6073	D. Winder	2	4	3	3	8
3	5948	S Gibson	20	5	4	1	10
4	5408	T King	6	2	14	2	10
5	O43	R Bolton	4	9	2	5	11
6	5970	K Milroy	20	8	1	6	15
7	5841	R Watson	20	3	9	4	16
8	5979	J. Colegrave	3	7	7	11	17
9	5483	H Whyte	5	11	9	9	23
10	5602	M Worsley	20	10	8	7	25
11	5741	J Evans	20	12	6	8	26
12	5801	W Todd	20	6	ocs	12	38
13	4502	B Birrell	7	18	ocs	15	40
14	561	M Looseley	8	19	16	17	41
15	4517	R Taylor	20	17	10	13	40
16=	6046	N Orkney	20	13	12	16	41
16=	5889	D Parkin	20	14	13	14	41
18	4850	D Aitken	20	15	15	20	50
19	5967	P Burns	20	16	20	20	56
21	4110	L Young	20	20	20	20	60



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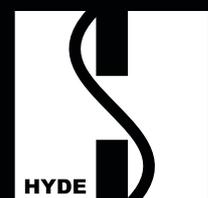


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Demo Solo Windermere



For the second year we had use of the Solo Class association demo boat. This was the northern boat, new last year and state of the art. With a Winder 2 hull, Super Spars mast and boom, North sail and all the protective covers trailer, trolley etc. to keep it nice.

It has been with us just over a month competing in most dinghy races and winning with James Nield, Gavin Tullet, John Walley, Harry Frith and Peter Frith who has bought his own Solo now to add to the fleet. Various other members also sailed and enjoyed the chance of sailing such a good new competitive boat and maybe getting their own!

The use of the demo boat is helping buck the trend at the club of a fleet of ageing dinghies with three new Solo's in the last three years to go with half a dozen competitive race ready boats.

Our thanks go out to the Solo Class Association and their kind donations from their sponsors.



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HD Sails Scottish Solo Travellers

The Scottish fleet are a fairly conservative bunch. We like to have eight events scheduled over the season from mid April to mid October. In addition these will all be one day events on a Saturday apart from a two day Scottish Championships. There are some clubs we go to every year and others that we alternate. We are certainly not short of places to sail in Scotland with a good choice of open sea and inland sailing. Most years we schedule four sea and four inland events. Sometimes the distances that we travel can be quite long over the season. Last year for instance we sailed at Prestwick in the south west and Stonehaven in the north east. The season always seems to start at Bardowie which is a tiny loch just to the north of Glasgow. We have been known to sail at Loch Lomond though, again just to the north of Glasgow, which is a bit larger!

Going to small clubs who might never host visitors apart from the Solo's gives the opportunity to see just how grass roots sailing really is. The enthusiasm with which we are welcomed is great. The challenge for some clubs though is having enough volunteers to run an event and having the skills to set a good course.

So far in 2023 we have had seven of the eight scheduled events in the HD Sails Scottish Solo travellers series. The box of mugs that I received from HD Sails at the start of the year for 1st, 2nd, 3rd at each event is now sadly depleted with just one event at Loch Ard in early October to come. As luck would have it this final event will decide the series. The quirks of the rules for the Travellers series mean that despite winning four of the seven events this season, as things stand Kevan Gibb has only a narrow lead over Ross Watson so it is all to play for. It is fair to say that their desired wind conditions for the day are at opposite ends of the Beaufort scale!

We have not had much moderate wind sailing this season with our events characterised by either light or windy conditions. In fact we lost the entire weekend of the Scottish Championships at St Andrews in early July due to too much wind all weekend. Luckily the club were able to reschedule the event for mid-August when we had a good event. Entries were actually higher for the second weekend!

In terms of support the fleet in Scotland is committed but not large. Our average entry is about 12 with 21 at the Scottish. Robert Taylor has been to every event this season and we intend to reward him by coming to his club, Dalgety Bay SC next season.

The Nationals are coming to North Berwick in 2025 and we are already thinking about this. The class has been before of course and enjoyed some superb sailing last time. The backdrop of the islands is great and the sailing conditions very good with little tide. The expertise both on and off the water is excellent. As we get closer to this event we can definitely expect Kevan Gibb to start applying pressure to some recently lapsed Solo sailors to get boats! There will doubtless also be a surge in new boats and sails that year.

The Scottish Solo fleet love hosting visitors from down South and it was great to see six sailors making the journey to St Andrews for the Scottish championships.

Planning for next season has already started and the key date is August 31/Sept 1 for the Scottish championships at Largo Bay. This should hopefully not clash with any Super Series events and avoids the bank holiday. No doubt all of the local Solo sailors will be on the water.

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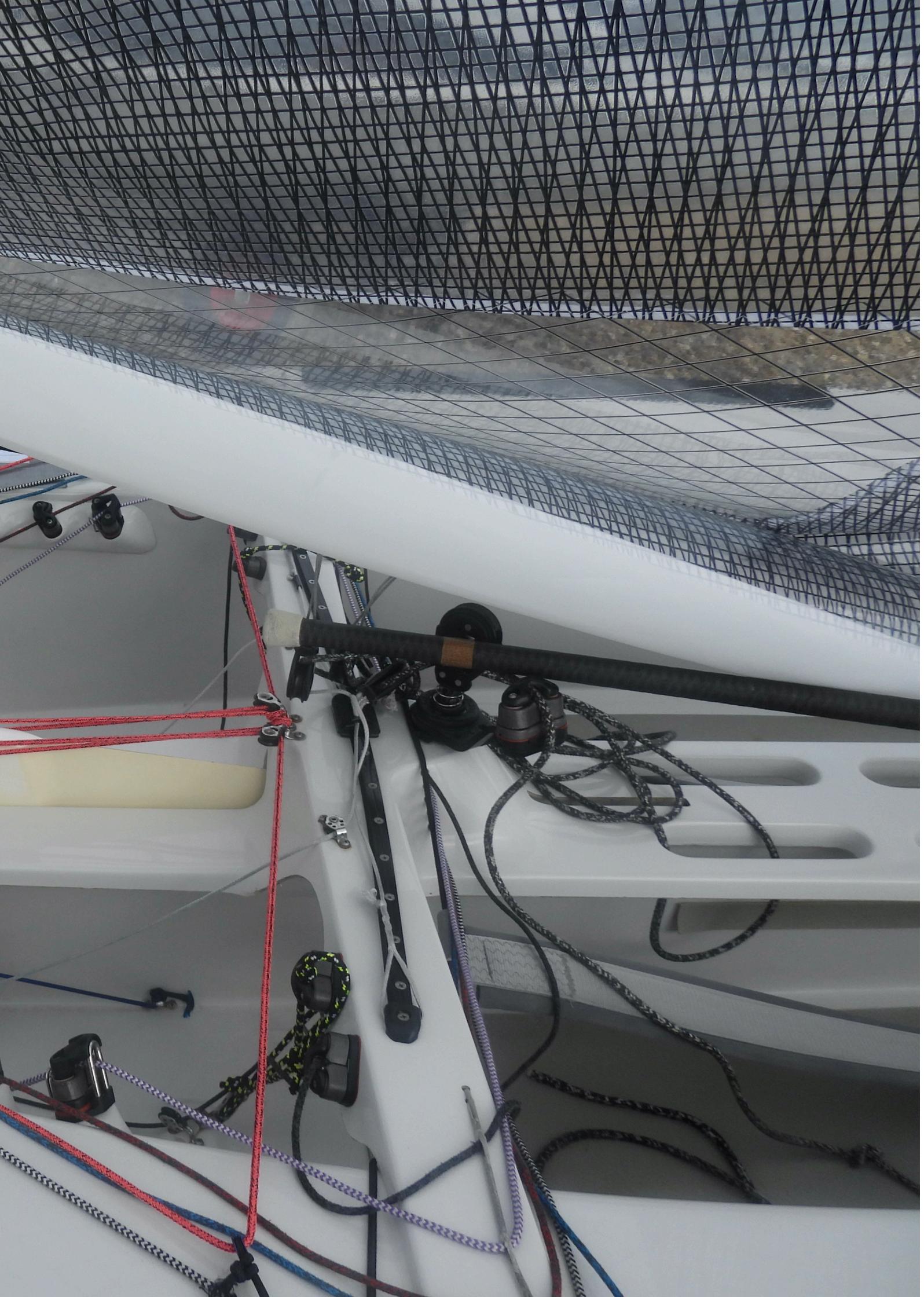
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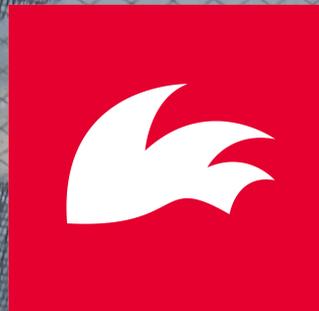
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The Salcombe fleet head off for a mark somewhere up one of the many creeks which provide hours of fun for the sailors.

Photo credit; Lucy Burn



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Check out Charlie's new Gingerboats Solo at the end of this mag, fresh out of the mould!



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Steve Roberts working his Solo upwind in pursuit of John Steels



NORTH SAILS SUPER SERIES 2023

There are 2 major events left to complete the 2023 Super Series which has once again been sponsored by North Sails and P+B jockey Oliver Davenport is holding a strong set of results which are impossible to beat. Bullets at the Winters, Springs and Nation's Cup and a third at the Nationals are impressive to say the least. Can he complete a picket fence with wins at either the Inlands or EOS or even both?

Fortunately the prize draw is for all qualifiers and while there are currently only 7 on the stats sheet, 1 area Championship result is yet to be added and there are 58 competitors who can still do enough events to have a chance to win the North Sails voucher.

The re-scheduled Inlands is just one week before the EOS so if you run into a thick vein of form, a podium pace and all the celebrity trappings is waiting.

Chris Brown (top right) and Jamie Morgan (bottom right) are currently in the frame and Morgan won the Western Championship so that will catapult him into second once added.

Charlie Nunn is getting to grips with his Superspar M2/P+B rig and a new Gingerboats hull is being completed so next year could be huge for the big guy while Alex Butler holds a 3-2 so two good results will see him in the frame.

It promises to be an interesting final few weeks in early November, we hope the weather gods smile on those fixtures so get your combo ready and come and compete for bragging rights in the bar.



Pos	SailNo	Club	Helm	Winters	Springs	Nations Cup	Pusinelli	Nationals	Inlands	ONK	EOS	Best of 7	Total	Points
1st	6061	Northampton SC	Oliver Davenport	1	1	1	(7)	3					13	6
2nd	6074	Draycote Water SC	Chris Brown	7	(186 DNC)	10	4	7					214	28
3rd	6064	Rutland SC	Jamie Morgan	2	(15)	4	13	13					47	32
4th	5911	Draycote Water SC	Nigel Davies	9	14	17	2	(25)					67	42
5th	5901	Torpoint Mosquito SC	Charlie Nunn	5	16	(186 DNC)	16	21					244	58
6th	6045	Ardleigh SC	Steve Ede	20	8	18	(31)	18					95	64
7th	5393	Littleton SC	Simon Derham	8	13	(186 DNC)	15	30					252	66

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Southern Area Round-up Doug Latta

With 118 sailors having taken part in at least one of the seven events so far this season in the Rooster Southern Series, Alex Butler holds a commanding lead in a series largely compressed into the early summer months. With a break through July and August, September's Mengeham Rythe open saw 17 competitors do battle in the bright sunshine and neap tides in Chichester harbour. With over half the fleet coming from HISC it resembled a typical club race in the HISC home waters and was dominated by the usual faces with Alex Butler winning from Alec Powell in 2nd, Richie Bailey in 3rd and Paul Lewis in 4th.

The final event of the series takes place at Papercourt SC on 22nd October, a return to the narrow lake that tests sailors tacking skills and ability to stay in the shifty wind in a game of snakes and ladders. 5 sailors could qualify for the series overall positions so it promises to be an interesting finale. Entries are now open.

Results after Mengeham open here: <https://www.sailwave.com/results/solo/Southern-results-AUG-2023.htm>

2024 season planning is well underway with the promise of 10 events to choose from across the season. As your new Southern rep I look forward to seeing as many sailors as possible on the water.

Doug.

Tight racing at Chichester
Photo credit; Mark Perrow



Saved from the Bonfire

Solo 3301 will jog memories for some of the more senior sailors who used to race on the midland circuit.



Bashful sits serenely on the River Dart, the Lovett shape with generous rocker beautifully balancing the bow and transom just clear of the salty water. This was one of the last shots of Jon Clarke's Solo, taken at the 2021 Dittisham Open Meeting before it was resigned to a barn a few miles from water, wood rot finally deeming her unfit for purpose.

The white flared gunwales, so synonymous with the Lovett build (he had introduced them way back in the mid-seventies) now old and weak, a bit like my spine, likewise the inner side tank to deck beading speckled with dark spots of rot. Surprisingly, despite Jon's total lack of maintenance and interest, the rest of the hull was in pretty good condition though the finish to both varnish and paint may well have been undertaken by baboons. The B+Q lime green paint job, while vivid, would have been better suited to house interior timber but it was cheap. The centreboard case, despite being screwed and glued to the hog showed no sign of fatigue, later iterations of the wooden Solo would allow the case to be sunk into the hog, a Bob Beckett innovation in the mid 80's.

Bashful, the name reeking with irony given Jon's flamboyant attitude to pretty much everything including the Racing Rules of Sailing sat patiently in her warm secure barn un-conversion for 2 years, looking up with hope and expectation every time the heavy corrugated iron doors were wretched apart which was infrequently but alas, only vermin and the local cat would show any interest.

The fight in Jon's head must have been intense, his practicality telling him to burn it while his warm memories of the hundreds of open meeting wins tugged on the single heartstring he possessed. Just to remind you all;

Midland Area Champion 1983-84-85-86-87-88
Thames Valley Champion 1996-97
Eastern Area Champion 1987
Southern Area Champion 2009
Northern Area Champion 1986-87

Fortunately for Bashful, burning her to ash would have entailed removal from the barn which was by then full of obstacles, so she sat and waited while deep inside Jon's heart a tiny candle of hope flickered like a BOB (Boat Overboard Beacon).

Finally, just a few months ago a hero emerged in the shape of Charlie Hussey, a boatbuilder by trade and with a passion for saving lost causes. Having met Jon he recognised there was no hope for him but the boat could be saved.

Charlie's CV is impressive so 3301 was in good hands.



Charlie Hussey

Meet Charlie Hussey, the miracle worker who is halfway through renovating 3301.

Charlie is a Marine Carpenter which is no surprise and he also produces some pretty interesting blogs on work he has undertaken. Especially useful are the post-restoration 'lessons learnt' features which provide some real nuggets of knowledge to anyone with aspirations to do work on their own craft.

There is still much to be done to 3301, sidetank, bulkhead, centreboard case, hog and top coat finish on hull to name just a few but Charlie wanted to get her in the water to make sure she floated before undertaking anymore work. He launched her at Dittisham just a few days ago into an incoming tide and 5 knots of breeze from the south.

Fortunately she floated and Charlie enjoyed a short race with 9 other Solos and a menagerie of GP14, Lasers and D Zeros. Information and links to more photos follow towards the end of this article.



Charlie Hussey looks rightly proud as he prepares to launch Bashful.



Charlie has undercoated the foils and hull in Hempel light primer, flattened with 320 grade. wet and dry.

Take a look at that rudder stock, looks out of class to me but Jon swears it is the original, built by Lovett so must be in class as Jon did many Championships and the measurers, Martin Grounds, Jim Gates and Ron Green were as strict as the Italian Polizia di Stato in the 80's.

The wishbone tiller was a revelation, providing a strength that the conventional 'push in' tiller never had.

The deck and floor have subtle areas of non slip, visible in this photo on the deck where the sailor hikes (just incase you though the finish was a bit naff).

The transom was beyond saving for a varnish finish, the classic rot at the transom where water would collect necessitating a wooden insert so Charlie chose to paint the transom. With all the wood present I think the paintwork is aesthetically, much more pleasing to the eye.



Bashful sits obediently in the workshop, unaware at what is about to happen to her. For those new to the class, and by that I mean post 2000, you can see that the thwart is fitted to the deck but not flush with it. I remember the first time someone filled the gap with filler and there was outrage! Fortunately the pillars that form the foundation of the class allowed rule changes to firstly allow the thwart to be dropped down to the deck and then eventually allowed a recess for it to sit in.

Visible are the floor battens which provided stability and strength to the floor which was once around 5mm thick. The hog was of heavy mahogany and must have weighed about 30lbs. It was only in the 1990s that Tony Thresher started building wooden Solos in a female mould which allowed him to fill the voids between the two bottom panels with epoxy, removing the need for a conventional hog.

Charlie has cut out the rotted area around where the bung holes should be and inserted some new timber. I recollect one of the builders in the 90's (Gosling) shaped the transom support piece so the holes were flush, therefore no water could be trapped there. Once the support piece was eventually allowed to be omitted, again mid 90's and probably a Severn sailboats rule proposal, epoxy fillets provided the contours to dissipate water so no more rotting transoms.

I bet I am among many sailors who remember seeing this view of Jon's Solo in the eighties, of course the hull was racing green back then, I think with a gold pin stripe

3301 starting to look the business and Charlie has retained the original white inlay on the side tank and also the capping which you may agree looks striking.





The outer gunwales had to go and were replaced with a stronger mahogany though Charlie admits the grain is not from the most beautiful tree.

The varnish (top photo) provided by Jon, his son Jack and another willing volunteer, was applied with a brush which must have seen better days but it did keep the worst of the elements at bay so gold star for effort.

Charlie applied 3 coats of epoxy before applying Epifanes. The top photo does not do justice to the supreme finish.





Classic transom rot. Cure, cut it out and start again.

You can still see where water could collect in the refurbished version but the three coats of epoxy and a breathable cover should be enough to keep the damp out of the wood. Failing that, a simple epoxy fillet could be applied into the angles.





Charlie prepares to shape the new gunwales, you can see the width of timber required to take up the various depths of the flared sides.

I would love to have been around when Richard Lovett turned up at his first Championship with this modification, must have been 76-77. You have to remember that up until that point all hulls, mostly built by Holt and Stone, had simple beads over the deck to hull join.

Seems ironic now that some builders have reverted to that style, the object being to keep the hiking sailor higher out of the water.



Thwart has been kept original and above the deck, I may have dropped it down flat but Charlie may be unaware of the rule changes from the last 67 years. That or his directive to keep it totally original so fair play.

You can see the entry at the bow is quite wide, standard width for an early eighties build but later iterations really pushed the dimensions to produce a finer entry, the Poulson hull probably as close to perfection as you could get.

Of course any modification to an existing hull requires re-measurement.



It was all getting a bit much for Bashful but her attempt to hang herself only provided Charlie with the chance to work on her bottom.

I have never sailed a Lovett but understand they were a joy, responsive in light winds and fast off-wind in breeze. the aft section appears quite flat while the rocker is not too flat and not too deep, perfect for roll tacking and planing. in the right hands.

I once read that a couple of Richard's Solos were given dispensation as the bottom panels were actually convex, and that would have been no mistake.



3 coats of epoxy and ready for the primer



And suddenly bashful takes on a whole new demeanour, looking light and agile and built for racing.

Comment from Charlie Hussey

Bashful is currently part restored. Only part of the insides has been done and the hull has only been primed. Here is what is on the boat just now

1. Hull. Two coats of epoxy resin (I currently use Sicomin). Three coats of Hempel Light Primer flatted back to 320grit ready for topcoat (paint is still on order).
2. Deck. This was hard sanded with a DA to get rid of the dents that Jack added as design features. Three coats of epoxy resin followed by 2 coats of Epifanes polyurethane varnish. It still needs a couple more coats of varnish.
3. Sole, picnic table and cross beam. Paint, varnish and epoxy removed before applying three coats of epoxy resin and two coats of polyurethane varnish.

I weighed the paint that came off the hull at 4kg and estimate that I took at least 2kg off the sole. With all the required bits on board she now weighs in at 70.1 kg.

I did the work in the garage at home but generally work down at Baltic Wharf. I spent last winter building motor launches with Nigel Irens (see <https://claraboat.co.uk>) . Before this diversion into plywood construction I spent the last 15 years or so restoring old boats. My website (not updated for a few years) is at <https://marinecarpentry.com>. I'm now more or less retired but am enjoying working on much smaller boats!

Here is a link to some (unedited) photos taken while I was working on Bashful.

<https://photos.app.goo.gl/S3nKSZpVn79GryAHA>



Jon looks on in awe at the Solo that gave him so many wins, though to be real we remember the losses much better.





Solos

Winder Boats	01535 604980
P+B	01604 592808
Gingerboats	07800 896818
Gosling Dinghycraft	01395 597603

Sails

Batt Sails	01243 575505
Edge Sails	07736 804915
HD Sails	0121 3562175
Hyde Sails	02380 457779
Impact Marine	01524 237183
Morgan Sails	07767 028470
North Sails	02392 525588
P+B	01604 592808
CB Coverstore	07812 766534

Masts

Selden Masts	01329 504000
Superspars	01329 232103
CB Coverstore	07812 766534

Hardware

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

Trailer/covers

CB Coverstore	07812 766534
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Clothing

Rooster Sailing	01243 389997
Gill	0115 9460844
Bainbridge International	bainbridgeint.com

Solo Insurance

Noble Marine (Class Insurer)	01636 707606
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Please send your priceless contributions, articles, photos, videos as word docs, pdf's, jpg, MP4 etc to;

will_loy@hotmail.com



GINGERBOATS

First glimpse at Charlie Nunn's new Gingerboat Solo

