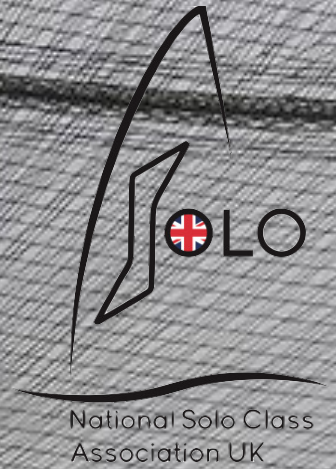


# Solo Interactive



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**TIME TO JOIN OR RE-NEW  
YOUR NSCA MEMBERSHIP**

**HERE**

## Suppliers Builders

Winder Boats	01535 604980
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Rooster Sailing	01243 389997
Gosling Dinghycraft	01395 597603

## Sailmakers

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Hyde Sails	02380 457779
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Impact Marine	015242 37183
Edge Sails	07736804915
HD Sails	0121356 2175
Batt Sails	(0)1243 575505

## Hardware

Harken	01590-689122
Allen	01621 774689
Barton	01227 792979
Sailing Chandlery	07793953564
Dinghy Shack	01752 936535

## Combination Trailers/Covers

CB Coverstore	07812 766 534
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Front Cover  
Pete Mitchell working hard at Brightlingsea  
in 2014

The views expressed in this magazine are those by the contributors and not necessarily those of the NSCA.

Quick Link **2022** Calendar **HERE**

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Demo Boat and Coaching



# NOBLE

## MARINE INSURANCE

Re-Scheduled Noble Marine  
Winter Championship  
March 5

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# Editorial Will Loy

Hip Replacement ,tick

RYA Dinghy and Watersports Show, tick

Noble Marine Winter Champs...X

Ok, not the best of starts to the season with Eunice putting a spanner in the works and forcing the NSCA and Carsington to cancel the event but fortunately Steve Ede had already organised a back-up date and this Saturday March 5 will hopefully provide a more stable breeze, the 40 knot gusts experienced across the UK on the 19th would have been a handful. This first North Sails Super Series qualifier will clash with the historic Broadwater Chessboard Trophy but I would suggest the 250 mile divide will have little effect on both club's attendance.

I have a soft spot for the Broadwater Open, originally the venue was Chess Sailing Club which was 'bijou' as they say darling in estate agent circles and I was fortunate enough to win it in 1984. This would set me on a path of limited success and many hangovers. Anyone who is anyone has won this event but up until last year I did wonder why Chris Brown's name was engraved upon its hallowed wooden surface. Now he is a proper Champion I will ensure the little brass plaque is stuck back on.

Up north the Noble Marine Championship will hopefully go as planned, sunny, windy, dramatic and fair. Forecasts are currently showing 14-20mph, sunny and 6 degrees, I will leave the drama to the sailors.

It would be remiss not to mention the war, with so much sadness, stress and anxiety faced across the planet over the last two years, I did hope we would have a breather but as events unfold in Europe we can only hope a peaceful resolution is found so we can get back to enjoying whatever pastime rocks our boat.

The RYA Dinghy and Watersports Show went well, busier on the Saturday as is always the way and the NSCA put on a good display. The new Winder Demo Solo was looking slick and the Seadek flooring, supplied by Dinghy Shack certainly provided plenty of interest. Soft to the touch but with more grip than a free climber, I believe this will become a popular choice for the fleet. Fitted out in Allen hardware, the string arrangements had many visitors drawing diagrams on the backs of hands..I washed it off when I got home.

The Superspars/North Sails rig looked powerful and CB Coverstore provided the covers and trailer to keep her all safe and wrapped up. Noble Marine provide the insurance so they have it covered too.

The second Solo, which could easily have been mistaken for a grand piano was a Gosling owned by Simon and Brenda Hoult and it did look the rollicks. Recently re-furbished, the woodwork and bottom were faultless. I would presume it will now be tucked up in a warm safe environment until one day in the midst of summer when it will be released like a butterfly for one perfect flight before being locked away again. Clearly though, Brenda has other ideas and races 'Minz' in the thick of battle and I am now starting to understand the gamesmanship of racing such a beautiful Solo in a big fleet. No one is going to crunch into it so room at the mark is a 'given'.

Just one week after opening, the National Championship was booked up to the 90 boat capacity. A reserve list has been set up and we do hope to increase the limit but this is based on rescue craft and volunteers. Alternatively, Carnac is in June and will be warm and very continental. A fabulous holiday venue and the international flavour on the water and in the restaurants is to be recommended.

I might take a moment to remind you that you really should join the NSCA, at £25 it is great value and ensures the class stays vibrant.

Below is my idea of a flow chart.

[Go on the Solo website or/and look at the SoloInteractive mags and get interested](#)

[Borrow a Solo or demo boat and have a go](#)

[Buy a Solo](#)

[Join the NSCA](#)

[Do some open meetings](#)

[Get a mate and two boat trail](#)

[Go to a major event/Nationals](#)

[Look at the resale value of Solos and realise the health of the class keeps your boat valuable](#)

[Receive discount emails from our suppliers and get some kit to make you look even cooler](#)

[Tell a friend about the Solo and let them borrow yours](#)

[Repeat.](#)

**You do have to be a member to compete at the big events,** the behind the scenes organisation is quite a thing.

## In this Edition

Jim Hunt, not much else to say really other than 'legend'. Northern to the bone and tougher than an SAS fitness instructor. Check out his story.

4006 has had a refurbishment and Sal Erskine Furniss shows you how.

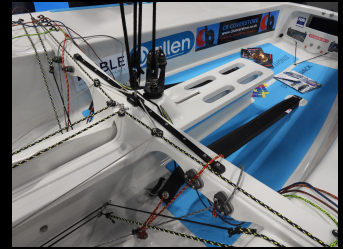
Rooster, Steve Cockerill has been 2nd three times at the Solo Nationals, listen to his story.

The NSCA demo boat, a Gosling and a Rooster Solo were displayed at the show. Take a look at them.

Tom Gillard gives us an insight into his starting technique.

Have a good season and see you out on the water.

Ed.



## President's Report Patrick Burns

It was great to be back in person at the Dinghy Show fully refreshed at Farnborough and taking refreshments with friends and colleagues after two years was a real treat and oh a saer heed (hangover) sat/sun morning!

It was fab to have 3 Solos on display and many thanks to our Committee of volunteers over the weekend dishing out goodies and sound Solo advice.

The enthusiasm for sailing abounds and there is no question the Solo is the talk o the steamy (no translation on google) given the continued rising numbers even by the time Nick collected the new demo boat 6029 on Friday it was out of date .

There is no question everybody is keen to get back on the water, Godfrey Clark even had a sail between dropping off and collecting the stand kit.

The Class demo will be launched and raced by Mike Sims having re-joined the Class while he awaits his new boat. It will be good to see it put through its paces by a sailor of some distinction.

If you are reading this in SoloInteractive look out for all the Area/ local and National events listed and encourage fellow Club members to join, after all where else can you get so much value for money .

Something exciting for 2022 is a new re-vaped Solo website which is being created by Nigel Davies. We hope to go live with it in April so take a look and do give feedback if its agreeable!

Finally it was great to see so many people in the flesh and hugs from Fiona Cranford Smith just made ma day .

Keep safe and sailing fast.



**Chris Mayhew tearing it  
up at windy WPNSA**





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Demo Boat



# allen

PERFORMANCE SAILING HARDWARE



# RYA Dinghy and Watersports Show

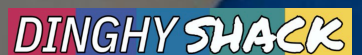
## Solo Best Bits

Solo 6029 on display at the show. The NSCA have worked closely with Winder Boats, Superspars, Allen, CB Coverstore, Dinghy Shack, North Sails and Noble Marine to provide the 2022 Demo boat. The Winder Mk 2 will initially be raced at Carsington as soon as Saturday 5th March in the hands of Mike Sims before touring the midlands. Contact Chris Brown if you are interested in hiring 6029.

Quick View [HERE](#)



WINDER BOATS.COM



This stunning Gosling built Solo 4214 is owned by Simon and Brenda Hout.

Recently re-furbished to a better than new condition, visitors marvelled at the quality of craftsmanship and finish.

The Gosling sported Selden Zeta and North L3 mainsail as it will be primarily be raced by Brenda. I would suggest a rig change to something stiffer for Simon.

A huge thank you to team Hout for displaying their Solo on the NSCA stand and to Simon for delivery and pick up.

Quick View [HERE](#)



HARKEN were displaying the new Gingerboats Rooster Solo on their stand. Sporting Selden D+ and HD Sail. I understand Steve Cockerill will probably be using this set up at Abersoch in July.

The hull sported the Rooster hiking straps with added grip (check out the Rooster video within this publication).

Quick view [HERE](#)





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# Solo 4006 Get's a Make-Over

Sal Erskine Furniss



## Solo 4006 Winter Work

I've owned Solo 4006 since autumn 2020, a Gosling hull from 1995 she was starting to look a bit tired. The veneered plywood had faded on the decks and there were several damaged areas. There was water damage on the fillet around the floor and I had never liked the purple stringers. The hull had been run aground (who knows how...) and there were various dents and scrapes.

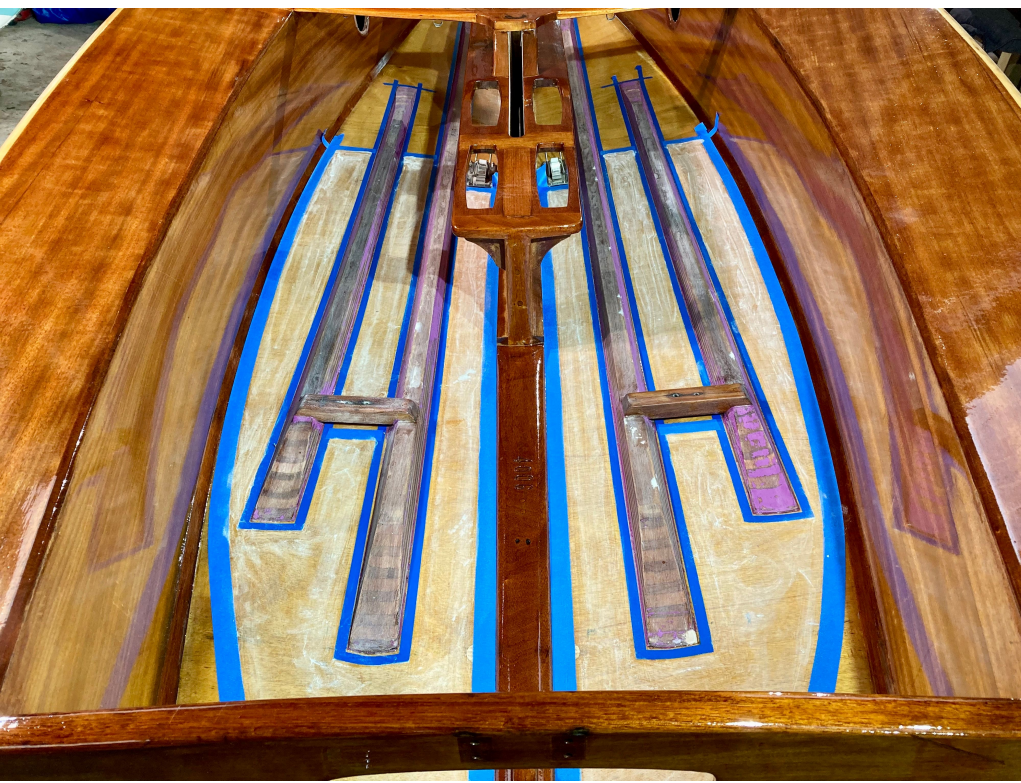
The agreement with my husband Kim, who happens to repair boats for a living - was that I would do the bulk of the work... Hmmm - it's not quite how it turned out.

Before we started, I took photos of all the rope work and blocks so I wouldn't be relying on my memory when it came to fitting out. Then we removed all the fittings, labelling them up as we went using masking tape to keep the screws with the fittings.

### Floor preparation

First off I carefully hot gunned to soften and remove the old budgie grit off the stringers and floor. As I started scraping I wondered what I have taken on; certainly easy to annoy your back doing this kind of work. With all the budgie grit gone I spent quite a lot of time sanding the purple paint off the stringers with mixed results.

Once this was done, Kim marked with masking tape all the damaged areas on the stringers and floor (annoyingly some caused by me and my scraper) and then I filled them. Once the filler had cured they were sanded back to a flat finish. Then I sanded the varnished areas of the floor, some with machine, some by hand. The fillet was stripped right back to bare wood as it was black with water damage.



### Deck preparation

Removing the old twin pack varnish from the decks was mostly done with a cabinet scraper to get back to the veneer but not go through it. The side tanks were just sanded as we knew we wouldn't have time to strip all the varnish work this year and be ready for the February series at Torpoint.

The coffee table then had varnish removed. Kim made a repair to the front of the centreboard case where the nose capping had come adrift; he routed and then slotted in a new piece of mahogany.

There was a soft spot on the gunwale in the ash which had sustained long term water damage, I was amazed how much water dripped from this area - surely a weight saving here... Once the extent of the soft wood was clear Kim cut it out and scarfed a new piece of ash into the gunwale.

While scraping the varnish off the foredeck it became clear that a dark area was actually an old repair with filler. This area of damage had gone through the veneer; presumably it was caused by the foot of the mast being dropped on the foredeck. Hard to see in photos but quite a divot. So with the decks and coffee table back to bare wood we now had a decision to make on what to do about the foredeck damage. Kim's opinion was that while it hadn't been that noticeable when everything was faded, when newly varnished it would stand out like a sore thumb.



### Deck varnishing

We sanded the decks and coffee table and then I vacuumed and sanded and vacuumed multiple times prior to the first coat of two-part polyurethane varnish being applied. We brushed on the first coat with 40% thinners. A second coat was applied within 24 hours and then that was left to cure.

The foredeck damage was now to be sorted and the decision was made to make something of it by inlaying an ash solo logo. I printed the logo out at a few different sizes and we played around with positioning it to cover the damage but still look 'right' on the foredeck. Amazing what you discover when you start trying to measure curved surfaces! In the end standing back and standing up on trestles to look down, was the best way and we finally ended up with agreement on the position. Kim then inlaid the ash and I was non-stop providing coffee and chocolate digestives.

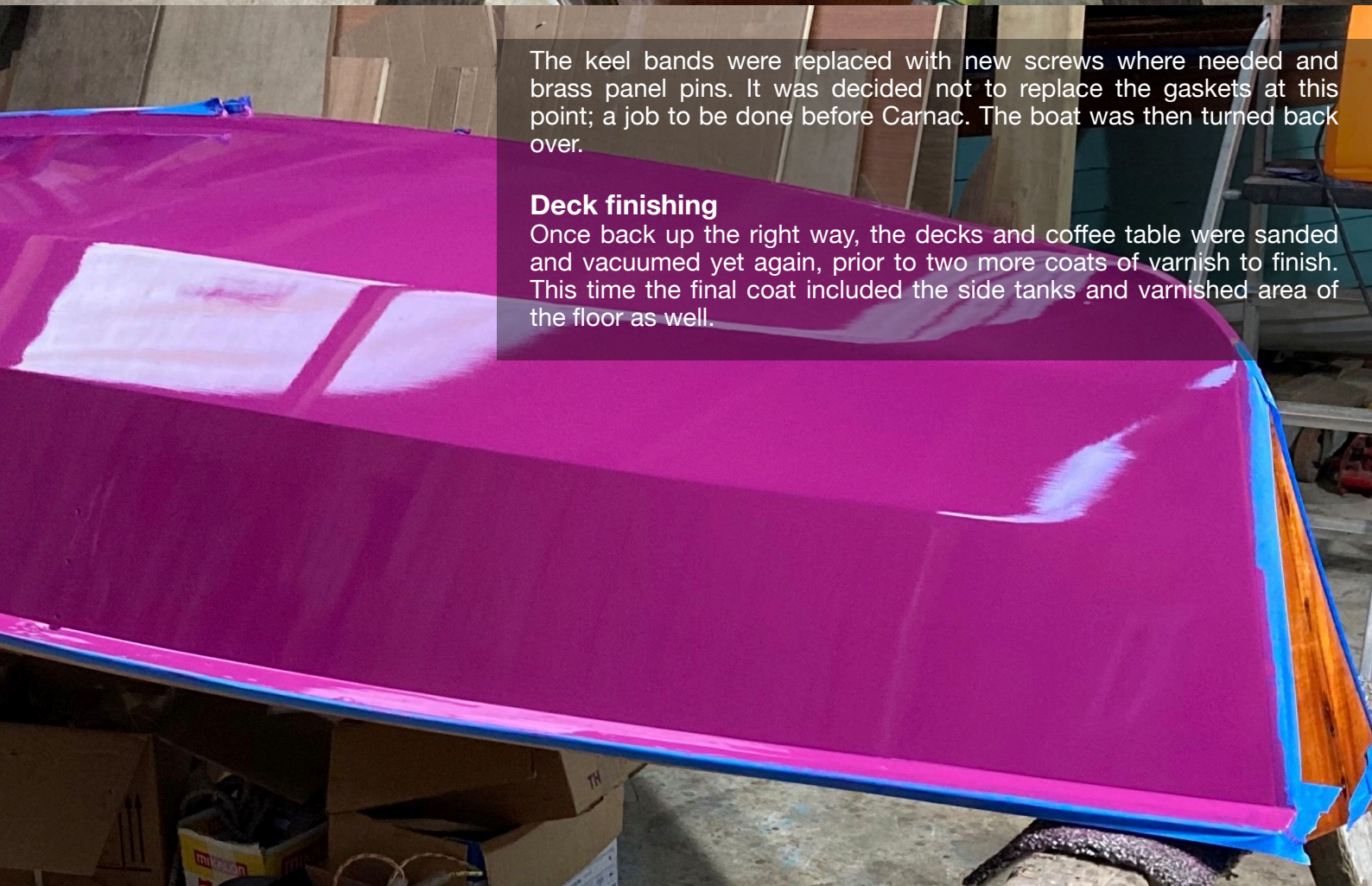


With the Solo logo in position the sanding, vacuuming and varnishing cycle started again. There were six more coats applied before the boat was then turned over so the work to the hull could begin.

### **The hull**

The keel bands were missing some fixings so these were removed, then the hull was sanded off and some dents filled. This was repeated twice. The varnish work was taped up with masking tape before the first coat of paint was applied.

I had ordered a silicone alkyd topcoat which I could get quickly in the right RAL colour - The hull colour is RAL 4006 Traffic Purple - the same as the sail number so it would not be right to change the colour. Then a stroke of luck, I came in from work to discover that the boat had magically been painted while I was out. Apparently, my varnishing skills had not reached a level to be trusted with purple paint. The first coat was lightly sanded and two more coats applied.



The keel bands were replaced with new screws where needed and brass panel pins. It was decided not to replace the gaskets at this point; a job to be done before Carnac. The boat was then turned back over.

### **Deck finishing**

Once back up the right way, the decks and coffee table were sanded and vacuumed yet again, prior to two more coats of varnish to finish. This time the final coat included the side tanks and varnished area of the floor as well.

## Floor work

I had always been keen to keep as much varnish on the floor as I could and not just simply paint it throughout. So after a bit of experimenting with different width masking tapes I decided on the layout for the non-slip areas which were to be done in grey. The floor was then taped up and I applied one coat of primer. After it was dry it was lightly sanded and then one coat of non-slip paint applied. Then all the masking tape was carefully removed. Slight panic descended when I came home for lunch and I found a spider had got stuck in the wet paint but a delicate rescue operation saw him out into the garden.

## Replacing the fittings

Finally the surprisingly lengthy job of replacing the fittings and rope work. Fortunately labelling all the fittings with masking tape meant we could lay them out fairly quickly. But actually fitting them takes way longer than I thought it would. They were all sealed down with sikaflex to stop water ingress. The toe strap bolts are incredibly fiddly. Rethreading the rope work was just a matter of following the photos I had taken at the start.

Really pleased with how she looks now, unfortunately the February storms have delayed the start to the season so yet to have a sail. Very grateful that Kim did all the tricky bits and corrected the bits that I made look like a 'dogs dinner'.

Sal Erskine-Furniss

Kim Furniss

[www.cornwallboatrepair.com](http://www.cornwallboatrepair.com)



## Summary

### Materials and equipment

Cabinet scraper  
Japanese saw  
Orbital sander  
Sheet sander  
Various planes  
Vacuum  
Router  
Rollers  
Brushes  
Blue gloves  
Radio  
Coffee and chocolate digestives to keep my man working  
Sandpaper of various grits and blocks  
Epoxy glue  
Masking tape  
Filler  
Two-pack polyurethane varnish  
Ash  
Ash veneer  
Mahogany  
Brass panel pins  
Screws  
Primer  
Non-slip paint  
Sikaflex



### Tips

1. Be really systematic in how you record and remove fittings, rope work etc.
2. Preparation is everything, so be prepared to spend far more time on it than you are expecting to
3. Use good quality masking tape
4. Good lighting is really important particularly to avoid 'holidays' in your varnishing
5. Always load your roller or brush with the same amount of paint/varnish, unless you are laying off
6. Plan the direction you work in when painting or varnishing - so you don't have multiple wet edges and there aren't any random tools or trestles in the way as you are working around the boat
7. Have patience



4006 Felpham 1995  
Lee Sydenham



4006 Paignton 1998  
Ian Houston



4006 Mounts Bay 2021  
Sal Erskine Furniss



# Broadwater SC – Solo Open 2022

**Saturday 5<sup>th</sup> March**

Eastern Series – Southern Series – Thames Valley Series



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# Interactive

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2011 National Championship  
Abersoch  
Pics: Mike Wilkie



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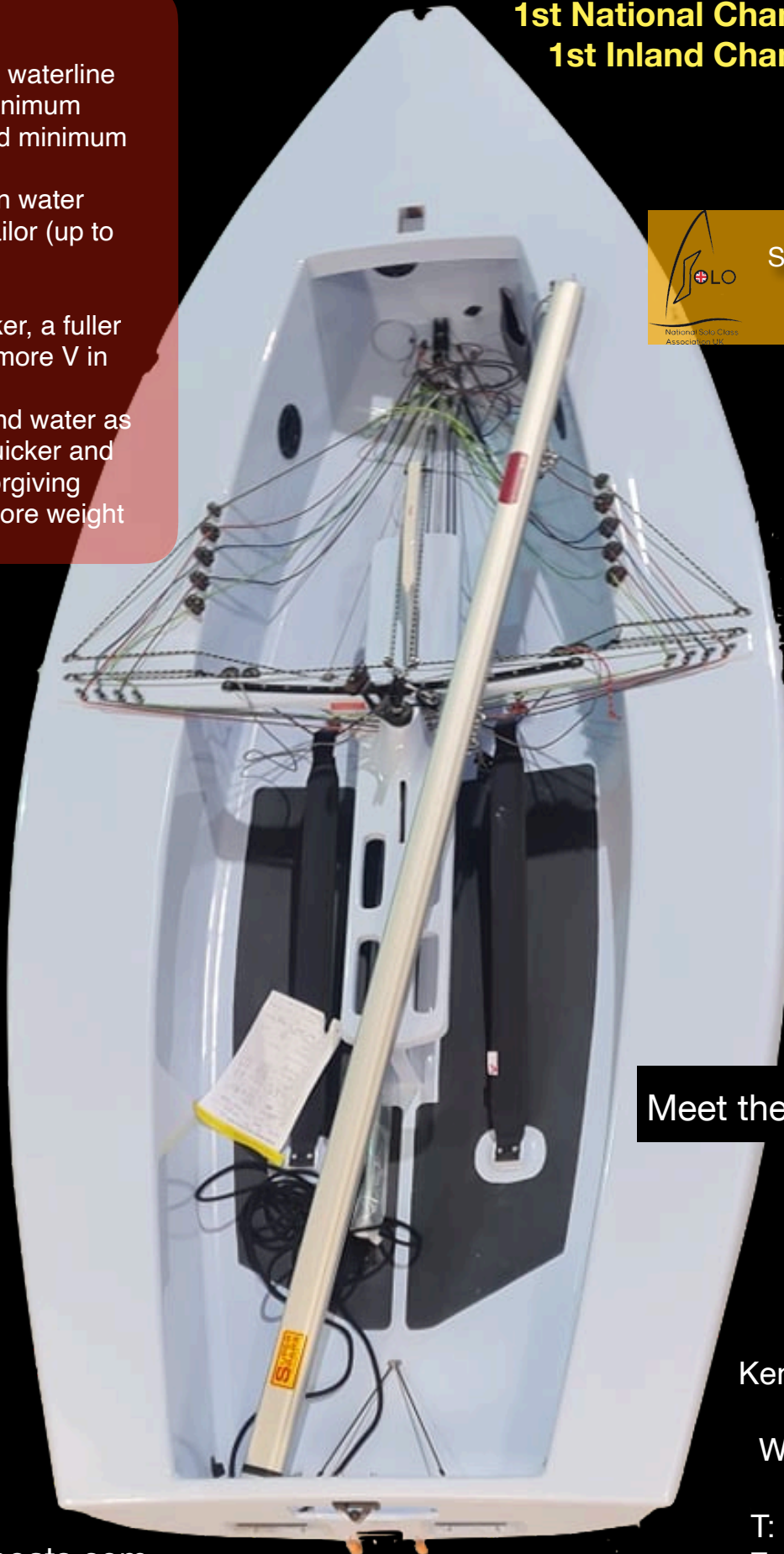
## Mark 2

- More rocker, a fuller bow and more V in the hull
- Suits inland water as it tacks quicker and is more forgiving
- Carries more weight

1st National Championship 2021  
1st Inland Championship 2021



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# Strictly Solo

**Nigel Pybus**  
North Berwick  
2015 National Championship  
The Gybe Mark

## Interactive

Feel that moment [HERE](#)

*If you can keep your head when all about  
you are losing theirs and blaming it on  
you;*

*If you can trust yourself when all men  
doubt you,  
But make allowance for their doubting  
too;*

*Yours is the Earth and everything that's  
in it,  
And—which is more—you'll be a man,  
my son!*

**Rudyard Kipling**

Judges Score

10

# SOUTHERN AREA SERIES 2022

# SELDÉN

Broadwater SC  
Southern Series , Eastern Series , Thames  
Valley Series , **SAT MARCH 5**

Bough Beech SC  
Southern Series , **SAT MARCH 26**

Spinnaker SC Open  
Southern Series , **SAT MAY 7**

Frensham Pond SC  
Southern Series , **SUN MAY 15**

Hayling Island SC Open  
Southern Series , Sea Series ,  
**Southern Championship SAT-SUN MAY 21-22**

Lymington Town SC Open  
Southern Series , Sea Series , **SAT MAY 28**

Chipstead S.C. Open **SAT JUNE 11**

Chichester Yacht Club Solo Open  
Southern Series , **SUN JUNE 19**

Dell Quay Solo Open  
Southern Series , **SAT JULY 2**

Portchester Solo Open  
Southern Series **SUN JULY 31**

Mengham Rythe SC Solo Open  
Southern Series , **SAT SEP 10**

Papercourt SC Solo Open  
Southern Series , Thames Valley Series , **SUN OCT 23**

## Other Key Dates in the South

**Sunday 20<sup>th</sup> March - Hamble Warming Pan**

**Saturday 7<sup>th</sup> May - Felpham SC - Spring Champs**

**Saturday 4<sup>th</sup> & 5<sup>th</sup> June - WPN SA - Pusinelli**

Steve Cockerill Talks Solo

*Interactive*

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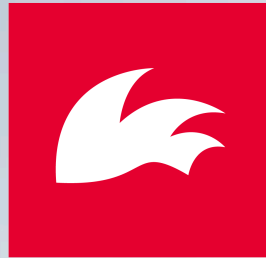
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# The Solo Channel



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## Interactive



National Solo Class  
Association UK

REMINDER  
Spring Cup 2022  
Medemblik  
May 13-15

## Medemblik 2019

Starring Guy Mayger, Tom Gillard and Shane MacCarthy

View [Here](#)

Duration 2.46

# TECHNIQUE



## Pulling the Trigger

Tom Gillard NORTH SAILS

Pic: David Eberlin

### Your general Strategy pre start for line and gate starts?

Line start: check bias by holding boat head to wind and which ever end the bow points to that's the correct end to start. compass numbers can be used if necessary. I do this maybe once every two minutes unless it's obvious. Also, try to get a line transit if one is available.

Tide, check on a nearby mark for direction. any land anomalies that may affect the course may also have bearing on what end to start.

Gate start: get a sailing compass baring often, this will potentially show trends in wind patterns or overall shift. This will help with when to set off early or late. Again, Land and tide etc can also have a bearing on an early or late start.

### How you control the hull pre start?

Controlling the boat can be done with a mixture of controls, I tend to use hardly any kicker pre-start to make the boat more manoeuvrable. if it's windy a good amount of cunningham to make the boat easier to bare off, plus a bit of centreboard to knock the bow off to prevent irons.

Always keep an eye on the gap to leeward. and protect it by slight bow down, hopefully, they won't go for the gap then you immediately head back up to re-create the gap you need for after the start.

### Your rig/board settings at start gun?

I never move anything on the rig.

### Your gear, hull, mast etc?

North P-3, L-3 swap depending on wind/ sea state. D+ no sleeve mast. Winder MK-1a, CB+Rudder standard winder.

### Your plans and targets in the Solo this year?

Nationals

### North Sails Developments?

Developments have now finished. these happened last year with the new range being available for 2022. P-3 is the new standard sail.75-90kg

F-3, aimed at 90+kg and the introduction of the new L-3 This is aimed at 75kg and below.

Here we have a really nice example of 'pulling the trigger'.

5693 fancies the pin end and so he sits on port, watching the starboard tackers drift down towards him as the seconds tick down.

We are already into the final minute, 5180 is the closest danger while 4801 has lined up a little early and will be bearing down the line.

Fortunately, the boats below him are all pinching up towards the committee boat.

With 15 seconds to go 5693 tacks below his closest competitor and has a nice pocket of space to bare off into. He is in a controlling position with the ability to pinch up to kill some time or free off to deter 4801 from trying to dip his stern.

4801 has managed to sail over the nearest rivals. He looks like he is going to hinder 5180 who will be looking to tack away to clear his wind once the gun fires.

1 second to go and 5693 has eaten up the time by bearing down. He hits the line at full speed and with the hull slightly heeled. On the gun he will bring the hull flat and harden up to windward, at the same time sheeting in the mainsheet.

He should have additional lift from the slight 'squirt' of speed and this will provide him with an optimum lane out to the left. Whether he gets the first shift to tack across is another matter.

Pic Sequence: Peter Snow  
Papercourt



# NORTH SAILS SUPER SERIES 2022

## AREA CHAMPIONSHIPS

**MIDLAND CHAMPIONSHIP**  
NORTHAMPTON S.C. JUNE 11-12

**NORTHERN CHAMPIONSHIP**  
BASSENTHWAITE S.C. MAY 14-15

**SOUTHERN CHAMPIONSHIP**  
HAYLING ISLAND MAY 21-22

**WESTERN CHAMPIONSHIP**  
SALCOMBE Y.C. OCTOBER 15-16

**EASTERN CHAMPIONSHIP**  
TBC

**WELSH CHAMPIONSHIP**  
TATA STEEL APRIL 9-10

**SCOTTISH CHAMPIONSHIP**  
PRESTWICK S.C. MAY 21-22

## MAJOR EVENTS

**NOBLE MARINE WINTER  
CHAMPIONSHIP**  
CARSINGTON WATER FEB 19

**SPRING CHAMPIONSHIP**  
FELPHAM S.C. MAY 7

**DUTCH SPRING CUP**  
MEDEMBLIK MAY 13-15

**SCOTTISH CHAMPIONSHIP**  
PRESTWICK S.C. MAY 21-22

**NIGEL PUSINELLI TROPHY**  
WPNSA JUNE 4-5

**NATION'S CUP**  
CARNAC JUNE 18-21

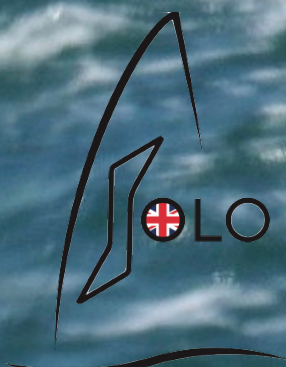
**NATIONAL CHAMPIONSHIP**  
ABERSOCH JULY 16-19

**INLAND CHAMPIONSHIP**  
GRAFHAM WATER SEPTEMBER 10-11

**ONK**  
WORKUM SEPTEMBER 16-18

**EOS**  
DRAYCOTE WATER OCTOBER 29

**4 Major Events + 1 Area Championship to Qualify.**



National Solo Class  
Association UK



®

# Hall of Fame

Jim Hunt

*In his own words*



Worlds 99  
Nation's Cup 2000-2001  
Nationals 98-99-200-2001  
Inlands 95-97-98-2000-2001  
Winters 94-96-97-98-02-06-09-10  
Northern 2010  
Scottish 1997-09  
Welsh 2000

Way back in 1985 after a rather disappointing, but unsurprising set of A level results, I was advised by my father that it was time to be somewhere else. I left home in Leeds for a sailmaking job at Mike MacNamara's in sunny Devon.

I was sailing Ent's at the time, but Mike was keen for me to try a few other classes. I borrowed a Fireball and current World Champion crew Martin Penty, for a go at the Fireball Worlds in 87. I can't take much credit for our result - 2nd - Martin did everything but steer! We did have a chance of winning going into the last race, but I capitulated and Ian Pinnell dealt with us fairly comfortably.

I borrowed an old Omega Solo to do the Inlands in 88 ( I think ) and spent the weekend pulling fittings off it and sponging the tanks out. I was pretty average and ended up mid fleet, but had enjoyed the boat and the drinking. Tony Thresher was there, going fast and sporting a magnificent moustache. I liked the look of his boat and how quick it was, so Mike ordered one for delivery at the end of 89.

I caught Hepatitis at the end of 88 and lost 20 kilos, not a great look, but it did make me faster in the Ent and I won the 89 Worlds with fellow northerner Paul Hobson, who went on to become Sales Manager at North sails. Not being able to drink for 10 months must have helped too, but I didn't see that as a viable long term option.

I'd asked Tony to build whatever he thought would suit me and then fitted it out myself. It took a while for me to work out that most of my great innovative fit out ideas were crap. Once I'd taken them off and gone back to what Tony told me to do, it was a great boat.

## 1990

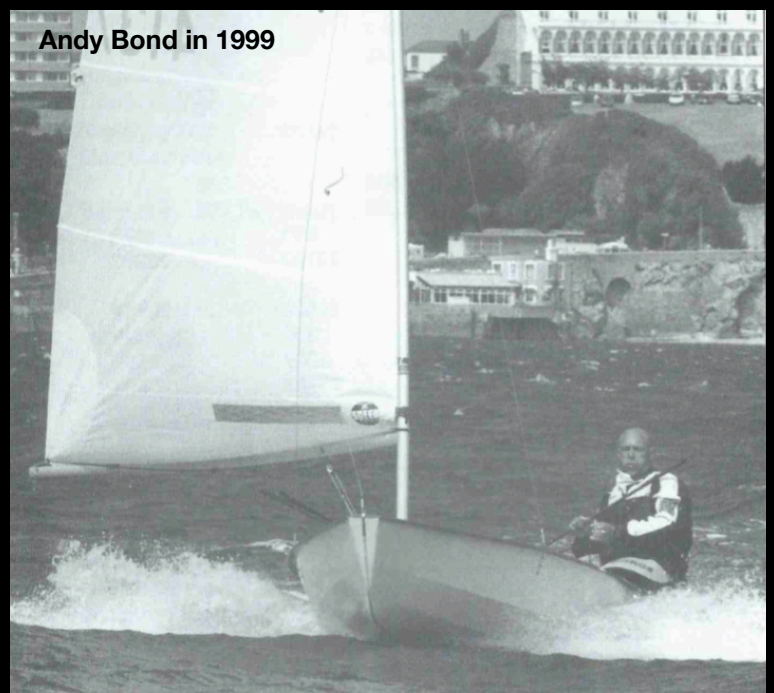
I turned up for the 90 Nationals at Abersoch, having done a couple of inland opens with decent pace. I'd not sailed a Solo on the sea, was still a bit light, but was back on full drinking form, so wasn't expecting to do that well. I cocked up the start of the first race, turned right, had a bit of a sulk and headed for the corner. I got lucky and lead at the windward mark, managed to hang on to the finish to win from Will Loy and a rapidly closing Geoff Carveth. Going into the last race, it was down to whoever finished in front, between Geoff and I would win the event. We both started at the Committee boat and I had Geoff tucked away with a decent lee bow. I'm pretty sure I could see him grinning as he tacked away to go right - he wasn't interested in beating me off the line, just wanted to be first to tack. I decided to follow him and rely on my downwind speed to sort it out on the reaches. Unfortunately Geoff had an extra gear he hadn't told me about. He pulled away down the first reach and had a comfortable lead by the gybe mark. Realising my chance had gone, my head decided it was time switch off. I had a little "power nap" and woke up as I nudded the centre jammer - perhaps I wasn't as good at drinking as I thought. Geoff was even further away once I'd woken up and he cruised round for an easy win.

1994

Time to get back into Solo sailing. The Severn Solo was doing a lot of winning at the time, so I ordered one in 93 and started putting some time in. I won the Worlds in 94 in Brouwershaven and fancied my chances for the Nationals at Abersoch. Unfortunately Graham Scott turned up with a beautifully put together Wavelength mast and sail. The first race was in a sunny force 4 and Graham rounded the windward mark second behind Tony Cook, I was a couple of places back. Graham hadn't experienced the Tony Cook stern wave before and got stuck in it. I pulled into the overtaking lane and disappeared to a big lead by the leeward mark. This was going to be easy. It wasn't! I got reeled in on every upwind leg and just managed to hang on to win from an irritatingly relaxed looking Mr Scott. No worries, I thought, he'll be a bit underpowered when the wind drops. He wasn't, he kept going the right way and going fast. Didn't get involved in any boat on boat nonsense, just sailed round it and bugged off. It was a bit of a sailing and sailmaking lesson!


1995

The 95 Nationals was at Felpham, I'd still got my fast Severn and had done a fair bit of training with Andy Bond - we had the same rig, sail and hull and were pretty evenly matched, but I normally beat him. No one else was that close to us, so I thought it would be a fairly straightforward exercise. Andy had his serious head on and wasn't falling for any of my mind games and certainly wasn't going to have a chat on the way round. He had the edge on me all week, didn't give away as many points as I did and deserved the win. I'm still not sure what happened!



### 1995 Equipment Guide

Pos	Helm	Weight	Sail No	Hull	Foils	Mast	Sail
1	Andy Bond	12.75	3943	Severn	Severn	M7	Hunt
2	Jim Hunt	12.5	3907	Severn	Severn	M7	Hunt
3	Harvey Hillary	14	4004	Gosling	Bloodaxe	Wavelength	Wavelength
4	Richard Goodenough	15	3961	Thresher	Thresher	Cumulus	Hunt
5	Graham Bond	12	3955	Severn	Severn	M7	Hunt
6	Gregg O'brien	13.75	3983	Holt	Holt	M7	Speed
7	Richard Sydenham	13.5	4007	Gosling	Sydenham	Sleeved C	Macnamara
8	Cliff Crawshaw	14	3902	Crawshaw	Crawshaw	M1	Hunt
9	Steve Ede	11	4005	Gosling	Gosling	Sleeved C	Hunt
10	Jerry Garner	12.75	4014	Severn	Severn	M7	Diamond



## HUNT SAILS

THE SOLO SPECIALISTS  
WORLD TROPHY WINNER 1994 & 1995

END OF SEASON OFFER. 10%  
DISCOUNT ON ORDERS RECEIVED WITH  
DEPOSIT BEFORE FEBRUARY 1st 1996

**1995 RESULTS**

NATIONALS & WORLD TROPHY	1	2	4	5	8	9
INLANDS	1	2	4	6	9	
SCOTTISH NATIONALS	1					
SOUTHERN SERIES	1	2	3			
EASTERN SERIES	1	3	4			
THAMES VALLEY SERIES	1	2	4			
MIDLAND SERIES	2					
SEA SERIES	2	3				

*To find out how Hunt Sails can make YOU faster, Contact James Hunt at the Loft.*

1996

Penzance and Jamie Lea had appeared. He'd beaten me at a few meetings before the nationals and since it couldn't possibly be anything to do with him being better than me, I swapped boats and borrowed a Gosling. He was better than me. He took me apart when we were boat on boat, but made a couple of mistakes in other races that meant we were close on points going into the last race. I made a decent start a few boats down from the pin. Jamie nailed a great start at the pin, tacked, crossed the fleet and left me to fight for second. Not very sociable!

I'd been runner up three times in a row. I could either practise more, get more talented or try and buy my way to more boatspeed.....I chose the latter and ordered a Gosling.

Jim racing his Miles Solo at Plymouth in 1999



I sold Hunt Sails to Speed Sails in 96 and moved to the midlands, with an agreement to eventually take over at Speeds, with Greg O'Brien. Not my smartest move and after a series of broken promises I left Speeds and set up Purple with Greg. We did have a reluctant Saturday lad start with us while I was at Speeds, his performance was unremarkable, but he did turn into Andy Taxi Davis.

### 1998

I turned up for 98, with my new Gosling ( yes, it was ordered in 96! Good things come to those... ). It was a mixed week, but I had good speed, won and the new Gosling was worth the wait.

1	J HUNT	4102	BARTLEY S C	1	1	1	3	1	1	1	7	3	1	2	12
2	G CARVETH	4153	LITTLETON S C	18	17	2	1	3	2	5	2	1	2	1	19
3	H HILLARY	4004	CHICHESTER Y C	16	4	3	2	2	3	2	3	2	35	3	24
4	I WALTERS	3923		8	3	5	4	5	7	3	5	4	3	10	39
5	A THRESHER	4077	WEST OXFORDSHIRE S C	17	6	6	6	4	5	9	24	5	6	4	51
6	J GARNER	4189	LITTLETON S C	15	12	11	11	7	6	6	1	15	8	7	69
7	W LOY	4160	LITTLETON S C	19	7	9	7	10	4	4	4	54	14	11	70
8	S EDE	4005	ARDLEIGH S C	5	9	7	10	8	14	14	9	10	17	9	81
9	M NEEDLER	4141	BARTLEY S C	4	23	8	14	19	20	7	10	12	5	5	84
10	G BARCLAY	3934	CHICHESTER Y C	22	15	10	9	9	27	19	11	6	7	12	92

### 1999

I'd be using an M7 for the last 5 years, was getting heavier and starting to be a bit exposed in medium airs. I approached Selden, who were keen to have a go at a mast. We ended up with the side taper Cumulus. It was certainly stiffer, but needed a lot of input to get it upwind in breeze. By exploiting the tapering rule we got a stiff mast to deflect more fore and aft, but made it stiffer sideways and created more drag. It needed a flat, stable mainsail to make it work through a range. We'd gone round in a circle and come back to kick ourselves up the arse! I used it in Plymouth 99, with a great boat Andy Miles built. Jamie Lea turned up, but fortunately had a borrowed boat and not much practice. I was a bit of a roadblock in the 2 light airs races, but managed not to break anything or capsize in the breezy stuff, to hang on for a win. One more light race and I was in trouble though.

#### SOLO WORLD TROPHY CHAMPIONSHIP PLYMOUTH 1999

POS	NAME	BOAT	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	PTS
1	J HUNT	4218	12	1	1	2	2	1	4	2	1	9	14
2	H HILLARY	4004	2	5	2	3	6	6	12	1	2	2	23
3	J LEA	4085	1	12	47	1	1	3	10	3	3	1	23
4	I WALTERS	4247	3	3	4	4	4	8	9	10	6	6	38
5	C CRAWSHAW	4208	8	6	3	5	10	2	3	65	4	11	41
6	I HOUSTON	4200	4	65	11	9	9	4	29	4	11	7	59
7	T DAVIS	4239	5	11	9	11	3	18	17	11	9	10	69
8	S EDE	4226	6	8	8	10	16	14	2	13	21	8	69
9	A BOND	4137	21	2	47	65	8	7	1	6	8	17	70
10	M NEEDLER	4217	22	10	6	7	12	17	18	8	7	12	79

### 2000

I'd started working with Winder Boats to develop an off the shelf fast boat. We felt that it was too difficult for an outsider to navigate their way through all the different choices and that many people were put off the Solo, because the only viable option was wood. I'd recently borrowed their first Epoxy Merlin to win the Nationals and they were just starting to dominate that class. I bought an old boat and messed around sorting the fit out over the winter. We'd had a good look at what was out there already and since I had the measurement forms for every boat I'd had it wasn't too tricky to pin down a fast shape. The intention was that the materials and construction would make the difference. I launched it at the start of 2000 and spent the year trailing to just about every venue on the Solo circuit. The whole package was easy to use and fast, but there was a resistance within the class to accept it. By the end of the year we had a few orders, almost all from newcomers to the class. The boat was winning - I'd comfortably won the Tenby nationals in 2000 with a full radial laminate sail and cumulus mast, and was quick in all conditions. Most of the feedback we were getting was that the boat wouldn't last, was slow in light airs and ugly. There wasn't a lot of positivity coming our way.

POS	NAME	CLUB	BOAT	R1	R2	R3	R4	R5	R6	R9	R10	R11	R12	PTS
1	J HUNT	SHUSTOKE	4278	1	1	1	1	1	1	1	1	DSC	DSC	8
2	G CARVETH	LITTLETON	4295	2	DSC	2	2	DSC	2	2	3	3	1	17
3	P CUMMING	STEWARTBY	4279	3	2	3	3	2	3	DSC	6	5	DSC	27
4	I HOUSTON	LITTLETON	4200	4	7	4	4	4	5	5	DSC	1	DSC	34
5	S EDE	ARDLEIGH	4226	DSC	4	7	5	5	6	7	DSC	7	6	47
6	J GARNER	LITTLETON	4189	8	5	5	8	11	10	4	2	DSC	DSC	53
7	S POTTS	ABERDOVEY	4262	13	10	6	6	6	4	3	10	DSC	DSC	58
8	C CRAWSHAW	LITTLETON	4208	6	11	DSC	10	10	DSC	10	4	4	7	62
9	M BARNES	LITTLETON	3847	7	6	10	12	DSC	9	14	DSC	8	4	70
10	M NEEDLER	BARTLEY	4306	DSC	15	8	7	15	8	8	7	DSC	11	77

## 2001

I persisted for the following year and won again at Felpham 2001, in front of the mighty Sir Ken Falcon. I'd started working with North to develop a Solo sail ( the SM-8 ). The sail made the most of the Cumulus mast, but needed to be very flat in the head to overcome the sideways stiffness. The solution was the D+, a much more efficient profile and a deeper sail that wasn't compromised by the rig.

We started to get some traction, it was hard to deny how quick the boat was and how easy it was to buy. It was good to see some of the most resistant finally cave in and order boats. I'd had enough by then and felt we'd managed to get to the point where the boat was selling itself, so decided to go and find a different challenge. What I actually did was just not bother to go sailing for a year.

Nations Trophy 2001 Equipment Guide								
Pos	Name	Weight	Boat	Hull	Foils	Mast	Boom	Sail
1	Jim Hunt	14 1/4st	4336	Winder	Winder	Cumulus	Holt	Purple
2	Ken Falcon	12 3/4st	4273	Gosling	Milanes	Cumulus	Holt	North
3	Mark Needler	12 1/2st	4306	Miles	Miles	Cumulus	Holt	Purple
4	Chris Goldhawk	11 1/2st	4181	Miles	Miles	Cumulus	Holt	Purple
5	Steve Ede	12 1/2st	4344	Winder	Winder	Cumulus	Holt	Purple
6	Ian Houston	13 1/2st	4200	Gosling	Milanes	Cumulus & Wavelength	Holt	Purple & Wavelength
7	Cliff Crawshaw	14 1/2st	4353	Winder	Crawshaw	Cumulus	Holt	Purple
8	Harry Ashworth	13 1/2st	4238	Boon	Boon	Cumulus	Holt	Purple
9	Jerry Garner	13 st	4189	Miles	Miles	Cumulus	Holt	Purple
10	Tony Thresher	15 st	4364	Thresher	Thresher	Superspar M1 full sleeve	Superspar	Wavelength
11	Vanda Young	11st	4283	Miles	Miles	Proctor C Sleeved	Holt	Purple
12	Tom Davis	12 1/2st	4239	Gosling	Gosling	Superspar M7	Holt	Purple



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Team Purple working in association with Winder Boats have produced a Championship Winning Solo, that not only looks good, but will outlast and out perform the opposition..

### 2000 PURPLE / WINDER EPOXY SOLO RESULTS

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1st & 3rd National Championships  
1st & 2nd World Trophy

See our new all Glass Solo on the circuit or on our Stand at Sailboat 2001.



## Time for a change

I'd done a bit of 505 sailing in the 90's and really enjoyed the overseas events, but didn't want to commit to another campaign and more dieting - catching Hepatitis again was an option that was discussed! I had a chat with Nick Craig about having a go at the OKs. He agreed to do a 2 boat campaign with me up to the Worlds in 2004 at Poole. We bought 2 matching, boats and rigs. Nick set about eating his way up to my weight and I set about getting taller. Nick had already been sailing OKs for 10 years and was making me look pedestrian downwind. I did get penalised twice for rocking down a windy run at the Europeans - it seemed a bit unjust, as I was out of control and going slowly. I explained this to the judges and they agreed to give me a bit more leeway as long as I kept being slow. After a year I started to get to grips with getting an Ok downwind and finally cracked it a couple of months before the worlds. The Worlds was offshore and shifty all week and I made the most of it to become the first Brit to win. Nick was second and then went on to win the next 3.

2005

I'd really enjoyed the challenge of the OK and how much I'd improved, but couldn't summon the enthusiasm to train for another Worlds. I bought a Finn in 2005 and started to wear out the fridge door. I didn't have unrealistic aspirations in the Finn, but knew I'd learn a lot and it would improve my sailing. I quickly learnt that working, having 3 kids, being middle aged, too short, not fit enough and not motivated enough wasn't going to get me that far. The breaking point was probably a Europeans at Medemblik, where we did 4 races back to back in 15 knots. I started the last race of the day, with a decent lee bow on a 7ft Russian monster. He took about 30 seconds to run me over and I arrived at the windward mark second to last. I assumed that since I'd been mid fleet most of the day, I'd just cruise past a few boats and show them how it was done. I was last at the leeward gate and had pull the mainsheet in two handed. Too knackered to tack I limped into the right hand corner and managed to get the one place back by the finish. I came home, sold the boat and went for a lie down.

I didn't sail much in 2006, but started to do a lot of cycling until I got run over.....not the most fun I've ever had. I got hit by a motorbike and ended up under a lorry with a smashed left leg and right shoulder and a slightly different outlook on life.



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- The simple yet functional layout of the hull and fittings has been carried out with the expert help of Jim Hunt. As with the design of the completed hull, no expense has been spared in the detail of the systems and rig used to complete this winning package.
- Each hull is supplied with a 12 month structural warranty and buoyancy tested prior to delivery. All yours on the water £6350 inc VAT

I'd started doing some work with Steve Boon on his new FRP Solo in 2006. Steve had lots of innovative ideas and produced a boat that was a step forward. I'd not been sailing much, but Steve offered to lend me a boat for the 2007 Nationals at Paignton, I thought it would be a good chance for one last try. It was a tricky week, the boat was quick, but I wasn't getting much right. Taxi made better decisions and cut his losses when he needed to. Going into the last day, I'd left myself with too much to do and Taxi won it fairly easily. I'd enjoyed sailing against him ( but not getting beaten ), he was well liked in the fleet and sailed like a gentleman. It crossed my mind that he'd be handy to set a sail loft up with! I hadn't done the Boon boat justice, but it went on to dominate for a few years with Charlie Cumbley and Matt Howard.

I stayed in touch with Taxi and we worked together trying to resurrect something from, the ashes of Speed Sails. That didn't work out and we left to set up HD.

9 years working with Taxi and he'd lost most of his hair and his glasses were getting thicker. I decided to retire in 2019 just in case it was my fault that he was decaying from the top down.

Jimbo munching his way through another mainsheet in the Boon Solo





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**Saturday evening at £9.50 per person**

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For SI 's please see [https://www.tatasteelsailing.org.uk/res/docs/2022\\_Open\\_SIs.pdf](https://www.tatasteelsailing.org.uk/res/docs/2022_Open_SIs.pdf)

It is recommended to register on line. Register at <https://forms.gle/fa5ibKjUpRwMKhpPA>

# **The Salcombe Chronicles**

***It's a windy day at Salcombe and the air is full of apprehension and excitement. It also whiffs of deep heat (other muscles relaxing creams are available).***

***The fleet are already into the first race of the day and blasting towards some obscure mark up the creek, the exact location only known by the club members and Alec Stone himself.***

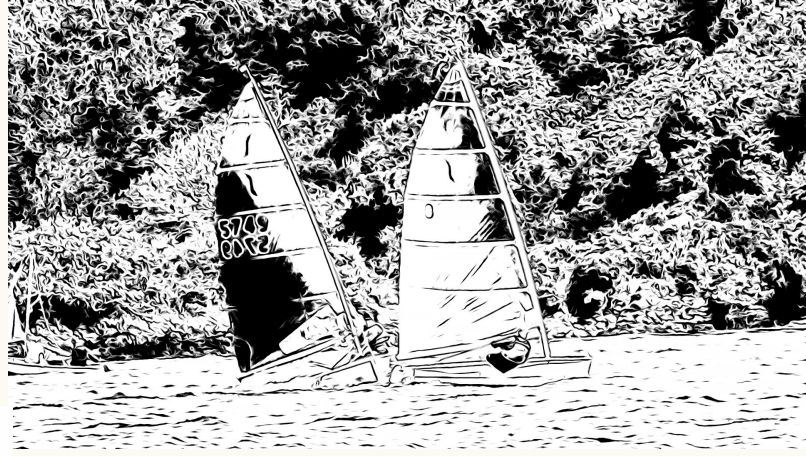


***Lonsdale is right out in the tide, will the gamble pay off? Meanwhile, on the far side are all the locals including Chubby Cleaves who, despite the weight disadvantage continues to confound those who watch him stumble around the boat. He is setting the pace, Tim Law will be spitting***



***Fleet Captain Adrian Griffin is being stuffed up by 5364, who is showing no respect for the hierarchy. Meanwhile, Yachty in 5601 has tacked off, still sporting the towel welt from the last time he crossed swords with the "Gov." Does anyone else wonder why he still looks so young?***

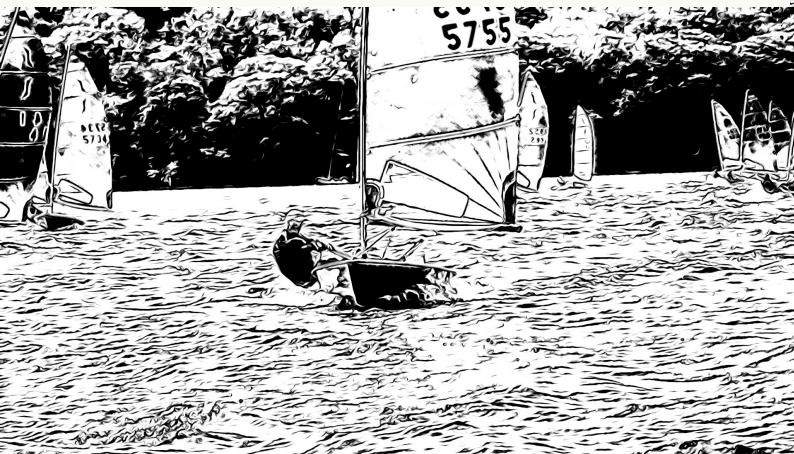
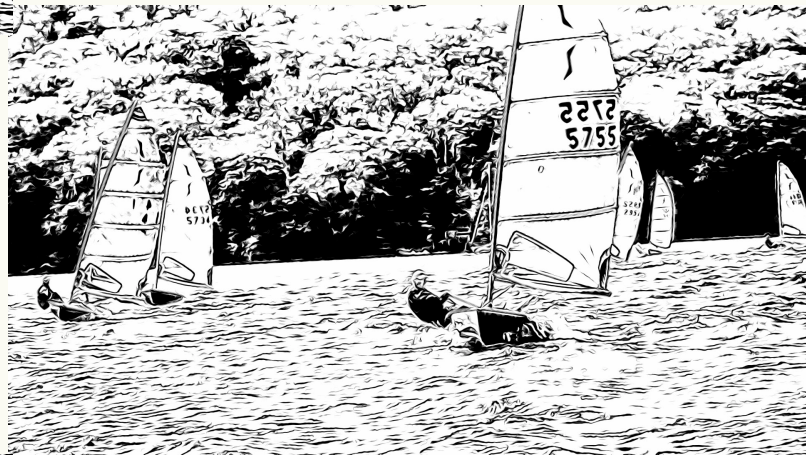
**Cleaves closest pursuer is Hicksy and he is giving the leader a hard time as the gusty conditions begin to thin the fleet. Chubby dumps a nice cover on his rival....only another 3 hours to go.**



**Cleaves has rounded the first mark, about 45 minutes after starting! Flipping heck, I should have packed lunch and dinner. The wind is exploding on the water and fanning out in inexplicable directions....it's so Salcombe.**

**Righto, here comes the gybe mark....nothing to fear....Go as fast as possible to reduce the wind pressure on the sail they say.....**

**GCS is blasting down the reach in total control....that's unusual**



**Now GCS is no stranger to disaster and the water authority tend to re-position fuel barges when they know he is racing but that is when he sails the Merlin Rocket. This should be a cake walk by comparison, no spinnaker to drop, no crew to listen to.**

**He leans his weight out slightly, utilising the underwater hull shape to carve a turn Elvstrom would be proud of.**

**Centreboard position, check  
Kicker slightly off, check  
Plenty of room to manoeuvre, check.**





**Now GCS is not one to shy away from adventure and while racing a Solo is clearly an extreme sport for anyone over 50, he wants to add even more difficulty so stands to attention.**

**Defying all logic (that clearly evaporated following the previous blow to the head) he steers into the mark, the boom readying itself for yet another collision with the grey matter. The mark goes by, "the bloody thing isn't turning"**



**GCS trains his eyes on the metallic guillotine, pulls the mainsheet with a laser type jerk and pleads with the thing to comply to his resolute will. Aboard the camera boat I am sharing his anguish, time standing still and I bet his long illustrious life is flashing before him.**

**Finally the boom screeches across and in the same moment, with a reaction time a Tornado pilot would be chuffed about, GCS drops his knees and counters with a reversal of the rudder direction.**



**Spectators on the beach hug and applaud, a tear spills from my eye. "He's only gone and done it". Aboard, GCS looks back, wondering what all the fuss is about..... Meanwhile, 50 feet back the next potential train wreck screams towards the gybe mark....**

**This is Salcombe**

The real  
Graham Cranford Smith





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THE P&B SOLO DINGHY PACKAGE IS A LONG-STANDING RACE WINNER IN THE CLASS. WITH A CHOICE BETWEEN OUR P&B BUILT JP SOLO + THE WINDER SOLO MK1 / MK2, WE CAN TAILOR THE BOAT PERFECTLY TO YOU.

P&B offers the following cuts of sail for a number of designs:

**FLAT CUT:**

For the M7 and Zeta mast. Flatter in the middle and lower regions of the sail allowing lighter helms to compete in the breeze. As used by Isaac Marsh.

Optimum weight, <70kg.

**MEDIUM CUT:**

For the M7, M2, Zeta or D+ mast. As used by Vince Horey.

Optimum weight 76-85kg.

**FULL DESIGN:**

For the M2, D+ or Cumulus mast. As used by Oliver Davenport.

Optimum weight 86kg+.

**#TEAMPB RESULTS 2021**

**NIGEL PUSINELLI TROPHY:**  
1st + 4th.

**MIDLAND AREA CHAMPS:** 2nd.

**SALCOMBE SOLO OPEN:** 2nd + 3rd.

**HAYLING ISLAND OPEN:** 2nd.

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

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This is **Paul Davis** who won the Southern Area Championship in 2021 as opposed to the Southern Area Series which was won by Tim Lewis

He will enjoy this image as he is ahead off the 2021 Inland Champion Chris Brown 5918



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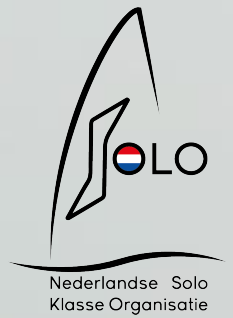
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