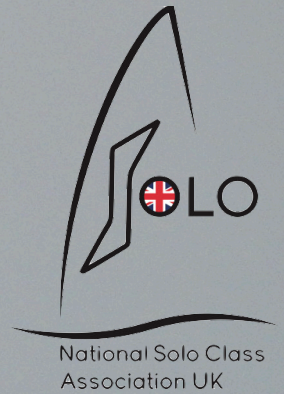


# Solo Interactive



Demo Boat 2.0  
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Super Series, Midland and Southern Update  
National Championship Special  
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**10/11TH SEPTEMBER**

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## Presidential Report Patrick Burns

We have just completed the Nationals and your Committee are already gearing up for the Gill Inland Championship at Grafham Water 10-11 September.  
A massive thanks to all, especially Steve Ede our Championship coordinator.

In the meantime Club sailing is thriving with Torpoint Mosquito and Starcross adding to their fleets and all Midland clubs are being geed up by Kev Hall.

I welcome Vernon Perkins as Western Rep leaving John Steels looking after Membership and what a great job he does.

The Nationals had 100 paid entries albeit a few dropped out at last minute and we made the most out of tricky winds (thanks to Malcolm our Race Officer).

We have learnt taking cognisance of all your comments and will improve going forward both on and off the water including the daily Prize Giving, making sure all participate in the sharing of the goodies.

On that note a massive thanks to all our Sponsors **Harken/Superspars** our headliners with race days from **Winder Boats, Customised Composites, P&B** and **HD sails** with vouchers from **Goat Marine** with race bibs from **Rooster**.

I hope restrictions on entries are behind us and we can look forward to bumper numbers at Hayling next year and with a possible combined Nationals/Nations Cup at Brightlingsea 2024, an even bigger fleet, then back to North Berwick 2025 they having lost out to Covid 2020.

**As always keep sailing Solos**

**HARKEN<sup>UK</sup>**

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Dave Winder competing at the 2022  
National Championship



# NSCA TRAINING DAY

**I am pleased to announce that the Class will be holding a Training Day at Grafham Water on Friday 9th September the day before the Inlands. This will be run by Vince Horey who has kindly offered his experience. There is NO charge for the day if you have entered the Inlands (if you are not attending the Inlands there will be a charge £17 for the day).**

**If you would like to attend the day please let me know by email: [andyfox5745@gmail.com](mailto:andyfox5745@gmail.com)**  
**Unfortunately we are only able to cater for 10 sailors this year, so we will be offering to a first come basis.**

**Closing date for applications is midnight on the 4th September.**

**Andy Fox  
NSCA Coaching**

**PRACTICE PRACTICE PRACTICE PRACTICE**

# CAUGHT ON CAMERA



Alexander Alcock blasting up the beat at Abersoch in his Winder Mk 1. I was shooting the action on day 2 of the Solo National Championship and spotted Alex as he worked his finely tuned Winder around the course, the rig configuration catching my eye for all the wrong reasons. The bend in the Selden D+ seemed quite exaggerated compared to the other 90+ Solos. Was he on to something magical?

It was only later that evening that he discovered that he had rigged his mast with the longer forestay positioned as a shroud..... But it went great on one tack.

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# NOBLE

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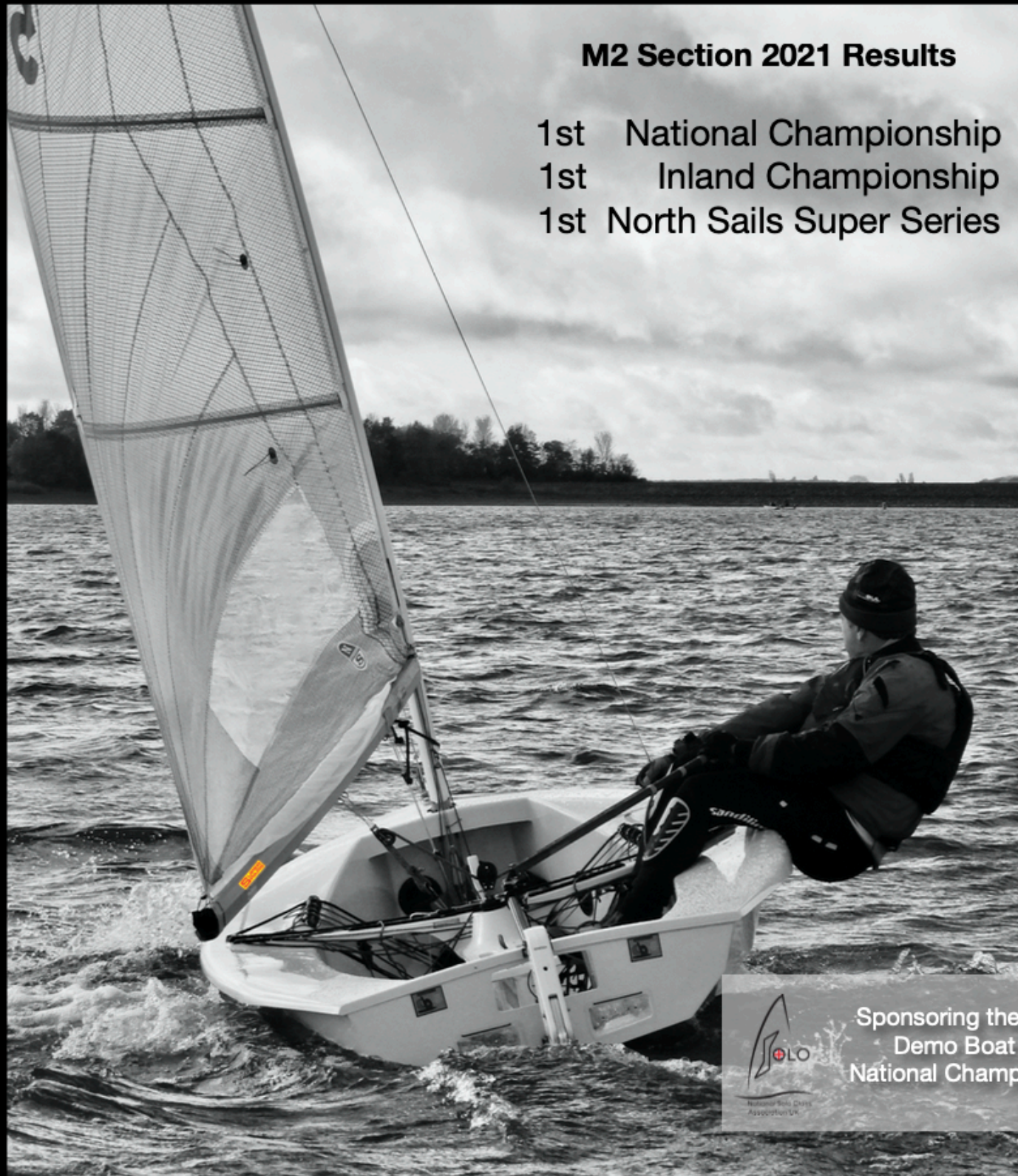
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## Superspars/Harken Solo National Championship Preview

The eagerly awaited Solo National Championship begins today, Sat 15 July and with close on 100 entries, is set to be a banger of an event. Of course, I am slightly biased given that my role as media magnate is to embellish, exaggerate, spin and massage the virtues of one of the most successful one design single handed dinghies in the World, but on this occasion I will be totally honest, I promise.

The journey to this pretty neck of the woods in my Volvo V70 Mk 3 only took 9 hours, the transition from M5 to M6 particularly arduous, no wonder the population of Walsall look so grumpy. Once on the M55 things took a turn for the better, this road, which meanders along the west coast past Llandudno should feature in a future Top Gear or better still, the opening scene in a Bond movie.

The town of Abersoch is not unlike Salcombe if you have ever been there. Twisty little lanes with boutiques and high end nosheries ( I just made that up and spell check accepted it), you can drive past but there is nowhere to stop unless you are clued up where the car park is. Friday evening was alive with revellers so this is clearly a tourist destination. From the sound of the noise as they made their way back home it may also be a Hen/Stag venue but maybe I'm just getting old.

The signage in Wales is written in English and Welsh, I guess it's a subtle way of objecting to English rule. I have pretty much nailed basic English but Welsh is up there with Mandarin and Ukrainian as tongue twisters go. Fortunately we have Chris Brown to assist with translation of the written word, his dyslexia instantly deciphering the text with the authority of a Bletchley Park code breaker.

The club is sumptuous and overlooks the bay, a generously large white sandy beach lying directly beneath it which means competitors can enjoy a beer while they look at Solos, it really doesn't get any better boys and girls.

Unfortunately our umpire for the event, Steve Watson tested positive for Covid just one day before the event but we have David Battye as a replacement and he judged for the NSCA at Pwllheli in 2016 so knows the class well.

Every cloud of course has a silver lining and David will now be staying in Steve's Air B+B which is situated right opposite the club road. Class President Patrick Burns also persuaded Steve to allow a second person to share, I was going to sleep in the Volvo and to be fair the seats are very comfortable and the rear boot real estate is vast but, with temperatures set to top out at 22 degrees, it might have been a tad sweaty. There was one caveat, the purchase of a new pair of shoes.

The racing schedule is for 10 Championship races over the four days, 2 races today then 3-3-2 with the start time of 1pm today.

As I look out from the generously and luxuriously fitted kitchen, the trees, green as the valley are beginning to flick and twitch, the tide is rolling up the beach and the water is mottled with a gentle breeze. Light cloud cover is holding the temperature at a comfortable level and the sunlight is picking out various pastille shades of brown on the hills out towards Snowdonia.

Maybe I should do the media for the Welsh tourist board.



# Solo National Championship Day 1

Generously Sponsored by **Winder Boats**

The bond between man and car is undoubted in the world of man, it felt then, a bit like cheating on my wife as I exited my luxurious Air B+B, albeit via the side door, and made my walk of shame to South Caernarvonshire Yacht Club, the headlight gaze of the Volvo V70 burning into the back of my head. The Scandinavians do know how to make great vehicles but a double bed with air con wins over the back of an estate every time.

As a time line it was now 10 a.m and with the competitor briefing scheduled for 11 a.m I was under pressure to find/order/consume my full english breakfast. I am unsure what a full welsh breakfast consists of but I will report back in due time.

The bay looked splendid, a light breeze pixellating the water which was also accentuated by the raised position of the club veranda, from the beach it looked pretty crap IMO.

PRO Malcom Blackburn provided a short and concise delivery of the details of the day, gate starts would be in operation and after a few Q+A's the competitors seemed to have grasped the concept of the sequence, though the expressions of confusion etched on some faces did little to reassure the PRO. These emotions are nothing new to me though, just a mention of a reverse P is usually enough to tip a Solo sailor over the edge. This starting system would hopefully deliver me my first award winning film, my imagination conjuring images of NASCAR style wipeouts while the air would be filled with screams and swear words I did not know existed.

Fortunately though, with a realised forecast of 5 knots, the sailors would be gently eased into the process with minimal casualties.

## Race 1

Wind from somewhere in the region of 190 and with reigning Inland Champion Chris Brown acting as pathfinder, the dilemma was do you go early or late? Now Chris is pretty handy in the light stuff which confounds anyone with working eyes. My theory is that he dons a fat suit and conceals it under his rash vest, he must be 70 kilos wet through.

With the gate open, the fleet filed through, some more adept than others, Cranford Smith, Swift and Horey clearly wanting more than their allotted 15 seconds in the camera spotlight.

After 1 minute the pathfinder was released and, thinking his strategy had already been pre-determined by the hand of the gods, continued right.

Unfortunately the left paid and first to round the 0.7 nautical mile windward mark was Steve Cockerill, fresh from the Europe World Championship in northern France. Steve had gone through the gate in 11th so an early starter, the fat suit tactic clearly back firing on the unfortunate pathfinder.

Alex Butler (14th out) Jonathan Woodward (6th out) and Ritchie Lovering (38th out) were next around and the fleet followed obediently as they set off down the run. Staying in pressure was a good strategy but not easy with 90+ Solo sails sucking the very life out of the wind and on-water Jury David Battye breathing down your neck. Unfortunately John Reekie was tagged for exiting a gybe quicker than when he entered it but be honest, we all hope to do that!

Cockerill continued to lead and the front three squirted out a small lead over the nearest chasers.

These three split up the second beat, Woodward opting for the conservative right, Butler the left and democratically, Cockerill choosing the middle ground. At the top, despite some slightly tardy roll tacking against the tide, Cockerill held with Butler gaining and Woodward dropping. There were places to be gained and Jack Lewis and Mark Maskell were now up into the top five with Lovering just about holding on as the breeze eased off. Jonny Coate was going well and ominously, Tom Gillard was up to 8th having started 63rd out of the gate.

The two reaches were processional, the breeze continued to soften and it's never nice to see mainsails flapping like wet handkerchiefs but there was just enough pressure to get through the line. Cockerill took the bullet, he has finished 2nd overall on four occasions and this was a statement of intent. Butler was a valiant second, clearly a talented helm but just needs work on his operational skills of the NSCA transom cam which was unfortunately empty of data when I tried to upload it. Don't worry, I will turn it on myself tomorrow Alex. Woodward was third, the new Chief Measurer has a mastery of the Solo, I just hope his is legal.

The logo for Winder Boats, featuring the words "WINDER BOATS" in white, bold, uppercase letters inside a red rounded rectangular border.

Day 1 Highlights [HERE](#)



## Race 2

I motored around the fleet, gauging sailors emotions before venturing a jape as to how they had done in the race while secretly knowing exactly how bad it had been. Ewan Birkin-Walls looked particularly glum, his head held low, his eyes bloodshot from fresh tears so of course perfect fodder for my media ambitions. He looked up forlornly, like a Labrador who has been told he is not beautiful at all and uttered a few words which were undecivable and floated off into the distance. Crap, must have been bad.

It was then a surprise when he rocked up as pathfinder for race 2, having said that, the pathfinder in race 1 was not long finished so it seems the role is a poisoned chalice, not to be chosen and the bearer should indeed be a bit down. 90% of the fleet would have given their prosthetics to have finished 10th.

The gate opened and there was some semblance of order with minimal blaspheming, despite some congestion towards the beginning of the imaginary line. Clearly the left would pay, keeping as much distance from the pathfinder would work?

After 1 minute Birkin-Walls was released from his heavy burden and tacked straight into a nice right hand lift which, after a few tacks saw him round first, breaking the spell of the pathfinder demon. Now this sailor been around the block a few times, having raced against him back in the eighties and he is pretty handy in the light stuff so getting past would not be a cake walk. Guy Mayger, Gillard (38th out) and Woodward (2nd out) rounded in close proximity with Lovering once again in the mix. The fleet split down the long run, going low seemed a good option if you were far ahead of the bulk of the fleet, for the rest it was wind shadow after wind shadow. I lent back in the spacious media Ribeye, owner/driver John Nichol's expertly manoeuvring the impressive craft while the Honda 150 outboard ticked over causing zero disruption. I pulled my Lucozade Sport from my holdall, quelling the thirst that the rigours of photographing does. The taste was satisfying but it wasn't a Vimto.

The next beat saw Birkin-Walls and Gillard cross swords with Woodward again third, close but not quite in touching distance while Cockerill moved into fourth. The last two legs were arduous, I had run out of drink and had not stocked sweets so had to focus on the racing. The fleet were becalmed up by the top mark while the leaders gently floated towards the wing mark. Just enough breeze to make headway. Birkin-Walls sunk low towards the finish line while Gillard headed up, Woodward taking an opportunist line between them. Back at the top mark sails were moving quicker than they had for ten minutes and the radio coms crackled with the good news that the wind was filling in from the beach. The fleet, reached, ran and beat their way around the mark while ahead Gillard was first to hook into pressure, rolling over Birkin-Walls for the bullet with Woodward third. Cockerill and Martin Honnor completed the top five and that all means Steve Cockerill leads the Championship overnight from Woodward, Gillard, Birkin-Walls and Lovering.

The fleet battled back to the sanctuary of the beach in the last of the sea breeze, the kicker being the long haul up the soft sand, beer would taste good tonight.

The Prize Giving was another level of funny confusion, heart felt thanks and berating of fools, Horey the main subject matter which is no real surprise. Steve Roberts is now the proud owner of a magnificent Winder Boats rudder stock and carbon tiller while Steve Ede, our tireless Championship organiser was awarded the Winder Boats rudder blade, much to his satisfaction. President Patrick Burns was as always, engaging, humorous and sincere, the addition of Goat Marine vouchers and Dunfermline F.C. merchandise were also much appreciated.

Ewan Birkin Walls was pretty unlucky after leading Race 2 for a long period.

Day 2 Highlights [HERE](#)



## National Championship Day 2

### Race Day sponsored by Superspars and Customised Composites

I was welcomed in to day 2 by another 76 style summer morning, the view from my accommodation stunning apart from the fact the reflection in the local tributary was almost perfect in clarity and definition. To cut a long story short the fleet would be held on shore for a few hours, PRO Malcolm Blackburn looked pensive, the pressure on a race officer is sometimes a heavy burden but he has broad shoulders and a calmness which is reassuring. There are worse places to sit around waiting to go sailing and the ice cream parlour was being hit hard, the Coconut Caribbean my particular favourite. The beach was full of beauties, plenty for the hot sweaty sailors to ogle over, the Winder Mk 1/1a/Mk 2 easy on the eye and smooth to the touch.

Sailors all had their own theory on sea breeze, land mass influence and some more confident competitors, who had gleaned information from the local soothsayers, confidently professed that the wind would fill in from the south around 3pm and this was indeed the case. The fleet launched into a nice southerly and reached out to the race arena, the stench from their body odour quickly evaporating into the ozone.

### Race 3

#### 9.5 knots-180 degrees

Chris Gillard would be pathfinder and despite the fleets best attempts, not one hit our gate boat. I am being spoilt with my media rides at Abersoch, thanks to the generosity of some of the local club members and this one was a cracker. I did consider breaking open a beer and kicking back with a rod out but the race was on and the game was afoot.

At the top mark it was Oliver Davenport from Martin Honnor with Guy Mayger, Tom Gillard and Oliver Turner, his guns glistening like varnished oak as they bore off in the moderate breeze. Chris Gillard, the pathfinder, rounded sixth with Andy Davis seventh. Steve Cockerill was in fifteenth, his yellow Rooster event leader rash vest clearly visible if you were in the club's office. Steve had donated the cool podium vests but unfortunately did not receive it for the race. At the bottom gate Mayger took the lead with Davenport and Honnor just ahead of Alex Butler and Cockerill who had made up 10 places. The big losers were Gillard and Davis who had sunk low. The front two were having a right old ding dong and Davenport re-took the lead at the top mark with Honnor consolidating and forming a great regatta. The triangle was completed as the breeze dropped and Mayger led into the finish line, tearful and triumphant. A fitting tribute to his mum who he lost very recently. Davenport, Honnor, Gillard and Lovering completed the top five.

### Race 4 12+ knots 180 degrees.

The initial gate start was aborted, the PRO softening to the few starters who still have not grasped the concept of Gate Not Open yet. To be fair, Andy Davis was pathfinder and he was instructed to start at the black marker 20 seconds before the gun, he did not hold back and set off like his house was on fire, competitors saw the opening and went for it, just too soon.

The start proper was exciting and from my safe haven aboard the sturdy gate boat, exhilarating as Solo after Solo whizzed past my left shoulder. One individual cut it a little too close and shaved some paint off the stern, it also made one heck of a crunch. I should not name the culprit but 5615 was his sail number and he duly retired, looking slightly sheepish but obviously relieved that he had not sunk.

Frustratingly for Honnor and Cockerill, Davis tacked off on top of them and hooked straight into a nicer righty. He would probably have rounded first but Paul Davis was among a couple of dozen who started later and benefitted even more. The wind strength was up to 13-15 and the fleet powered up to the top mark, unfortunately giving me no time to make the transition from gate to media launch to top mark. Paul Davis took the honour, 'first to the mark' and would later receive a packet of Jammy Dodgers for his effort. So, from my distant position 500 yds from the top it would be Johnny Coate, Turner, Davis and Chris Brown. There was a big change down the leeward leg as the breeze filled in on the left of the course (as you look down) and this was also accentuated by the tidal influence, the result, Gillard took the lead with Vince Horey second and Paul Davis third. By the second lap I was beginning to fade, the fatigue of holding a one and a half pound camera for sustained periods was raising my lactic acid to a level I have not experienced since sports day 1975.

The PRO made a really good shout in moving the finish line to the windward mark, the final extra beat was held in the strongest wind of the Championship so far and would also allow the tired sailors to plane back into the beach. Gillard hung on by his toes from Andy Davis who was relishing the weight advantage. Paul Davis held for third with Honnor and Lovering completing the top five.

So, overnight after four races Tom Gillard will wear the leader's yellow rash vest with Cockerill and Honnor emblazoned in red and blue. Butler and Lovering are next and with a possible 5 races still to go, all to play/fight for.

The prize-giving was today supported by race day sponsor Customised Composites and one of our title Sponsors, Superspars. Two sets of super cool, super light, super dynamic carbon battens were won by two lucky individuals while David Parkin is the proud owner of a new Super Spar M2. A Superspars boom was also won by another very lucky competitor, a big thank you from the NSCA to Superspars and Customised Composites for your support of the Solo fleet.

Vince Horey once again won one of the Wally of the Day jackets for capsizing when in second and Nick Fisher won the other for falling off his bike into a bush on Sunday evening, possibly under the influence of alcohol but having said that, many of the fleet are unstable on a good day.

Monday, sponsored by P&B is another waiting game. There is a 3-hour delay as the land temperature builds to 30+ degrees. Unfortunately, the sea temperature is also getting warmer every year so sea breezes are less common... so says the soothsayer/carpark attendant.



## Solo National Championship Day 3 sponsored by P+B

I awoke at 6 a.m., my Samsung S5 alarm easing me out of a very awkward situation with the police and exited the firm divan, taking a few seconds to pause in front of the waist high air con. It had been another sweaty night in North Wales, how the sheep around here survive is anyone's guess.

Once showered and clothed I fixed a cup of Columbian coffee and trained my sleepy eyes on the motionless view from my Air B+B, crap, no wind then. My heart dropped, not because racing on day 3 was in jeopardy but because the cafe which had served me some excellent breakfasts would be closed today and tomorrow.

I spend 3 hours writing, editing and publishing the day 2 reports before grabbing my kitbag and heading to the club via the local shop to stock up with essential fluids and pasties.

The club house veranda was filled with sailors and officials, the mood was surprisingly sanguine given the flat calm in the bay and the race team were tooled up and seemed ready to launch. Fortunately my negativity soon changed that notion and they stood down, holding position on one of the benches which frequent the patio while my media ride floated on a nearby mooring. There was some conjecture as to which weather report would be the accurate one, all agreed it was going to be a scorcher and maintaining a body core temperature of 37 degrees would require at least one ice cream per hour.

All the Solos sat obediently with covers protecting their white bits while the competitors cowered under shade like vampires avoiding the sunlight. Only Oliver Turner ventured out into the burning heat of the day, the sun's rays are his friend and this Adonis was clearly in his element. It is not easy seeing someone take over my mantle but at 58, the years have not been kind.

PRO Malcolm Blackburn had raised the AP over 3 which meant a three hour delay from the prescribed start of 11 o'clock and there were no protesters other than Salcombe's Iain Magregor who professed that a four hour delay would have allowed him to play a round of golf. On further investigation he meant 9 holes..he is that bad.

The beach was filled with bathers and paddle boarders, scantily clad apart from one idiot who was wearing a shortie. What a wimp I thought before identifying him as Ewan Birkin Walls.

At approximately 3 p.m. racing was canned for the day and this was welcomed unconditionally as there was not a zephyr out at sea.

The fleet re-assembled at the club at 7 p.m. for the annual A.G.M. and this was conducted surprisingly flawlessly by President Patrick Burns, Honourable Secretary Graham Cranford Smith and Vice President Guy Mayger. There was much applause and support from those present towards the NSCA Committee and the lucky ones who have escaped, Graham Wilson, Chris Brown and Nick Hornsby to name just three. The one rule change to allow a flattener on the boom to reduce the leech length when it is windy was accepted after Chief Measurer John Woodward's explanation that all fittings must be on the boom, so not adjustable from the cockpit. It is hoped this change will allow sailors less flexible/experienced to still sail safely in stronger winds without getting their heads knocked off. A full explanation will be available in time in another report.

Today was P+B race day so unfortunate that there were no races but this did not stop the team from drawing out some very lucky winners of P+B goodies. Ian 'Hoppy' Hopwood won the superb P+B kitbag which is the only thing he will win this week so he was chuffed while other lucky winners collected rudder bags and mast covers. There are still P+B bottles to be handed out so keep attending guys and girls.

Huge thanks to P+B and to Oliver Davenport who is a great ambassador for their brand and a handy sailor. Had this been a windy event Oliver would surely have had a good chance.

Finally, there were two winners of the Wally of the Day jackets, which, incidentally are actually part of Chris Brown's Saturday night wardrobe and Guy Mayger was presented for the first after leaving the prize giving details on his other shorts. The second went to Alexander Alcock who thought something must be wrong with his mast set-up in the photos I took of him on day 2. After closer inspection he realised he had rigged the forestay in the shroud position, went great on port though.

I am writing this report on Monday evening, my forearms stuck to the plastic protective table cover and a cold sweat seeps into the back of my shirt collar. There is no wind, no movement and only hope for tomorrow.



Day 3 Highlights [HERE](#)



## **Solo National Championship Day 4**

### **Sponsored by HD Sails and Harken**

**So we reached the final day of the Championship, only four races had been possible due to the effects of global warming to North Wales and it was not looking good out in the bay on this humid, overcast morning. Moored yachts stood motionless, looking like upturned lollypops sitting upon a glass table and the beach, even at 9 a.m. was filling up like a petrol station with a fuel sale.**

Some competitors, conscious that any delay would compromise removal of their Solo from the beach, elected to pack up early, the 1.20 p.m. high tide giving a deadline of maybe 2 hours maximum with a kicker that the beach patrol had already banned access to cars and trailers.

The club was full with denial, anger, pessimism, acceptance and a little optimism, even the locals were bamboozled as to what the heck was going to happen. Sailors shuffled around aimlessly, mobile phones in hand, all online to Met Office, Windguru or XC Weather, none of which agreed with the other.

I perched high on my toes straining to find even a glimmer of hope with which to announce to the gathered crowd. It was then a bit disappointing when some bod on the floor above me pointed toward the south and, like the whale spotter on 'Pequod' pronounced we were saved.

The class flag flicked into life like it had just been subjected to a flypast by Maverick and with the AP removed, the fleet were set to launch. I hastily closed down my Macbook Pro which I had booted up with the intention of formulating a final day paragraph but that ship had sailed so I hastily closed it down, the processor easily handling my surprising demand.

I kitted up, with the last second inclusion of my breathable Gill sailing overall and headed towards the gate launch which was moored beneath the clubhouse. Bear Grylls lives on the nearby Island and I would have been ashamed if I had not been prepared.

On my short journey I bumped into one of the competitors, Rob Gardiner as he stepped into the water in his swimming shorts. One of those who chose to pack up early, Rob was instead soothing the fire which had raged since his decision with Shane MaCarthy to try one of the hottest sauces known to man the previous evening. Even as I stepped aboard, the breeze was increasing at an alarming rate, the crackle of ODL fibres echoing along the shore and announcing its arrival. Rob eased into the water, his tortured expression turning to relief as the water around his waist bubbled and steamed.

Once aboard the launch we motored out but not before being hit by a recorded 40 knot gust which must have been hiding somewhere in Cardigan Bay, it also annihilated a few who had launched early. Sal Erskine Furness was one casualty, capsizing near a moored catamaran and hanging on to it while the mistral passed by, her mast was not so lucky. Ashore there was drama too, Chris Brown was attacked by a paddle board but he still managed to adhere a CB Coverstore sticker on it before resuming his task of holding his Solo down.

Approximately 15 minutes later the wind abated to a steady 24 knots and the fleet made their way to the arena, planing down some sizeable waves in the process.

#### **Race 5 - 20-24 knots - 170 degrees**

PRO Malcolm Blackburn was keen to get things under way and with a final start time of 3 p.m, getting three races in would be a big ask. With the gate opened, pathfinder Mark Fuller powered upwind on port with Solos blasting towards him and on the brink of control. The Guard boat was doing its job but I took up a more conservative position on the port side of the gate launch, mainly to reduce the splash back which would have annihilated my Nikon P950. I visualised the waterproof camera cover which sat dry and warm in my Volvo V70, which incidentally was still not talking to me following my 4 night session with the Air B+B whore.

The fleet powered up the 0.6 beat, Davenport quickly taking control of the race, his leverage,/weight ratio in perfect harmony with his rig which was pulled tighter than Dave Lucas's rash vest. Martin Honnor, who had started the day 3rd overall had capsized before the start so had no problem accessing his aggressive side up the lumpy beat.

So, Davenport rounds mark 1 from Jamie Morgan, Fergus Barnham and Andy Davis who was sporting the NSCA transom cam.

Incidentally, Race Day 4 was sponsored by HD Sails and the competitors had all received a really slick HD Sails ODL wallet in which to store their certificate and any other important documents so huge thanks to Taxi.

Alex Alcock, Richard Lovering and event leader Tom Gillard followed as the brutality of the conditions continued to batter the sailors. the run inflicted some damage to sailors dreams of winning a championship race, Dave

Winder tested the tensile strength of his foam filled centreboard with the pathfinder ditching it in at the leeward mark.

By the top of lap 2 Davenport had eked out a 25 yard lead from Davis and Lovering. Barnham, Brown and Alcock quickly following. Steve Cockerill, Hopwood, Birkin Walls and Gillard were next around, the reaches would be exciting but not so pivotal as there was still a third lap to complete.

Davenport and Davis extended and engaged in a battle of strength, skill and determination while I did the same in the jury RIB, trying to remain balanced and aboard. Lovering held third with Barnham and Alcock extending on Brown and Cockerill seventh.

The final beat saw little change, the final drama was on the last run, Gillard suffered a rule 42 penalty before finishing ninth.

This could have been a pivotal moment but with the wind dropping to virtually nothing, would a sixth race even be sailed. Weather systems rolled through, accompanied by a bolt of lightening, thunder clap and monsoon style rain. And then it was sunny again.

With a minimum wind pressure reading of 5 mph, the PRO got the fleet into a final start sequence and with Hoppy as pathfinder, anything could happen.

### Race 6

Pathfinder Ian Hopwood expertly lined up with 30 seconds to go and with the entire fleet and world watching, cocked it up a treat. Too early, too soon and now in irons, Hoppy had to bail, gybe and harden up before crossing the line 5 seconds late. Fortunately the fleet were at least 50 yards away and so, with the wind dropping all the time, the competitors filed through the gate start. Just over 4 minutes later the race was binned, but not before Steve Ede suffered a rule 42 for something or other.

5 minutes later the PRO called it a day and sent the fleet home.

So, with 5 races sailed and one discard, Tom Gillard is the 2022 Solo National Champion with a scoreline of 7-4-1-1-9. Steve Cockerill is once again second overall with Richard Lovering third.

Thanks to all our sponsors, Superspars, Harken, Winder Boats, Customised Composites, P&B, HD Sails and Goat Marine who made this Championship so special. Thanks to South Caernarvonshire Yacht Club for the warm welcome and Malcolm Blackburn and team for the excellent race management.

All our category winners are listed in the results, congratulations to them.



# Solo National Champion 2022 Tom Gillard

Day 4 Highlights [HERE](#)







5393

2832  
5835

6043

5492

58

569

570

# Solo Nationals 2022

## SCYC

### Solo Nationals 2022 Final Result

#### Overall

Sailed: 5, Discards: 1, To count: 4, Entries: 97, Scoring system: Appendix A

Rank	Tally	Fleet	Division	SailNo	Helm Name	Club	R1	R2	R3	R4	R5	R6	R7	R8	Total	Nett
1st	65			6021	Thomas Gillard	Staunton Harold SC	7.0	1.0	4.0	1.0	(9.0)				22.0	13.0
2nd	62		Veteran	6001	Stephen Cockerill	Stokes Bay SC	1.0	4.0	6.0	(18.0)	6.0				35.0	17.0
3rd	6			5831	Richard Lovering	HISC/WYC	8.0	(11.0)	5.0	5.0	3.0				32.0	21.0
4th	51			5954	Oliver Davenport	Redesmere SC	(31.0)	6.0	2.0	15.0	1.0				55.0	24.0
5th	17			5967	Andy Davis	South Staffs SC	14.0	(18.0)	10.0	2.0	2.0				46.0	28.0
6th	78		Veteran	5691	Guy Mayger	HISC	12.0	14.0	1.0	9.0	(98.0 DNC)				134.0	36.0
7th	16		Veteran	5880	Mart Honnor	Ogston SC	(36.0)	5.0	3.0	4.0	26.0				74.0	38.0
8th	22			5781	Alex Butler	Hayling Island SC	2.0	24.0	7.0	8.0	(33.0)				74.0	41.0
9th	1			5827	Ewan Birkin-Walls	Grafham Water SC	10.0	2.0	(30.0)	20.0	11.0				73.0	43.0
10th	28		Veteran	6022	Chris Brown	Grafham Water SC	(30.0)	7.0	23.0	10.0	7.0				77.0	47.0
11th	3		Veteran	6045	Steve Ede	Ardleigh SC	(49.0)	8.0	11.0	6.0	27.0				101.0	52.0
12th	93		Junior	5890	Jack Lewis	RYA	4.0	(98.0 DNC)	12.0	35.0	8.0				157.0	59.0
13th	21		Veteran	5938	James Goodfellow	Ardleigh SC	18.0	13.0	9.0	(23.0)	23.0				86.0	63.0
14th	38		Grand Master	5717	Pete Kyne	Brightlingsea SC	15.0	9.0	20.0	(48.0)	20.0				112.0	64.0
15th	80			5407	John Reekie	Bassenthwaite	16.0	12.0	(27.0)	21.0	17.0				93.0	66.0
16th	95		Veteran	6004	Jonathan Woodward	South Staffs SC	3.0	3.0	36.0	25.0	(47.0)				114.0	67.0
17th	33	plate	Veteran	5524	Kev Hall	Northampton SC	20.0	23.0	13.0	13.0	(29.0)				98.0	69.0
18th	91			5130	Jonny Coate	South Staffs SC	6.0	22.0	(38.0)	24.0	18.0				108.0	70.0
19th	36			5546	Olly Turner	Starcross YC & Salcombe YC	47.0	(60.0)	8.0	12.0	15.0				142.0	82.0
20th	45		Veteran	5911	Nigel Davies	Draycote Water SC	21.0	25.0	14.0	26.0	(49.0)				135.0	86.0
21st	61			6011	Fergus Barnham	Northampton SC	29.0	(40.0)	28.0	36.0	4.0				137.0	97.0
22nd	88		Veteran	5393	Simon Derham	Littleton SC	35.0	(77.0)	32.0	14.0	16.0				174.0	97.0
23rd	79			5914	Paul Davis	Lymington Town SC	(60.0)	48.0	29.0	3.0	19.0				159.0	99.0
24th	11		Grand Master	5964	Paul Bartlett	Teign Corinthian YC	42.0	16.0	(46.0)	29.0	14.0				147.0	101.0
25th	15			5897	Ian Hopwood	Nantwich	(45.0)	19.0	33.0	42.0	10.0				149.0	104.0
26th	9	plate	Veteran	5755	Graham Cranford Smith	Salcombe YC	(98.0 DSQ)	35.0	22.0	22.0	30.0				207.0	109.0
27th	25		Veteran	6051	Dave Lucas	GWSC	22.0	(66.0)	45.0	7.0	39.0				179.0	113.0
28th	68		Veteran	6013	David Winder	Hollingworth Lake SC	9.0	32.0	15.0	57.0	(58.0)				171.0	113.0
29th	20		Grand Master	6043	Kevan Gibb	Largo Bay SC	40.0	38.0	(50.0)	16.0	22.0				166.0	116.0
30th	31	plate	Grand Master	4005	Kim Furniss	Torpoint Mosquitos	13.0	31.0	(75.0)	30.0	48.0				197.0	122.0
31st	83			5871	Mark Fuller	Hayling Island	46.0	46.0	21.0	11.0	(57.0)				181.0	124.0
32nd	13	plate	Veteran	5813	Innes Armstrong	Burwain	26.0	27.0	19.0	(66.0)	52.0				190.0	124.0
33rd	52		Grand Master	6041	Chris Gillard	Sheffield Viking	39.0	10.0	34.0	45.0	(98.0 DNC)				226.0	128.0
34th	29	plate	Grand Master	5801	Willie Todd	Largs SC	27.0	47.0	17.0	(51.0)	37.0				179.0	128.0
35th	81	plate	Veteran	6002	Doug Latta	HISC	25.0	26.0	42.0	(53.0)	35.0				181.0	128.0
36th	5	plate	Grand Master	5569	Nick Rawlings	Hayling Island SC	17.0	37.0	39.0	(46.0)	36.0				175.0	129.0
37th	26	plate	Grand Master	6042	Geoff Holden	Torpoint Mosquitos	41.0	30.0	(53.0)	19.0	40.0				183.0	130.0
38th	60	plate		5923	Jamie Morgan	Rutland	44.0	(49.0)	37.0	40.0	12.0				182.0	133.0
39th	53			5602	Keith Milroy	Largo Bay	(68.0)	52.0	40.0	17.0	24.0				201.0	133.0
40th	86		Grand Master	5744	Iain McGregor	Salcombe YC	23.0	(98.0 DNC)	58.0	32.0	21.0				232.0	134.0
41st	54	plate	Veteran	5925	Rob Milledge	Lymington Town SC	24.0	39.0	41.0	31.0	(60.0)				195.0	135.0
42nd	48			6024	Daniel Willett	Brightlingsea SC	52.0	15.0	31.0	38.0	(98.0 DNC)				234.0	136.0
43rd	57		Grand Master	5837	Richard Instone	Chase SC	32.0	43.0	24.0	41.0	(51.0)				191.0	140.0
44th	19		Grand Master	6007	Mark Maskell	Blackwater SC	5.0	33.0	51.0	60.0	(98.0 DNC)				247.0	149.0

Rank	Tally	Fleet	Division	SailNo	Helm Name	Club	R1	R2	R3	R4	R5	R6	R7	R8	Total	Nett
45th	47	plate		5642	Steve Roberts	Torpoint Mosquitos	11.0	29.0	(68.0)	61.0	53.0				222.0	154.0
46th	37	plate		4529	Alexander Alcock	Leigh & Lowton SC	34.0	(98.0 DNC)	18.0	98.0 RET	5.0				253.0	155.0
47th	71	plate	Veteran	5604	Roger Gibb	Torpoint Mosquitos	(73.0)	57.0	16.0	52.0	31.0				229.0	156.0
48th	8	plate	Grand Master	5902	Ian Bartlett	South Cemey SC	51.0	44.0	(60.0)	37.0	25.0				217.0	157.0
49th	64	plate	Veteran	5742	Simon Law	Frensham Pond SC	63.0	21.0	35.0	(82.0)	42.0				243.0	161.0
50th	10	plate	Grand Master	5704	Tim Lewis	RYA	28.0	20.0	(73.0)	73.0	44.0				238.0	165.0
51st	24		Junior	5746	Harry Lucas	GWSC	(78.0)	55.0	49.0	49.0	13.0				244.0	166.0
52nd	27		Grand Master	6010	Vincent Horey	King George SC & Grafham SC	(98.0 DSQ)	17.0	26.0	28.0	98.0 DNC				267.0	169.0
53rd	97		Veteran	5511	Rob Gardner	Notts County	38.0	28.0	63.0	47.0	(98.0 DNC)				274.0	176.0
54th	75			5492	Richard Comes	Burghfield SC	(76.0)	34.0	56.0	56.0	32.0				254.0	178.0
55th	87	plate	Septimus	5747	Roger Lumby	Salcombe YC	43.0	(71.0)	43.0	68.0	28.0				253.0	182.0
56th	50		Veteran	5835	Mark Longstaff	Grafham Water SC	37.0	41.0	61.0	(64.0)	50.0				253.0	189.0
57th	18	plate	Grand Master	5615	Andy Carter	Leigh & Lowton SC	33.0	36.0	70.0	(98.0 DSQ)	54.0				291.0	193.0
58th	59		Veteran	5949	John Richardson	Royal Windermere YC	50.0	51.0	57.0	(80.0)	38.0				276.0	196.0
59th	35		Junior	4317	Charlie Nunn	TMSC	67.0	68.0	(69.0)	33.0	34.0				271.0	202.0
60th	96		Grand Master	4502	Malcolm Worsey	Royal Tay YC	64.0	53.0	44.0	(70.0)	45.0				276.0	206.0
61st	40	plate	Grand Master	5778	Shaun Welsh	Torpoint Mosquitos	(77.0)	45.0	59.0	59.0	46.0				286.0	209.0
62nd	69	plate	Grand Master	5657	Greg Swift	Hayling Island SC	54.0	(98.0 DSQ)	48.0	67.0	41.0				308.0	210.0
63rd	77	plate	Veteran	5950	Phil Kilburn	Lymington Town SC	59.0	61.0	54.0	43.0	(98.0 DNC)				315.0	217.0
64th	67	plate	Veteran	6050	Mark Flew	Hayling Island SC	69.0	63.0	52.0	34.0	(98.0 DNC)				316.0	218.0
65th	41			5808	Shane MacCarthy	Greystones SC	62.0	(98.0 DNC)	25.0	39.0	98.0 DNC				322.0	224.0
66th	72	plate	Grand Master	5712	Tony Sampson	SCYC	71.0	(81.0)	55.0	55.0	43.0				305.0	224.0
67th	84		Veteran	5554	Richard Hudson	Bough Beach SC	48.0	(72.0)	66.0	62.0	55.0				303.0	231.0
68th	49		Grand Master	5963	Phil Snewin	SCYC	56.0	58.0	65.0	(85.0)	56.0				320.0	235.0
69th	7	plate	Grand Master	5844	Nick Fisher	Torpoint Mosquitos	72.0	59.0	80.0	27.0	(98.0 DNC)				336.0	238.0
70th	58	plate	Grand Master	5570	Malcolm Buchanan	Lymington Town SC	80.0	42.0	67.0	50.0	(98.0 DNC)				337.0	239.0
71st	63	plate	Veteran	5203	Mike Cowan	Bassenfwaite	66.0	50.0	62.0	65.0	(98.0 DNC)				341.0	243.0
72nd	89		Septimus	5514	John Dixon	West Kirby SC	55.0	(98.0 DNS)	47.0	44.0	98.0 DNC				342.0	244.0
73rd	76	plate	Veteran	5312	Stuart Norris	Shropshire SC	58.0	56.0	(72.0)	72.0	59.0				317.0	245.0
74th	12	plate	Lady	4715	Justine Davenport	Burwain	53.0	64.0	74.0	(79.0)	61.0				331.0	252.0
75th	42	plate	Grand Master	5471	Huw Reynolds	Whitstable	61.0	62.0	64.0	69.0	(98.0 DNC)				354.0	256.0
76th	34	plate	Septimus	6014	Patrick Burns	Dalgety Bay & RYA	70.0	70.0	79.0	54.0	(98.0 DNC)				371.0	273.0
77th	46		Veteran	5644	Paul Bottomley	South Staffs SC	57.0	69.0	76.0	77.0	(98.0 DNC)				377.0	279.0
78th	2	plate	Grand Master	5889	David Parkin	Aberdeen & Stonehaven YC	65.0	67.0	84.0	63.0	(98.0 DNC)				377.0	279.0
79th	70	plate	Grand Master	5410	Phil Emery	Whitstable	74.0	74.0	77.0	58.0	(98.0 DNC)				381.0	283.0
80th	82	plate	Veteran	5662	Chris Goswell	West Kirby SC	87.0	54.0	83.0	74.0	(98.0 DNC)				396.0	298.0
81st	14	plate	Veteran	5888	Phil Proctor	Chester SC	(85.0)	73.0	82.0	83.0	62.0				385.0	300.0
82nd	44	plate	Grand Master	5891	Mike Smith	Hollingworth Lake SC	83.0	79.0	78.0	71.0	(98.0 DNC)				409.0	311.0
83rd	94			5899	Robin Dawson	Bassenfwaite	19.0	(98.0 DNC)	98.0 DNC	98.0 DNC	98.0 DNC				411.0	313.0
84th	43	plate	Veteran	4527	Paul Hoad	Clwb Herylio Dyfi	81.0	80.0	81.0	78.0	(98.0 DNC)				418.0	320.0
85th	30	plate	Grand Master	5731	Vernon Perkins	South Cemey SC	86.0	75.0	85.0	76.0	(98.0 DNC)				420.0	322.0
86th	90			4276	Paul Owen	Leigh & Lowton SC	84.0	83.0	87.0	75.0	(98.0 DNC)				427.0	329.0
87th	56		Septimus	4636	Miles Thomas	Shropshire SC	82.0	78.0	88.0	81.0	(98.0 DNC)				427.0	329.0
88th	66		Veteran	5618	Derek Gibb	Largo Bay SC	79.0	65.0	(98.0 DNS)	98.0 DNS	98.0 DNC				438.0	340.0

89th	32	plate	Lady	4006	Sal Erskine-Furniss	Torpoint Mosquitos	75.0	82.0	86.0	(98.0 RET)	98.0 DNC	439.0	341.0
90th	74		Veteran	5819	Phil Sturmer	Brightlingsea SC	(98.0 DNC)	98.0 DNC	71.0	84.0	98.0 DNC	449.0	351.0
91st	55		Veteran	6046	Nigel Orkney	Largo Bay SC	(98.0 DNC)	76.0	98.0 DNC	98.0 DNC	98.0 DNC	468.0	370.0
92nd	73		Grand Master	5905	Steve Mitchell	Hooe Point SC	(98.0 DNC)	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	490.0	392.0
92nd	85	plate	Grand Master	5771	Tim Jackson	Papercourt SC	(98.0 DNC)	98.0 DNC	98.0 DNS	98.0 DNS	98.0 DNC	490.0	392.0
92nd	92		Grand Master	5749	Michael Hicks	Salcombe YC	(98.0 DNC)	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	490.0	392.0
92nd	39	plate	Veteran	5968	Nick Hornsby	Hollingworth Lake SC	(98.0 DNC)	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	490.0	392.0
92nd	23			5036	Adam Froggatt	Chase SC	(98.0 DNC)	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	490.0	392.0
92nd	4		Veteran	5586	Ian Wlaters	Grafham Water SC	(98.0 DNS)	98.0 DNC	98.0 DNC	98.0 DNC	98.0 DNC	490.0	392.0



Kim Furness won the Wooden Boat Trophy



Justine Davenport won the Vacher Cup (First Lady)



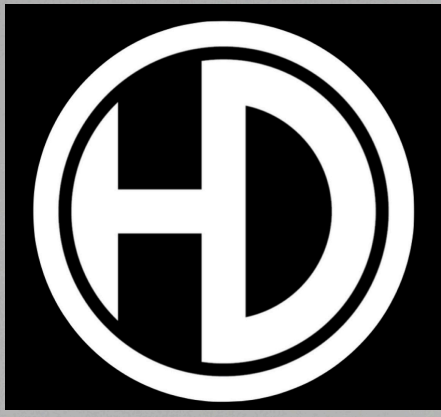
Jack Lewis won the Turnbull under 21 Trophy



Guy Mayger 'styling it out'  
for the camera

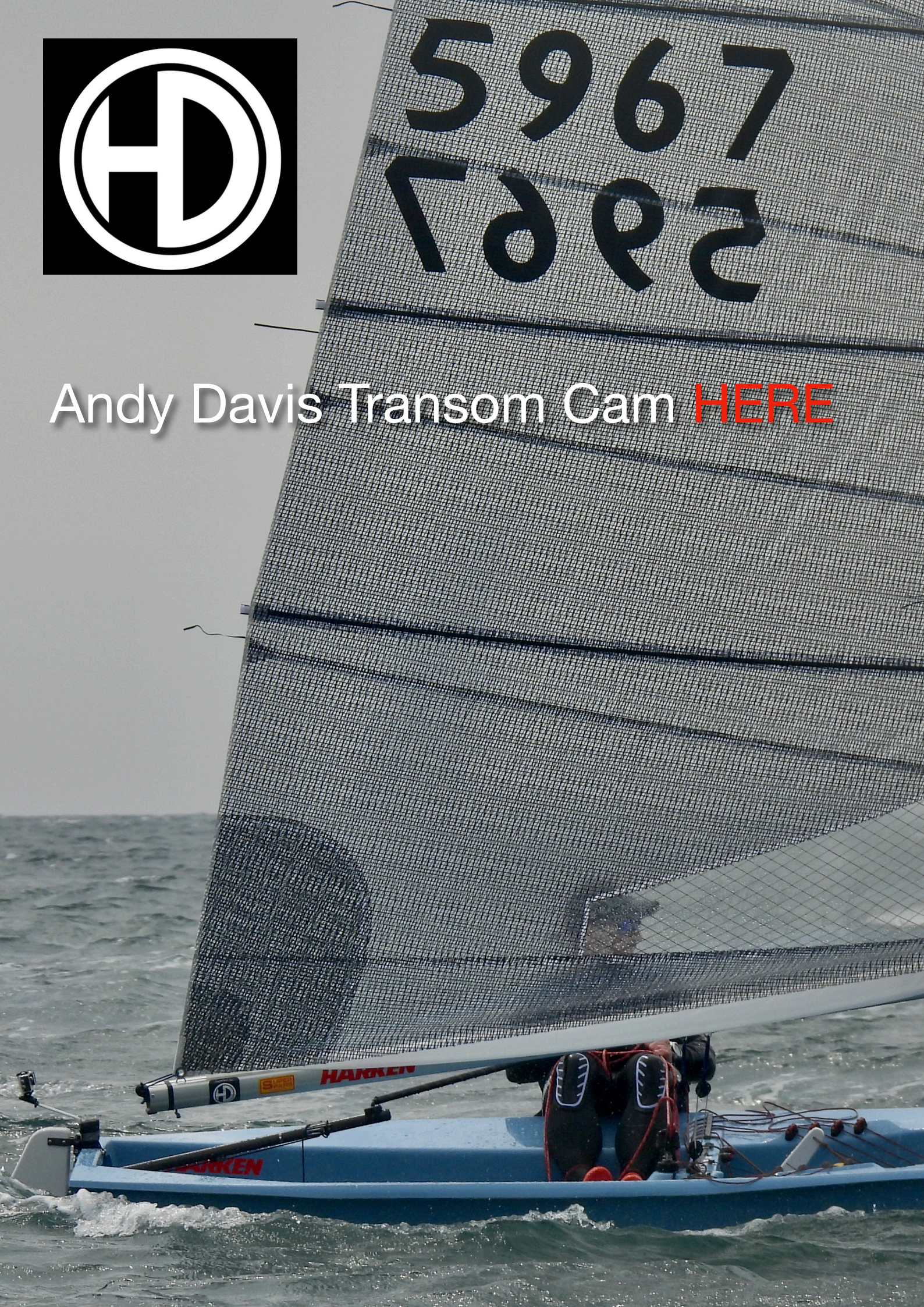
He won a race and dedicated it to his mother  
who he had lost just a week earlier.





5967  
7092

Andy Davis Transom Cam [HERE](#)



Jack Lewis Transom Cam **HERE**





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## Whats New on the Class Website.

In this edition of Solo Interactive I wanted to share with you some changes to the website that have gone live recently.

Firstly the main menu option 'Committee' has changed to NSCA. It has two new sub pages, AGM minutes and NSCA Constitution. These as their names suggest hold information about Committee members, Minutes from the AGM and a copy of the NSCA Constitution.

More interestingly Will Loy has painstakingly scanned all the old copies of the Class Magazine which I now have a copy of. Due to their file size it wasn't practical to host them directly on our site so I had to find a solution. I've created a process using Amazon Web Services platform along with new pages on our site which enables members to view the Magazines just by clicking on them. Currently Magazines from 1995, 1996, 1997 and 1998 are available to browse via the main menu option 'About' and the sub page 'Old Solo Mags' , or follow this link ;  
<https://www.solosailing.org.uk/old-solo-mag>

There are a lot of Magazines to upload so it will take a little time before you can access them all. Reading the old articles is fascinating and I would encourage you all to check them out.

You will have probably noticed the home page has changed, I've updated the design, changed how it loads in the back office and updated the sponsors carousel. Remember to follow the link to the members discounts, the Rooster 20% off code finishes at the end of September.

If you have any questions about the site or experiencing problems please follow the links on the home page, 'Problems with your ID, Need Help' and 'how to use the website' or look on page 'https://www.solosailing.org.uk/how-to-use-the-website' which has a lot of hints and tips which should solve your problem. If it doesn't send a message via the website.

Lastly running and supporting the website does take time and money so if you're reading this and not a member of the class please consider joining. Money raised all goes to running the class and providing services to Solo owners.

Nigel Davies



Nigel competing at Abersoch 2022



PERFORMANCE SAILING HARDWARE



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# Blast from the Past

A look back through the NSCA archives

Timeline; 1997

Venue; Looe

Geoff Carveth was the winner, racing the controversial all GRP Holt Solo, a precursor to the modern day FRP hulls which dominate the fleet.

Seen below, the late great Greg O'Brian 4114 (Holt GRP) leads Steve Ede 4005 and Jon Clarke around the course.

Race winners were;

- Race 1 Steve Ede (Gosling)
- Race 2 Harvey Hillary (Gosling)
- Race 3 Geoff Carveth (Holt)
- Race 5 Jon Clarke (Thresher)
- Race 7 Mike Budd (Duffin)
- Race 9 Andy Bond (Severn)
- Race 11 Harvey Hillary (Gosling)



## World Trophy Championship

Eighty-one Solos contested the World Trophy Championship hosted by Looe Sailing Club between 27 July and 1 August. It proved to be the most competitive championship for years with six different winners from seven races and close final results right down the fleet. Also encouraging was the number of top sailors from other classes joining the fleet and campaigning their own boats.

The first race was held in a steady force two with an awkward short chop. Most of the sailors who had competed in Looe before elected to go hard right up the first beat but they were beaten to the windward mark by others who had gone left. Steve Ede lead the fleet round followed by Steve Boon, and Andy Bond. On the reaches Bond moved into second and Jamie Lea closed in on the leading group. On the second beat these four headed left whilst the chasing group went inshore. The right side paid massively with Simon Childs and Geoff Carveth gaining the most. Only Ede managed to retain his position but lost most of the lead he had established on the reaches. As the race developed there were many place changes as people headed left on the beats to try to close the gap on the leaders, a tactic which failed every time. At the line Ede held a narrow lead from Childs, Carveth, Bond, Lea and Mike Budd.

Two races were scheduled for Monday but lack of wind meant that only one short trapezoid course was sailed in the lightest breeze of the week. It was the first time that this course had been used in a Solo championship - it was to prove rather unsuitable for the light winds. On the first beat the right hand side paid with Carveth leading from Budd and Bill Loy at the windward mark. Harvey Hillary moved into third on the downwind legs and Budd took the lead. On the next round Carveth got the lead back and Hillary took second with Budd third. These positions remained to the finish. Behind Vanda Young was moving through the fleet, eventually taking Ian Walter on the line to get fourth.

Tuesday's racing was also postponed to wait for the sea breeze; the race eventually got under way in a gentle force 1-2. Lea lead at the first mark having gone right with Hillary rounding second after going hard left. Lea gradually went backwards during the race, with

Hillary gaining the lead at the end of the run and Jon Clarke passing him on the next beat. Clarke went on to win with Budd getting Hillary on the line, Carveth did the same to Lea with Ede sixth.

Wednesday saw the breeze arrive for two races to be sailed. The first was the rescheduled short course from Monday which was raced in a force 3-4. Hillary revelled in the conditions to score a comfortable victory from Carveth, Childs, Tony Thresher, Budd and Bond who was hampered by having pulled one of his bailers out of the floor early in the race. Between races he effected a temporary repair by using the cunningham rope to tie the bailer in, thereby having the rope rapped around the outside of the hull. For the second race the wind had increased slightly and some major place changing was seen during the race. Walters held the lead early on from Thresher and Bond. On the second beat Simon Childs banged hard right and went from tenth to first, Carveth followed the same course to go from the thirties to second. Budd went on to win from Childs, Lea, Hillary Bond and Thresher.

Race six was also sailed in a force 3-4 with Carveth enjoying an early lead followed by Bond and Walters. Helen Pennock made an excellent start, crossing the entire fleet on port and rounding the windward mark seventh. Bond got passed Carveth on the second beat and Walters and Budd passed him later. Bond went on to win comfortably from Walters, Budd, Carveth, Childs and Lea.

Going into the final race Carveth held the narrowest possible lead from Budd with Hillary still in with a chance if the leading two had a bad race. After three general recalls the fleet eventually got away in a shifty force two. A big shift on the first beat favoured those who had gone right with Hillary rounding the windward mark with a comfortable lead. Behind Budd and Carveth were understandably concerned with covering each other but knew that if Hillary won they had to come in the top three to beat him overall. At the finish Hillary had a huge lead from Carveth, Budd, Richard Sydenham, Bond and Ewan Walls. This gave Carveth the championship by one point from Budd, who in turn was one point clear of Hillary. Bond was a comfortable fourth with Lea getting fifth on discard from Childs.

Gordon Barclay blasting around in a Gosling



Class President Gordon Barclay always provided great presidential material for the Solo magazines in his 'Chunterings from Chichester' articles. Below is a sample relating to the event in Looe.

While flicking through some old newsletters I came across a paragraph in Ken Falcon's Witterings in the Autumn 1994 edition. I will not repeat it all but commend you to reread the third paragraph on page 7. "I was asked at Abersoch why the Solo fleet is so vulnerable to people popping in and winning a championship. First of all, such is not quite true." Ken went on to explain how Jim Hunt had been persevering since 1990 and Geoff Carveth had been winning with relative ease for years. Notice how the names do repeat themselves today. Tenacity with large dollops of skill is required to do well in Championships. This year's Championship at Looe was star studded with many possible champions. The fact that there was a different winner every day, except Harvey Hillary taking two is a testament to the ever improving standard. Overall it was close, really close. On the last day if Geoff and Mike had slipped a place Harvey would have been champ. Don't be downhearted folks the home grown talent is doing just fine.

Pos	Sail No	Helm	Club	Races							Disc'	Tot P'ts	V	CATEGORIES			
				1st R	2nd R	3rd R	4th R	5th R	6th R	7th R				G/M	L	J	
1	4127	Carveth, Geoff	Littleton S C	3	1	2	4	7	4	2	7	16					
2	4139	Budd, Michael	Leigh & Lawton S C	6	3	5	2	1	3	3	6	17					
3	4004	Hillary, Harvey	Chichester Y C	12	2	1	3	4	7	1	12	18				J	
4	4137	Bond, Andy	Bartley S C	4	6	6	13	5	1	5	13	27					
5	4144	Lea, Jamie	Exe S C	5	10	8	5	3	6	15	15	37					
6	4101	Childs, Simon	Middle Nene S C	2	15	3	10	2	5	23	23	37					
7	3923	Walters, Ian	Grafham S C	10	5	7	15	8	2	14	15	46					
8	4109	Clarke, Jon		8	9	11	1	13	13	83	83	55					
9	4005	Ede, Steve	Ardleigh S C	1	13	16	6	14	14	11	16	59					
10	4141	Needler, Mark	Bartley S C	11	8	13	11	16	17	28	28	76					
11	3951	Sydenham, Richard	Exe S C	17	30	17	25	9	10	4	30	82					
12	4077	Potts, Simon	Bartley S C	28	24	14	8	10	18	19	28	93					
13	4114	O'Brien, Greg	Sutton S C	15	7	34	17	12	11	31	34	93					
14	4014	Garner, Jerry	Littleton S C	21	20	10	23	11	12	22	23	96					
15	4030	Walls, Ewan	Stewartby Watersports	37	12	24	7	17	40	6	40	103					
16	4006	Cokayne, Clive	Staunton Harold S C	14	66	9	30	21	19	10	66	103				J	
17	3847	Barnes, Mike	Littleton S C	25	22	31	18	26	8	7	31	106					
18	3934	Barclay, Gordon	Chichester Y C	20	26	12	22	20	15	18	26	107	V				
19	4145	Thresher, Tony	West Oxford S C	24	45	4	83	6	9	25	83	113					
20	4096	Ashworth, Harry	Bartley S C	32	50	23	14	15	21	27	50	132					
21	4073	Crawshaw, Cliff	Littleton S C	13	39	15	33	18	16	83	83	134					
22	3705	Loy, Bill	Littleton S C	19	14	20	83	34	20	30	83	137					
23	7	Geenan, Johan		31	16	29	16	24	22	33	33	138					
24	4123	Young, Vanda	Littleton S C	18	4	55	9	47	36	26	55	140				L	
25	4128	Wade, Tim	Spinnaker S C	27	11	39	21	83	34	17	83	149					
26	4007	Sydenham, Lee	Exe S C	45	19	19	24	83	26	16	83	149					
27	3960	Gosling, Kevin	Sldmouth S C	9	36	50	20	27	50	8	50	150					
28	3884	Davis, Tom	Chichester Y C	16	35	40	28	22	41	20	41	161					
29	4108	Boon, Steve	Nantwich & Border S C	7	18	21	83	83	27	9	83	165					
30	4140	Taylor, Bob	British Steel S C	29	21	45	12	37	47	24	47	168					
31	3893	Webb, Robin	Shustoke S C	35	23	25	47	23	28	35	47	169					
32	3812	Catchpole, Tony	Hayling Island S C	34	46	32	83	33	25	13	83	183		G/M			
33	520	Jongejans, Sybrand	Onderlinge S C	42	29	46	34	45	32	12	46	194					
34	4064	Pennock, Helen	Bartley S C	39	17	28	42	39	29	83	83	194				L	
35	3410	Jones, Simon	Broadwater S C	40	28	36	31	30	35	49	49	200					
36	3709	Nlxson, Dave		50	38	33	38	25	23	47	50	204					
37	4133	Deacon, Tim	Ranelagh S C	52	25	30	43	36	30	40	52	204					
38	4120	West, Noel	Bowl Valley S C	49	58	22	32	40	48	21	58	212					
39	3874	Moore, Michael	Middle Nene S C	23	27	47	29	83	43	43	83	212	V				
40	3749	Husk, Alan	Halfway YC	83	47	18	73	19	24	34	83	215					

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LOOE SAILING CLUB

Overall Position 7

41	4056	Robinson, Liz	Bartley S C	22	37	41	26	55	62	44	62	225				L
42	3804	Salmon, John	Marconi S C	62	31	43	51	32	45	29	62	231	V			
43	1	Steltenpool, M		36	52	26	83	41	33	52	83	240				
44	514	Pict. v/d Helde	Reeuwijk S C	51	43	53	45	31	46	83	83	269				
45	4143	Laurie, Ron	Harlow Blackwater S C	46	49	65	46	38	55	41	65	275	V			
46	3565	Hibbet, Chris	Littleton S C	48	62	42	61	29	37	59	62	276	V			
47	3427	Newman, Jim	Christchurch S C	41	63	56	35	35	52	83	83	282		G/M		
48	507	Ramselaar, Govert	Braassemmermeer WSV	54	54	58	41	44	83	32	83	283				
49	4097	Shinton, Jeremy	Bartley S C	59	34	48	62	83	44	36	83	283				
50	3995	Lunn, Malcolm	West Lancs S C	38	55	66	37	51	83	38	83	285	V			
51	4040	Daniels, John	Llandegfedd S C	47	64	60	27	53	39	83	83	290		G/M		
52	3965	Davey, John	Teign Corinthian Y C	57	32	54	39	83	53	56	83	291				
53	4023	Dale, Peter	Blithfield S C	64	40	59	48	28	56	62	64	293				
54	3985	Goodhead, Paul	Portmadoc S C	55	33	61	53	52	83	39	83	293	V			
55	3872	Smith, Roger	Marconi S C	53	59	38	59	42	61	46	61	297	V			
56	3619	Jackman, Derek	Chichester Y C	56	73	83	36	48	49	37	83	299	V			
57	5	Raa, Christian	Onderlinge S C	61	48	49	56	83	42	45	83	301				J
58	505	Jongejans, Pieter	Onderlinge S C	68	53	44	58	54	51	42	68	302				
59	3875	Morris, Stephen	Chew Valley Lake S C	65	83	27	44	83	31	57	83	307				
60	3826	Askem, Karl	Littleton S C	30	41	52	67	83	83	50	83	323				
61	3939	Hale, John	Middle Nene S C	72	57	37	69	43	58	61	72	325		G/M		
62	4104	Evans, David	Felpham S C	58	56	57	50	83	54	54	83	329	V			
63	4046	Bloor, Nigel	Gresford S C	60	83	35	40	83	60	55	83	333				
64	3739	Budd, Fraser	Chew Valley Lake S C	70	66	67	65	46	38	60	70	344				
65	3955	Shires, Bob	Gresford S C	74	83	51	66	50	57	58	83	356	V			
66	4117	Hall, John	Kennett Valley S C	33	83	64	19	83	83	83	83	365				J
67	3766	Sullivan, Carl	Halfway YC	67	61	69	63	56	63	63	69	373				
68	4071	Jackman, Damon	Chichester Y C	44	42	83	49	83	83	83	83	384				J
69	3715	Allen, Martin	Teign Corinthian Y C	66	65	68	52	83	83	51	83	385	V			
70	4057	Husk, Sam	Halfway YC	73	44	83	54	83	83	53	83	390			L	J
71	3173	Pusinelli, Nigel	Ermsworth S C	71	71	70	71	49	59	83	83	391		G/M		
72	3819	Aston, Malcolm	Chew Valley Lake S C	63	83	62	55	83	83	48	83	394		G/M		
73	497	Eck, Ton van		43	60	83	57	83	83	83	83	409				
74	3902	Iliffe, Ruth	Port Dinorwic S C	76	72	63	60	83	83	66	83	420			L	J
75	491	Raa, Simon	Onderlinge S C	78	69	71	64	83	83	65	83	430				
76	4098	Geary, Barry	Felpham S C	69	51	83	68	83	83	83	83	437	V			
77	3730	Hoult, Brenda	Bartley S C	26	83	83	83	83	83	83	83	441			L	
78	4050	Strange, John	Fisher Green S C	75	70	83	72	83	83	64	83	447				
79	3815	Church, John	Halfway YC	77	67	83	70	83	83	83	83	463		G/M		
80	527	Zwart, Tjebbe	Amsterdam S C	83	83	83	83	83	83	83	83	498				
80	3689	Hoult, Simon	Bartley S C	83	83	83	83	83	83	83	83	498				
80	3771	Wade-Brown, Vernon	Weston S C	83	83	83	83	83	83	83	83	498	V			



Geoff Carveth on his way to collecting another title.  
Holt GRP Hull  
Proctor C mast in fashionable matt black.  
Speed sail

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## SOLO MIDLAND AREA

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### **Midland Area Overview**

As a new rep for the fleet you always want to do the best job possible, given the time you have available of course.

This year (2022) was about building the participation and attendance back to previous years after the COVID 19 pandemic. We are creatures of habit and it doesn't take long to get used to not attending events.

Even now we have what can only be described as the perfect storm, pardon the pun, of obstacles to overcome in our working and private lives. Those include living with COVID, Brexit, fuel price increases, inflation hitting a record high for many years and interest rates increases.

And that's with leaving politics completely alone! I understand all of the obstacles we face are inextricably linked to politics and the government but let's not go there.

With the bad news out of the way let's try and focus on the good news for the Midland Area.

To put things into context and attempt to coax people back to events I put as many events in the calendar for 2022 as possible, 13 in total.

I was told this was too many by a few people....and yes I agree but there was a little bit of logic being applied in thinking that it was certainly possible that two or three of those would be cancelled for too much wind or not enough wind. Given the recent few years I wasn't ruling out plague, famine or a return of the Black Death either. The little shoulder demon did remind me recently that over the last few years I have preferred to see some people with masks on.

Clearly my naivety has shone through as so far all events have been held in the calendar (8 so far), with Sept and October being packed too, which is great but a lot of hard work. So whilst those people that told me there were too many events are feeling quite smug now, I believe it's been worth the hard work and has been very successful....so far anyway.

There will be some juggling of Allen prizes towards the end of the year to make sure we have enough but I'm sure we'll manage.

We sail in what is one of the best, and most active, single handed one design classes in the UK (maybe Europe?). Racing is fantastic at all levels in the fleet and people are always willing to support and help wherever possible.

Participation in the Midland Series is up (approx. 20%), Facebook membership to the group is up (approx. 20%) and engagement too. The new Solo Association website is great and seeing lots of views on the 'News' posts from the regions.

One thing I believe, and I'm sure many would agree, is that we have something other fleets don't have in the Solo Interactive magazine. The magazine is a very professional produced, informative and interesting publication which must take a very long time, and a lot of effort, to produce.

Mr Will Loy please stand and take a bow to receive the well-deserved applause. I have family members who look forward to reading each publication and comment how good it is.

Of course none of this is possible without the members, the Solo sailors who enjoy a good competitive sail, a chat, a bit of banter and a drink in the bar afterwards to run through the highs and lows of the days sailing.

The Midlands have some top class sailors who are always vying for those podium places at





## SOLO MIDLAND AREA

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events.....but it's the fleet that makes the class and all those sailors who turn up to as many events as possible to have good racing and catch up with mates should be celebrated too. I feel quite lucky as after seeing the Facebook posts, emails and What's App messages I send out, people stop me for a chat. I've got to know the Solo fleet club captains this year and now realise the work that goes in to holding each event and the effort by the volunteers to make them as successful as possible.

Another nod, tip of the cap and round of applause for Steve Ede for all the sterling work he has done for many years arranging the big national and international Solo events.

I'm looking forward to the rest of this year's events, hoping that we have as many qualifiers as possible. I'm also hoping the sailors from other regions who have attended some of the Midland events can do enough to qualify too.

The series has so far seen 83 entrants with 7 qualifiers at this stage in the season.

There are 3 people needing one event to qualify and 7 people needing two events, and with 5 to qualify you still have enough!

A quick reminder of the events left this year:

<b>Event</b>	<b>Date</b>	<b>Link</b>
Chelmarsh SC	03/09/2021	<a href="http://webcollect.org.uk/chelmarsh/event/chelmarsh-solo-open-1">webcollect.org.uk/chelmarsh/event/chelmarsh-solo-open-1</a>
Chase SC	24/09/2022	<a href="https://www.chasesc.org.uk/event/726897">https://www.chasesc.org.uk/event/726897</a>
Notts County SC	01/10/2022	
Tamworth SC	08/10/2022	
Staunton Harold SC	22/10/2022	

Next year will be a consolidation year and the plan is to hold fewer events with, hopefully, fewer clashes with other regions which will result in increased participation.

I must also say thank you to a few people who have helped and supported me this year. It's the sum of all the small parts that make it a success and I have felt both small and humbled on a few occasions this year.

Graham Wilson (previous Midland Rep) who was always there offering help and support when needed. Chris Gillard, who has been a font of knowledge and sounding board for many of my random ramblings. Nigel Davies who was very patient whilst we attempted to get to grips with using the new website. All of the sailing club fleet captains, who have been very supportive when I have requested information regarding events.

All of the sailors who have agreed to write reviews of events this year, Paul Bottomley, Ian Ingram, David Badger.

Patrick Burns our illustrious President who has offered funny stories and support in equal measure.

A massive thank you to Ben Harden from Allen in providing amazing prizes for each of the events held this year.

And to Janey for not complaining when I've attended all the Midland events, worked on the laptop





# SOLO MIDLAND AREA

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in the evenings and basically talking about sailing.....a lot.  
If I've missed anyone apologies.

Please join the Solo Dinghy Midland Area Facebook group for further discursive prose, regional information and event timings. We also have a What's App group if you don't use Facebook and a Solo Midland Area email set up if you don't use Facebook or What's App. If you would like to join the What's App group or be included in the mailing list to receive emails let me know.

In the last Solo Interactive magazine I watched the video of Paul Davis dropping the tiller whilst leading on the last beat. It's definitely not one of those.....'hold my beer' moments but I've included a clip that might make you chuckle.

It was on the last beat of the race, with another approx. 30 metres to the finish.  
Paul, this one's for you mate.....

I look forward to seeing you at Midland and National events soon, stay safe and healthy.

Kev Hall  
Midland Area Rep – 5524  
[kev\\_hall@sky.com](mailto:kev_hall@sky.com)





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## The Northampton Sailing Club Solo Fleet Iain Carpenter 5736

Since I joined NSC in 1988 there have so many changes at the club. From a venue concentrating on competitive racing for a number of dinghy classes with a few keen windsurfers, we now embrace so many more ways to encourage people to enjoy our fantastic 700 acre Pitsford reservoir. The windsurfers have grown in strength and numbers, joined by numerous windfoilers dashing around when the wind does pick up. The current enthusiasm for stand up paddle boarding has exploded with the summer months seeing a dedicated SUP Friday evening with catering and bar facilities as well as an alternative activity for sailors when the wind just fails to turn up.

Our spacious site, allowing easy parking near your boat and plenty of room for camping overnight became a popular place for socially distanced recreation and saw a significant increase in the use of the club as a family venue. The numerous on the water options, backed up with Wednesday evening junior coaching (Pitsford Pirates!) and the very popular Junior (8-16) camp at the start of the summer holidays, have kept that family involvement growing.

The one constant through all these years of change has been the Solo fleet, which has always been a very active group in the club as other classes have waxed and waned. One reason for the continuing strength of the fleet has been a core of sailors who, having discovered the delights of Solo sailing, have seen no reason to change tack. The welcome and encouragement given to any prospective Soloist has converted many a new member who was not sure what to sail into a dedicated regular. We have been lucky to have a club boat, which while not in the first flush of youth, has let people try the boat and join in the races before they buy, this year backed up by the state of the art NSCA demo Solo based here in July. Ollie Davenport provided a day of coaching before the Midland Areas and on-going tips and tuning sessions. Streaker, Fireball and occasional Solo sailor Isaac Marsh has been providing adult coaching for anyone interested on Wednesday evenings, their efforts being really appreciated by those benefitting.

On the racing front, in the Eighties Richard Goodenough won the Inland Championship and Nationals race trophies while Richard Butterfield was a stalwart of the ever active Midlands open circuit. We have also benefitted from Pinnell & Bax being based just down the road, encouraging their team to sail here and support the Solo fleet. Alan Bax and Ian Pinnell have both done their stints, more recently Oli Wells and Ollie Davenport have flown the P&B flag.

After a couple of years in the Covid Doldrums, which saw fleet numbers drop slightly, 2022 has seen a real boost in active members. Last year Maria Franco joined the club and after a few weeks sailing the club RS Quba was enticed into the Solo and is now campaigning Chris Gillard's old boat on the Midland circuit. P&B's Tom Lonsdale is now often out at Pitsford in his Solo. Fergus Barnham, wanting some close fleet racing, now divides his time between his OK & new Solo when work allows, showing excellent form. Sadly our long-term fleet captain Neil Pitcher had to retire due to knee problems but his role as Mr Motivator has been ably filled by Kev Hall. Kev has really embraced life on the circuit becoming Midland Area rep. His dedicated striving to improve is producing consistent results (Super Series 2022 – 5th Winters, 8th Springs & 17th Nationals with a discard of 29th) and currently leading the Midland Area series. He spends hours with his tape measure making sure boats are set up properly and providing go faster tips before, during and after club races. Previous Solo owners Ian Rhodes and Gary Stuart have both re-joined the fleet. Oli Wells (3rd at the Midland Areas) is now back at the club with an older Winder. Regular travellers Graham Wilson (Solo Fleet Captain) and Pete Warne have been more involved with their Fireball this year aiming for a fun week at the Worlds in Ireland (being held as this is written). With that event over they will be back to regular Solo sailing with Pete about to take delivery of his new boat.

We have a table full of trophies to compete for, the most popular series are on Thursday nights from mid April to mid September. The format of an evening race followed by a tasty supper from our professional caterer then a beer or two at the bar seems to suit the current members who usually provide about half the handicap fleet with very keen competition between Solos at all levels. It is perhaps a measure of good humoured nature of the fleet that one of the more coveted prizes is the Turtle Trophy, voted for at the AGM/prize giving. This goes to the member who has provided the best comedy moment of the year and is currently held by Kev – you will have to ask him why.

If you want to test the water at Pitsford, guests are welcomed – contact Kev Hall for details. Winter Membership - 1st November to 1st March is available for £80 with a £50 discount if you join for the year.

# Selden Southern Series Round Up

Well, what can be said about the Selden Southern Series this year so far, 11 out of 13 events have been sailed and last years series winner Tim Law is again a stand out performer and running away with it again. We have had a bit of everything so far across the series from the light winds of Lymington to the pretty full on conditions at Portchester which broke our Vice President Guy Mayger. But a mention must go to Martin Hampshire in 1435 up there in the mix as well showing the Classics can still get in the chocolates, especially with Martins commitment and turning up to most events! Over the course of the series, there has been 151 different entries, which makes for the biggest traveller series going in the class!

But as we near the end of the series there are a few dates to make sure are in your diaries before the prizes from Selden are dished out, next up is Mengham Rythe Solo Open on the 10<sup>th</sup> of September for those who aren't attending the Inland Champs, with the series finale at Papercourt on the 23<sup>rd</sup> October!

So, as I've taken on this roll from Martin Fray at the start of the year after he had organised all this, I'd be keen to hear people's views and thoughts going forwards, so we can improve on what we have. Hopefully making the 2023 series bigger and better than this year as the class keeps growing from strength to strength, especially with the Nationals at Hayling. Also, if there are any clubs that would like to host an event next year, please drop me an email.

Again, if your club has a growing interest in the class, please get in touch and we will see what we can do to help.

See you on the water at some point.

Paul Davis  
Southern Area Rep

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SOLO



## Southern Solo Demo Boat Paul Davis

As a lot of you are aware, the class have committed to a 2<sup>nd</sup> Demo Boat after the success of the 1<sup>st</sup> demo boat in attracting new members to the class, I for one was one of them, but please don't ask to see the video of me sailing the demo boat..... Well the boat is ready and will be at a club near you soon!

I personally would like to thank those involved in making it happen so it was possible to get a 2<sup>nd</sup> Demo Boat which will be based in the South. The thanks must go to Impact Marine for the covers to protect the classes investment, HD Sails for a nice fast sail to go on the boat, Selden Masts for the mast and boom, Harken UK for the fittings pack to ensure it all works, Dinghy Shack for the fancy Seadeck non-skid on the floor, and Goat Marine who have kindly provided a nice new carbon tiller extension along with CB Cover and Trailers for the Combi making transporting the boat nice and easy. But a big thank you must go to Dave and Sarah at Winder Boats for dealing with me and putting it all together. But also, not forgetting the class supporter Noble Marine!

The demo boat is planned to go to clubs in the south to help attract new members to the class, giving them a chance to get in a Solo and see what all the fuss is about. There is a link to the current demo boat on the homepage of the class website, so if interested, drop me a line and we will get it organised. If you have a fleet of Solo's at your club with others showing interest, let's get them in a solo and join the party! The boat is free to use (limited number of uses per person so we share the love) and can be chartered if you wish for a small fee for events.

Currently the boat will be going to Hill Head, Burghfield with a few other people also interested which we are working on to try and make sure we can get it where it needs to be.

It will be a nice new shiny Winder Mk2, with a nice new number higher than the current Midlands / Northern Demo Boat.





# Sailor Profile

Nigel Ford

## A Scottish Solo Traveller

25 years on the circuit & hanging up my tiller

I am sure I am not the longest serving member of the Solo travellers in the UK, but I am currently on the Scottish circuit, or I should say I was up until my “retirement” at the recent travellers at Newburgh in Fife. And what a great time I have had doing the travellers series over this time. An opportunity to sail at great venues, some challenging, some scenic, all very welcoming. Also, the solo sailors are a great group of guys, always helpful & encouraging in more than a “room at the mark” type of way.

Our honourable leader Patrick Burns asked if I would do a little piece on my traveller’s experience over the years which I am happy to share with you all.

For me my first traveller at North Berwick was a bit of a baptism of fire. Up until moving up to Scotland in 1997 I had been sailing a Fireball at Notts County SC on a gravel pit, a very nice gravel pit in the Trent valley by the way. Loved that boat & my crew was very handy, not just in size but he could work wonders with the spinnaker. As you pond sailors will know the course board always looks like a delicate piece of macrame, at least a couple of beats, reaches, often very short. Umpteen gybes, spinnaker up & down on the shortest of legs. Although we were of the middling category of sailors, we could gybe with the spinnakers up & flying fairly routinely. Sometimes we even worked our way towards the front of the fleet. There was a big fleet of Fireballs at Notts County at that time with some of the top Fireball sailors in the UK, the likes of Tim Rush, Kevin Hope & Simon Hextell.

Bit of a breezy day at North Berwick, for my first sail in a Solo. It was all a pond sailors dream. The sea, waves & a good steady breeze. Here goes for a nice carving jibe, didn’t quite work out. Small & lively boat, big sail, no crew to help out. Also, compared to the Fireball, it’s a long way across the boat! Anyway, after a number of these I was getting good at righting a capsized Solo & my gybing technique needed working on.

Prior to this I had spent quite a bit of time researching which single hander to go for now that I didn’t have a boat or a crew. Anything but a knee wrecking Laser for me. Came across the Scottish Solo web site & thought this is the one. Handy boat, easily adjusted on the water. Sitting

in it rather than on it. And then there was the traveller's series which had great appeal. Afraid I have to sail with a purpose & it was always racing.

Acquired a cheap wooden boat as a try out. Bought from a friend of a friend who sailed at Retford Argonoughts down in Nottinghamshire. Got on OK with it, the sail was a bit rubbish but I could keep up with the tail enders. Couple of years on I sold it & spent a bit more on a better boat, an all-wood Benson. Bought it from a guy down in Essex. Met him at the Little Chef car park near Newark just off the A1 to check it out & do the deal. Came with a couple of masts, Proctor sleeved C & a Needlespar (remember those?). Two or three sails & a very strange colour scheme. Dark green with pink foils! Not sure what that was all about but a repaint & varnish soon sorted that out.

I could now hover around the middle of the fleet. The Solo fleet at that time was more or less all wooden boats plus a few fibreglass. 12 to 15 boats at a travellers was the norm as were the "trolley dollies". Wives came along, wished their husbands a nice sail & then disappeared for lunch & a natter, returning at the finish of the racing to bring the trolleys. All very civilised.

My target was to move up the fleet to somewhere into the upper half. This ambition however was soon to be thwarted. Sometime in the mid 2000-10 saw the arrival of a bunch of the "white butterflies" in the fleet. FRP Solos, mostly Winder I think, they all shot off from the start leaving the wooden fleet trailing behind. The fleet was split with little chance of the wooden boats catching up.

In 2012, a year or so after my retirement, I decided to sink my pension fund into a new Winder Mk1 so I place my order in November 2012. The boat was ready for collection in September 2013. Collecting that new boat from Winders' workshop in Keithley was a day to cherish. It coincided with the day of our 40th wedding anniversary & we stayed in the same hotel at Burnsall, so it was up there with getting married. Never had a new boat before & everything worked like a dream. No excuses now. Well, trying to catchup with the likes of Kevan Gibb was never going to happen, but I enjoyed the more responsive boat & could at least be amongst the second pack of boats if not up there with the leading pack.

Remember, it's not about the winning, it's the taking part.

Talking about taking part. With a new boat I thought I would have a go at the Nationals which were held up in North Berwick, I think in 2015. The chance to be in in a big fleet with a week of

Nigel racing 3194, a wooden Benson build at Bardowie in a breezy first of the season.



sailing was not to be missed. North Berwick is a great place to sail but can have its challenges, strong winds that week! We were stood down for two days & with a slight easing of the wind we got in almost a full complement of sails so it was a pretty tough week. Now I am a light weight sailor, 11 stone, but I gave it a go. Off the wind that little boat would fly, passing umpteen boats on any of the off-wind legs. Upwind? Ah well, never my strong point, 11 stone in that wind! It was a great week though, didn't come last & only capsized once, for me that was a winner. I think I have been to almost all the venues in the Scottish travellers over the years. Favourites – Loch Ard for the scenery; North Berwick for the challenges; St Mary's for the coldest water if you like that sort of thing; all for the sailing & hospitality.

The year before COVID I found myself easing off a bit & becoming a bit more selective about wind strength. Luckily, I am fit & healthy, still manage to crank out a few miles on a bike, but my flexibility & agility is waning & the chassis is beginning to creak a bit as well. Also, more or less two years off sailing due to the "COVID years" hasn't helped. All good things must come to an end though & sailing has been a very enjoyable part of my life for nearly 50 years.

Yes, I'm not only hanging up my tiller but also my wetsuit. Cycling for me now &, although still susceptible to the vagaries of the weather, a bike is a more stable platform. Also, in a headwind I can always get off the bike & sit in the café or pub watching the trees bend to the wind & not have to think about whether my quads are going to stand up to the next ½ mile beat into the wind.

It has been great to be part of the Solo scene, a class that is in good heart & continues to grow.

Wishing you all a fair wind & good sailing. Keep tweaking.



HD Sails Andy Davis keeps a tight cover on Roger Gibb who is one of the famous Gibb brothers. Kev is less famous.

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# HD Sails Scottish Traveller Series Aberdeen and Stonehaven Featuring the Ben Ledi Trophy

11 Solos including Steve Ede from Ardeigh and Lawrence from Newcastle arrived to a calm Saturday morning in Stonehaven Harbour but a wicked North Sea swell from a south westerly producing white caps all the way to Norway.

We discussed the unique Ben Ledi Charter calling for all races to count!  
(Race officer scheduled 8) to agree 3 races/day for the Trophy.

It was then Kevan Gibb advised Steve only Scottish Club boats are eligible!

I watched the launch with boat rigged but told to stay ashore (thanks Kev). David Parkin ventured out to return quickly and proceeded to reach back and forth across the Harbour entrance? Thinking was this was a signal for me to go launch but no he was waiting on a rib to push him in as impossible to sail in with the wind driving off the surrounding cliffs. In fact, after 2 races Malcolm Wormsley proceeded to capsize his way in, telling me everybody was swimming and getting blown all over the place in the ferocious gusts with Kevan practising the 100m freestyle!

After 3 races Charlie Bracknell was overnight leader with 2 bullets.

The night in the pub watching the boxing was nothing compared to the bruised Solo bodies.

Sunday dawned with a promise of dropping winds and less gusts and another 4 races!

I managed 3 along with Ross Watson, Malcolm and Lawrence leaving 7 solos to watch a Masterclass by Steve winning all 4 races.

Kevan forced his way up the leader board but it was Charlie on countback from Kevan who took the Ben Ledi Trophy with Keith Milroy third.

The HD Travellers was won by Steve Ede (first Vet). Kevan was first GM and your President first Sept!

Keith deserves special mention as with no rooms at the Inn he gave Kevan his bed (needed a rest) mind you they were still all partying into the small hours.

Many thanks to ASYC for an excellent weekend racing and to HD Sails for Sponsorship (HD 1/2/3) and to all with many broken bodies to tell the tail.



Steve Ede (above right) does not look at all guilty about taking the booty back home to south of the border.

(above left) Charlie Brecknell claims the Ben Ledi Trophy.

Below; Charlie Brecknell 4975 showing some speed at the 2021 St Andrews Open.



THANKS TO TAXI AT HD SAILS FOR HIS  
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# RULE CHANGE

## Flattener

An explanation from NSCA Chief Measurer  
Jonathan Woodwood

### THIS RULE CHANGE IS NOW LIVE

I have been asked to explain the new rule change regarding the reefing point or flattener. This change has been brought in to lift the end of the boom when sailing with a raked rig. The issue is that when the wind gets up and the kicker loads increase it is getting very difficult to get under the boom when tacking. On open waters sailors have been releasing the kicker before tacking to reduce the risk of getting wedged. This is all well and good when you have plenty of time but when sailing in confined spaces, small waters or approaching the windward mark things can get difficult.

This rule change has not been introducing to improve performance just to lift the boom in these situations. Several sailmakers have stated that this change can be added to existing sails without the need to purchase a new sail. The boom fittings are also something that can be easily retrofitted.

The controls for adjusting the flattener (reefing point) are to be restricted to the boom **and cannot be led back into the cockpit**, this is to keep things simple and costs down. As I stated early this is not seen as a performance enhancement. The type of controls is optional you can have pulleys cleats etc, as long as it is only on the boom. The rule changes are broken down to two sections Boom (Sec F) and Sail (Sec G)

#### F.4.3 FITTINGS

##### a) MANDATORY

- 1) Clew outhaul blocks and attachments
- 2) Kicking strap fitting
- 3) Gooseneck attachment

##### b) OPTIONAL

1. Mainsheet blocks with attachments
2. Strops for mainsheet blocks
3. Out board end fitting
4. Shroud and/or deck protector pads
5. Reefing controls and attachments fitted to boom

#### G.3.3 CONSTRUCTION

- a) The construction shall be: single ply, soft sail.
- b) Sail plan A shall have 5 batten pockets.
- c) Sail plan B shall have 4 batten pockets.
- d) The method of tensioning battens at the outboard end of the batten pocket is optional.
- e) The following are permitted: Seams, stitching, glues, tapes, bolt ropes, tabling, corner eyes, headboard with fixings, Cunningham eye or block, batten pocket patches, batten pocket end caps, batten ties, threaded batten tension adjusters, Velcro fastening batten tension adjusters, mast and boom slides, leech line with cleat, windows, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.
- f) (f)Sail Plan A and B shall have a bolt rope on the luff.
- g) Sail Plan A shall have a bolt rope on the foot, Sail Plan B foot bolt ropes are optional
- h) The sail may be constructed so that it can be reefed by means of one point adjacent to the leech no more than 200 mm from the clew point. No other reefing points are permitted.

#### G3.4

##### Sail plan A Maximum

##### Foot Bolt rope :

Tack point to forward edge of bolt rope .....	400mm
Clew Point to aft edge of bolt rope.....	100mm
Clew Point to Reef point .....	200mm

##### Sail Plan B

##### DIMENSIONS – SAIL PLAN B Maximum

##### maximum

Leech length .....	4668 mm
Foot length.....	2505 mm
Clew Point to Reef point .....	200mm
Top width .....	150 m

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**#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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# Boat Park Porn

Venue; Abersoch Beach

Temperature; Chris Brown was buying people ice creams so it was very hot.

Some sexy pics of Patrick Burn's new Winder and some words on the Solos he has owned.





Will asked how many boats I've had since 2006 well just ask Brownie how many he's sold for me !  
My current ship Winder mk 2 6014 was built early this year and trailed over a snow topped pass from Keighley to Birmingham to be fitted out below the HD sail loft (Kevan Gibb with whom we usually spend our winters fitting boats out had gone Dragon racing in Southern France !)  
Taxi to the rescue and of course fitted to his high standard including same colour running lines which look fab (just have to remember which one to pull!) sporting black HD flooring with HD/North sails on a Zeta mast for lightweight old boy .Oh how I wished I could yacht a M2 or new Selden D+.  
Heyho when choosing a new boat don't follow the Herd as all new hulls are fast and well built but controlling that hull needs a combination of skill and weight hence check out mast and sail plan to suit .  
It may be great footing to windward but downwind planning and keeping boat upright makes places big time (even at the back of the fleet !)  
Andy Taxi Davis( HD),Tom Gillard(North),Oli Davenport(P&B) and Richie Lovering (Hyde)are always on hand to help and advise.  
Although as a by word always check your sail nos before going racing as I was spotted in Carnac with 6104 (6014)yep the newest boat in the fleet by far-just as well racing was cancelled and nos changed albeit they did have a tinge of HD about them!  
It's just as well Presidential love was shared (thanks Tom )  
**Ok I've had 20 solos since 2006!**





# NORTH SAILS SUPER SERIES 2022

Update by John Steels

Solo Super Series Results after 6 events have been published!

Updated: Aug 15

9 Helms have now qualified - top 3 are:

- 1 Chris Brown
- 2 Mark Lee
- 3 Nigel Davies

A chap called Tom Gillard lurking ominously in 10th!!

Remember - 3 events still to go and you can count your best Area result (this will be added once all area Championships have taken place)

Pos	SailNo	Club	Helm	Winters	Springs	NL Springs	Pusinelli	Nations	Nationals	Total	Points
1st	6022	RYA	Chris Brown	4	(13)	9	4	9	(10)	49	26
2nd	6006	Lymington Town SC	Mark Lee	(398 DNC)	12	14	5	6	(398 DNC)	833	37
3rd	5911	Draycote Water SC	Nigel Davies	10	(28)	10	(398 DNC)	10	20	476	50
4th	5780	Hill Head SC	Nigel Thomas	16	4	(398 DNC)	23	18	(398 DNC)	857	61
5th	5909	Leigh & Lowton SC	Andy Fox	13	(398 DNC)	19	17	30	(398 DNC)	875	79
6th	5897	Nantwich Sc	Ian Hopwood	11	39	(398 DNC)	(398 DNC)	22	25	893	97
7th	5808	Greystones SC	Shane MacCarthy	3	22	8	(398 DNC)	(398 DNC)	65	894	98
8th	5902	South Cerney SC	Ian Bartlett	12	33	(398 DNC)	15	(398 DNC)	48	904	108
9th	5731	South Cerney SC	Vernon Perkins	24	37	(398 DNC)	21	(398 DNC)	85	963	167
DNQ	6021	Sheffield Viking SC	Tom Gillard	(398 DNC)	1	(398 DNC)	398 DNC	1	1	1,197	401

Chris Brown leads the North Sails Super Series



# Latest Trends

## New Gear - Extended Gooseneck. Alan Gillard (Tom's Dad). Solo 6021.

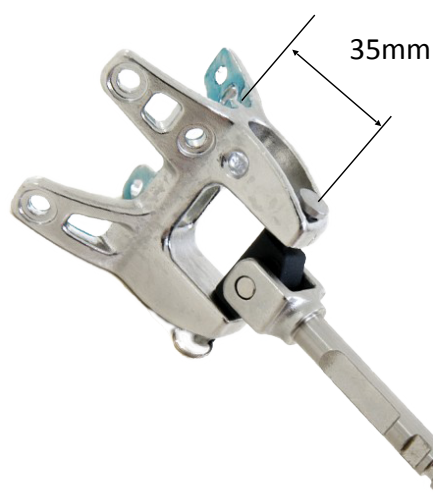
The Solo is limited by shrouds as to how far forward you can ease the sail out on a run, the boom hitting the shroud being the limiting factor. There are no such issues with Lasers, RS Aero's OK's etc. they don't have shrouds, which of course allows these classes to get their boom at right angles to the mast downwind.

Universally we sail with relatively slack shrouds in the Solo, which allows the boom to go out further. It has never been the case we could get the boom square, but we try. Flying the boom high as we let the kicker off so that the leech of the sail goes forward of the mast can be risky at times potentially inducing a windward capsize but has been a necessity to facilitate sailing on a run 'by the lee'.

A recent development in the Solo has been the introduction of an extended gooseneck, several sailors have tried these as a replacement for the standard.

What are they and what performance advantage is there?

The extended gooseneck is the same as the standard gooseneck except the position where the boom pivots is moved further aft. The pivot point on a standard gooseneck is 17mm behind the aft face of the mast. Whereas the extended gooseneck moves the pivot point to 35mm behind the aft face of the mast. Dimensions are from a Selden D+ mast and the alternative Selden extended gooseneck.



Selden Extended Gooseneck.



Superspar Extended Gooseneck.

That maybe a small dimensional change but the effect it has on where the end of the boom can be eased out too could be significant? I decided to do a few calculations (a bit of trigonometry) to see what effect the extended gooseneck has on the Solo.

My calculations discovered that the boom can be let out by a further **65mm** at its outboard end allowing the boom to be squarer to the mast enabling the sail to be presented to the wind at a different angle. It will allow better leech control on that dead downwind leg of a course, with less risk of the windward capsize.

There is another benefit to the extended gooseneck and that is when you bear away at say the windward mark, the foot of the sail will ease off making the sail fuller without having to adjust the

outhaul/inhaul. Its one less thing to do as your sail becomes slightly fuller automatically. You will see that 'A' to 'B' shortens when you ease off, which is why the sail gets fuller. Fig 1. & Fig 2.

I did a calculation as to how much your sail increases in fullness as you ease off. With the standard gooseneck the sail increases in fullness by 11mm, whilst with the extended gooseneck the sail increases in fullness by 25mm.

By the same I suppose that when you sheet in at the leeward mark to come back up wind, the sail will flatten once more for the beat.

There are a couple of warnings as well. Retrofitting such a gooseneck changes the position of the black band on the boom as the black band is measured from the back of the mast. Another point worth noting is that if you have inadvertently pulled your outhaul on whilst on the run, you may find that when you sheet back in the sail becomes over stretched along the foot possibly removing a tack eye in the process.

Will this be a must have on your Solo Mast that gives you that extra bit of performance? Like most small developments in the Solo fleet, it is subjective in its theory and practice but every little helps.

Fig 1

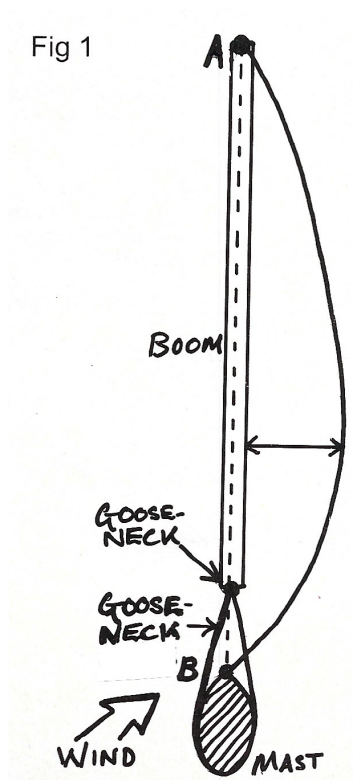
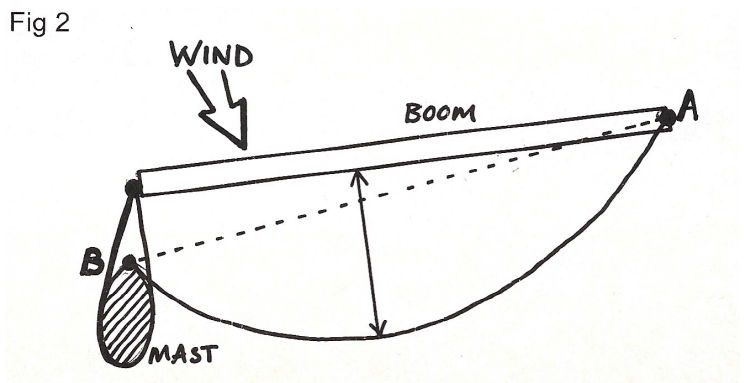


Fig 2



# Strictly Solo

*Martin Honnor just about rounds the leeward mark as the fleet battle the brutal elements of Abersoch.*

Feel that moment **HERE**

Judges Score

10

Lurking behind him is Kev Gibb, his icy blue stare is enough to turn any man to jelly should they be ahead of him on the course and if that is not enough, he has two equally frightening brothers.

Martin though, is a northerner and carries on regardless while behind him Mr Gibb leaves a trail of destruction, gaining valuable places as Tim Lewis and Mark Fuller succumb to the scourge of Scotland.



Solo Sailing at it's Best