

Solo *Interactive*

North Sails Spring Championship Report
Ian Cherrill Blog
National Championship Info Pack
Spring Cup Medemblik

Area Updates
GOAT/Ginger Solo
HD Sea Sailing Archive

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Based in the Midlands

President's Report Guy Mayger

Dear Solo sailors,

Even if the weather isn't quite playing ball, the Solo sailing season is well underway, even if we are mostly wearing our winter kit still!

Since our last edition of Solo Interactive the North Super Series ticked another event off with the Spring Championships hosted by King George Sailing Club. God's own reservoir we're led to believe by class stalwart, Vince Horey!

Another cracking days races was had (see Will's report) with a decent, if very shifty, breeze in pleasantly warm conditions... maybe that was Spring!

Congratulations to our new champion Charlie Cumbley for sailing a very nice series ahead of last year's winner, Oliver Davenport and Fergus Barnham.

Unfortunately, the weather was then against us for the Welsh Championships, with gales forecast, so the decision was made to cancel the event. Never an easy choice, but with 30-40 knots expected, the club and class agreed to postpone. The event has now been rescheduled for the weekend of 12/13th October. This means we're a little busy with events in October, but as you can imagine calendars were already complete, so we much appreciate the team at Tata Steel SC managing to fit us in again, later in the season.

Outside of the Super Series, we're seeing steady fleet sizes out at our open meetings. I'm pretty sure the less than inviting weather has put a few off, but looking over the results and reports, the racing has been super competitive. Congrats to all the winners!



It's also been great to see the excellent club fleet turnouts, particularly at the Solo hotspots of Salcombe and Hayling Island.

Next up we have the Northern and Eastern championships at Ogston SC and Brightlingsea SC, respectively. The Northern will have the lake sailors wetting their lips, whilst the Easterns give a chance to test the waters for the upcoming Nationals (Brightlingsea SC, 22-25 August).

Mentioning the Nationals leads us neatly onto the much anticipated draw for a free entry.

Once again, the random number generator has been in action and I'm delighted to announce the winner of the draw (first 50 boats to enter) is Malcolm Buchanan!

Congratulations Malcolm and thank you Brightlingsea SC for helping make this possible.

Looking at the entry list to date, we're just short of 60 entries but as always I see plenty of names who I'm sure will be joining us.

The word on the street is that we will have a full Team North showing with former champions Tom Gillard and Charlie Cumbley coming out to play.

If that wasn't enough, last years champion, Ben Flower, has been spotted getting in some secret training in the new GOAT Marine boat along with Charlie Nunn... I hope you could keep up, Charlie!

As if the competition wasn't looking strong enough, another champion in HD Sails Andy Davis (once he has sorted a boat), is also aiming to be on the start line, plus past champion (and Olympic mega coach) Matt Howard is also joining the fun!

Add in our sponsors, Allen, representative Simon Potts, and I think it is fair to say

this is going to be one of the most competitive championships of the year with a host of regulars who are more than capable of upsetting the "names" given a good start and a couple of shifts.

If you haven't already entered, please get yourself over to the class website and get booked in. It really helps with our event planning and, don't forget, there is a late event price, so get in early and save a few quid.



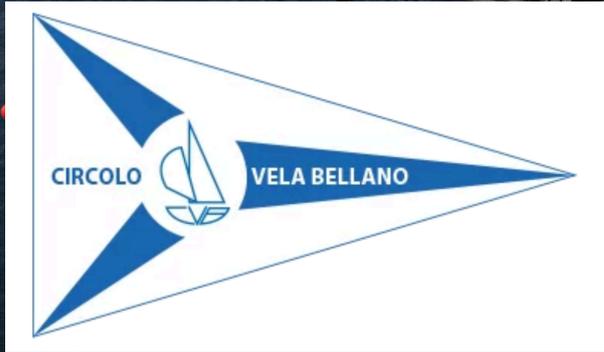
Left;
Malcolm Buchanan crosses tacks with Phil Kilburn at the 2017 National Championship, Torquay.

Below;
Charlie Nunn and Ben Flower prepare their GOAT Marine Solo for Medemblik.



NATION'S CUP

2025



With Brightlingsea being our Nationals and Nations Cup this year, rolled into one, some of you maybe to thinking further into the future and wondering about the Nations Cup 2025? Well, wonder no more!

Our Dutch friends, who are hosting next year's event, have just announced that they have booked Circolo Vela Bellano on Lake Como in Italy from the 21st to the 25th June, 2025.

As soon as I have more details I'll pass those onto you, but for now, mark your diaries as this looks to be an excellent location and gives plenty of time to then be back home in time for the 2025 Nationals at delightful North Berwick (7-10th August, 2025).

Currently, Paul (Vice Prez) and I are looking into potential options to get boats to Como. Of course, if anyone has any contacts, please do get in touch.

Beyond Championships and open meetings, one area we'd like to further pursue is with the class training. To date, that has often happened on the day before a major event but we felt the Association could be more with this.

With that in mind, your Committee has agreed to support more training days via your region representatives. Monies have been set aside for this very purpose and your reps are now able to utilise this.

Some dates have already been advertised on the social media channels, but if you or your club are interested in running a training day, please contact your region rep.

So I think it's fair to say, we have a lot going on with the Solo class this year and beyond.

As always, if you think you have an item you'd like to either cover yourself or would like to be covered in the magazine, please drop myself or Will a line. The magazine is for the members and we want you to enjoy the content, over and above the already excellent work that Will and others already do :-)

Sail fast, sail smart.

Guy Mayger

President NSCA

Editorial Will Loy

We now have two majors under our belts, the Noble Marine Winters, won by Andy Davis and the North Sails Spring Championship, victory going to Charlie Cumbley. Two of the biggest hitters in our class and both laying down a benchmark that everyone else will have to reach if they are to lay claim to the title of National/Nation's Cup Champion 2024. Oliver Davenport leads the North Sails Super Series with a brace of two's. Charlie is looking to borrow a Winder Mk 2 for the event at Brightlingsea so if you are not competing and fancy seeing how it can perform in the hands of a pro then get in touch. will_loy@hotmail.com



Brightlingsea have provided us with a pretty useful venue guide, special thanks to Jarvis Simpson for his input, so with this information you have a great reason to enter the Championship. I have competed in more Champs than I have reported on and that is saying something but the takeaway is that the memories and friendships you will make will stay with you forever. While my own fleeting successes can be counted on one hand, my recollections are as fresh as yesterday, the embellishments a natural by-product of old age and entertainment value.

If you want to improve your game then racing with some of the most talented sailors in the UK and Netherlands will open your eyes to how to sail a Solo fast, I guarantee you will be a better sailor by the end of the regatta.

I competed in my first major in 1984, the Dutch Championship, Hoorn, 40 years has flown by but I can still recollect watching Geoff Carveth stuff foam down the back of his wetsuit legs to reduce the pain of hiking for hours on the IJsselmeer.

I am proud to say I was at Mumbles in 1988 and near the front of the fleet which headed out to sea trying to catch the wing mark which was drifting to Ireland, and on the start line, Plymouth in 1990 where Carveth called for water for the HMS Ark Royal.

I definitely remember rounding the top mark in second in 1992, Paignton, before putting my bow through the middle of Ian Mitchell's bright yellow Thresher, he was on port by the way.

I would say I peaked in 1991, racing my Thresher 3768 to a top ten finish at the Inland Championship in a fleet of 116, the final tack though, dropping my tiller extension and allowing Martin Lambert through, still haunts me. Not all memories are good ones but they are what shape and define us and anyway, we can laugh about it in the bar after racing finishes.

So, in conclusion, enter the Championship, do well or do badly but savour the moments and put them in storage for later years so you can bore everyone else with them.

This really is my last full season as editor and I will only provide media for a couple of select events in 2025 so now is the time to act on the quiet voice in the back of your head which has been telling YOU that YOU would be a great asset to the NSCA membership, and that YOU want to share your enthusiasm for the Solo Class.

The NSCA have built up a pretty impressive package of equipment/cameras which will be available to utilise and as a skilled Baker I can tell you it is easy to use. Contact will_loy@hotmail.com

Brightlingsea are hosting the Eastern Championship May 11-12 so a perfect excuse to attend and gather some recon on the venue, tides and pubs.

I must mention both the Dutch Spring Cup (May 3-5) at Medemblik which is a fabulous event and usually a blast, and the Nigel Pusinelli Trophy which has been re-scheduled to October 19-20. The venue is Salcombe and while the waters are to say the least tidal, even the locals have no clue as to what will happen in 'the bag'.

I can confirm that there will be in excess of 60 Solos there, possibly racing in flights?

ONK is another Dutch event and the gossip is that it will be well supported by the UK in September and I am providing media coverage.

See you on the water.



Broadwater SC Solo Open 23/3/2024

Eleven Solos gathered at Broadwater SC for the Southern, Eastern and Thames Valley series opener. With sunny intervals and a building wind from the NW the first of two morning races got underway. Papercourt's Nick Charles and Tamesis' Joe McLaughlin made the best starts and whilst the chasing pack chopped and changed, they held their ground for a 1-2.

After a brief turnaround, 10 boats competed in the second race which saw more unpredictable shifts challenging the sailors, including one major gust mid-race which caught out several boats. Once again Nick lead from the front, though this time it was Littleton's Simon Derham who battled through the pack to pick up second.

A welcome break for a hot lunch was had by all before the boats headed back out onto the water for the final two races. After a course change to accommodate a last minute wind shift to a westerly, the third race got underway. This time it was Littleton's Steve Jones who took the initiative in the first lap before being caught by Nick on the second lap. Conditions proved increasingly challenging for but, all amongst several capsizes and retirements, it was Bough Beech's Patrick Ward who secured second place behind Nick.

Nine boats contested the final race which, with improving weather and easing winds, was a closer contest. Tim Lewis (RYA) led from the outset, closely followed by Fishers Green's Godfrey Clark and it stayed that way until the last lap, when Nick came through to secure second of the eight that finished.

At the end the scores were calculated. After a count back, it was Godfrey Clark who took third; Tim's first place in the last race helped him secure second overall but the clear winner on the day, with consistently impressive results throughout, was Nick Charles who now gets his name immortalised alongside other Solo legends on the Chess Trophy.

Thank you to all competitors for making this such a successful event and to the race team and the very busy safety boats a big thank you for the organisation and support.

Alex Beard
Solo Fleet Captain, Broadwater SC

Photo gallery (credit Andy Wheeler): <https://broadwatersc.org.uk/photo-gallery/solo-open-2024/>
Event time lapse video: <https://youtu.be/Vtv9DrgWey4?si=hIE7ZUu4dKg36GBP>





Right; Tim Lewis sending it at Broadwater
Below; Steve Jones giving the gybe full concentration
Photo credit Andy Wheeler.





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YOUR NORTH SAILS SOLO EXPERTS:

CHARLIE CUMBLEY

charlie.cumbley@northsails.com

THOMAS GILLARD

thomas.gillard@northsails.com

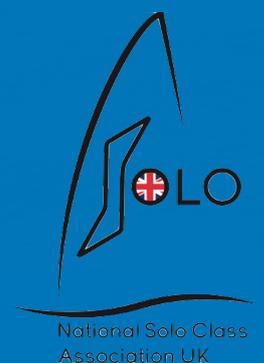
2024



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Brightlingsea Sailing Club
extends a very warm welcome to the

Solo Championship Event

22 Aug 2024, 11:00 -25 Aug 2024, 15:00

CLUB OPENING HOURS

THURSDAY 22 August – 07:00 to 23:00
FRIDAY 23 August – 07:00 to 23:00
SATURDAY 24 August – 07:00 to 23:00
SUNDAY 25 August – 07:00 to 18:00

www.sailbrightlingsea.com



Dear Solo Sailors, Friends and Families

On behalf of Brightlingsea Sailing Club I would like to welcome you to our club. We are excited that the Solo fleet are visiting our beautiful corner of Essex for this event and hope that you all will have a great time.

Leading our club team during your visit will be myself – Alice Davies Cross. In the Race Office you will meet our Race Office Manager Kathy Ashworth.

Afloat our team will be headed up by Race Officer Sarah Conlon.

BSC is entirely run by the members for the members and in addition to these team leaders dozens more volunteers will be helping throughout the event. If you require assistance at any time, please don't hesitate to speak to one of us and we will do our very best to help.

If you haven't been to Brightlingsea before our Harbour Commission produce an excellent Visitors Guide which includes a detailed map of the town showing the location of key services and shops, as well as a host of useful information for visiting sailors. To view/download a copy in advance please [click here](#). To find out more about our club please visit www.sailbrightlingsea.com.

We hope that you have a great visit to Brightlingsea and wish all the competitors the very best of luck in their racing. Please read on to find out more about what to expect while you are with us.

Fair winds and fast sailing!

Alice Davies

Alice Davies.

HOW TO FIND BRIGHTLINGSEA SAILING CLUB

Address: Brightlingsea Sailing Club
Oyster Tank Road
Brightlingsea
Essex
CO7 0DY

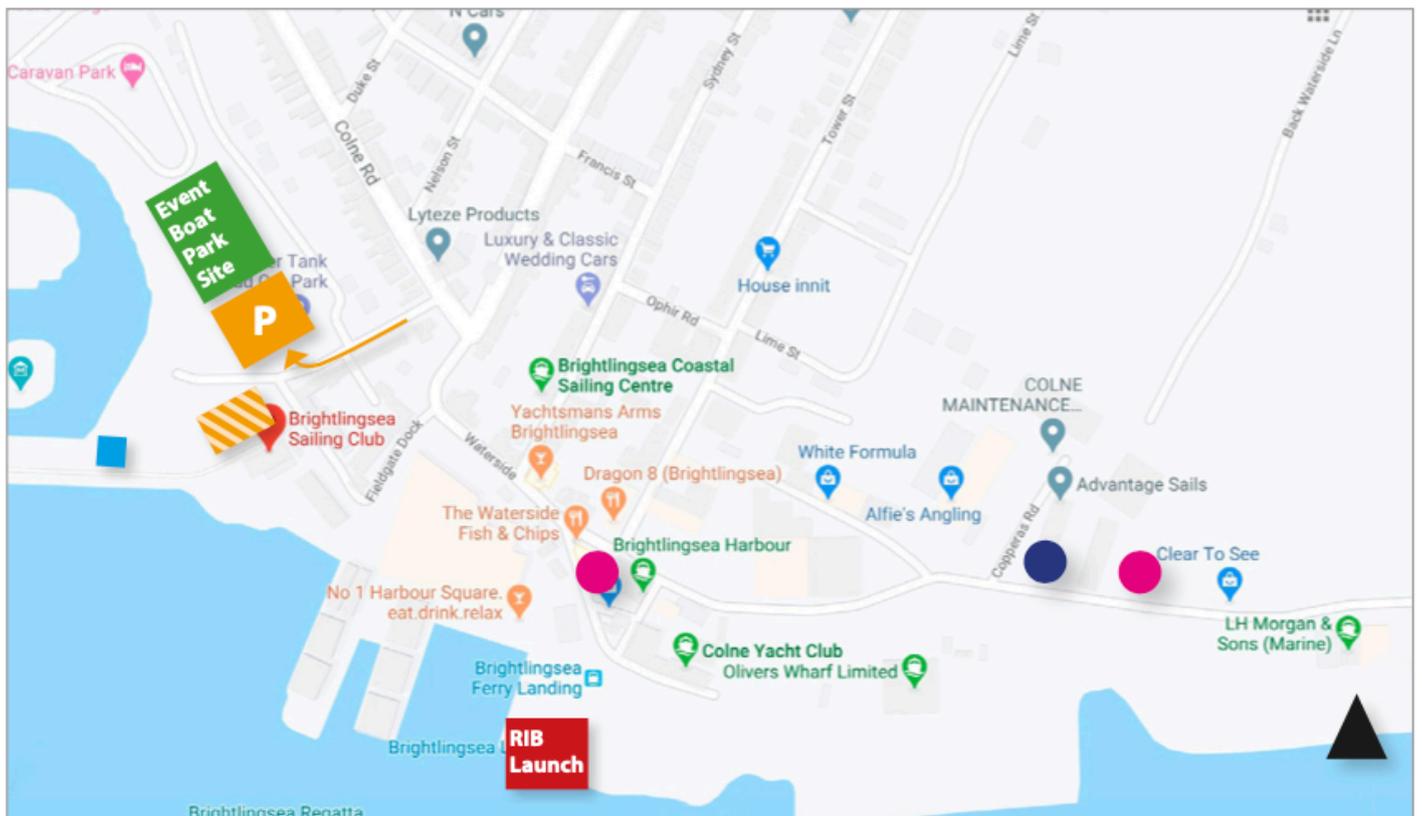
Tel: 07711 718470

Google Maps: <https://tinyurl.com/wgg65w3>

What3Words: ramps.weeded.cassettes



AMENITIES



-  CHANDLERIES
-  EVENT BOAT PARK
-  COMPETITOR CAR PARKING
-  SAIL MAKER
-  RACE OFFICE
-  RACE OFFICIALS & BSC MEMBERS ONLY CAR PARKING
-  DIESEL FUEL

ON ARRIVAL



Competitors are welcome to arrive at the club at any time during the week before the event.

As you approach the club along Oyster Tank Road, please look out for the signs that direct you to the **Event Car and Boat Parking Areas on the right**. Our site has

restricted access and narrow roads so please follow the instructions to help achieve the most efficient and timely arrival.

The signs will direct you to the boat parking area. Please unload as quickly as possible and move cars and trailers into the parking area promptly to allow others arriving behind you access to offload.

Each competitor will be given 1 car parking pass at registration which gives you permission to park in the event car park. Please note that if you are not displaying a pass in this area, you may be fined. For extra cars there is free on street parking in the area although it can be busy at times so we suggest you walk or cycle to site or arrive in just one vehicle where possible.

The club house is the large two-storey dark grey weather board building next to the club car park

As you enter the building through the main door you will find the main changing rooms off the entrance lobby to your left. To the right you will find the main clubroom and bar, which will be open from noon on Thursday. Our disabled changing room and toilet are accessed by going into the main room, passing in front of the bar and turning left and then right. There is wheelchair access to the whole of the ground floor.



We cannot guarantee absolute security in our changing rooms, so we ask that competitors to lock valuables in their cars. Toilet/changing room door codes will be given to competitors at registration.

The Race Office for registration is located on the ground floor of the Sailing Management Centre which is the smaller grey building on the edge of our boat park (at right in the above photo).

IF YOU ARE HAVING DIFFICULTY FINDING THE CLUB PLEASE CALL Paul or Alice (contact info on next page)

USEFUL INFORMATION

Local Contacts:

NAME	ROLE	PHONE	EMAIL
Paul Aldridge	Organiser	07495766335	bevaldridge@btinternet.com
Alice Davies	Organiser	0753438249	alicedavies@ymail.com

VHF:

ORGANISATION	VHF CHANNEL	CALL SIGN
Brightlingsea Sailing Club Shore Base	M2/P4	Bri Sail Base
Brightlingsea Harbour & Water Taxi	68	Brightlingsea Harbour
Coastguard	16	Thames Coastguard

WIFI AND DOOR CODES

FACILITY	CODE OR PASSWORD
WIFI – BSCWIFI	BSCsail24680
Changing Room Door Codes – Male and Female	C1234X
Club front lobby door code	C1930Z

TIDE TIMES

DATE	LOW WATER	HIGH WATER
Thursday 22nd August	08.00 (BST)	14.50 (BST)
Friday 23rd August	09.20 (BST)	15.30 (BST)
Saturday 24th August	09.50 (BST)	16.50 (BST)
Sunday 25th August	10.30 (BST)	17.04 (BST)



USEFUL INFORMATION

Accommodation in and around Brightlingsea.

NAME	SLEEPS	LOCATION	DISTANCE	BOOKED FROM
Brightlingsea Haven	Holiday Rentals, Camping, Motorhomes and caravans	Brightlingsea	50 yds	nicki@countrywideparkhomes.co.uk
Coastal Retreat	1 double	Brightlingsea	200 yds	Booking.com
Modern Annexe	1 double	Brightlingsea	1 mile	Booking.com
Dinky Cottage	1 double	Brightlingsea	600 yds	Booking.com
Harbour Walk	1 double, 2 singles, 2 bunk and a sofabed	Brightlingsea	300 yds	Booking.com Airbnb
The Courtyard Rooms	several appartments	Brightlingsea	400 yds	Booking.com
Sea Folly	1 double, 2 shared single, 1 single	Brightlingsea	400 yds	Booking.com
Marina Appartment	1 double 2 shared singles	Brightlingsea	100 yds	Airbnb
Harbour View Lodges	3x 1 bedroom	Brightlingsea	200 yds	Airbnb
Brewers Arms	1 twin singles	Brightlingsea	500 yds	Airbnb
Orchard Barn	1 double, 1 sofabed	Brightlingsea	1.6 miles	Airbnb
Bumble bee room	1 double	Brightlingsea	1 mile	Airbnb
Tropical room	1 double	Brightlingsea	1 mile	Airbnb
Cabin Hideaway	1 double	Brightlingsea	1 mile	Airbnb
Ye Olde Swan	B&B	Brightlingsea	500 yds	www.ye-olde-swan.com
Haven The Orchards		St Osyth	over creek: 1 mile to drive: 8 miles	Booking.com
Premier Inn		Weeley	6.5 miles	Premier Inn
Premier Inn		Clacton	10 miles	Premier Inn
Premier Inn		Colchester	10 miles	Premier Inn
Dragonfly shepards hut		South Heath Farm	4 miles	Booking.com
Plumptoms farm holiday lodges		Thorrington	4 miles	Booking.com

PLEASE NOTE THAT NO TENTS, CARAVANS OR CAMPERS ARE PERMITTED OVERNIGHT WITHIN THE TWO CAR PARKS OR ANY PART OF THE DINGHY PARKS.

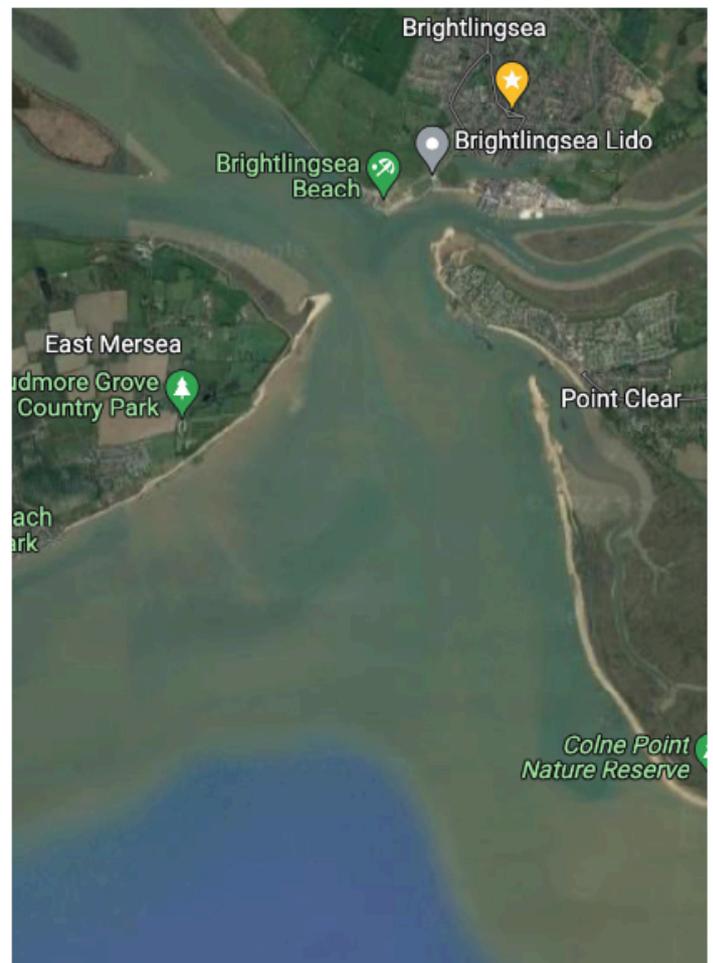
LAUNCHING AND RECOVERY

As most of you will know, Brightlingsea is tidal and whilst there is always plenty of sailing water out in the race area, the creek leading to our launching ramp is quite narrow at low tide. The picture below shows the creek just before low water and from this you can see the BSC ramp coming down to the water and at the end of the ramp there is a small channel and then a bank which runs parallel to the Promenade all the way to the creek entrance, which is marked by a post and a cardinal mark - the gap between these two points is referred to by locals as the Gate.

Please be aware of the oyster bank that is exposed at low water, it is at the lower end of the launching ramp. If in doubt, please ask one of the local sailors who will be happy to share their knowledge.

For family and friends wishing to watch the racing the Harbour runs a Ferry between Brightlingsea Town Jetty, Point Clear and East Mersea.
(www.brightlingseaharbour.org/boat-trips-foot-ferry/brightlingsea-ferry-point-clear-east-mersea/)

From Point Clear there is a short walk along the beach. Point Clear is marked on the map below.



THINGS TO DO ASHORE



For those who will be coming to the event with friends and family, Brightlingsea and the surrounding area have lots to offer those remaining shoreside.

Our town centre has a wonderful range of **small independent shops, pubs and cafés**.

We have a fantastic **1930s outdoor lido**, which is just a few yards from the sailing club, a **sea paddling pool and play areas** for small children and our own beach right in front of the clubhouse. The newly opened **Brightlingsea Museum** is also well worth a visit too.

From the Harbour you can see some of Brightlingsea's historic **Oyster Smacks**.

The upper reaches of Brightlingsea Harbour and parts of the river Colne are **Sites of Special Scientific Interest** with some lovely walks to enjoy. The harbour run a ferry and do harbour tours; details can be found at the harbour office.



In Brightlingsea we also have the **Thames Lobster Hatchery** which opens on Friday and Saturday. In their tanks you can view the local sea life, **see baby and adult lobsters** and learn about their release into the Brightlingsea waters and develop an understanding of the redevelopment of the local Oyster beds.

Within a 30-minute drive we have:

- **Colchester**, Britain's oldest city, with its medieval Dutch Quarter, Norman Castle, Roman Remains and multitude of museums and galleries
- **Dedham** and the famous Constable Country
- The traditional seaside resorts of **Clacton, Walton and Frinton**
- **Historic Harwich**
- **Beth Chatto's** spectacular garden (www.bethchatto.co.uk)
- **Colchester Zoo** (www.colchester-zoo.com)
- **Clacton Airshow** Thursday 22nd and Friday 23rd August (clactonairshow.com).

**We hope will you enjoy your stay in Brightlingsea.
We are here to help if you need any assistance
in planning your visit.**



Winners rely on  **allen**

TEAM ALLEN SAILOR - TOM GILLARD
SOLO NATIONAL CHAMPION



allenbrothers.co.uk

A close-up photograph of a sailboat's rigging. A white sail with yellow and blue stripes is attached to a black boom. A black dog bone fitting is visible, connecting a white strap to the boom. The background shows a grassy area and a red wheel.

HOW TO USE SAILING DOG BONES

BEN HARDEN EXPLAINS

I know what you're thinking "how can a dog bone be used on a sailboat? We're not playing fetch!".

Well, the type of dog bone we're talking about here is not something you would want to feed to your favourite four-legged friend.

No, the type of dog bone I am talking about here is a small, lightweight, 'dog bone' shaped piece of aluminium. And they are becoming increasingly more popular on modern sailboats.

So, in here I'll explain a few useful ways to use a dog bone that will soon have you fetching one from your tool bag!

Materials have developed over the years and as a result rope is now replacing many traditional stainless-steel fittings such as shackles, hooks and wire. Because of this it has opened a variety of new ways to streamline, lighten and adapt the way we attach things to the hull, sail or control lines of a boat. Dog bones are a direct development of this.

Dog bones can be used in a vast array of applications due to the shape and features of the product, however, their main purpose is to connect rope to something.

Examples of use:

- Main halyard
- Jib sheet
- Spinnaker sheet
- Tack lines
- Tii-on blocks
- High load thimbles
- Cunningham system
- Clew tie



Why use a dog bone?

There are a few particular reasons why you would use dog bones, here are some of the features that make them suitable for a wide range of applications.

Weight

Dog bones are extremely lightweight. Replacing a metal shackle for a dog bone on the end of a jib sheet will help reduce damage when the clew slaps against the mast, deck or sailor! Reducing the weight on the spinnaker or jib clew will also help the sail set more efficiently.

Low Profile

Streamlining any fitting is always a bonus, it will help reduce windage, thus making the boat more efficient. It can also stop snagging.

Quick and simple

There's nothing worse than needing to undo a shackle or knot in a hurry, especially as both can require tools in many situations if over tightened. A dog bone however is usually attached via a simple loop in the rope which is quickly and easily undone by hand.

Additional features

Allen dog bones are shaped differently to others on the market. Our triple cut-out design allows the rope to be looped perfectly around the dog bone without losing any strength in the rope. The two protruding edges between each of the three tapered cut-outs act as a barrier which stops the dog bone from being able to slip off the rope.

Cross holes on each end allow for an attachment of a leash line. The end is also recessed to allow the small knot of the leash line to sit inside the dog bone to keep it flush.

How to make a Dog Bone soft shackle.

Now you know the basics, you might be interested in making your own soft shackle which utilises a dog bone.

Check out the rest of this article in the following link for a step by step guide -

<https://www.allenbrothers.co.uk/2022/01/13/how-to-use-sailing-dog-bones/#soft-shackle>





HD Sails 1st Noble Marine Winter Champs 2024

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Sea Sailing Masterclass

Andy Davis/Jim Hunt Solo Specific Summer 2012



So, you're going to the Nationals.

You've left your preparation until the last minute and there's not much time for any practice.....oh dear!

First things first

First job is to do some homework on the venue. Try and get as much information on tidal flow for the area before you get there. You need to spend a bit of internet time finding out as much as you can. Make up a checklist to take out onto the water with you - it should have tide times and flow strength and direction at hourly intervals.

At the venue try and find a local with a good track record and interview him over a few beers - try and find out what the locals look for and what the "golden rules" are for each wind direction and tidal state. Add these to your checklist and use them as a reference when making your pre-race plan.

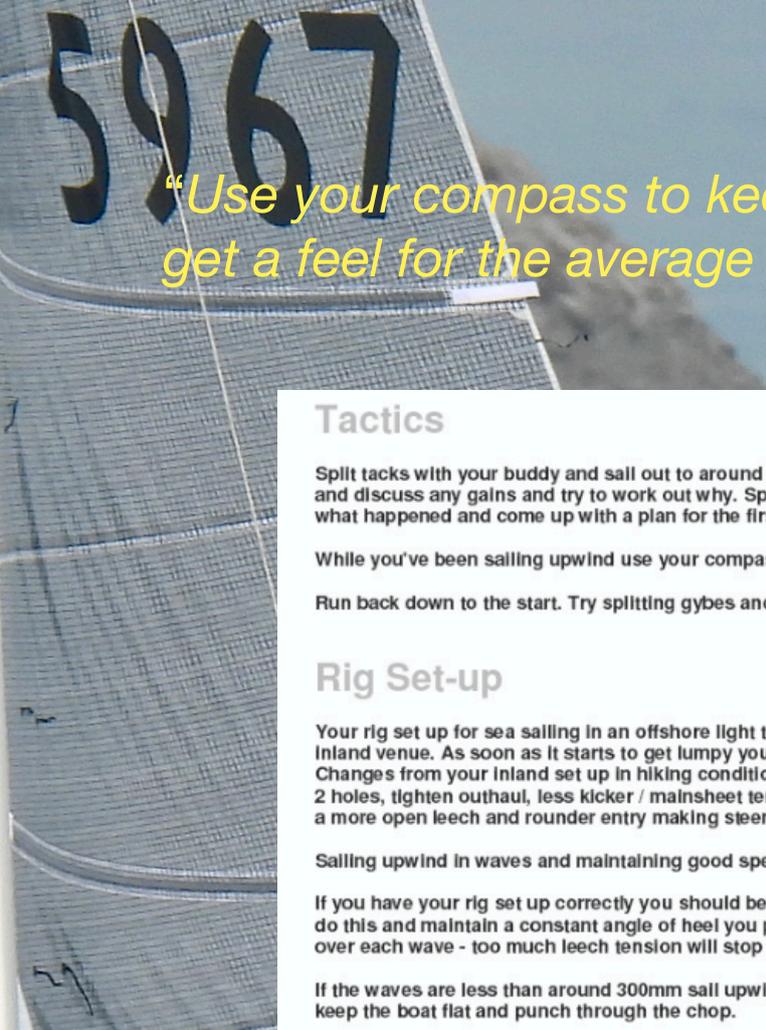
- Check a local forecast at the start of each day - discuss it with a local and factor what you learn into your pre-race plan.
- Arrange to launch at the same time as a "buddy" and sail out to the starting area with them.
- Get plenty of food and drink to take with you - you can always dump excess water if you've over catered.
- If it's light airs and warm, stuff some extra lightweight thermals / fleece into the front tank in case conditions change.
- Get out to the race area about 1 hour before the start.

On the way out to the start check that the wind is in the forecast direction and check tidal flow against any fixed marks / lobster pots you pass.

- Once you're down at the starting area check tidal flow on the committee boat and check wind direction.

"Sail a short upwind tuning run with your buddy to get settled into the conditions"





“Use your compass to keep track of headings and try and get a feel for the average heading for each tack”

Tactics

Split tacks with your buddy and sail out to around a quarter of the way up the beat then tack back towards each other. When you meet stop and discuss any gains and try to work out why. Split tacks to opposite sides and tack back to meet around the windward mark. Discuss what happened and come up with a plan for the first beat.

While you've been sailing upwind use your compass to keep track of headings and try to get a feel for the average heading for each tack.

Run back down to the start. Try splitting gybes and get a feel for which gybe is fastest. It's usually as simple as the one that feels best.

Rig Set-up

Your rig set up for sea sailing in an offshore light to moderate breeze doesn't need to be any different than it would be for sailing on a big inland venue. As soon as it starts to get lumpy you need to make some changes to the way you set up for upwind sailing. Changes from your inland set up in hiking conditions and waves are needed to make the boat more tolerant to steering.....ease forestay 1-2 holes, tighten outhaul, less kicker / mainsheet tension, more centreboard down, cunningham on earlier. This will result in the sail having a more open leech and rounder entry making steering through waves easier.

Sailing upwind in waves and maintaining good speed takes a lot of practice, but remembering a few key points will help.

If you have your rig set up correctly you should be able to steer easily over the waves without having to adjust the mainsheet. If you can't do this and maintain a constant angle of heel you probably have the leech set up too tight. If you look up at your top batten it should "pant" over each wave - too much leech tension will stop this happening.

If the waves are less than around 300mm sail upwind as you would inland - not much tiller or body movement, just don't pinch, hike hard, keep the boat flat and punch through the chop.



Check out Andy's technique in slow-mo [HERE](#)

“Once the waves are above 'inland' size you need to change your set up and become much more active upwind”

“If you get tired, ditch the body movement but keep the steering going.”



As the bow approaches each wave stab the tiller hard away, shove your hips forward (lean back) to help the boat turn and the bow rise. As soon as the bow clears the the top of the wave pull the tiller back towards you and lean out and forwards to keep the bow attached to the back of the wave.

The aim should be to keep a constant angle of heel (top of mast over leeward shroud plate) and keep the same amount of bow in the water on each wave.

If you get tired ditch the body movement but keep the steering going.

Your hiking position should keep you thighs parallel to the water. Don't allow yourself to sail with toestraps too loose and your bum lower than your knees. It will stop you being able to steer accurately and sail at the right heel angle.

Look for flat spots to tack in - there's more time to set up for each tack, so make sure you pick a flat spot to tack through.

Downwind

On the reaches sail with slightly less kicker than inland - this makes the rig easier to trim and more tolerant to changes in direction. Head up for speed and bear off down each wave face, to get back down to the rhumb line. Don't be greedy, try to leave each wave before you drop out of the back of it and lose speed.

On the run if you can change direction without losing speed it is much easier to catch waves.

If you are on the run sailing slight above dead downwind and want to bear off to catch a wave, ease an armful of mainsheet so that the boat heels to windward and bears off. Once you are travelling in the same direction as the wave lean into the boat to straighten it out and load up the leech - this will help accelerate the boat onto the wave.

When you want to head up to get out of the wave, lean into the boat and heel to leeward - the boat will accelerate and start to head up. Once the boat is onto a broad reaching angle sit back on the side deck and re-trim the sail.

You should be able to do this without using much rudder movement - if there's load on the tiller the brakes are on and you need to move to unload the tiller.

To enable easy movement around the boat keep your weight on your feet - your front foot should be under you and close to the outside edge of the cockpit your back foot should be against the case with your shin touching the case capping.

Remember sailing in waves well does take practice, it certainly helps to practice at the venue that your going to have your chosen regatta at. Also make sure you and your buddy are open about what you find as if someone holds back the whole process falls down.

Keep track of what's happening on the course and keep processing the information around you. If your pre-race plan isn't working, keep thinking and try and work out why and start adapting fast. If you can't work it out, stick with the fleet and don't take any risks until you start to get to grips with what's happening.

HISC Roundup Mike Lennon

The Solo class has historically enjoyed a good following at Hayling Island and the start of 2024 is no exception with several brand new boats and several new faces in mixture of new and used boats.

After several weeks of self supported training races pre season - with some attracting 8 boats the racing started proper with the clubs first "Pennant weekend" of 2024. These are stand alone race weekends. The solo class always gets its own fleet start and after some close racing in very mixed conditions, a dominant display from Alex Butler taking the minimum points score possible. Martin Frary eased into second and Alec Powell sharing the podium champagne in third. Class stalwart Nick Rawlings edged out Mike Lennon and Nick Peters to take the leather medal. Class president Guy Mayger joined the fun on Sunday only and despite playing near the front with a second and sixth had to carry a 21st .

19 boats enjoyed the opening event which set up the April series consisting of the remaining April Sundays with 2 races scheduled each week.

Sunday 7th nearly didn't happen due to high winds, but 4 boats braved the condition - Alex Butler continued his winning ways with Mike Lennon second - next was Nick Rawling followed by Nick Webb. The second race was abandoned.

Sunday the 14th was shifty and light which brought Alec Powell to the front in both races. Alex Butler hung on to collect two seconds with Richard Harding and Paul Lewis collecting a third each.

Sunday the 21st was another wind fest with a shifty north easterly coming and and going. Despite the big boy condition again Alex Butler who is at the lighter end of the scale took the first win of the day with Guy Mayger in second and Martin Frary in third. Race two was a little lighter but certainly more shifty and gusty, Alec Powell took this one despite capsizing in a mighty down draft. Mike Lennon took second with Alex Butler in third.

So on Sunday the 28th things were wide open, but Alex Butler took the first win sliding down the inside of Mike Lennon on the last run. Guy Mayger took third. The condition ranged from a shifty north west to west south west and back making course setting tricky. As a result a lot of port was sailed, not really allowing for many tactical option upwind, so more place swapping was going on down wind. In the last race Guy Mayger showed his speed to take an easy victory with Mike Lennon fighting off another late lunge down the inside from Alex Butler.

20 boats did at least one race with most weekends having 10 to 15 at the start.

Alex Butler won the series from Alec Powell after some shenanigans at the finish line of the last race which saw a near collision between them. Lennon took third with Mayger fourth and Richard Bailey fifth.

All of Hayling's Sunday results are here <http://hisc.co.uk/media/17688/april-series.html>





SOLO OPEN 2024

(Part of the NSCA Solo Southern Series)

SUNDAY 19th MAY 2024



Entry Fee £15 for Solos to include the world-famous afternoon tea!

Rules	The Open Meeting will be governed by the rules as defined in the Racing Rules of Sailing, the prescriptions of the RYA, the relevant Class Association rules and the Sailing Instructions.
Entries	The meeting is open to a Solo dinghies on satisfactory completion of the online entry form, advance notice of probable entry would be appreciated. Entries on the day will be accepted.
On the Day	Clubhouse opens at approximately 0830 Registration will take place from 0900 Briefing at approximately 1015 First Race Starts at 1100
Schedule of Races	Unless otherwise advised by the Race Committee, 4 races , 3 races to count in final result.
NORs and Sis	Available on the Club website and on the day.
Online Registration	Follow the link below
Information and Directions	http://www.sailfrensham.org.uk
Contacts	Solos: Paul Trevan, 07450 171396 e-mail: solo@sailfrensham.org.uk



Sponsorship Announcement

Doug Latta, Southern Area rep is delighted to announce the sponsorship agreement made with Magic Marine and Triggernaut for the Southern Area Travellers Series and Southern Area Championship.

Many will remember the generous sponsorship of Magic Marine in the past, but especially the excellent range of performance based sailing gear from wetsuits, technical gear and boots, to gloves and buoyancy aids designed to not get caught under a Solo boom! Together with a range of very smart bags all with the dinghy sailor in mind.

Magic Marine are not only offering sponsorship for the events, but a stunning 15% discount to Solo sailors also just by using the discount code **SouthernSolo15%** on their UK website www.magicmarine.uk

Triggernaut offer a range of awesome eyewear for action sports junkies, surely that covers every Solo sailor and the range of sunglasses include the option of prescription glasses also so it's not just for those all important instagram pics, but the Solo officianado's spying out the shifts on the water and location of the windward mark. There is a great deal for Solo sailors who can get 15% discount on any purchase using discount code **SouthernSolo15%** on their website www.triggernaut.com

George Kingsnorth of Magic Marine and Triggernaut says 'I am very excited to be working with the Solo fleet again, Solo sailors love our brands and we love the fleet's enthusiasm for the kit. For every purchase of our equipment using the discount codes, we will be donating a further amount to the prize fund'. Doug Latta, Southern Rep says 'I am so pleased to be working alongside George again to bring the superb Magic Marine kit to the fleet. The sailing kit is in my opinion second to none, while I look forward to trying to win a new pair of Triggernaut sunglasses which look incredibly suited to our sport. Maybe we can even get our President out of his signature white sunnies!





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The **Allen Midland Area Series** started with its first event on the **23rd of March at Banbury SC** where a group of 9 sailors joined us in what was a cold and gusty day but made nice and warm by the hospitality of the Banbury team and the feeling of seeing again the familiar faces in the circuit. Results for the day had **Chris Brown on 1st place, Oli Wells 2nd and Jamie Cuxson 3rd**; full report at the NSCA website news section ([Open article here](#)). Our second event was on **Saturday the 4th May at South Staffs SC** where 22 Solos joined in a sunny day. Congratulations to our winners 1st Neil Wilkinson - Shustoke SC, 2nd Samuel Bailey- South Staffs and 3rd Jonny Coate- South Staffs SC. We had also First Youth - Ben Nankervis- Shropshire SC and First Lady- Anna Nankervis- Shropshire SC; well done! Full report to follow soon.

Northampton SC is hosting a **Training Day** on Saturday **18th of May**, sponsored by NSCA for its members. Training starts at 10:30 with boats already rigged and ready to go. The training is aimed to **all levels of experience** and the plan is to help improve your **boat set up and sailing technique**. Please note there are limited spaces with max. 12 boats, so register soon here: [Northampton SC - NSCA Solo open Training Day](#). **Training is free** for NSCA members, and Non-members are welcome to register at a £25 fee, which is also the cost of NSCA membership for the year, so why not join and start enjoying NSCA benefits for members, including this and future training days for free with your membership.

Other dates on the **Allen Solo Midlands Series** to keep in your calenda are listed below and remember that you need to join at least **5 events** to qualify, and this will also give you the opportunity to enter a raffle during the EOS for a prize from our sponsor **CB Boat Trailer and Cover Store**.

- **May 25th**: Northampton SC (Link to register & for more info: [NSC Allen Solo Midlands Series](#))
- **June 29th**: Trimpley SC.
- **July 14th**: Shustoke SC.
- **September 1st**: Carsington SC, joint event with Northern Series.
- **September 28th & 29th** – Midland Area Champs at Notts County SC, join us also for a **Training Day Friday 27th**.
- **October 5th**: South Cerney SC, joint event with Western Series.
- **October 26th**: Stauton Harold SC.

Solo Midland Area
WhatsApp group



If you'd like to to learn about upcoming events in the Midlands Area scan the QR code using **WhatsApp** camera to join the **Solo Midland Area** group

On other news, I am looking for anyone who is interested on taking the role of Midlands Area Rep, as I have relocated last week my home to Surrey, I will struggle to coordinate events in the Midlands. All sponsorship and events have been confirmed for the year so not much work to do – if interested please get in touch! Email:

SoloMidlandArea@gmail.com

Take care,

Maria E. Franco

Solo 5675

Maria powers off the start at the recent North Sails Spring Championship





SOLO WESTERN AREA

Series Sponsors



Sadly our Western Area Series was delayed with the TATA Steel Open and Welsh Champs being delayed due to high winds, but it now means I can attend. This event has now been re-arranged for 12th/13th October 2024 with the same arrangements for discounted Hotel rooms and a NSCA subsidised 3 course meal on Saturday evening for all helms, of course family and guest etc. welcomed.

This makes our series opening event the Bristol Corinthians Open on Saturday 18th May with the Chew Valley Open on Sunday 19th May, allowing you to stay in the area and compete in both, that's 2 qualifiers.

Torpoint Mosquito are also gearing up for their open on 1st June with more sailing in Plymouth a week later, there might also be some club sailing available, so holiday potential.

We have our NSCA Western Championships at Plymouth Mount Batten on 8th/9th June. You need to get and book this event as soon as possible, [click here](#). There is some accommodation available as detailed in the article on the NSCA website, [click here](#) and download the PDF. The entry includes the Saturday evening BBQ and as part of the PPSA Dinghy Weekend, it will be a big event in Plymouth, this will be well attended by several classes. Don't worry we have our dedicated start, and the water is huge, so enough room for everyone. Also, as part of the event, you will not only be competing for the prestigious NSCA Western Championships 2024 but also for the overall Plymouth Dinghy Regatta event, so our winner might take home more prizes than expected. The NSCA will be providing some event support, likely to be drink related to wash down that BBQ, non-alcoholic of course.

We have also organised a NSCA Supported training day at Plymouth Mount Batten for Friday 7th June. Our coach is Ben Flower, our current NSCA Nationals Champion from 2023, no slouch in a Solo and pretty handy in an ILCA as well. Details will be on Facebook and the NSCA Website as soon as possible. Booking for this will be through the NSCA Web Collect system, not via the Western Champs online entry, and up to 20 entries could be accommodated. It's going to be free for NSCA members and £25 for non-members, but you will then get NSCA Membership as a result with all the benefits that provides, most importantly supporting those activities keeping your Solo value high. Following a new NSCA initiative, we are also now looking to run some other Western regional training, contact me, [click here](#), if you would like to host an event in the NSCA Western Area.

Our sponsors, Dinghy Shack and Goat Marine are gearing up for the series events. There are some prizes promised for each event and special prizes being discussed for the series results to be presented at the NSCA EOS at Draycote, and I'm keeping you in suspense on this. To see how the series qualification and awards are structured for 2024 please visit the article on our website, [click here](#). You've got to be in it to win it. Dinghy Shack have also provided a 10% discount code for Solo sailors "SOLO24", so check out their website, of course there is the normal fair use policies in place so do not abuse it or we lose it.

Look forward to seeing you very soon for what is looking to be a great series.

Regards, Vernon Perkins – Western Area Rep

Spinnaker SC - Solo Open, Saturday 11th May 2024



- Part of the NSCA Southern Series
- Start time 10:30
- Entry fee £15: entries close at 12:00 Thurs 9th May
- Entry online at <https://www.spinnakerclub.co.uk/event/solo-byte-open>
- Four races, three to count: first warning at 1030
- Light refreshments and prize giving after last race
- Please note, we have no galley - bring your own lunch!
- All visitors are invited to join in with our Sunday 12th Club Racing

Top 10 Southern Area 2023

Rank	SailNo	HelmName	Club	Broadwater 25 March	HISC 01-02 April	Bough Beach 15 April	Dell Quay 7 May	Spinnaker 13 May	Lym Town 10/11 June	Mengeham 16 Sep	Papercourt 22 Oct	Total	Nett
1st	5781	Alex Butler	HISC	(140.0 DNC)	10.0	(140.0 DNC)	1.0	(140.0 DNC)	3.0	1.0	(140.0 DNC)	575.0	15.0
2nd	5770	Patrick Ward	Chipstead SC	6.0	(140.0 DNC)	5.0	3.0	2.0	(140.0 DNC)	(140.0 DNC)	(140.0 DNC)	576.0	16.0
3rd	5780	Nigel Thomas	Hill Head SC	(140.0 DNC)	(140.0 DNC)	(140.0 DNC)	(140.0 DNC)	140.0 DNC	5.0	5.0	6.0	716.0	156.0
4th	5704	Tim Lewis	Silver Wing SC	(140.0 DNC)	23.0	3.0	2.0	(140.0 DNC)	(140.0 DNC)	(140.0 DNC)	140.0 DNC	728.0	168.0
5th	6017	Mike Dray	Littleton SC	1.0	(140.0 DNC)	(140.0 DNC)	(140.0 DNC)	(140.0 DNC)	28.0	140.0 DNC	9.0	738.0	178.0
6th	5942	Duncan Peace	RYA	(140.0 DNC)	(140.0 DNC)	(140.0 DNC)	(140.0 DNC)	140.0 DNC	18.0	9.0	12.0	739.0	179.0
7th	5952	Noel Wright	Mengeham Rythe SC	(140.0 DNC)	29.0	(140.0 DNC)	21.0	(140.0 DNC)	(140.0 DNC)	14.0	140.0 DNC	764.0	204.0
8th	6002	Doug Latta	HISC	(140.0 DNC)	14.0	(140.0 DNC)	(140.0 DNC)	(140.0 DNC)	43.0	8.0	140.0 DNC	765.0	205.0
9th	5977	Ian Matthews	Spinnaker SC	(140.0 DNC)	(140.0 DNC)	(140.0 DNC)	(140.0 DNC)	1.0	140.0 DNC	140.0 DNC	2.0	843.0	283.0
10th	5693	Fraser Hayden	Papercourt SC	(140.0 DNC)	(140.0 DNC)	4.0	4.0	(140.0 DNC)	(140.0 DNC)	140.0 DNC	140.0 DNC	848.0	288.0



Solo



Northern Area Championships 2024

Ogston S.C. DE55 6FN

11 & 12 May



Entry online—Fee £30 which includes one Saturday evening meal.

(£40 on the day entry)

Link: [Open Meetings- OGSTON SAILING CLUB \(ogstonsc.org\)](https://ogstonsc.org)

(£10 for any extra Saturday evening meal)

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Blast from the Past

SOLO NATIONAL CHAMPIONSHIPS 1998 PAIGNTON SAILING CLUB RESULTS TO DATE

	Sail Number	Helm	Crew	Club
1	4102	Jim Hunt		Bartley SC
2	4153	Geoff Carveth		Littleton
3	4004	Harvey Hillary		Chichester
4	3923	Ian Walters		
5	4077	Tony Thresher		West Oxfordshire
6	4189	Jarry Garner		Littleton SC
7	4160	Will Loy		Littleton
8	4005	Steve Ede		Ardleigh
9	4141	Mark Needler		Bartley SC
10	3934	Gordon Barclay		Chichester YC
11	4006	Ian Houston		Littleton
12	3884	Tom Davis		Chew Valley Lake
13	4103	Tony Lock		Christchurch SC
14	4185	Mike Barnes		Littleton
15	3740	Paul Procter		Paignton SC
16	4187	Peter Dale		Blithfield SC
17	4178	Tim Wade		Spinnaker SC
18	4096	Harry Ashworth		Bartley SC
19	4181	Jeremy Shinton		Bartley SC
20	4073	Cliff Crawshaw		Littleton

Steve Ede blasting down the reach
with Harry Ashworth in pursuit.





Leigh - on - Sea Sailing Club

NSCA Solo Vintage Championship

FOR SOLO'S UNDER 4512

Saturday 8th June 2024

First Start 13:00 - HW 14:36

Leigh-on-Sea Sailing Club, The Old Town, Leigh-on-Sea, Essex, SS9 2EP

SUPPORTED BY

Rooster Sailing

VINTAGE CHAMPIONSHIP

Qualification event for the Vintage Tour and Classic series'

ENTRY FEE £20

Three Races, two to count

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Evening Social

For further information contact Russell Tredgett, Solo Class Captain or the LSC Hon.
Sailing Secretary, at sailingsec@leighsailingclub.org



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As used by Vince Horey.

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#TEAMPB RESULTS IN 2022

AREA CHAMPS:

Southern: 1st • Eastern: 1st.
Midland: 1st • Western: 1st.

WINTER CHAMPS: 1st.

INLANDS: 2nd.

END OF SEASONS: 2nd.

SOLO NATIONALS: 4th.

SUPER SERIES: 2nd.

#TEAMPB RESULTS IN 2023

NATIONALS: 1st, 3rd.

NATIONS CUP: 1st.

SPRING CHAMPS: 1st.

WINTER CHAMPS: 1st, 2nd, 3rd.

INLANDS: 2nd, 3rd.

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Oliver Davenport in perfect harmony with his Winder 1a/Superspars M2/P+B sail.





North Sails Solo Spring Championship 2024

King George Sailing Club welcomed 28 eager competitors to contest the second major of the year and though the number of entrants was lower than previous years, the quality and depth of talent was so impressive that the 227 mile journey to cover this event was a no brainer. The 4 a.m. alarm did little to convince my wife that we were in for a treat, only the allure of a cup of tea bringing her out of her malaise. The trip was smooth, the mighty Volvo V70 Mk 2 eating up counties quicker than I could consume my bacon sandwiches, only a brief stop at Hook to drop the good lady off interrupted my sailing stories, she didn't even wave goodbye.

Sailors unloaded their race boats in the relative calm of the carpark, some had not seen their beloved Solos since the end of last season, tears were shed and apologies made, it was a sight I could not un-see. I loaded up my media kit, which included 4 brand new Go-Pro type cameras and headed up the steep bank to get a first look at the reservoir, my 2 year old hip replacement handling the incline with impunity, only the burning in my lungs bringing me back to the reality of old age. The breeze was from the west and spread across the surprisingly large stretch of water in various layers of strength. You could say it looked like 'the finest sailing arena in North London'.

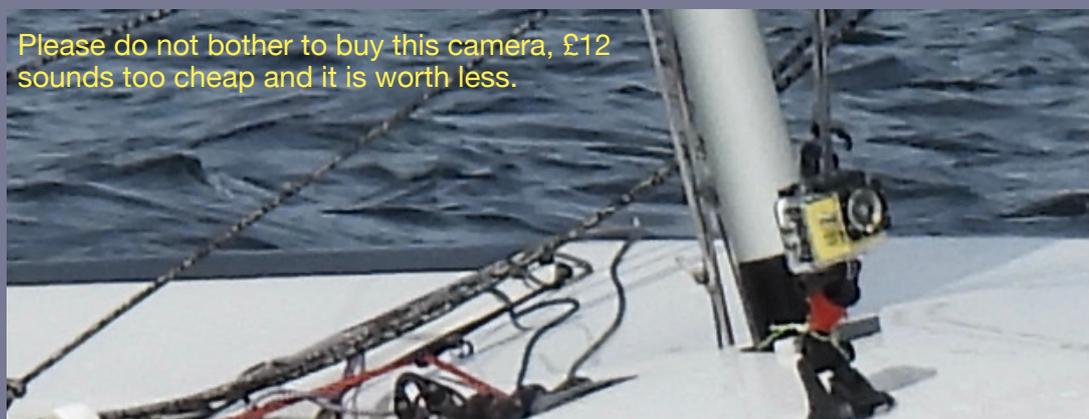
Buildings and Pylons of differing heights and shapes punctuated the horizon and would be providing a level of anarchy to the smooth passage of the wind over the race course, the undulating roofing of a nearby warehouse though would be the biggest trouble-maker.

Sailors spilled out of the club's adequate changing facilities in their kit, if they had been a group then they could have been called the Four Seasons, such was the variety of dress code. The club house, filled with the aroma of bacon/sausage baps, deep heat and the sound of banter, pretty much every sports facility on a weekend morning, but with the likes of Cumbley and Davenport both in attendance the anticipation level was far from Sunday morning league.

PRO James Le Couilliard, aware of the benefits of stretching before exercise, ordered the competitors up the steep slope for his race briefing, the boats though would be hauled up by the tractor and so they waited patiently for their owners to return. Splash of Lime, Solo 6017 was first in line, owned by Mike Dray and he was keen to have a photo taken of it leading the fleet so of course I obliged, knowing that it would be his best chance. I passed by some discarded tents at Base Camp 1, Sherpas would go no further but on we trekked, only stopping at the very summit, or in this case, the race box.

I had attached my new 'deckcams' to some of the fleet but having tested the equipment pre-event, was already doubting their ability to provide anything usable. Like a new-born baby I had been beguiled by the bright yellow shapes and shiny housings, clicking 'buy now' was a big mistake. Fortunately, the one decent camera I possessed provided some great footage of Charlie Cumbley, even if it did last only 22 minutes.

Please do not bother to buy this camera, £12 sounds too cheap and it is worth less.



Race 1 12-14mph 17 degrees.

I stepped aboard the media rib (just two years ago I would have categorised this as an extreme sport) and we took up position at the pin end, pleased to see that the PRO had set some pin bias so it would be busy. With the wind tracking further left and still 30 seconds to go, Solos began peeling off into gybes, the outer distance drawing boats towards it like a black hole. We had drifted slightly behind the line but I think the PRO was still generous at the gun, Cuxson, Brown and Vince Horey looking particularly bow forward and Butler just avoiding the gravity of the pin. Jonathan Swain and Paul Davis were just two of many that had bailed out early and were now punching through the line on port. Cumbley, Davenport and Fergus Barnham had played the percentage game and started 20% further up the line, tacking on to port and already in good shape.

The fleet were in full hike mode and the wind direction provided a nice long leg up to the top mark, some sailors were already wishing theirs were longer and to prove the theory that leverage is King, 6 foot Davenport powered around first with Cumbley second and these two already 30 seconds ahead of the fleet. Brown, Lonsdale, Fergus Barnham, Horey and Swain were in the chasing pack and set off via a short spreader to the leeward mark, the classic sausage, triangle would be the course for today, number of laps determined by speed of the leaders.

My rib driver, taking a moment away from his mobile phone commented that the wind funnels through the buildings, gains speed over the other reservoir before it hits the irregular shaped roof, from there it does what the hell it likes. I watched as sailors converged at this mark from angles and with an assortment of facial expressions. How Enfield council allowed planning permission for that roof is beyond me.

Cumbley got into the lead at the bottom mark but only by a boat length and these two athletes headed back up the left of the course before tacking into the next lift, all so easy when you have clear air. Lonsdale squeaked ahead of Brown at the left hand gate with Horey, Swain and Jasper Barnham while Fergus Barnham and Butler opted for the right gate.

The breeze had built to 16 mph, plumes of white spray kicking up from the iconic Solo bow profile and some wave action building at the bottom of the course. I wiped some spray from my Nikon P950 lens, swearing at myself for not checking it sooner and gestured to my driver to take us upwind again. As a Spurs supporter he is used to disappointment so understood my frustration at missing some shots.

The PRO stuck to his word and kept the fleet going around for the 45 minutes, Cumbley holding Davenport at bay for its entirety with third placed Lonsdale comfortable. The move of the day was from Class President Guy Mayger who, having rounded eleventh at mark 1, pulled up seven places, likewise Butler and these two rounded out the top five. Drama for Horey though who capsized just before the finish line after an altercation with Brown, he had been eighth at the leeward mark but dropped seven places. Brown sailed off to the naughty corner to reflect on his actions but later protested his innocence to me.



Interactive

RACE 1 [HERE](#)

RACE 2 [HERE](#)

RACE 3 [HERE](#)

Race 2 14-16 mph

Pin end favoured again and an unlucky Ian Walters found himself stuck on the outer distance mark while the fleet powered over him. Horey, slightly further up the line thought he had nailed the start but was called OCS for being slightly further over it while Davenport and F. Barnham punched out to the left with Cumbley and Lonsdale. Meanwhile, Horey, fresh from his dip in waters that have 'special scientific interest' was blasting up the beat, his skin, I presume glowing from the sun's rays and not radio activity would round the top mark first, the Spurs supporter's misdemeanour would not be revealed until the absence of a finish gun, until then he could feel like a hero. Fergus Barnham rounded second with Davenport, Mayger and Swain within ten seconds, Cumbley ducking this groups transoms in sixth.

The gusts were keeping the sailors on their toes with several swims and places to be lost and made down the long run. My drivers mood was less chatty now, his positioning of the media boat had been exemplary but with Tottenham going two goals down, his interest in life was waining, such is the curse of supporting the second finest team in North London.

Top mark second lap and Davenport is in the lead, his upwind technique a lesson in hiking hard, Cumbley like Newcastle-Tottenham is too much for the Horey defence and these two embark on a head to head with two laps remaining. F. Barnham, Swain, Mayger and Lonsdale take the next four positions with Lucas and Brown a distance back.

The race and event is decided 200 yards from the final leeward mark, Cumbley hooking into a streak of breeze while P+B jockey Davenport is stranded in a flat spot, the North Sails jockey apologising as he took the lead. Davenport throws in final few gybes but Cumbley is equal to the task and holds for his second bullet. Swain takes third and with Horey OCS, F. Barnham and Lonsdale complete the top five.



Interactive

Jump aboard with Charlie [HERE](#)

Race 3 12-14 mph

Cumbley controls the pin end and powers off to the left in his borrowed Winder Mk1, he has already won the event so no need to get embroiled at the favoured committee end. Lucas, Swain, Butler and Edel have also chose the left, maybe unaware that Cumbley is just having some fun but the truth will be known when they tack. There are some strong veins of breeze up the right of the course and Davenport, who played the right rounds the top mark with a healthy lead from F. Barnham, Nigel Bird and Brown. Cumbley makes it up to fifth with Lonsdale, Bundock and Mayger on his transom.

The breeze has dropped to 12 mph in the gusts and the fleet begin the long run down to the bottom gate with little chance of a big gain on the leading players.

Cumbley breaks through to third on the next beat but can get no higher with Brown and Mayger behind and Davenport and Fergus Barnham ahead at the gun.

The fleet returned to shore, ably assisted by the team of King George volunteers and headed for the luxurious shower, food, drink and the Prize Giving.

North Sails had generously provided some awesome North Sails merchandise which was presented to some very lucky winners, thank you North Sails for your support of our premier Solo Super Series.

Charlie thanked the club for it's fine race organisation and catering, he is a sublime sailor to film and a great ambassador for North Sails, if someone has a lovely new Winder Mk 2 they can lend him for the National Championship, Brightlingsea then you will get back a finely tuned race machine!

Oliver Davenport in second was a tad unlucky but once again proved he is a talent, it will be great to see the season unfold for him. Fergus Barnham is my dark horse if he attends the Nationals, fit as a butchers dog and with a calm temperament too.

Fair play to Maria E. Franco Ferro who was out on her toes all day and competing with the boys and to Mike Barnes who is not only old but raced his Beckett built 37 year old Solo around the course with the passion that makes this class so special.



Next UK event is the Eastern Championship at the venue for the Champs and I anticipate another stellar cast of sailors so join us, join the NSCA and race Solo.

North Sails Spring Championship Overall

1st	6021	Charlie Cumbley	HISC/TCYC	1	1	-3	2
2nd	6110	Oliver Davenport	Northampton	-2	2	1	3
3rd	6011	Fergus Barnham	Northampton SC	-7	4	2	6
4th	5775	Thomas Lonsdale	WOSC	3	5	(RET)	8
5th	5691	Guy Mayger	Hayling Island SC	4	-6	5	9
6th	6055	Jonathan Swain	Carsington	11	3	(RET)	14
7th	6074	Chris Brown	Draycote	10	-14	4	14
8th	5781	Alex Butler	Hayling Island SC	5	9	-11	14
9th	5615	Andy Carter	Leigh & Lowton SC	6	-17	10	16
10th	5586	Ian Walters	Grafham	9	-10	9	18
11th	5746	Harry Lucas	GWSC	-16	7	13	20
12th	5887	Jasper Barnham	Snettisham Beach	(DNC)	8	12	20
13th	5324	Alex Corby	King George SC	8	12	-14	20
14th	6010	Tim Lewis	RYA	14	-15	7	21
15th	6017	Mike Dray	Hawley Lake SC	-13	13	8	21
16th	5903	Nigel Bird	Papercourt S C	19	-21	6	25
17th	5704	Jamie Cuxson	Shustoke SC	12	-19	15	27
18th	5835	Stephen Dickinson	Burghfield Sailing Club	20	11	(RET)	31
19th	5914	Paul Davis	RYA	17	16	(DNC)	33
20th	6053	Peter Edel	King George SC	(RET)	20	16	36
21st	6075	Martin Hodgson	Salcombe Yacht Club	-18	18	18	36
22nd	5675	Maria Franco Ferro	Northampton SC	-24	23	17	40
23rd	6080	Vincent Horey	King George SC	15	(OCS)	RET	41
24th	5627	Richard Bundock	Grafham Water SC	23	22	(RET)	45
25th	6064	Chris Bolton	Snowflakes SC SFSC	22	(RET)	RET	48
26th	3847	Michael Barnes	RYA	(RET)	24	RET	50
27th	5597	Jonny Wells	Essex Yacht Club	21	(DNC)	DNC	51
28th	3923	Richard Beechey	Leigh on sea	25	(DNC)	DNC	55
29th	6045	Steve Ede	Ardleigh	(DNC)	DNC	DNC	60



Richard Bundock hooks into a nice gust.



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STRICTLY SOLO

Or alternatively, **WHEN THE CRAP HITS THE FAN**

The venue was King George Sailing Club and Ian Walters was in pole position at the pin end with 20 seconds remaining until the start of race 1.

Difficulty Rating

2

Interactive

Observe Ian's start line prowess [HERE](#)



The conditions are ideal for the Grafham Water based athlete, the sun is shining and the glare off his head momentarily blinds the opposition, providing him with a pocket of space. Only Mike Dray, racing a Solo brighter than a quasar is equipped to deal with Walters trick, adorned in a pair of sunglasses a welder would feel comfortable using he hunts down the Midland legend.

The seconds tick by and the wind, as luck would have it, is swinging, the question is, is it a header or a lift?



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GOAT

GINGERBOATS

Solos at the Show

Goat/Ginger Solo

Charlie Nunn explains the new build.

Throughout the winter months, the dedicated team at GOAT Marine and I have poured our efforts into crafting an unparalleled Solo package for the upcoming 2024 season. The inspiration struck when we learned that the revered Beer mould had transitioned into the capable hands of Ginger Boats, backed by glowing recommendations from several of my fellow competitors. Thus, the idea was born to meticulously refine every aspect of the boat, leaving no detail untouched, in pursuit of perfection.





You might be wondering, why the departure from the tried-and-true? For years, I sailed a Winder 2 with a M2 mast and P&B Medium cut sail—a setup that had proven its worth with Ben Flower's national victory. The age old saying "if it ain't broke, don't fix it" lingered in my mind. However, my fascination with the Beer hull's design led me down a path of exploration, captivated by its:

1. Streamlined silhouette, pushing regulatory boundaries with a narrow bow profile and waterline for less drag, paired with a flatter transom to promote planning earlier.
2. Remarkably low centreboard casing, affording ample space beneath the boom during manoeuvres—a subtle yet significant advantage.
3. Expanded centreboard casing, strategically lowering, and centralizing the boat's weight distribution for improved stability.
4. Lowered traveller and thwart, optimizing comfort, particularly in lighter winds.
5. Angled side decks near the transom, preventing water ingress during aggressive heeling or tacking.
6. Ergonomically crafted gunwale shape, promoting a more comfortable hiking position for sustained performance.
7. Narrowed side tanks near the mast, mitigating water intake in the event of a capsize, with ample drainage provisions through larger transom flaps.

Our enhancements may seem modest individually, but collectively they culminate in a noticeable performance boost, but we have made a few changes to the boat, gear and setup.

1. Meticulous finishing touches elevate the already high-quality Ginger boats to a new standard of excellence, eliminating join lines for a seamless finish.
2. Integration of DEM foils ensure consistently high performance, drawing inspiration from rave reviews regarding increased speed.
3. Precision-tuned centerboard adjustments minimize torsional effects under load, however this has made the board a little stiff in the case, So we combatted this with a bespoke 2:1 pulley system for effortless control.
4. Custom-designed mast gate spacers optimize mast rigidity, enhancing responsiveness to gusts and sailor input.
5. Ergonomic toe straps tailored to my size 11 feet., this has eliminated the frustration of flipping the strap while tacking in breeze.
6. Premium Robline rope enhances block and jammer performance with its soft, forgiving texture.
7. Introduction of a cutting-edge mast from Selden promises innovative solutions to common mast-related issues, with early testing showing promising results.
8. The crowning jewel: the GOAT Marine carbon tiller and extension, setting a new standard for lightweight durability and performance.

After a month of rigorous testing, I'm thrilled to report that the GGS Solo has surpassed all expectations. Despite my heftier weight of 90kg+, the boat delivers exceptional performance, particularly noticeable in downwind segments where previous limitations have been overcome. Its tight handling, responsive feedback, and rapid acceleration make for an exhilarating sailing experience.

As we gear up for the upcoming Spring Cup in Medemblik, I'm eagerly anticipating the chance to showcase our hard work and innovation on the competitive stage. Watch this space, as the GGS Solo sets sail to redefine Solo sailing excellence.





Than
Sail

Deck

Eastern Area and Thames Valley Report

Spring is here! Or at least it was yesterday, but now it's gone again.

Once again we have kicked off with another blustery and shifty opener at Broadwater SC and again, sadly a poor turnout marked by lack of home support for the famed Chessboard Trophy. Again an unusual northwest wind and I wonder how much that wind direction is affected by the massive construction site for the HS2 railway which is all too visible on our journey to the club. With plans for a new clubhouse at the other end of the lake we wonder how the future will pan out for the much diminished Solo fleet, or will we see a Solo resurgence as sometimes happens over time?

Ups and downs have followed, with Silver Wing being cancelled due to Storm Kathleen (I believe they hope to re-schedule). This has been followed by Burghfield which suffered the weakest turnout on record in 2023 but have bounced back in 2024 with the highest ever attendance with 33 entries! So well done Burghfield, and let's hope this will set an upwards trend for an active Thames Valley series, noting a strong (pre-pandemic??) contingent of travellers for this event. The next Thames event is Chipstead in early June and they can guarantee a strong fleet.

While the Eastern Series started slowly, I sadly missed the Norfolk Broads weekend which again, experienced the blustery conditions which tend to discourage those veteran members who flesh out the numbers at these events. Perhaps these events are also too early in the season to encourage camping, which I have done at Hickling in the past? But not with overnight temperatures still in single figures.

Hunts SC, again, have put on a decent show, with 20 Solos and this is a club which has struggled to leave the Jack Holt era of Enterprises/Solos behind them, as members have flirted with the numerous singlehanded classes that have been showered upon us in recent years but somehow the Solo has fought back with 10 home boats so still certainly an active fleet. The next Eastern event is at Fishers Green where home support is assured.

Happy sailing

Godfrey Clark S4801

Eastern Area/Thames Valley Rep

Below; 33 Solos at `Burghfield Sailing Club.



Solo Youtube Channel

Archive 2016

Click [HERE](#) to view the video

Charlie Cumbley and Matt Howard held a coaching day at a wet and windy HISC. Undeterred by the elements, the guys put on a great show and Matt provided us with some awesome footage.

DISCOVER

RYA DINGHY & WATERSPORTS SHOW 2024

PROGRESS

INSPIRE



The 2024 RYA Dinghy Show was another very successful show for the Solo class. Not only did we have two boats on the class stand, but 2 other Solos from GOAT Marine were also being exhibited. Great representation for the class!

Big thanks to Andy Tunnicliffe (Impact Marine) for the loan of his beautifully fitted out Ginger (now GOAT) boat and to Tom Gillard (North Sails) for his championship winning boat, rocking a nicely detailed and colour coded mainsail matching his hull. The days of grey boats might be over!

As you can imagine, putting the show stand together takes some work, so a huge thank you to Paul Davis, Patrick Burns, Godfrey Clark and Patrick's brother for helping get things setup on Friday, then over the weekend the Solo committee team of Steve Ede, Graham and Fiona Cranford Smith, Maria E Franco, Vernon Perkins on Saturday and John Steels, Andrew Liddington, Nigel Davies and Chris Brown on Sunday.

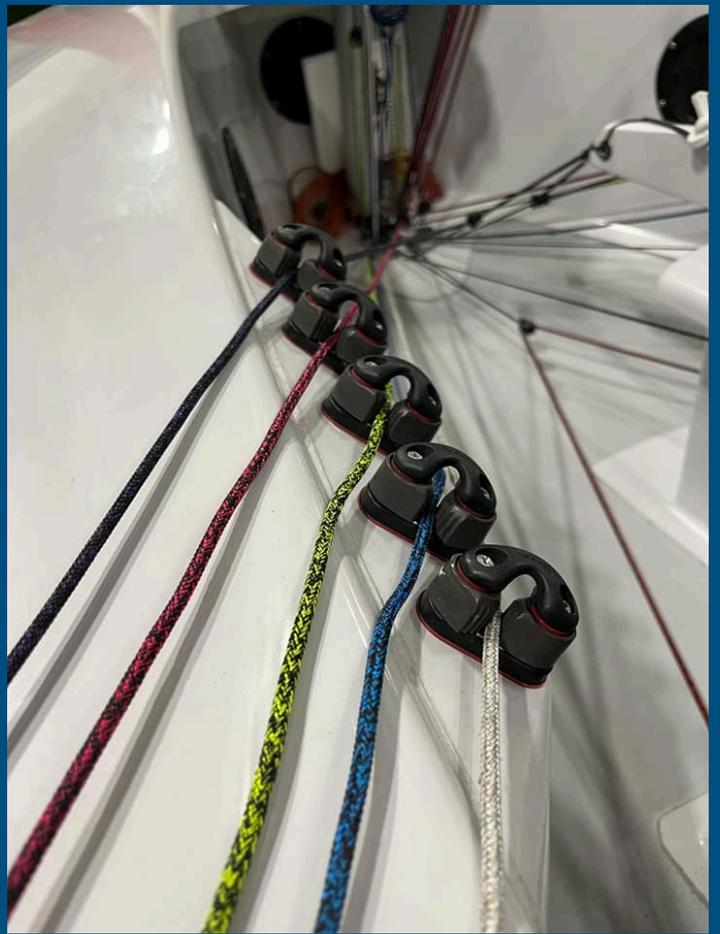
The show was very busy and productive for the class, providing a great opportunity to catch up with members, new and old, as well as being able to speak to those potential new Solo sailors. This was particularly noticeable with a number of new Solo sailors joining the fleet ready for the Nationals at their home club in Brightlingsea. Much discussion was had over inhauls, mast rake, centreboard position and hiking technique.

Both boats were poured over by hundreds of visitors and proved a great way for Solo sailors, who may not get to the open meeting circuit, to get a closer look at some very special boats... yes, we know it's the sailors who make the difference really.

Whilst the location of Farnborough might not be perfect for everyone, the RYA representatives told me that the footfall on Saturday was the same as both days in 2023, so the event is still proving to be a great draw for many in the dinghy sailing and the Solo class will look forward to attending again in 2025.







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News from the Netherlands



Date: April 13 and 14, 2024

Last weekend we sailed the National Sprint Championships at WV Randmeer. A total of 28 boats appeared at the start. Obviously a very nice field, but for those who were not present, I can only emphasize that they missed a very nice event.

A total of 15 races were sailed, 9 of which were on Saturday and 6 on Sunday. Because there were 3 starts per match, the committee started a total of 45 times. We hardly had to wait and after each race the results of the sailed race were shown on the starting ship.

Saturday started with a running breeze, which increased during the day. After day 1, anything could still happen. Pim led the rankings with 10 points, I was second with 11 points and Paul followed in third place with 12 points. Jelmer and Menno were close behind with 17 points. After sailing, most sailors gathered at the club building for a good meal.

On the second day the wind came from land, which resulted in many wind shifts. Pim, Paul and Jelmer handled this well and ultimately finished 1st, 2nd and 3rd. I myself came 4th, followed by Gilles, who rose from 7th to 5th with a strong last series.

Roelof Kuipers

Check out the Event Video [HERE](#)

<https://www.youtube.com/watch?v=FDRw9hZ3jU8>



Spring Cup 2024 Medemblik

A voyage of discovery for Charlie Nunn



Embarking on a nautical odyssey, I set sail in my trusty campervan sleepily at 1am from St. Austell, Cornwall, bound for the Medemblik regatta centre. With the salty banter of the Bar Karate sailing podcast keeping me company and a trusty cup of tea in hand, I navigated the highways and byways, encountering a few roadblocks along the way, including a rather unfortunate car somersault on the M4, this was quite the set back. By the time I was under way again the sun was rising, and I had 2hrs 45 minutes to go, it's going to be tight. After navigating the roads with all the precision of a seasoned navigator, I arrived at the ferry terminal with a mere 30 minutes to spare before departure. But fear not, my friends, for my driving was as legal as a sailor's knot, and I was waved through with nary a second glance from the ferry crew. Ah, the joys of timely arrivals.

Finding solace in the cozy confines of the ferry, a welcome respite from the chaotic roadways. Unlike the frenetic Dover to Calais route, this ferry ride offered a serene interlude, allowing me to recharge for the seafaring adventures ahead.

As the sun dipped below the horizon, casting a golden hue over the tranquil waters of Medemblik, I rendezvoused with fellow sailors, swapping tales of hull shapes and carbon fibre over a backdrop of pristine sunshine with my new prototype Selden mast glistening in the evening rays.





Day 1 A cold brisk morning with the wind buffeting the van, looks like its going to be a fun day (or so I first thought). Launching off the clean slipway, Medemblik hosts one of the cleanest facilities I have ever sailed from.

Race 1: A brisk 20 -25kts blowing and a whole lot of chops. Starting the Dutch were showing the prowess, slicing through the short waves like a samurai sword through mozzarella, while I bucking like a bronco, seems I am a little out of depth in Medemblik's shallow waters. Don't remember much of the first race but I retired from mid fleet with small breakage, A screw driver and some tape from the safety crew and I was ready for race 2.

Race 2: After a disappointing first race, I was keen for redemption! A better start with clear air beating loose and fast and driving through the chop, bearing off as I see each large set coming to punch through without losing boat speed. I find myself rounding the windward mark in 4rd place chasing my fellow Brit of Chris Bunn. With some great reaching pace in the breeze and the flat transom of the GGS solo launching me down waves, I found us side by side heading into the gybe mark. Chris threw himself into the gybe and next thing I see is his mast heading my way, with top gun like reactions I cancelled my gybe and just missing his mast, but I got slow in the manoeuvre and inadvertently threw it in myself. A quick jump on the centreboard pulled the boat up, released the kicker and the rear flaps, bore away to find myself still in 6th and the boat drained in a matter of seconds, seems the hull design of a wider deck around the mast and wider flaps really does work to keep the water out. Holding position as we headed up wind, next was the run, and I am a little out of practise in these waves and proceeded to death roll and bury my new Selden mast into the bottom of the lake, Here at goat marine we are thorough with our strength testing, and can confirm the mast is strong! So tricky situation, mast is facing to windward to she is going to make a mess if I bring her up on top on me, so no other way than a classic eskimo roll and slid under the boat as it flips back over, back up and throw myself in the boat and bear away quickly, still not too far of the leaders! Then I threw it in the wet stuff again, I quickly got the boat back up, and managed an 11th with 3 swims in total!

Race 3: This was a slog to say the least... Good start down the line and took an early left, seeming not to keep the height I went for clear wind and foot off, bearing away on the when a steep set of wave rolled through to punch out with minimal speed loss, this seemed to be working as I rounded the weather mark nearer the front. By this time, I was cold and fatigued so posture was out the window, and legs were seizing up. Quite a few had called it quits at this point. The right had seemed to be paying all day, so I sent it that way up the beat and slammed it almost to lay on the following two beats, very few over taking lanes on this course. Runs were fast and furious, the key was sit back to stop submarining, keep the board down a little bit for extra grip and try and steer through gaps in the waves, also minimal gybes, but when you gybe make sure you are going at speed, I did one and it was very much a boom in the water job and just saved it. Beat to the finish was hard but was happy to take a 6th after a hard day.



Day 2 Races 4,5,6 & 7, Leaving my kit to dry in the cold and dying breeze overnight, didn't work, it was sodden to the core, just knowing I would have to squeeze into this made me question why I like sailing so much, maybe I should try golf or badminton, that would be much easier. Yet I soldiered on, and the kit was merely the least of my worries as there isn't much to say on the day, apart from poor starts from lack of practise and just struggled to get the boat setup right for the first two races as I was under raked which I changed for race two which helped, however the Dutch seemed so quick in the chop in the lighter breeze. But I still had good pace when the fleet spread out and found myself clawing back a lot of places but as usual, too little too late. I finished the day on a 26th, 26th, 19th & 20th.



The clubhouse is luxurious and the cheeseballs are to die for.

Day 3 was much the same as day two in terms of sailing kit, sunny evening followed by a surprise shower as I layed in my camper, hearing the pitter patter of water hitting the roof, my kit that I hung up against the van was getting wet, but it was too cold to compromise the warmth of the van by opening the door. So, I made the choice to sleep extra snug as a trade-off for an unpleasant time in the changing room. I was keen today to undo the wrongs of yesterday and punch in some good results as I had changed a few settings on my forestay and shroud settings on my prototype Selden Mast.

Conditions were windy to start with around 25kts and chop as expected. The wind coming from the regatta centre, so we were a little closer inshore. A good start to race 1 with clear air had me pushing the tail end of the front runners, tactically you had to watch your compass as we were shifting through 20-30 degrees, it was shifting back and forth, if you're on a lefty go right, and the opposite on a righty, go left as it seemed to always flick back. I took a solid 9th to start the day.

Race 9 breeze 15kts, this wasn't my best start, but tactically I had my head switched on, so on rounding the final leeward mark for the beat to the finish I was in 9th/10th but clocked that we were on a big righty so took a controversial early tack, especially that the right worked the previous beat, I took the lift all the way to just before the layline, praying for a big header to tack on. Nearing the layline I tacked on a 10 degree header, looking through the sail window I was looking ok but nothing to brag about seeing the fellow brits of Martin & Mathew Friary also Chris Bunn all just slightly ahead. Then the lefty kicked another 15 degrees and I see the leaders seeming oddly close. After crossing those I rounded the mark behind I took the finish in a great 5th, my best result of the event!

Final race 10 was in a dying breeze, around 8-12kts, the waves had eased at least. Managed to stay nearer the front but lost a few places on the final beat as I didn't bang left hard enough so had to settle for an 8th, again a good result after the hardships of the day before.



Jelmer Kuipers rounds the top mark with Charlie in his sights.

Jelmer would finish fourth overall.

Charlie takes a look back at Hans Duetz as the pair battle upwind.



My inaugural voyage to Medemblik was an absolute blast! From the exhilarating races to the camaraderie of fellow sailors, every moment was filled with excitement and adventure. The people were fantastic, and the atmosphere was electric—I couldn't have asked for a better experience.

As I reflect on my time in Medemblik, I can't help but feel a sense of longing to return. The country's charm and the challenge of its waters have left an indelible mark on me. It's no wonder I'm already planning my next trip back!

And with the nationals in Brightlingsea just over the horizon, I can't help but anticipate the friendly rivalry that awaits. The Dutch sailors have really upped their game, presenting us Brits with a formidable challenge. But fear not, for we're ready to rise to the occasion and show them what we're made of!

Medemblik Top 5

It's a Dutch Lock-out

Nr	Sail Number	Team	Club	T	N
1	NED 662	Pim van VUGT	WSV H2O&Hellevoetsluis	17.0	11.0
2	NED 679	Paul DIJKSTRA	KWS	39.0	25.0
3	NED 642	Menno HUISMAN	KWS	82.0	32.0
4	NED 670	Jelmer KUIPERS	ARENZV	64.0	32.0
5	NED 649	Ted BAKKER	WVR	99.0	45.0

Full Results [HERE](#)

A huge thank you to Charlie for the article and photos.



Charlie's GOAT/Gingerboats Solo ready for action.



Solos

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

Sails

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

Masts

Selden Masts	01329 504000
Superspars	01329 232103
CB Coverstore	07812 766534

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Barton	01227 792979
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Dinghyshack	01752 936535
P+B	01604 592808
Goat Marine	goatmarine.com

Trailer/covers

CB Coverstore	07812 766534
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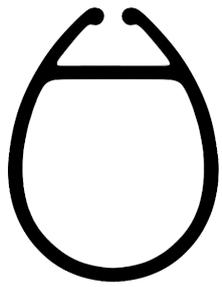
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