

Solo Interactive



Next Up

Open Nederlandse Kampioenschappen

The UK have sent a small but select team to Muiden, the mission, to try and wrestle this beauty away from the flying Dutchmen and women.

You can follow all the action via the ONK WhatsApp Group from Wednesday Sep19th when we depart from the UK.

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<https://chat.whatsapp.com/GvrEeLkbHgs8vBygYTVSpj>



Solo ONK Dutch Nationals
WhatsApp group

Scan or upload this QR code using the WhatsApp camera to join this group

WIRSEH PRISIE NEDERLANDSE SOLOKLASSE ORGANISATIE

1978 P. BOUWENS	1983 P. BOUWENS
1979 P. BOUWENS	1984 G. J. J. J. J.
1980 P. BOUWENS	1985 H. ARENDS
1981 P. BOUWENS	1986 T. A. GON
1982 P. BOUWENS	1987 P. BOUWENS





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President's Report Guy Mayger

Dear Solo sailors,
Blimey, 2024 seems to be racing past... or maybe that's just me getting old. Don't answer that!



In recent weeks we've ticked off the Nationals at Brightlingsea and the Inlands at Grafham, and the Solo events keep on coming.

On reflection, the Inlands were possibly a little too close to the Nationals (note taken), but 41 boats on a light wind forecast is still pretty good going, especially when looking around the other open meeting fleets. Of course, we'd love to see more boats but the strains on modern life can sometimes limit our Solo time, as we all know.

All that said, the Nationals was a great success, though not quite making the 100 boat mark with a few late withdrawals, which happens. This puts us amongst the highest attended classes in the country, and year on year we continue to be strong in this area. Add in the many opens around the country, we really are the best class for fleet racing in the UK.

Coming back to Brightlingsea, those who made it received a fantastic welcome from the BSC team/members and I can once again only express my huge gratitude from the class to our generous hosts.

Our PRO Sarah Conlon and her race team were total professionals in the way that they managed the racing, both afloat and ashore. Each morning we met for a briefing on the days plans and it was as if they'd read my mind regarding any possible postponements, times we should hit the water and course area, alike. The super efficient shore team had boats launched in record time and were ready and waiting on our return.

With four days of hard racing I know each and every competitor appreciated the help up the slope before receiving their tally-off beverage of choice. This has been a really nice touch to our last couple of championships and is planned to continue.

Once ashore, the club laid on great food and drinks, with the evenings sponsored free beer going down very well. Again, big thanks to the very generous club members who helped sponsor this.

To the racing itself, without the fine detail of Will's glorious reporting, it truly was a clash of the titans!

The conditions were generally on the stronger side and this played into the handbook of the hiking merchants.



Oliver Turner enjoyed the breeze



Our new Champion, Pim van Vugt led a strong Dutch contingent and it was the first time for many a year that we've had a Dutch winner, which is also great for the class.

Having checked the trophy engraving and some class elders, Pim was awarded both the Nations Cup and UK Nationals titles on count-back from Oliver Davenport, with Charlie Cumbley only a few points astern.

Are we looking at a slight changing of the guard? With Fergus Barnham in fourth ahead of multi event winners Davis and Gillard, quite possibly so, but I have every faith that the "old hands" will still continue to give the youngsters a hard time for many more years to come.

Speaking of youngsters, relatively. Race four of the championship was won by Alex Butler with a host of other light wind specialists close behind and our top five overall struggling to keep up. This, again, shows how deep the level of competition runs

within our great class. A small change in conditions could really have put the cat amongst the pigeons... or whatever the nautical equivalent might be?

Of course, no championship would be complete without a word to our sponsors. Allen provided a host of goodies, along with North Sails, Shock Sailing, HD Sails, CFbyLandL, P&B, Milanes Foils, Noble Marine, KLG, Impact Marine, Musto, CB Coverstore and Lifejacket Skin Care.

All were extremely generous and the evenings prize draws were eagerly anticipated by the sailors.

For many the highlight was seeing Tom Gillard win an HD Sails t-shirt, which he sportingly donned to the chants of "Put it on, put it on" from the very enthusiastic crowd! Behind the scenes I must thank all the committee members, especially Paul Davies, who did such an awesome job getting all the sponsors onboard, with help from Will Loy. Also to Graham Cranford Smith for his tireless work helping me with results, trophies and generally keeping me in line.

Outside of the championship racing scene, please don't forget to get involved with the class training your regional reps are able to lay on for the membership. I know the Western and Midland areas have seen quite a bit of activity in that direction, so please do get in touch if you think your club could host a training day. With the weather seemingly on the turn after what has felt like a rather short summer, our attentions turn to the later stages of the various regional series, along with the Nigel Pusinelli at Salcombe and the EOS at Draycote. Please check the calendar for details. Right now, I'm finishing up the final Super Series details on the programme for 2025, and beyond.

Hopefully, I'll catch many more of you out on the water in the near future.

Sail fast, sail smart.

Guy 5691



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Solo National Championship and Nation's Cup 2024



National Solo Class
Association UK



Allen 2024 Solo National Championship and Nation's Cup Prequel

The Solo bandwagon has arrived at Brightlingsea, Essex, the contest to find the smartest, strongest, fittest athlete will take place over the next 3 or 4 days, or 2 and a half if the back end of Hurricane Ernesto does what it says it will do. 100 Solos, give or take a few are either safely tied down in the club grounds or en-route via the very extremities of the UK.

I had travelled from Brixham and that definitely qualifies but the Scottish contingent always win the most miles covered but just to be sure he won the award, Patrick Burns turned an eight hour journey into twelve, visiting Leeds twice as I understand. His co-pilot should have been Kev Gibb but he can no longer stomach Burns road trips so made the call to social services, we welcome Nigel Orkney as the new carer and thank Kev for his sacrifice.

My own trip was uneventful, not even bothering to look to the left as I passed the World Heritage site of Stone Henge, the highlight though was the discovery of, what must be the first Adult Store in the UK, just off the A12. I think it is inspiring and refreshing to be able to go shopping without having children running around the shop. If they stick a KFC on the side Chris Brown will be there all the time.

Brightlingsea Sailing Club was a hive of activity, Solos in various states of dress, the tide was high and lapping at the edge of the shore while above, the Solo and club flags danced like we used to. Registration was well underway, the Brightlingsea volunteers handing out welcome packs containing NSCA event shirts, bow transfers and tidal maps, the latter would be absolutely no use to Patrick but he will undoubtedly stick it to his deck anyway.

The Dutch are here and they mean business, still reeling from the 2-1 defeat on July 10 and, like the rest of the World, still wondering how Kane was awarded that penalty. We have secretly employed the ref onto the jury rib this week. There are some big hitters in this squad and they will all be accustomed to the short IJsselmeer-like chop, brown dye has been added to the water just to make them feel at home.

The forecast this morning is not favourable, mid 20's with mast bending gusts in the lower 30's and having seen the number of pints drank last night by the professionals in our fleet, safe to say it will probably be a lay day.

The Raj Massala Curry House had the night of their lives yesterday as a large Solo contingent descended on their establishment, much like the recent riots but with much more decorum. We had been warned that the owner likes to ply the visitors with much beer before service and this would account for it's popularity with us. We were deep into the evening before starters arrived, culinary expert Paul Davis (Solo Vice) expanding his palette with a nice Prawn Cocktail. Gillard and Cumbley were already well into the hydration part of the evening, I am pretty sure Charlie dropped something into Gilly's Shandy as I have never seen the lad so animated. Tom has managed to transfer his skills across so many classes and with devastating effect, it was illuminating to hear him talk so warmly about them and other sailmakers.

This is the first Championship where both North jockeys are competing and while Gillard admits to being lighter and shorter, the fire in his eyes tells me he will be as hungry as we all were last night.

It is just after 8.30 am and with the race briefing set for 10.30 am the weather is dry and the breeze is already building, meanwhile in Brixham it is cats and dogs.

Update to follow.

Cumbley and Gillard Launch off a Lee Shore

It can be a bit tricky launching off a lee shore with the tide rushing in, potentially sweeping you back on to the beach which would be embarrassing. Moored yachts present additional hazards but worse still is a harbour wall.

Wind Direction



Don't worry Tom, no one is watching.

Someone is videoing us

Moored Yacht

People Watching

Really Hard Harbour Wall

Lee Shore

Charlie and Tom show you how to do it **HERE**

And they were not nervous at all.

The Raj Massala had never known a night like it. The Solo fleet had landed like locusts in a field of crops, Some keen to load up with carbs, some, given the forecast, choosing a curry as potentially their last supper. The manager, short in stature but a giant in his domain, stomped up and down between the tables, taking beer orders before eventually, after an hour or two asking us what we would like to eat. We had been warned that service was slow and that the unscrupulous owner often stalled providing the food to maximise bar takings, perfect for us.

Vice President Paul Davis, a man white in colour and true British Empire stock ordered the Prawn Cocktail, one wonders what he will order in Italy next year.

Maria E Franco, Chris Brown, Paul Davis, Nigel Pybus.

Out of shot is Tom Gillard and Charlie Cumbley, both almost totally sober.

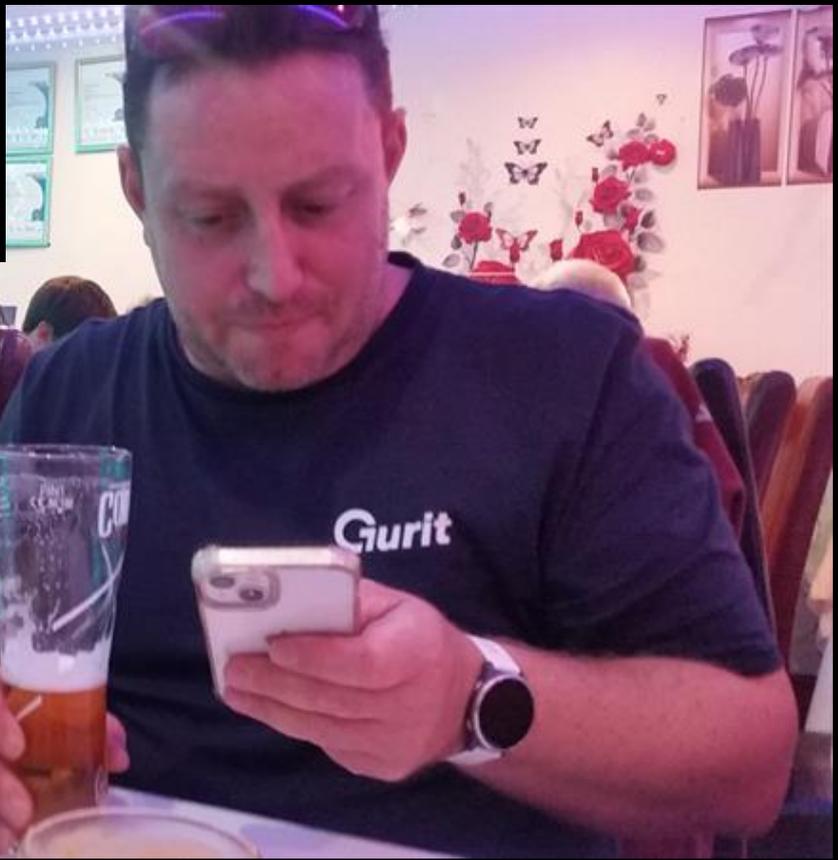


Team Torpoint Mosquito sweet talk local hero Steve Ede on tidal information and which is hotter, Madras or Vindaloo.



Paul Davis double-parked again, checking the calorific value of a Prawn Cocktail.

Below; Chris Brown, resplendent in another one of Patrick Burns Dunfermline knock-offs, enjoys a joke with the very sober Gillard.



Davis is aghast at the poor silver service on display at the Raj, the cocktail should be eaten with a spoon.



Day 1

I awoke from my slumber just before 6.am, the painkillers I had taken for a rather troublesome right lower molar doing their magic, the ice skate went back in it's Fedex packaging, for now anyway.

I had been slightly worried about external noise pollution from the adjacent pub but fortunately it had closed early, a damning example of the state of the economy, cost increases and wage freezes. Essex folk seem surprisingly jolly nonetheless, the urge to show off their amazingly white teeth totally understandable which was a little irritating considering the state of my own dental health.

I made the short journey to the sailing club, no more than 200 yards in a matter of seconds, the V70 eating up the feet with some aplomb and emptied the camera equipment from its vacuous boot. The flags upon the race box which yesterday flicked with some vigour were now just about thrashed within an inch of their little uncomplicated lives, and it was only 9.am.

Inside, competitors and race teams sat idle, shielded from the strength of the wind and each exuding an air of satisfied resignation, no one would drown today.

Our PRO, Sarah, provided a clinical and yet reassuring race briefing, anyone with the ability to manage a Championship and tend to a baby is clearly accomplished, It would not surprise me if he assists on the Committee boat tomorrow.

With racing cancelled plan B was quickly rolled out, the club bar would be open, Superstars, Cumbley, Davis and Gillard provided a Q +A for the assembled crowd and then the club broadcast the AC Cup. All in all a very nice day. A big thank you to the boy band for re-forming just for us.

The NSCA organised the first of two competitor evening meals and Brightlingsea delivered a very tasty Hog Roast with more coleslaw than even my wife can eat. I was among a few who went up for seconds, sucking my cheeks in and rolling out a sob story finally loosening the dinner ladies grip on my paper plate. Thank you Brightlingsea.

NSCA President Guy Mayger and Nederlandsie Chairman Paul de Gues exchanged niceties though the Eels and Dutch Gin were presented with a glint in Paul's eyes, not sure how long he has been trying to palm them off. That said, Guy has more rake on his Solo than a Contender so is obviously up for any sort of experimentation, good luck with them Eels.

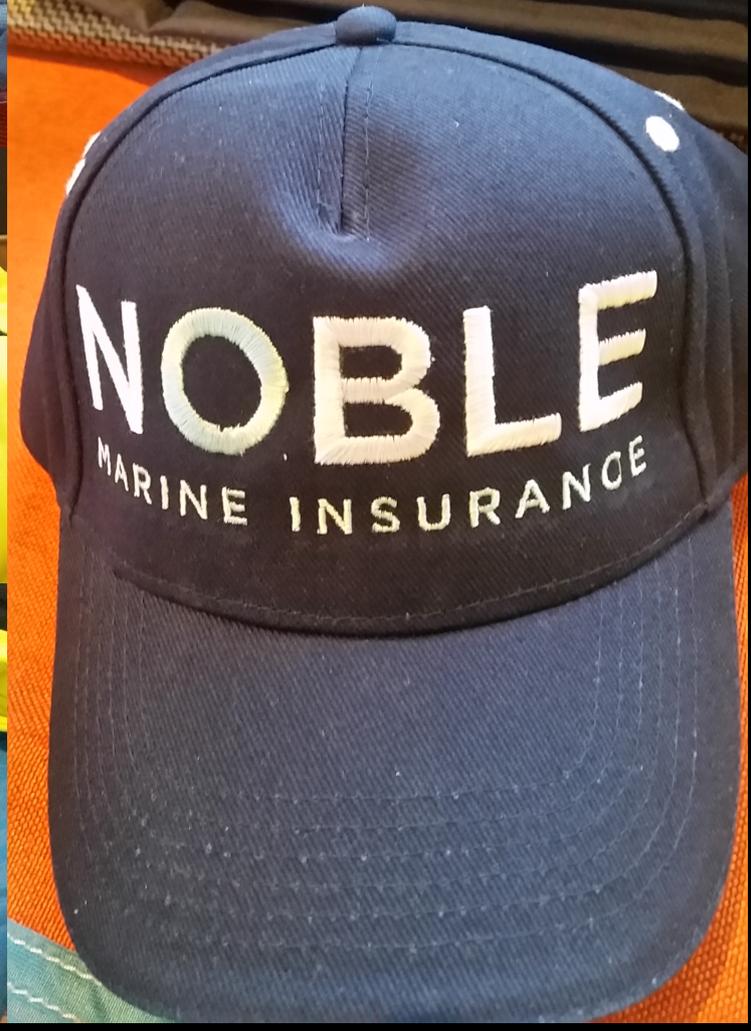
The daily prize giving went smoothly, huge thanks to P+B, Shock Sailing (who have Giles Scott as an ambassador) Class Insurer Noble Marine, KLG Estates, Lifejacket Skin Protection and Impact Marine. Your donations went down so well and the fleet are very grateful. Please do check out the video.

The Deck Cam draw also provided some thrills and so tomorrow evening we hope to have on-board footage from Charlie Brecknell, Jeen Smit NED, Fraser Hayden and Steve Roberts, I will see you all before class to attach the cameras.

Tomorrow is due to open with rain and 40+ gusts before a reduction in both by lunchtime.

Follow us via the WhatsApp app or catch up later in my next action packed and slightly fictional report.

Watch the Prize Draw [HERE](#)



Dutch Class Chairman
Paul de Geus
692



Watch the Presidents Speeches [HERE](#)

UK Class President
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Day 2





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Allen 2024 Solo National Championship and Nations Cup Day 2

Clearly, from the din outside my room yesterday evening, my analysis of the UK state of affairs was misjudged. The karaoke machine had been stretched to the very limit of its musical ethics and while X Factor has indeed uncovered some Essex talent over the years, Brightlingsea was devoid of any last night.

I rose from my satisfyingly firm double bed and stumbled across to the window, the wooden frame looking as unloved as the decks of that abandoned hull which rests at the end of every sailing club. The sky was grey and, had I been a wild animal I would have probably gone back into hibernation but the forecast looked promising so I pulled on some easy-wear garments and headed to the club.

The race team, obviously part of the Nationals WhatsApp group must have read my previous comments regarding the state of the flags which were now absent from the pole, either that or they blew away.

Some of the contingent are camping, possibly testing their equipment for an assault on Everest and with no casualties or tent losses I can only assume they had pitched in the lee of the clubhouse.

The canteen was as industrious as ever, a bacon and egg bap my personal choice of carb/protein intake but other fillings are available. Breakfast consumed, I took a moment, in between editing videos to glance out at the vista which would hopefully be our playground in a number of hours.

The sun had begun to break through, illuminating the dark green water while white eyebrows atop filled the estuary, confirming that it was still bloody windy.

The PRO had wisely postponed given the conditions, launching from a lee shore into a thin sliver of water is a little tricky, though it will make great video.

We sat and waited, some casually sipped coffee, possibly contemplating their poor gym attendance while others were out in the boat park, checking crosshead screw torque or just patting the old girl on the deck, re-assuring themselves that everything would be alright.

By 12pm Ernesto had done one and was heading off to Europe and so, with tallies released, we could finally get this Championship underway.

The Brightlingsea shore team moved with the assurance of any decent border force, filing the long line of sailors into the water and giving them an extra push to make sure they didn't come back. Inness Armstrong was first out and the assembled masses watched with keen interest as he powered his Solo against the foul tide, one tacking the narrow strip of estuary with ease before banking left onto a full-out plane.

I had positioned deck cameras on a number of competitors Solos and after tapping the 'on' and 'record' button, headed off to the Jury/Media rib, a 6 metre Ribeye with seating for 8 or significantly more if you were loading from Calais.

The breeze had now stabilised to a very nice 14-16 knots with a lumpy sea state, the Sun had returned and did it's best to make the water look inviting, Jury Steve Watson adding his own tint for good measure.

Our driver, Steve Kirby, had suggested that I sit forwards, towards the bow to provide an uninhibited platform from which to film from. I am not sure if he didn't like me or, sensing my back problems, thought the brutal therapy only short chop and malicious Thai masseurs provide would jar it back into place.

Charlie Cumbley blasting through the chop in his Winder Mk 2 with Oliver Davenport in the background (Winder Mk 1a)



After 5 minutes I made my excuses and exited the foredeck, it was not a happy ending but it did loosen my molar.

We positioned ourselves behind the fleet as the start went into sequence, Steve Watson, akin to a driving test instructor, providing firm yet calm directions to his student, standing close so to grab the wheel at any stage, while below, his welly sheathed brake foot subconsciously twitched in anticipation.

Race 1

Clean start and kudos to the PRO for setting a square line, the fleet spread down it like a string of pegs with that natural sag you always get on a washing line. Paul Davis had seen it and was a couple of boat lengths proud of the pack but not over and this tactic would see him fourth at mark 1 but it was Charlie Cumbley who rounded first with Pim van Vugt and Oliver Davenport in pursuit. Hans Duetz, whose daughter recently won Gold in the FX 49er was fifth from Ted Bakker, Simon Potts and Fergus Barnham. The triangle shaped lap was full of spray and sunshine, Cumbley unsurprisingly maintaining his lead but the second beat saw Pim take over, hitching further right with Davenport and these two took a healthy advantage at the top. Davenport has improved exponentially over the last two years and asserted himself at the front of the fleet by the top of lap 3, meanwhile on board the rib I was having problems with my trusty Nikon P950, an altercation with the steel mounting resulting in a fatal blow which would bring an abrupt end to our relationship. My eyes met with the Jury/Driving Instructor, surely this accident could have been averted. Most importantly, Patrick Burns, my assistant for the day was still on board, there are other more subtle ways to make him disappear.

I would have to rely on my 'trusty' top of the range Samsung S5, for the rest of the day at least but this did affect my recollection of the subsequent races, given the size of the screen and my diminishing eyesight.

Finishing order for race 1 then was Davenport, van Vugt, Cumbley, Taxi and Duetz

Race 2

The wind had dropped a few knots but with the sea state resembling a mogul run with no snow, punching through or going around the chop would be key to success.

Top mark and Vince Horey sneaks inside Mark Lee for the bragging rights, not shy when it comes to chatter at the bar, he will be harping on about this success for weeks, fortunately his North London team's under achievements usually bring him back down to earth if his own performance doesn't. Martin Honnor, Cumbley, Andy Davis, Davenport, Dave Winder and Paul Davis completed the top eight and with the spreader mark navigated, the fleet spread out across the bay for a taxing run, the PRO opting for the sausage/triangle for this race.

Cumbley was just about in the lead by the leeward gate and extended over the next few laps to take the bullet with Davenport, Horey, Huisman and Davis completing the top five.

I gathered my thoughts and with my P950 high in my list of priorities, fumbled with the lens and gave the lengthy zoom a few frantic rubs. My crew, unaware that I had my equipment out, averted their eyes, the Jury man shaking his head while our driver pretended to be doing something in the forward locker.

Race 3

Fortunately we were soon into race 3 which I may add, was as frantic as my rubbing and ultimately as fruitless with the pin end busier than Hanger Lane on any day of the week, recall. The re-start was almost as manic as the fleet struggled to counter the adverse tide. This scenario continued at the top mark which, not unlike the bucket of names which provide prize winners, chose some random names to lead. Jarvis Simpson, the local who had spent most of race 2 upside down made amends in dramatic style, leading from Graham Cranford Smith, Horey, Chris Aston and Chris Mayhew who I might add, races a wooden Solo which was built over 16 years ago. Davenport was again in the mix, Davis was deep but the biggest surprise was seeing Cumbley reach in from the left with about 60 Solos ahead of him.

There were snakes and ladders but if you ask some of those present, the comments would be less angelic.

Horey took command and with Aston in his rear mirror, looked set for the bullet but, the winner of more Wally of the Day jackets than anyone reliably cocked it up again, rounding the leeward gate

the wrong way. Clearly unaware of the Spurs supporters propensity to mess up, Aston followed, both losing valuable positions and any validity to their tactical nous.

At the gun, Barnham, Davenport, Mayhew, Horey and Aston completed the top five with Cumbley valiantly passing about 50 competitors to finish eighth.

The fleet headed in while I held on to the rib's safety bars for dear life. It must have looked fun from a competitor view but the language under my breath was unprintable.

So, over night leader is Oliver Davenport with Cumbley, Barnham, Davis and van Vugt completing a talented top 5.

The forecast for day 3 is wet to start with light variable winds, this should move away by 2pm allowing at least two races though four are provisionally planned.

The evenings entertainment continued with a pulsating AGM, the Association thank you for your sacrifice.

The Prize giving, was sponsored by CF byLandL who provided a lovely colourful carbon extension, Noble Marine, title sponsor Allen, KLG and CB Coverstore. Cranford Smith was especially ecstatic to win the 25% voucher off a new CB Coverstore Solo Combi.

I had the opportunity to interview the CFbyLandL earlier in the event, video to follow with full explanation of the brand name.

Thank you to all our sponsors.

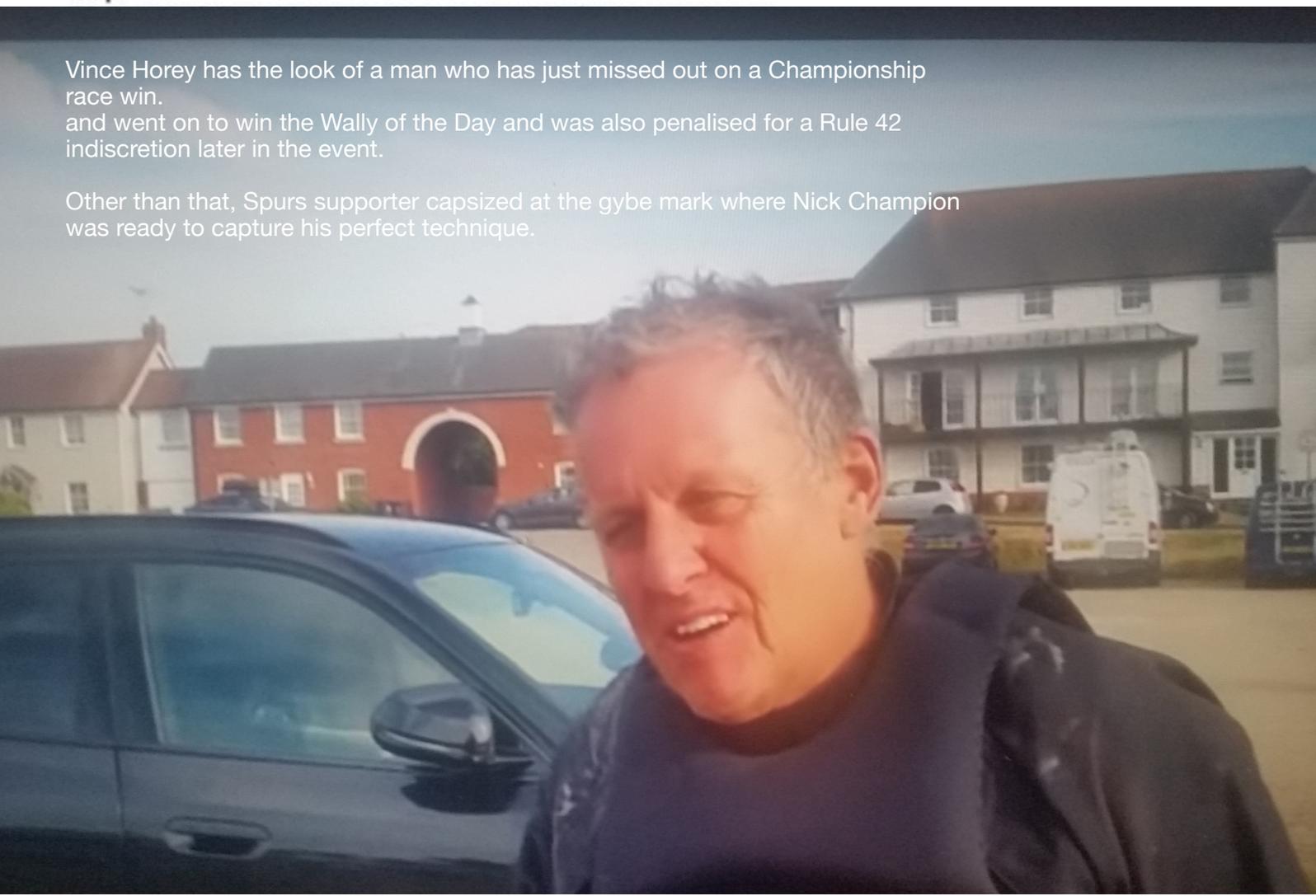
It is now Day 3, competitors are once again congregated in the clubhouse awaiting instruction from the PRO Sarah Conlon who has posted an indefinite AP.

Hopefully later we will resume the challenge for the Solo National Championship and Nation's Cup.

Vince Horey has the look of a man who has just missed out on a Championship race win.

and went on to win the Wally of the Day and was also penalised for a Rule 42 indiscretion later in the event.

Other than that, Spurs supporter capsized at the gybe mark where Nick Champion was ready to capture his perfect technique.





Cumbley leads with Davenport and Horey in pursuit.

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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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Allen 2024 Solo National Championship and Nation's Cup Day 3

The mood in the clubhouse had been very relaxed, other than a few crazy fools who, despite the driving rain, were already wheeling their Solos on to the beach, the majority were either sipping coffee or waiting patiently in a queue for the 'Barista' to weave his magic. I would suggest coughing out on a second machine, though I realise the process for a perfect latte is one that should never be rushed.

I settled down to enjoy my creamy beverage, the Maltesers I also purchased would balance the bitterness of the Colombian bean perfectly. The chat around the masses was that the rain would continue until 2pm, the breeze, which was currently fickle and from the South would increase slightly and track right, giving me plenty of time to complete my correspondence. The PRO though had other ideas, lowering the AP and releasing the fleet onto the water. Fortunately I was already in my Aqua Marine offshore attire, the easy access and fastenings are right up my street, though I still have trouble tightening the ankle velcro.

The slick management by the shore team had the competitors on the water in good time, though the long beat out to the race area was arduous, footage from the deck cams I had placed and activated would provide absolutely no entertainment for the viewers tonight.

I was once again on-board the Jury rib, owner Steve Kirby my driver, skilfully steering us out into the bay while NSCA Judge Steve Watson cowered under his bright yellow hood, no doubt plotting the downfall of some poor bugger who had dissed him. The flag and whistle had been dormant so far, clearly the fleet have not been pushing the envelope with Rule 42 offences but then again you don't speed when there is a copper behind you either.

Race 4

The breeze was holding at 6-8 knots and with the triangle/sausage course configured, we were into Race 4 with a clean start, the adverse tide holding the fleet back from the line. Port bias so surprising to see a fair proportion on the right and mainly locals which is always a worry.

Top mark and Simon Derham leads in from Charlie Brecknell, Elaine Turner, Alex Butler, Michael Hicks, Jonny Coate, local sailor Andy Bines and Dave Winder are in the top ten. The tide was ripping through like a bad curry, anyone trying to shoot the top mark or even the spreader immediately sliding sideways. I think I saw Dave tack about four times before he cleared it. Chris Brown remonstrated that the marks were moving but with a depth of no more than twenty feet, there was plenty of anchor warp.

Butler moved into the lead, the HISC sailor very accomplished in these conditions and I had remarked to my crew members before the start that he had a good chance...along with about thirty others.

The two lap race was not one to write about if entertainment is your game so finishing order, Butler, Derham, Brecknell, Hicks and Coate. More interestingly, and that is to take nothing away from the top fives accomplishment, Pim van Vugt was 7th, Cumbley was 20th and Davenport was 23rd, You can guess which way they went up the first beat.

Race 5

It was pretty bleak still, the rain doing it's best to destroy any electrical device, fortunately the Maltesers come in waterproof bags so, waiting for the right moment I popped one in my mouth, trying to crunch through the tasty honeycomb centre without being detected. Watson's head turned slightly, like a sentry sensing a rustle outside the castle, before resuming his conversation with our driver/pilot. Kirby does like to put the throttle down so the flying analogy is probably more appropriate though I have some other names I used inside my head.

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Alex, his son, is racing here and hove-to, seeking painkillers for a troublesome back. Asking me is like asking Boots so I quickly prescribed the correct brand and dosage before we went into sequence.

The breeze had increased to 12-14 knots, the sea state like a seasoned Solo sailors chins was lumpy and with an all clear start, the fleet headed upwind.

Pim van Vugt was first around this time, the talented athlete providing a visual masterclass in physicality and finesse while Davenport and Cumbley, showing some backbone after their race 4 abominations rounding second and third. Oliver Turner and Barnham were next and they all set off on a pulsating, rip roaring reach to the gybe mark.

Davenport and Vugt exchanged blows and places for the next three laps with Cumbley consolidating third. Davis and Barnham were slogging it out together in their identically coloured, 70's Enterprise inspired, baby blue decked Winders. Further down the fleet Steve Roberts and Mike Dray were in a similar contest though the matching hull colours are way bolder.

This is how race 5 finished, Gillard moving through the fleet with some awesome wave technique took 6th with Corby from corby and Turner.

Race 6

Blimey, you want drama! The first start was recalled, the fleet punchy and rightly so as the waves had suddenly woken from their rest time and, like that Gladiator challenge, were doing their utmost to stop any Solo from advancing to the top mark. The second start under a black flag saw Cumbley power down from the committee end with 30 seconds to go before shooting into a big pocket of space at the gun with lots of speed. I would have suggested textbook but the PRO said BFD and that would probably end his campaign. Potts, Ede and Honnor were also casualties and this had set up a duel between Vugt and Davenport.

No surprise then that these two led the fleet around the 3 lap race with Vugt completing a nice brace of bullets to counter the Davenport 2-2. The reaches were full-on, white knuckle, lip-bitingly fast, the gybe mark, malicious and vindictive, not discriminating between age or beauty, thanks to the safety teams for saving lives at sea.

At the gun and with the fleet returning home for Sausage Casserole and Apple Crumble it was Vugt, Davenport, Barnham, Davis and Gillard, who, after a tardy day 2, was back in the hunt for a podium finish.

Our driver floored the throttle and we headed home, gripping on for dear life as he pounded the 6 metre ribeye through the very centre of each and every wall of water he could find, his vision, impaired by the spray that covered his +3 lenses, his manic grin implying that it was fun.

Overnight Davenport holds a healthy lead over his adversaries but with three more races planned, anything is possible. Day 4 has dawned sunny with a promise of 10-15 knots, the tide may play a significant role as to who will become Allen Solo National and Nation's Cup Champion.

Day 3 evening entertainment included a bumper Prize Draw, huge thanks to KLG, HD Sail, Allen, our title sponsor, Noble Marine, our Class Insurer, Milanese Foils and North Sails, your donations were very welcome and your support of the class, pivotal in providing sailors with choice, fundamental in the Solo success.

The highlight for me was to see Matthew Fray, who had already won a prize this week, re-gift the Milanese rudder to a competitor who today broke his own one. These friendships that are formed are what make any association strong and may it continue.

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Allen 2024 Solo National Championship and Nation's Cup Day 4

My exit from the Brewers Arms B+B was frantic, onlookers may have had the impression that I was doing a runner but then again nothing irregular there. The popular rock band venue's car park had been full on my return the previous evening so I had parked a good 100 yards away and, in an effort to reduce my average steps for the day, now resembled an over-laden Sherpa. This would be the final day of racing, the mood, filled with tension and a heightened sense of anticipation.

The Sun had returned and forecast platforms indicated a nice F3-4 from the West, once again these proved accurate though it would reach F5.

Breakfast was consumed in the same manner of my accommodation transfer and I quickly re-located to the generously long Ribeye, the catering team happy to see me go, given the stench being emitted from my damp, rotten shoes. Fortunately my un-natural foot odour was masked from my Jury/Media team who stood dockside, discarded fish guts providing a worthy camouflage and we set off for the race arena.

With my Nikon P950 biting the dust a few days earlier, competitor Doug Homer had very generously lent me his own treasured camera though I was already concerned about trashing that one too. Steve Watson fumbled with flags and whistles while some other old bloke stood motionless, absorbing the unfolding vista before his eyes, one foot resting on a fishing tackle box.

I was about to suggest that the fishing trip was not due to leave for another hour but fortunately, just when I was about to deliver another one of my famous one-liners he pulled out his camera. Nick Champion, professional photographer for over forty years was on-board and he was not here for the fishing. Icon and personal hero, Nick took my photo back in 1989, the only material proof that I was once under 12 stone and on reflection, the catalyst for my own interest in the visual recording of Solo achievement. I mentioned to Sir Nick that today I would defer the photographic element of my media contributions to him, instead, concentrating my efforts into the Nationals WhatsApp group. Inside my rucksack, the substitute Nikon breathed a sigh of relief, it would soon be reunited with its nimble fingered owner.

In complete contrast to Day 3, conditions were Champagne, only the colour of the water spoiling the picture, meanwhile, Nick fiddled with the buttons and dials beneath his 5p clear plastic bag, old school but it has kept his equipment dry from the corrosive element of the sea for decades.

The wind was from around 235 degrees and 12-14 knots I surmised, it's feel against my rugged features stirring fond memories of race days of yesteryear. Shards of silver stood out like diamonds, the azure sky, which yesterday brought nothing to the party now provided a perfect background and Nick clicked away, a faint grin escaping his pursed lips, his finely honed right index finger twitching like a gunfighter in a dastardly ambush. I was busy on my phone, texting the unfolding drama to our followers, most of them competitors so totally pointless but there were some at home, at work or elsewhere, therefore my words, dodgy photos and video commentary would hopefully transport them out into the bay for the last three races of the Championship.

PRO Sarah Conlon stood resolutely aboard the Committee boat, analysing wind and directional data, her baby replaced with a walkie-talkie which she held tight to her chest, periodically switching channels between the marker buoy ribs and her baby-talker.

Race 7

The Ribeye is equipped with a depth finder and Steve Corby advised me that we were floating just twelve feet above the sea bed, this I ascertained was a good reason for the tint though the local power station's cooling system could also be culpable.

Davenport looked resplendent in the bright yellow leader vest, likewise, Dutchman Pim van Vugt who, coming off the back of two wins on day 3, could make a fortune if he could bottle the confidence surging through his healthy cholesterol free veins.

The first start was recalled, the entire fleet running through the start line in unison, partly due to the tide but also through unbridled enthusiasm. Cumbley had liked the Committee end and was circling around the boat like a shark with a caudal fin malfunction.

The re-start saw plenty of interest and shouting, our position just down from the right hand side of the line providing a great angle for my own verbal commentary but Nick was less enamoured, his face contorted in frustration, the money shot is looking down the line and we were behind it. Davenport and Vugt were not engaging but had an eye on each other while Cumbley and Davis concentrated on their own technique as the fleet battled the increasing chop.

We powered up to the top mark, my texting becoming increasingly difficult to decode, one could have been forgiven from thinking Chris Brown was on-board, such was the level of Dyslexia.

Charlie Cumbley punched out of the pack with Fergus Barnham and Alex Corby, you could sense the pride in my rib driver's heart as they rounded the top mark, the purchase of the 6 metre East Coast munching Ribeye had been a justifiable purchase after all.

Chris Aston, who would later be awarded BFD, Davenport, Vugt, Paul Davis, Bakker and Taxi followed closely and they set off down the reach, which would be for some, an opportunity to test their righting lines. Cumbley, Barnham Vugt and Davenport rounded the leeward mark and set off upwind, already out of site of the back markers, Corby and Aston following the leaders but struggling to reduce the deficit.

Top mark lap two and Vugt, who took a hitch to the left rounds ahead of Cumbley with Davenport, Barnham and Corby hanging onto their coat-tails and with Gillard and Davis in pursuit.

Aboard our rib, Steve Watson sat idle, though his eyes continued to scan the field of competitors like a Terminator assessing its next target. Nick was clicking away like a happy Hen at feeding time, the spectacle through his Nikon viewfinder too tempting not to capture, I just hope he remembered to insert a memory card.

The positions remained the same, the top three extending while maintaining a Red Arrow precise gap on each other down the final leg to the gun. The reaches had been about as much fun as you can have in a Solo, only a few competitors succumbing to the forces of nature versus skill. Spurs fan Vince Horey living up to his reputation when holding a good position to score another Tottenham own goal.

So Pim continued his assault on the Championship deficit, claiming his third bullet in a row and with two possible races remaining, plenty of water and time on his side, all was to play for.

We took a moment to renew batteries, replace carbohydrates and wipe down sunglass lenses before resuming our position on-station but this time, to the delight and relief of Nick and his bank balance, at the pin end.

Race 8

Sitting just proud of the line, I initiated 'record' on my Samsung S5 and awaited the fleets arrival with Vugt sitting closest to the pin end and Davenport and Cumbley unsighted. Our driver re-positioned soon after the gun, the Dutchman's speed and direction looking slightly alarming through my 5 inch screen but to be fair the Dutchman's demeanour stayed as horizontal as Nick Champion's camera technique. Oliver Turner had fancied a port tack flyer but with starboard tackers head to toe, finding a gap must have been like crossing the M25 in rush hour with a blindfold on. He bailed, tacking behind Pim but with Gillard, Duetz and Horey for company.

Top mark and the left has paid handsomely, though the day boating family who scythed through the middle of the fleet must have learnt some new swear words. Turner was in his element, rounding the top mark with local sailor Paul Birch second. Clearly, the masterplan of donating a barrel of beer to the fleet was finally paying and he set off with cheeky chappy Chris Brown tacking under Vugt and Huisman for third, a manoeuvre deemed ok as the Dutchmen were both well above the layline. Davis, Horey, Duetz and Frary were next around from Ede, Corby and Hicks, Davenport was sixteenth and Cumbley was still coming upwind.

There was some drama as the sailors, one by one, headed towards a safety rib moored close-by where a crew member held aloft a board of shame. Paul Davis, Martin Honnor deemed BFD.

Photo; Nick Champion





Get on board with Pim [HERE](#)

PRO Sarah had set the sausage as the first lap and today the tricky lumps of water chose Matthew Frary as their unwilling victim. Nature is an energy devoid of compassion, Frary's generous re-gifting of the Milanese Foils rudder he won the previous evening, nothing to the cold hearted God of Water.

Upturned hulls stood out against the yellowy-brown surface, the battlefield dotted with casualties while at the bottom mark, Vugt led from Turner and a rampant Cumbley who had demonstrated blistering downwind speed and technique, the North jockey keen to impress upon his rivals that he was better than his scorecard suggested.

Turner would eventually finish seventh but the real tussle was between Vugt and Cumbley, the NED sailor taking a healthy lead as they headed down the final two reaches but with Charlie gaining on every wave.

At the gun it was indeed the flying Dutchman, winning his fourth race in a row but by no more than feet from Cumbley. Menno Huisman pipped Davenport for third, a detail I missed and would prove pivotal with numbers crunched back on-shore.

So, onto the finale, Race 9 was something we did not anticipate after losing Day 1 but with two discards in play, the points tally for this race would provide a glimmer of hope for Pim van Vugt, with four bullets in his pocket and the breeze up at 18-20 knots, athleticism and tactical prowess would be vital.

Race 9

We cruised behind the fleet as they lined up for the finale to this Championship, Nick Champion continuing to focus his lens on transoms, possibly whispering obscenities under his breath. The frustration of poor positioning high on a professional photographers list of no-no's and only trumped by being on-board when Ben Ainslie is swimming your way.

There would again be a number of black flag casualties, Corby and the hapless Paul Davis just two of the victims pulled out at the top mark but Vugt leads with Cumbley much closer this time in second. The sea state and wind speed are full-on, Turner and Davenport pushing their Solo FRP hull integrity to it's limit and they round three and four with the unlucky Corby BFD. HD Sails Davis, Barnham and Hicks inherit a place each as the rest of the competitors pull control lines and muscles in an effort to keep their Solos flat.

Cumbley is in the lead at the bottom of the run but Vugt takes it back by the top, his hitch to the left proving the right choice of tactic, the speeds being equal of all the top boys.

Davenport is third and though the leaders are as unsure of the overall standings as we are, arithmetic would not be at the top of the agenda right now.

Top of the final beat and Davenport tacks and nearly loses it, costing him a few seconds when he may have been up to second, Vugt and Cumbley round the top mark with hardly anything in it.

The wave patterns and height are keeping everyone on their toes but at the front the duel is about to finish, Cumbley gaining the inside line and advantage to take the win.

Davenport is a comfortable third from Barnham, Davis and Gillard.

After much head scratching and finger counting, Pim van Vugt wins the Allen 2024 Solo National Championship and Nation's Cup after an incredible final two day 1-1-1-1-2, beating Davenport (3-4-3) on count-back with Cumbley third after a very successful final day 2-2-1.

After some deliberation the NSCA Committee took the decision to award both titles to Pim, our sister association in the Netherlands has, for many years, awarded their Dutch Championship to a UK representative so it is only right to do so here.

Brightlingsea Sailing Club must be awarded the best club of the year for their efforts in providing exceptional friendliness, race management, catering services and shore side launch and recovery organisation.

Huge thanks to all our sponsors, Allen, HD Sails, CFbyLandL, Shock Sailing, P+B, Milanese Foils, Noble Marine, KLG, North Sails, Impact Marine, Musto, CB Coverstore and Lifejacket Skin Care.

Thanks to Steve Corby, the Jury/Media Rib Driver/Owner, Steve Watson, Judge and special guest star Nick Champion.

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Overall

Sailed: 9, Discards: 2, To count: 7, Entries: 103, Scoring system:
Appendix A

Rank	Tally	Helms Name	Club	Sail No	Category	Plate Series	Country	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total	Nett
1st	8	Pim van Vugt	Watersportvereniging Hellevoetsluis & H2O	NED 662	N	No	NL	2.0	(12.0)	(13.0)	7.0	1.0	1.0	1.0	1.0	2.0	40.0	15.0
2nd	88	Oliver Davenport	Northampton	6110	N	No	UK	1.0	2.0	2.0	(23.0)	2.0	2.0	3.0	(4.0)	3.0	42.0	15.0
3rd	30	Charlie Cumbley	HISC/TCYC	6118	N	No	UK	3.0	1.0	8.0	(20.0)	3.0	(104.0 BFD)	2.0	2.0	1.0	144.0	20.0
4th	87	Fergus Barnham	Northampton SC	6011	N	No	UK	(8.0)	6.0	1.0	(55.0)	5.0	3.0	4.0	5.0	4.0	91.0	28.0
5th	90	Andy Davis	South Staffs	6082	N	No	UK	4.0	5.0	(15.0)	(11.0)	4.0	4.0	7.0	6.0	5.0	61.0	35.0
6th	29	Thomas Gillard	SVSC / SHSC	6021	N	No	UK	6.0	(11.0)	(104.0 BFD)	6.0	6.0	5.0	5.0	9.0	6.0	158.0	43.0
7th	9	Merno Huisman	KWS	NED642	V	No	NL	11.0	4.0	(104.0 DNF)	(39.0)	9.0	7.0	9.0	3.0	7.0	193.0	50.0
8th	94	Alex Butler	Hayling Island SC	5781	U25	No	UK	17.0	18.0	9.0	1.0	13.0	8.0	(24.0)	(25.0)	13.0	128.0	79.0
9th	75	Simon Potts	Burghfield SC	6029	N	No	UK	7.0	(21.0)	6.0	9.0	12.0	(104.0 BFD)	14.0	19.0	15.0	207.0	82.0
10th	53	Alex Corby	KGSC	5234	N	Yes	UK	21.0	25.0	12.0	(28.0)	7.0	10.0	6.0	8.0	(104.0 BFD)	221.0	89.0
11th	91	Oily Turner	Salcombe YC	5546	N	No	UK	(37.0)	15.0	24.0	(62.0)	8.0	12.0	15.0	7.0	8.0	188.0	89.0
12th	21	Chris Brown	Draycote	6074	V	No	UK	(23.0)	22.0	11.0	(104.0 OCS)	16.0	9.0	16.0	11.0	21.0	233.0	106.0
13th	85	Vincent Horey	King George V Sailing Club	6080	GM	No	UK	22.0	3.0	4.0	24.0	(36.0)	18.0	17.0	21.0	(104.0 DNF)	249.0	109.0
14th	4	Steve Ede	Ardleigh	6045	V	No	UK	14.0	13.0	22.0	13.0	19.0	(104.0 BFD)	18.0	13.0	(23.0)	239.0	112.0
15th	12	Hans Duetz	WV Randmeere	NED 637	GM	No	NL	5.0	9.0	(56.0)	21.0	(42.0)	14.0	27.0	18.0	20.0	212.0	114.0
16th	48	Paul Davis	Lymington Town Sailing Club	5914	N	No	UK	9.0	20.0	16.0	30.0	23.0	6.0	13.0	(104.0 BFD)	(104.0 BFD)	325.0	117.0
17th	26	Guy Mayger	Hayling Island Sailing Club	5691	V	No	UK	12.0	7.0	20.0	19.0	24.0	13.0	(26.0)	24.0	(104.0 BFD)	249.0	119.0
18th	10	Ted Bakker	WV Randmeere	NED649	N	No	NL	20.0	32.0	(104.0 BFD)	(43.0)	22.0	15.0	8.0	10.0	14.0	268.0	121.0
19th	39	Mark Lee	Lymington Town SC	6006	GM	No	UK	19.0	10.0	(104.0 BFD)	14.0	(31.0)	16.0	11.0	28.0	26.0	259.0	124.0
20th	79	Charlie Brecknell	Chanonny S C	4975	V	Yes	UK	24.0	33.0	17.0	3.0	11.0	21.0	(42.0)	(51.0)	16.0	218.0	125.0
21st	65	Jonny Coate	South Staffs SC	5130	N	No	UK	29.0	(48.0)	(40.0)	5.0	10.0	23.0	32.0	23.0	10.0	220.0	132.0
22nd	81	Simon Derham	Littleton SC	5393	V	Yes	UK	13.0	26.0	28.0	2.0	(35.0)	25.0	(34.0)	22.0	19.0	204.0	135.0
23rd	58	Chris Bunn	Lady Yacht Club	6067	V	No	UK	10.0	34.0	(53.0)	(38.0)	15.0	11.0	33.0	16.0	17.0	227.0	136.0
24th	1	Charlie Nunn	Torpoint Mosquito SC	6106	N	Yes	UK	15.0	16.0	(39.0)	(51.0)	14.0	22.0	25.0	26.0	24.0	232.0	142.0
25th	74	David Winder	Hollingworth S.C	6093	V	No	UK	36.0	17.0	(38.0)	17.0	37.0	17.0	12.0	(47.0)	12.0	233.0	148.0
26th	67	Doug Horner	Swannage SC	5669			UK	18.0	19.0	10.0	(34.0)	(34.0)	27.0	22.0	32.0	27.0	223.0	155.0
27th	59	Matthew Frary	Norfolk Broads Yacht Club	5953	V	No	UK	34.0	14.0	(104.0 BFD)	(63.0)	33.0	19.0	10.0	29.0	18.0	324.0	157.0
28th	66	Michael Hicks	Salcombe YC	6079	SEP		UK	(58.0)	24.0	(57.0)	4.0	18.0	52.0	43.0	15.0	9.0	280.0	165.0
29th	28	Chris Mayhew	Royal Harwich Yacht Club	4921	V	No	UK	26.0	(47.0)	3.0	45.0	(53.0)	20.0	31.0	36.0	11.0	272.0	172.0
30th	27	Martin Hornor	OGSTON SC	5880	GM	No	UK	28.0	8.0	19.0	32.0	20.0	(104.0 BFD)	38.0	30.0	(104.0 DNC)	383.0	175.0
31st	70	Stephen Derison	RYA	6073	N	No	UK	47.0	23.0	31.0	(104.0 OCS)	28.0	(104.0 BFD)	19.0	12.0	22.0	390.0	182.0
32nd	54	Graham Cranford Smith	Salcombe Yacht Club	6099	GM	Yes	UK	(44.0)	28.0	7.0	27.0	32.0	24.0	44.0	27.0	(104.0 DNS)	337.0	189.0
33rd	46	Robert Laurie	Harlow Blackwater SC	5863	V	Yes	UK	27.0	41.0	29.0	15.0	21.0	36.0	(56.0)	(42.0)	28.0	295.0	197.0
34th	95	James Goodfellow	Netley SC	5938	N	No	UK	42.0	30.0	25.0	37.0	25.0	(104.0 BFD)	35.0	17.0	(104.0 BFD)	419.0	211.0
35th	51	Geoff Holden	Torpoint Mosquito SC	6042	GM	Yes	UK	(50.0)	(55.0)	37.0	26.0	29.0	29.0	21.0	40.0	33.0	320.0	215.0
36th	68	Stewart Worth	Brightlingsea	5703	U25	Yes	UK	32.0	38.0	33.0	12.0	46.0	(47.0)	(66.0)	37.0	34.0	345.0	232.0
37th	60	Jarvis Simpson	Brightlingsea Sailing Club	6016	GM	No	UK	16.0	(104.0 DNF)	14.0	31.0	52.0	34.0	29.0	(104.0 BFD)	57.0	441.0	233.0
38th	6	Andy Carter	Leigh and Lotton SC	5807	GM	Yes	UK	38.0	42.0	27.0	25.0	(57.0)	26.0	28.0	49.0	(104.0 BFD)	396.0	235.0
39th	84	Steve Roberts	Torpoint mosquito sailing club	6121	N	Yes	UK	39.0	49.0	16.0	(69.0)	26.0	33.0	(57.0)	43.0	37.0	371.0	245.0
40th	25	Chris Aston	Lymington Town SC	5786	N	Yes	UK	40.0	43.0	5.0	74.0	17.0	(104.0 DNC)	(104.0 BFD)	52.0	25.0	464.0	256.0
41st	73	Paul Church	brightlingsea	5829	V	Yes	UK	41.0	(58.0)	43.0	58.0	39.0	30.0	(61.0)	14.0	32.0	376.0	257.0
42nd	3	Andy Bines	Brightlingsea Sailing Club	5796	GM	Yes	UK	49.0	(66.0)	34.0	16.0	48.0	39.0	37.0	(55.0)	36.0	380.0	259.0
43rd	80	Tony King	Derwent Reservoir	5889	N	Yes	UK	(48.0)	40.0	48.0	22.0	43.0	31.0	41.0	35.0	(104.0 DNS)	412.0	260.0
44th	16	Stuart	CCC	5948	V	Yes	UK	69.0	37.0	23.0	(79.0)	47.0	46.0	20.0	20.0	(104.0 BFD)	445.0	282.0





41st	73	Paul Church	brightlingsea	5829	V	Yes	UK	41.0	(58.0)	43.0	58.0	39.0	30.0	(61.0)	14.0	32.0	376.0	257.0
42nd	3	Andy Bines	Brightlingsea Sailing Club	5796	GM	Yes	UK	49.0	(66.0)	34.0	16.0	48.0	39.0	37.0	(55.0)	36.0	380.0	259.0
43rd	80	Tony King	Derwent Reservoir	5889	N	Yes	UK	(48.0)	40.0	48.0	22.0	43.0	31.0	41.0	35.0	(104.0 DNS)	412.0	260.0
44th	16	Stuart Gibson	CCC	5948	V	Yes	UK	69.0	37.0	23.0	(79.0)	47.0	46.0	20.0	20.0	(104.0 BFD)	445.0	262.0
45th	56	Duncan Ellis	Norfolk Broads YC	6072	V	No	UK	53.0	31.0	(104.0 BFD)	(77.0)	41.0	28.0	39.0	44.0	42.0	459.0	278.0
46th	37	Nigel Bird	Papercourt	5903	GM	No	UK	33.0	51.0	(104.0 BFD)	(59.0)	30.0	40.0	45.0	45.0	35.0	442.0	279.0
47th	32	Elaine Turner	WV Braassemmermeer	NED 673	LV	No	NL	(51.0)	44.0	(62.0)	8.0	44.0	49.0	49.0	48.0	43.0	398.0	285.0
48th	69	Piers Lambert	Brightlingsea	5922	V	Yes	UK	43.0	27.0	(104.0 BFD)	41.0	54.0	38.0	58.0	46.0	(104.0 DNC)	515.0	307.0
49th	5	Mike Dray	Hawley Lake SC	6017	N	Yes	UK	54.0	45.0	(104.0 BFD)	35.0	49.0	32.0	36.0	56.0	(104.0 DNC)	515.0	307.0
50th	71	Kerrie Forster	Na	4698	N	Yes	NL	65.0	(68.0)	30.0	48.0	51.0	(104.0 DNS)	52.0	34.0	39.0	491.0	319.0
51st	33	Sijbrand Jongejans	WV Braassemmermeer	NED 541	V	No	NL	(104.0 DNC)	54.0	46.0	46.0	50.0	35.0	54.0	(63.0)	38.0	490.0	323.0
52nd	34	Innes Armstrong	Burwain	5813	GM	No	UK	31.0	35.0	47.0	49.0	56.0	(104.0 DNC)	47.0	68.0	(104.0 DNC)	541.0	333.0
53rd	22	Shaun Welsh	Torpoint Mosquito SC	5778	GM	No	UK	57.0	59.0	42.0	33.0	60.0	(104.0 DNF)	(62.0)	33.0	49.0	499.0	333.0
54th	64	Martin Hodgson	Salcombe YC	6075			UK	76.0	64.0	54.0	18.0	27.0	41.0	(104.0 BFD)	54.0	(104.0 BFD)	542.0	334.0
55th	49	John Steets	Starcross YC	5926	GM	Yes	UK	63.0	36.0	50.0	(78.0)	(66.0)	43.0	60.0	50.0	40.0	486.0	342.0
56th	83	Nigel Thomas	Hill Head SC	5964	GM	No	UK	59.0	39.0	36.0	(66.0)	59.0	48.0	46.0	61.0	(104.0 BFD)	518.0	348.0
57th	31	Robin Page	Brightlingsea Sailing Club	5745	V	Yes	UK	35.0	63.0	61.0	65.0	(104.0 DNF)	(104.0 DNC)	48.0	57.0	30.0	567.0	359.0
58th	17	Paul de Geus	GWV de Vrijbuit	NED692	GM	No	NL	52.0	73.0	(104.0 BFD)	(104.0 OCS)	38.0	44.0	30.0	38.0	(104.0 DNC)	587.0	379.0
59th	44	Alan Roberts	Leigh on Sea	5104	GM	No	UK	(78.0)	78.0	49.0	53.0	68.0	(104.0 DNS)	40.0	58.0	44.0	572.0	390.0
60th	47	Robin Tothill	Leigh On Sea Sailing Club	3958	GM	Yes	UK	67.0	(71.0)	59.0	70.0	(81.0)	58.0	53.0	39.0	45.0	543.0	391.0
61st	89	Steve Mitchell	TMSC	5905	SEP	No	UK	60.0	(87.0)	51.0	50.0	55.0	61.0	74.0	(76.0)	48.0	562.0	399.0
62nd	7	Roel Bakker	WV Randmeer	NED663	V	No	NL	(104.0 DNC)	(104.0 DNC)	(104.0 DNC)	44.0	61.0	(104.0 BFD)	23.0	41.0	29.0	614.0	406.0
63rd	18	Len Verdel	WV Braassemmermeer	NED560	N	No	NL	64.0	61.0	(104.0 BFD)	(75.0)	69.0	42.0	63.0	62.0	47.0	587.0	408.0
64th	24	Phil Kilburn	Lymington Town S C	5950	GM	No	UK	(73.0)	72.0	45.0	54.0	65.0	54.0	64.0	60.0	(104.0 DNC)	591.0	414.0
65th	76	Rowland Smith	Brightlingsea SC	5972	GM	Yes	UK	46.0	56.0	65.0	87.0	58.0	53.0	51.0	(104.0 DNC)	(104.0 DNC)	624.0	416.0
66th	13	Todd Grady-Gales	Lancing SC	4084	N	Yes	UK	75.0	77.0	55.0	(80.0)	71.0	45.0	(104.0 BFD)	53.0	41.0	601.0	417.0
67th	43	Phil Sturmer	Brightlingsea SC	5819	V	Yes	UK	(85.0)	69.0	(104.0 BFD)	40.0	76.0	59.0	65.0	65.0	51.0	614.0	425.0
68th	45	Matt Tohill	Leigh on Sea SC	3987	V	Yes	UK	(79.0)	(80.0)	44.0	60.0	62.0	60.0	72.0	71.0	56.0	584.0	425.0
69th	62	Chris Kilsby	Papercourt Sailing Club	5744	N	No	UK	66.0	65.0	60.0	56.0	40.0	37.0	(104.0 DNC)	(104.0 DNC)	(104.0 DNC)	636.0	428.0
70th	23	Michael Barnes	RYA/Lagos Yacht Club	3847	SEP	Yes	UK	(104.0 DNF)	(76.0)	41.0	71.0	72.0	55.0	70.0	73.0	46.0	608.0	428.0
71st	92	Patrick Ward	Bough Beech SC	5770	GM	Yes	UK	55.0	70.0	(104.0 DNC)	52.0	67.0	(104.0 DNC)	68.0	69.0	50.0	639.0	431.0
72nd	2	Paul Aldridge	Brightlingsea S C	5665	GM	Yes	UK	61.0	53.0	66.0	67.0	63.0	(104.0 DNS)	69.0	59.0	(104.0 DNC)	646.0	438.0
73rd	41	Malcolm Buchanan	Lymington Town SC	5570	SEP	Yes	UK	68.0	74.0	52.0	82.0	(104.0 DNC)	50.0	59.0	67.0	(104.0 DNF)	660.0	452.0
74th	63	Duncan Peace	RORC	5942	GM	No	UK	72.0	50.0	58.0	36.0	79.0	56.0	(104.0 BFD)	(104.0 DNC)	(104.0 DNC)	663.0	455.0
75th	72	Simon Cox	Brightlingsea SC	5599	V	No	UK	30.0	62.0	(104.0 BFD)	(104.0 DNF)	104.0 DNC	104.0 DNC	104.0 BFD	31.0	31.0	674.0	466.0
76th	93	Godfrey Clarke	Fishers Green	4801	V	Yes	UK	74.0	(84.0)	(104.0 BFD)	81.0	73.0	57.0	67.0	66.0	54.0	660.0	472.0
77th	11	Vincent Speelman	Zeilvereniging de Onderlinge	NED572	GM	Yes	NL	(81.0)	(82.0)	71.0	73.0	75.0	62.0	76.0	74.0	55.0	649.0	486.0
78th	19	Vernon Perkins	South Cerney SC	5731	GM	Yes	UK	(104.0 DNC)	(104.0 DNC)	(104.0 DNC)	61.0	74.0	63.0	71.0	72.0	52.0	705.0	497.0
79th	97	William Sunnock	Brightlingsea	5969	V	No	UK	(104.0 DNC)	(104.0 DNC)	(104.0 DNC)	42.0	45.0	51.0	50.0	(104.0 DNC)	(104.0 DNC)	708.0	500.0
80th	52	Sean Biggs	Torpoint Mosquito	5655	GM	No	UK	84.0	79.0	63.0	57.0	70.0	(104.0 DNF)	73.0	75.0	(104.0 DNS)	708.0	501.0
81st	20	Maria E. Franco	Northampton SC	5675	L	No	UK	(83.0)	83.0	64.0	64.0	82.0	(104.0 DNF)	77.0	77.0	58.0	692.0	505.0
82nd	61	Richard Dean	Fransham Pond Sailing Club	4222	GM	No	UK	(87.0)	85.0	70.0	85.0	(104.0 DNF)	64.0	79.0	78.0	53.0	705.0	514.0
83rd	15	Nigel Orkney	Largo Bay SC	6046	V	Yes	UK	71.0	52.0	35.0	72.0	78.0	(104.0 DNS)	(104.0 DNC)	(104.0 DNC)	(104.0 DNC)	724.0	516.0
84th	40	Chris Bolton	SFSC/NBYC	6064	N	Yes	UK	80.0	81.0	68.0	76.0	(104.0 DNC)	(104.0 DNC)	55.0	64.0	(104.0 DNS)	736.0	528.0
85th	78	Andy Hyland	Lymington Town SC	6022	GM	Yes	UK	45.0	46.0	26.0	(104.0 DNC)	741.0	533.0					
86th	35	Richard	Chase SC	6076	GM	No	UK	62.0	29.0	32.0	(104.0 DNC)	747.0	539.0					

64th	24	Phil Kilburn	Lymington Town S C	5950	GM	No	UK	(73.0)	72.0	45.0	54.0	65.0	54.0	64.0	60.0	(104.0 DNC)	591.0	414.0
65th	76	Rowland Smith	Brightlingsea SC	5972	GM	Yes	UK	46.0	56.0	65.0	87.0	58.0	53.0	51.0	(104.0 DNC)	(104.0 DNC)	624.0	416.0
66th	13	Todd Grady-Gales	Lancing SC	4084	N	Yes	UK	75.0	77.0	55.0	(80.0)	71.0	45.0	(104.0 BFD)	53.0	41.0	601.0	417.0
67th	43	Phil Sturmer	Brightlingsea SC	5819	V	Yes	UK	(85.0)	69.0	(104.0 BFD)	40.0	76.0	59.0	65.0	65.0	51.0	614.0	425.0
68th	45	Matt Totthill	Leigh on Sea SC	3987	V	Yes	UK	(79.0)	(80.0)	44.0	60.0	62.0	60.0	72.0	71.0	56.0	584.0	425.0
69th	62	Chris Kilsby	Papercourt Sailing Club	5744	N	No	UK	66.0	65.0	60.0	56.0	40.0	37.0	(104.0 DNC)	(104.0 DNC)	104.0 DNC	636.0	428.0
70th	23	Michael Barnes	RYA/Lagos Yacht Club	3847	SEP	Yes	UK	(104.0 DNF)	(76.0)	41.0	71.0	72.0	55.0	70.0	73.0	46.0	608.0	428.0
71st	92	Patrick Ward	Bough Beech SC	5770	GM	Yes	UK	55.0	70.0	(104.0 DNC)	52.0	67.0	(104.0 DNC)	68.0	69.0	50.0	639.0	431.0
72nd	2	Paul Aldridge	Brightlingsea S C	5665	GM	Yes	UK	61.0	53.0	66.0	67.0	63.0	(104.0 DNS)	69.0	59.0	(104.0 DNC)	646.0	438.0
73rd	41	Malcolm Buchanan	Lymington Town SC	5570	SEP	Yes	UK	68.0	74.0	52.0	82.0	(104.0 DNC)	50.0	59.0	67.0	(104.0 DNF)	660.0	452.0
74th	63	Duncan Peace	RORC	5942	GM	No	UK	72.0	50.0	58.0	36.0	79.0	56.0	(104.0 BFD)	(104.0 DNC)	104.0 DNC	663.0	455.0
75th	72	Simon Cox	Brightlingsea SC	5599	V	No	UK	30.0	62.0	(104.0 BFD)	(104.0 DNF)	104.0 DNC	104.0 DNC	104.0 BFD	31.0	31.0	674.0	466.0
76th	93	Godfrey Clarke	Fishers Green	4801	V	Yes	UK	74.0	(84.0)	(104.0 BFD)	81.0	73.0	57.0	67.0	66.0	54.0	660.0	472.0
77th	11	Vincent Speelman	Zeilvereniging de Onderlinge	NED572	GM	Yes	NL	(81.0)	(82.0)	71.0	73.0	75.0	62.0	76.0	74.0	55.0	649.0	486.0
78th	19	Vernon Perkins	South Cerney SC	5731	GM	Yes	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	61.0	74.0	63.0	71.0	72.0	52.0	705.0	497.0
79th	97	William Sunnock	Brightlingsea	5969	V	No	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	42.0	45.0	51.0	50.0	104.0 DNC	104.0 DNC	708.0	500.0
80th	52	Sean Biggs	Torpoint Mosquito	5655	GM	No	UK	84.0	79.0	63.0	57.0	70.0	(104.0 DNF)	73.0	75.0	(104.0 DNS)	709.0	501.0
81st	20	Maria E. Franco	Northampton SC	5675	L	No	UK	(83.0)	83.0	64.0	64.0	82.0	(104.0 DNF)	77.0	77.0	58.0	692.0	505.0
82nd	61	Richard Dean	Frensham Pond Sailing Club	4222	GM	No	UK	(87.0)	85.0	70.0	85.0	(104.0 DNF)	64.0	79.0	78.0	53.0	705.0	514.0
83rd	15	Nigel Orkney	Largo Bay SC	6046	V	Yes	UK	71.0	52.0	35.0	72.0	78.0	(104.0 DNS)	(104.0 DNC)	104.0 DNC	104.0 DNC	724.0	516.0
84th	40	Chris Bolton	SFSC/NBYC	6064	N	Yes	UK	80.0	81.0	68.0	76.0	(104.0 DNC)	(104.0 DNC)	55.0	64.0	104.0 DNS	736.0	528.0
85th	78	Andy Hyland	Lymington Town SC	6022	GM	Yes	UK	45.0	46.0	26.0	(104.0 DNC)	(104.0 DNC)	104.0 DNC	104.0 DNC	104.0 DNC	104.0 DNC	741.0	533.0
86th	35	Richard Instone	Chase SC	6076	GM	No	UK	62.0	29.0	32.0	(104.0 DNC)	(104.0 DNC)	104.0 DNC	104.0 DNC	104.0 DNC	104.0 DNC	747.0	539.0
87th	96	Timothy Barr	Tamesis	5293	GM	Yes	UK	70.0	60.0	21.0	83.0	(104.0 DNC)	(104.0 DNC)	104.0 DNC	104.0 DNC	104.0 DNC	754.0	546.0
88th	38	Iain Bird	Papercourt SC	5983	U25	Yes	UK	77.0	75.0	(104.0 BFD)	29.0	64.0	(104.0 DNC)	104.0 DNC	104.0 DNC	104.0 DNC	765.0	557.0
89th	36	Nigel Pybus	Draycote Water	5857	V	No	UK	25.0	57.0	67.0	(104.0 DNC)	(104.0 DNC)	104.0 DNC	104.0 DNC	104.0 DNC	104.0 DNC	773.0	565.0
90th	77	Steve Haggett	Lymington Town SC	5913	GM	Yes	UK	86.0	(104.0 DNF)	(104.0 BFD)	84.0	77.0	104.0 DNF	75.0	70.0	104.0 DNS	808.0	600.0
91st	50	John Harthorn	West Riding SC	5100	N	Yes	UK	82.0	86.0	69.0	86.0	80.0	(104.0 DNS)	(104.0 DNC)	104.0 DNC	104.0 DNC	819.0	611.0
92nd	57	Jeen Smit	KWS	NED 629	V	Yes	NL	88.0	(104.0 DNC)	(104.0 DNC)	68.0	83.0	104.0 DNC	78.0	104.0 DNC	104.0 DNC	837.0	629.0
93rd	82	Mark Maskell	Blackwater SC	6007	GM	No	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	10.0	104.0 DNC	842.0	634.0				
94th	86	Fraser Hayden	Papercourt SC	5693	V	No	UK	56.0	67.0	(104.0 DNC)	(104.0 DNC)	104.0 DNC	851.0	643.0				
95th	14	Patrick Burns	RYA	5906	SEP	Yes	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	47.0	104.0 DNF	104.0 DNC	104.0 DNC	104.0 DNC	104.0 DNC	879.0	671.0
96th	55	Dan Willett	Brightlingsea	6024	N	No	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	936.0	728.0						
96th		Mandy Horton	Grafham	4844	N	No	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	936.0	728.0						
96th		Simon Law	Frensham Pond Sailing Club	5742	V	Yes	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	936.0	728.0						
96th		Tim Wade	Lymington Town SC	6066	SEP	Yes	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	936.0	728.0						
96th		Kevan Gibb	Largo Bay Sailing Club	6043	GM	No	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	936.0	728.0						
96th		Jasper Barnham	Snettisham Beach	5887	V	No	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	936.0	728.0						
96th		Dave Nixson	Spinnaker	5896	GM	Yes	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	936.0	728.0						
96th		Justine Davenport	Burwain SC	4715	V	Yes	UK	(104.0 DNC)	(104.0 DNC)	104.0 DNC	936.0	728.0						





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WHAT IS GUST & WAVE RESPONSE?

This relates to the amount of flex or twist that we build into your centreboard to allow you to sail through a gust or wave and keep the maximum power, without creating excessive heel. Too stiff a centreboard and a gust of wind, or a big wave can cause immediate heel, requiring you to release the mainsheet. So the right amount of flex in your board is critical to best performance.

CENTREBOARDS

We aim to maximise performance of the foils to compliment the boat, its rig and assist the crew to win races! This is done by building in "effective gust and wave response" into the centreboard to assist the boat to point high and foot fast. We are happy to discuss customers particular requirements, such as weight of helmsman and crew, sail and mast design (an important linking factor) and where appropriate, NACA sections required. Of course we do have our own ideas borne of a fair amount experience but ultimately we aim to produce a foil that will help you find that extra edge.

We have templates for most of the National and International classes and within specific rule limitations we endeavour to produce the most efficient shaped foils taking into account minimum drag and maximum lift characteristics.

Dependant on the specification of the foil, we choose wood cores from a variety of species: Yellow and Western Cedar, Columbian Pine, Ash and Balsa or a combination of these to achieve the required flex/weight ratio. Where allowed, we use re-inforcement materials bonded with epoxy resins, include glassfibre or Carbon rovings in twill, Bi-axial, or Uni-directional weaves.

RUDDERS

The rudder blade needs to steer with the greatest efficiency and lowest drag. We optimise our rudders to be light and stiff. We have rudder templates for most of the National and International classes and within specific rule limitations we endeavour to produce the most efficient profile and section to minimumise drag and maximumise lift. Combinations of Glassfibre or Carbon rovings in twill, Bi-axial, or Uni-directional weaves all help us produce the stiffest / lightest rudder. Rudders are finished (as with centreboards) by successive stages of sanding up to 2000grit, and finally with the use of polishing compounds achieve a fair and very highly polished finish.

For best performance, Stiffness is an essential element, combined with stock stiffness and correct alignment of pintles and fixings.

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Our Philosophy

Keep It Simple Stupid.

Every thing we do is aimed at simplicity, we lack large resources so are making the best use of what is available.

We have tried to keep purchasing our products as simple as possible, our new website (this one) is a further development of our previous sites

If you are reading this then you must be interested in what it is all about, here is a brief history of ' SHOCK '

Our History

Literally brief! Really it all began after the Sydney Olympics where we had made a few items such as a carbon compass bracket for use on the 49er.

During the campaign for Athens this continued with more brackets and carbon trapeze handles, the foot straps taking quite a while to come to fruition. Towards the end of the Athens campaign the foot straps were attracting a lot of attention, it seemed time to turn the idea into production.

It has now been ten years since the first foot straps hit production and these can be seen on boats from F18 and Tornado's, Musto skiffs to 114's, 18 foot skiffs, 29ers and of course the 49er. We have since developed a number of new products, expanded our range of brackets and recently we have added a range of tiller extensions, carbon tube and off course a few years ago the shock trapeze harness was launched, as we expand our services we can now offer custom fitted harness's as well as a growing range of bags, covers and sail repairs. Slowly we are turning into a one stop shop for all your sailing needs.

Who Are We

Shock is a play on my name, Simon Hiscocks, I started making odd bits pretty much as described above and this is a continuation of that.

Call Simon on 07771890056

Shock Sailing, L4 Navigator Park, Osprey Quay, Portland, Dorset. DT5 1FU





Watch it from the Media rib [HERE](#)

RACE 1 TOP MARK



SOLO WESTERN AREA

Series Sponsors



Western Area Report

As of writing this article the Western Series sponsored by Goat and Dinghy Shack is well into it's stride with 7 of our 10 event completed.

Bristol Corinthians proved to be challenging with the wind not helping and completely dying in the last race with Chris Brown winning the event. The following day was the Chew Valley event on the Sunday of the same weekend allowed the visitors to meet up for evening festivities. But Chris Brown continued his winning streak at Chew. The double header weekends are proving to be very successful allowing travellers to maximise the sailing opportunity.

Torpoint was the next event on 1st June on the Tamar, back to tidal sailing. Geof Holden showed how years of experience can pay off to take the win, even though he is moving to the Phantom. He will be back we are sure.

The following weekend we had the 2-day Western Championships at Plymouth Mount Batten. Sadly only 15 competitors and missing Kim Furniss and Sal Erskin-Furniss who had suffered a big knee injury at Torpoint, get better soon Sal, you are missed. Again, Chris Brown took the spoils and looking good for the series at this rate.

Then on to TCYC, Teign Corinthians, from Coombe Cellars. In the absence of Chris Brown this allowed Chris Meradith to show us how to sail the tricky wind, hats off to the RO for getting the races in given the wind conditions.

The weekend of 27-28 July we held our next double header at Starcross on the Saturday and Dittisham on Sunday. This was preceded by a fantastic training day with Charlie Cumbley, we all got lots from it, me in particular. Sadly, these events clashed with the Southern Champs which affected the entry over last year. The Starcross Open saw the first win for Charlie Nunn, our 2023 series winner is not having a good series. The wind was certainly shifty and in the 3rd race turned off, anybody spotting the shifts making huge gains with the now strong outgoing tide. Dittisham lived up to it's huge reputation, the sailing was fantastic and the hospitality and lunch even better. Jon Clarke took the win, heard that before, if only he would travel. But 36 entries for an open certainly show how much this event is loved.

Vernon Perkins – Western Area Rep



In addition to the GOAT and Dinghy Shack sponsored opens we also ran a special fun event for those who competed in both events at Starcross and Dittisham, the Dinghy Shack Weekend Warrior event. Dinghy Shack supplied fantastic prizes for the first 3 places, a huge thankyou to Sam Marshal. The Dinghy Shack Weekend Warrior was won by Charlie Nunn (7 points) with Malcolm Davies (9 points) and Paul Lewis of Dittisham (13 points) in 2nd and 3rd places. Following this was Simon Greenslade (14 points), Chris Meredith (17 points), John Steels (19 points), Shaun Welsh (20 points), Vernon Perkins (24 points) and Adrian Griffin (33 points). Hopefully we will be able to run this for more double header events in 2025.

The series is currently headed by Charlie Nunn of Torpoint Mosquito SC with Malcolm Davies of TCYC in 2nd and Spod Olive of Starcross, 3rd. There are 8 helms that have done the 5 events needed to qualify for the series and a total of 84 Soloist that have competed to date.

With 3 events still on the calendar there is lots of opportunity for many more to achieve the 5 to qualify. Favourite has got to be Chris Brown carrying 3 dots and sure to be at the remaining events. We have a short break until the next events. South Cerney SC on 5th October, a joint event with the Midlands Series, the re arranged Welsh Champs/Open at TATA Steel on 12/13 October and Salcombe YC Open and NSCA Super Series Nigel Pusinelli event on 19/20 October. But with the Nationals and Inlands coming up there is plenty of opportunity to sail.

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



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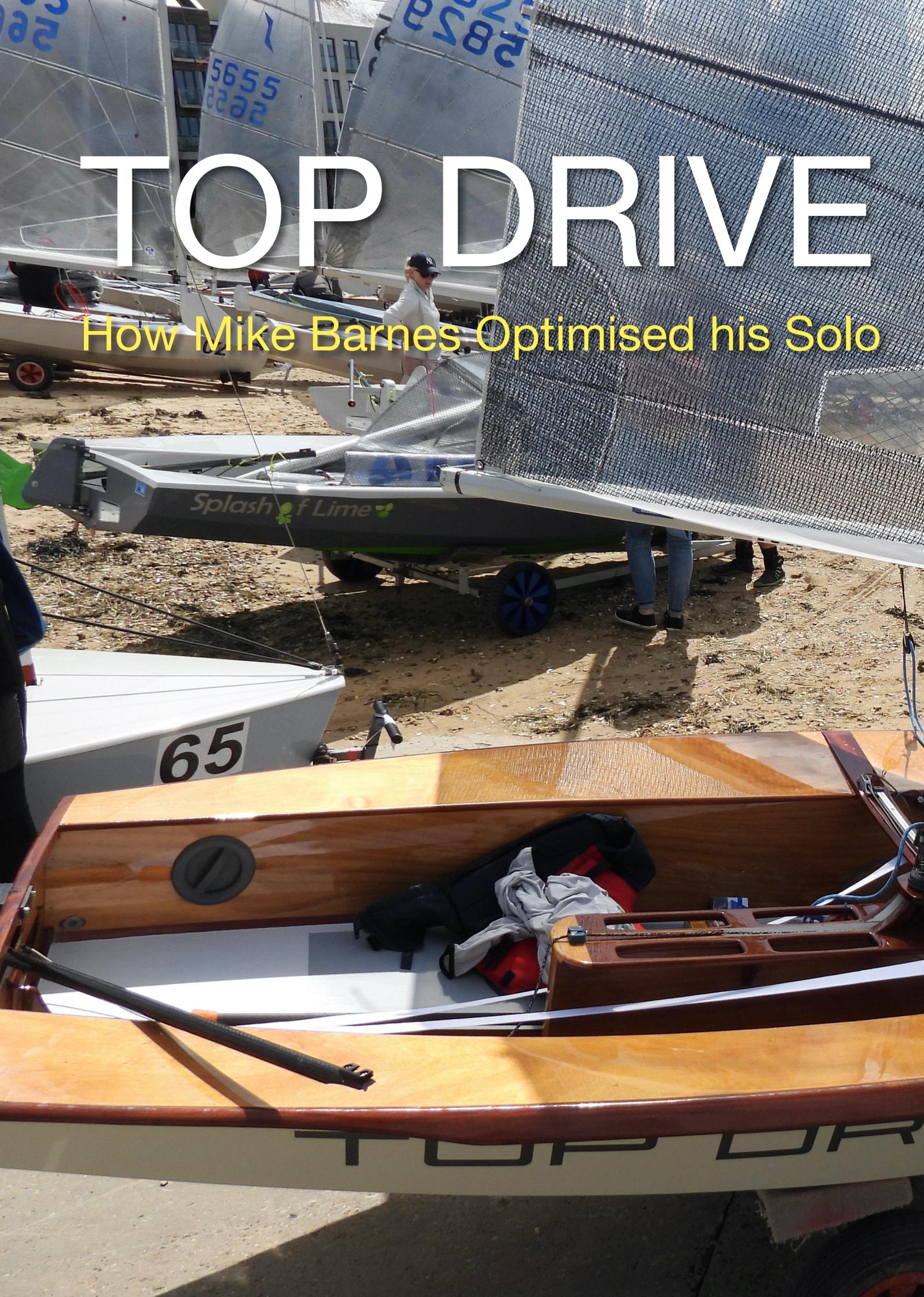
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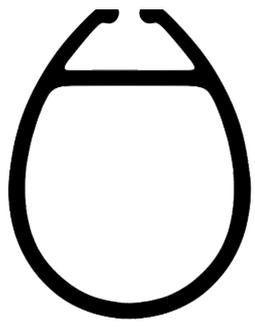
TOP DRIVE

How Mike Barnes Optimised his Solo





Own a vintage Solo? Get some tips [HERE](#)



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A close-up photograph of a sail. The sail is blue with white horizontal stripes. The Selden logo and name are printed vertically on the sail. The logo is a stylized outline of a sail or mast section, and the name 'SELDÉN' is in a bold, sans-serif font. The text is oriented vertically, following the curve of the sail.

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Gill Inland Championship

Graham Water Sailing Club



Gill

Gill Solo Inland Championship Promo

I turned to my long suffering wife, flicking a few strands of hair away from her ear, “it’s the Gill Solo Inlands next week” I whispered, “a two day Championship on some lovely flat water and.....”. I imagine many couples up and down the country were lying in bed having similar conversations, it has, after all, been little more than a week since the conclusion of a very successful Allen National Championship and Nation’s Cup, won by Dutchman Pim van Vugt and we are already cashing in chips with the house. That said, the UK Solo fleet knew that this season was going to be pretty intense towards the latter stages, venue choices and subsequent clashes and re-scheduling have, like a tractor on a B road, compressed the calendar and with the Nigel Pusinelli Trophy, Welsh Championship and End of Season still to come, more awkward bed talks will be necessary.

On the upside, there is no better practice for a major event than a major event and the NSCA have done it the right way around and, following an extremely challenging Championship on the Sea, an event on the flat water of Grafham should be a doddle.

Grafham Water Sailing Club has a strong home fleet and with a reduced club member entry, they have NO excuse to not to be on the start line on Saturday (Sep 7th), the club have arranged a class dinner too with several culinary choices, something I always factor-in when choosing to cover an event or not. Whether the catering team will be able to match the delights of the Raj Massala in Brightlingsea is another matter but a tip would be to keep serving the sailors beer.

It is difficult to provide you with a guide to who will win as the entry list is currently as thin as a strand of dyneema though the quality is undisputed. Fair to say that Mike Barnes, racing his 35+ year old Beckett is in with a chance and it may also be a first female winner if Maria E Franco continues on her upward trend. My bet, though some may say it’s a long shot and others may say “who” is Tony Thresher.

The innovative Solo builder, who for decades constructed hulls of various shapes, some more successful than others, and used well-ahead of its time methods is competing in a major for the first time in many years. Tony’s first Solo, 3420 was built in the early 80’s and coincided with the curtain dropping on Richard Lovett builds which were the ‘prestige’ category of Solo construction. While the Lovett was indeed beautiful and fast, the market for fast hulls was full of eager young guns like myself. Budget limitations and no secondhand Lovett hulls available provided a rich vein of interest in the economy model, all hulls were painted in baby blue and the craftsmanship of the joinery was dictated by the quality of grain and finish to epoxy fillets. That said, when Tony got a shape right (and he tweaked his frames to suit the helm weight) the results could be devastatingly quick. Where now the FRP construction line produces hulls which are identical in looks and speed, back then, rocker depth, aft section stiffness and bow entry could produce speed differences that were visibly quicker to the naked eye, albeit in the hands of sailors like Geoff Carveth (Lovett 3286) and Simon Cray 3406.

Malcolm Gandy is not a name many will recognise but he raced one of the fastest Threshers on the East Coast, well, downwind anyway. I am still unsure as to what made it so quick and I doubt Tony or Malcolm knew either, maybe it was luck or maybe the jig moved a little bit after he finished it and the measurements were lost forever.



The late Greg O’brian in a Don Marine leads Tony Thresher who was racing his first ever build, 3420.

Tony shares some memories [HERE](#)

Of course there are always eggs broken when you make an omelette and there were some casualties of his experimental construction techniques. Jon Clarke, a long time fan of the Thresher hull purchased one with white wood inlays, something earlier Threshers were devoid of, their inclusion being cosmetic and therefore useless but, a Solo that looks pretty is always a lure and the white trim on the Lovett's had proved it. I might add that Vic Crawshaw would later go on to produce many Solos with stunning inlays and testament to his skill and patience.

Anyway, Jon is in contention for the win and tacks for the top mark, his balletic backward style normally as graceful as the flight of a Butterfly but on this occasion it all went wrong, capsizing and losing him the win. Once on the shore he explained that the experience was like he was being held by an invisible hand, unable to detach his skinny behind from the deck before realising that the inlay had popped away from it's recess and pierced his wetsuit.

Tony had a plan and he just about cracked it with 3604, owned from new by Peter Brook, the lighter Gaboon decks contrasting starkly with the Snapdragon yellow hull and black spars. The bow profile was one of the best he had fashioned, his words not mine and I had to have it. I did indeed have some great results over two seasons, it's only drawback was that I kept kicking the sidetanks in, they were on the thin side! Of course all builders strive for the perfect shape and Tony was no stranger to pushing tolerances, tilting the bulkhead forward to allow more mast rake was genius and way before it's time while reversing the rudder profile so the back edge became the leading edge did not quite catch on. I believe Tony also developed the double floor, making the hull much stiffer and concentrating the weight down low. His greatest contribution was the development of the female mould allowing the hull to be constructed the right way up and incorporated epoxy fillets throughout the build.

The Solo hull shape is governed by tolerances with +- allowed for builder error, remember the Solo was designed for home builders so +- 5mm provided plenty of scope for legitimate mistakes but also wiggle room for the more technically minded.

Richard Lovett himself built a number of hulls which were later given RYA dispensation, one example even had convex bottom panels. I once owned the Alec Stone built Solo 1102 'Minstrel' and having measured it myself, can tell you that Alec had built the centreboard case as far back as possible, nothing to do with builder error, bringing the centre of resistance back balanced the helm upwind.

So pushing the envelope was/is a natural evolution where the rules allow some latitude, the tricky thing with the Solo though is that if you make one change it has an impact somewhere else and later Thresher developments seemed to stall rather than improve on the 3600-3800 design.

Tony did develop an FRP shell based on one of his fast shapes and this was available for the home builder to deck or he could do it for you, 4515 was one such Solo and came with Teak gunwales and thwart, all aimed at weight placement but the Winder production line was, by the early 2000's, in full swing. Tony continued to build and developed a White Whale all wood Solo for Mike Hobin in 2008 and this proved as competitive as the FRP examples but by then, Winder and Speed were grabbing the market and had plenty of decent jockeys racing them.

I have gone on one massive tangent but to go back to my initial statement, Tony Thresher, racing a Winder fitted out by himself so don't get excited, will be going for it at Grafham if his body lets him so show the man some respect, his dedication, ingenuity and sometimes Heath Robinson craftsmanship went along way to the development of the modern Solo you race today.

You can take a look at some of the builds I have mentioned, in the Concours video [HERE](#)



Gill Solo Inland Championship

Day 1

There had been warnings in the run-up to this event, a poorly wife, camera and camera stabiliser breakages and to top it all, the good old Volvo V70 had just developed a troubling power steering issue. Whether that had anything to do with a plastic duct that fell off a day earlier is yet to be determined. Undeterred, I had loaded her up and after giving the deep contoured bonnet a reassuring rub, set off on the 260 mile journey to Grafham Water Sailing Club, arriving 5 hours later after a short stop to check fluid levels. This could possibly be my last Inlands as I seek to make up lost time with my wife and more importantly my cats and tv, so the event had some significance and defying the mystical powers of action-reaction was a no brainer. The trip had taken me through intermittent fields of fog and mist and although the worst seemed to evaporate as the Sun rose, the reservoir remained shrouded in a fine veil of grey. Fortunately, Mike Dray was just pulling off his undercover, the splash of lime pierced through the dullness of the day like the luminescence of a photon blast and so we quickly reached for our sunglasses.



[A chat with Mike Dray](#) **HERE**

The generously large field, which would have once been bursting with Solos is this year three-quarters empty, not a sign of the classes demise, it is stronger than ever, the lack of entry is mainly due to it's positioning in the schedule only two weeks after the Nationals, a hard sell to even the most accommodating partner. Fortunately the fleet is filled with sailors with either failed relationships or partners keen to get rid of them for two days so close to forty have entered.

Among the hotshots here is Charlie Nunn in his distinctive duck egg blue Goat Solo, it would go great in my bathroom. Martin Honnor has come from 'up North' as has Winder owner/driver Steve Denison, both high quality experts in light wind sailing. Tom Gillard is on for the hatrick of Inland wins and will be hard to beat, I understand he will be 'playing' in a 470 with super crew Rachel Gray this winter, LA 2028 is an inviting target and with his determination and their combined skill, totally achievable. Also, if lottery funding gets pulled from the sailing sector, they will be on a level playing field with the other hopefuls!

Nigel Davies, NSCA webmaster is handy in the light stuff and is coming here off the back of a win last weekend at Carsington, so similar venue and conditions. If they were race horses we would all be lumping on him...each way to be safe.

Local legend Ian Walters is very handy in all conditions and I always say it takes 6 years to get the best out of a Solo, he bought his in 2018, granted he had one in the 90's but that was three decades ago.

The fleet sat on wooden beer tables which were positioned overlooking the water while the PRO dutifully remained at anchor, his binoculars trained on us as we munched on home made sausage rolls and mugs of tea, surely no club duty officer should have to go through such torture. A glimmer of hope arrived with a lack-lustre 4mph but it had about as much puff as a mans last breath so racing for the day was abandoned. On the bright side, none of the fisherman were landing either so it was just one of those days...I should have read the signs. The club brought forward the evening meal which would have been enjoyed by those that were staying overnight. Vince Horey was chuffed as he was commuting and though racing was canned at 3pm, was planning to stay until 7pm just to get his 'paid for' Shepherds Pie.

Day 2

The view from my V70 passenger window was one of calm, a wood pigeon sung an uncomplicated riff in the background, the car roof echoing with the sound of light rain and the reservoir surface indicated something resembling a breeze.

It would prove to be a tough day for competitors and race management. Competitors stood idle, most in civvies but a few optimistic souls were race-ready and already perspiring.

I received some secret intel from Steve Watson via the PRO that the fleet will be held ashore under an indefinite AP until some steady breeze arrived, estimated to be in 1 hour according to the weather data platforms. The plan would be to run 2 races in fair conditions, a third or fourth would be a bonus. I was instructed to pass on the info via the Inlands WhatsApp link and within a few seconds the area was filled with the chime of alerts.

Just fifteen minutes later the AP was dropped, PRO Chris Clarke, confident that the storm would avoid the area and the fleet launched into a gentle 5 knots.

Nearby turbines at the leeward end of the race area turned in unison, I estimated one full revolution was equivalent to 10 seconds so handy for those who were without a timepiece.

If there was a meteorologist on the water then they would have a big advantage as clouds of various shapes and intensity, or should I say density rolled over the course. It was a PRO nightmare.

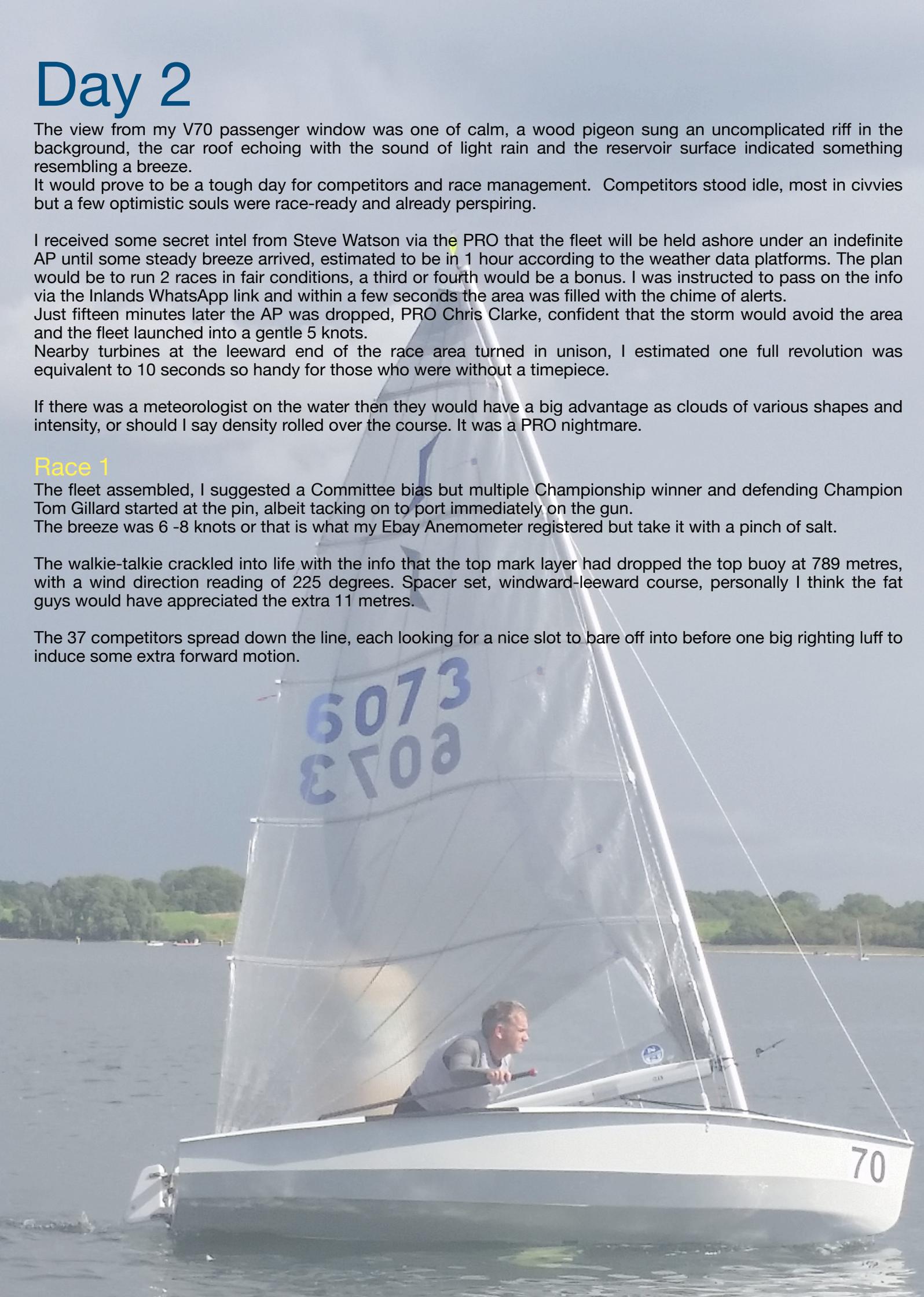
Race 1

The fleet assembled, I suggested a Committee bias but multiple Championship winner and defending Champion Tom Gillard started at the pin, albeit tacking on to port immediately on the gun.

The breeze was 6 -8 knots or that is what my Ebay Anemometer registered but take it with a pinch of salt.

The walkie-talkie crackled into life with the info that the top mark layer had dropped the top buoy at 789 metres, with a wind direction reading of 225 degrees. Spacer set, windward-leeward course, personally I think the fat guys would have appreciated the extra 11 metres.

The 37 competitors spread down the line, each looking for a nice slot to bare off into before one big righting luff to induce some extra forward motion.



Mike Dray and Ian Walters tacked away from the Committee boat while Gillard, Swain and Denison worked back across from the pin end, the wind oscillating to the rhythm of the turbines. Ede and Honnor were in a pack coming in from the left but with the wind swinging right, Swain would lead into mark 1 from Harry Lucas and Walters with Gillard, Tony Thresher, Neil Wilkinson, Willie Todd (in the distinctive Taxi Winder 5967) and Maria E. Franco top eight.

Like the parting of the Red Sea, the fleet split down the run, Gillard, Horey, Honnor and Ede going one side while Swain took a more Moses route and he held to round the right-hand gate mark while Thresher and Gillard opted for the left gate mark.

The run had been close to 800 metres of tedium, the pressure was down to 4 knots and that was away from the wind shadow 30+ Solo mainsails produce.

The cloud had passed away leaving clear skies but very little breeze. Swain had extended but he must have been praying that the race would not be canned, rounding with a slim lead over a fast charging Andrew Wilde, racing the demo Solo and already planning to get one next season.

Swain went high to protect his air, Wilkinson, Wilde and Gillard progressively deeper and with the bottom mark slowly creeping towards them it was Wilde, with the faintest puff who led through the line from Gillard, Wilkinson and Swain with Honnor completing the top five.

Steve Watson held aloft his anemometer which is a bit of an exaggeration if you saw the length of his arms, the reading of 3 knots was a disappointment but not a surprise. At least it was sunny.

I pondered removal of my offshore Aqua Marine emblazoned jacket, instead opting to save my energy for the consumption of some cake which, from my years in the baking trade, I knew to be heavy with fruit and rich in flavour. The breathability benefits of the Goretex can never be understated when food is at stake. Steve remained fully togged up in some sort of thermal, watertight, airtight top, the internal thermometer must have been close to signalling 'cooked.'

The PRO beckoned us over and after a quick discussion it was agreed to go for Race 2 with the breeze at 210 and 6 knots... somewhere on the course.



Steve Ede comes out of the left with Andrew Wilde below him, Swain is far right and would lead into mark 1.

Gill



Race 2

The course axis was re-aligned as they say in Barcelona and after a wind strength evaluation, race 2 was a go. This would be the pivotal race for the Championship with discards only in play after 4 races and about as much chance of that as a Spurs treble.

Clear start though the PRO indicated that it had indeed been tight, post race, Martin Honnor asked me if anyone was over so I will assume he was the punchy one. Ex Class President Ede was in a good position with the guilty looking Honnor, Walters and Denison all punching out of the middle of the line before hooking into a nice lefty that pretty much ruined anyone's race if they had gone right.

The downwind was a test of nerves, lady luck and sods law deciding the fate of each competitor.

Gillard sank deep, Ede held a middle lane with Honnor going high. The breeze was negligible but still just about acceptable for races of this importance, taking your car for an MOT or a visit to the dentist almost more inviting if you could find a dentist.

Aboard the Jury/Media rib I detected a heightened sense of interest from Steve Watson, one eye trained on an isolated Solo while, disturbingly, his other remained on the herd. Quietly, stealthily, his little fat but perfectly manicured fingers reached for the little yellow flag that had sat obediently at his side all day, his whistle was already on station between his parched lips and on reflection, I think it was there at breakfast.

The victim, like a little vulnerable fluffy animal, unaware of the peril continued down the run until, like a Crocodile exploding from a stagnant pool of water, Steve launched the rib towards his target, the pitch and volume of the whistle even surprising the whistle itself. The subsequent turns cost Wilde a few places but, like an Antelope with a leg hanging off, he would make it back to the safety of the pack.



Steve Ede looked confident holding the lead and he has done that at the top level plenty of times but not for a while and no easy feat with Gillard, Walters, Honnor and Horey breathing down your neck.

He played the percentages which provided Gillard with some separation up the left and with the breeze increasing to 7 knots, maybe there would be a chance of a third race? Almost as soon as I typed that the wind dropped away and with just the last torturous leg to go, Gillard threw in a few gybes and went slightly high in a last ditch attempt to reduce the deficit. Ede was not playing and took the rhum line to the last mark and then the finish line with Martin Honnor a distant third.

The fleet slowly trickled through the finish line with the breeze tracking around to the left and then dying away to nothing.

With 90 mins until cut-off we were now playing a waiting game and after 30 minutes the fleet decided on-mass to drift towards the clubhouse. Steve Watson had instructed the PRO to stay on station until 2.10pm and with that time expired, further races were abandoned.

With my Samsung S5 batteries almost depleted I was as relieved as the sailors but this meant that the 2 races sailed would both count, and with no discards, some of the competitors would be heavily penalised.

So Tom Gillard successfully defended his Inland title and with a brace of twos, showed supreme skill and consistency, albeit over the two races.

Martin Honnor lived up to my pre-event billing, 5-3 beating both Andrew Wilde (1-8) and Steve Ede (9-1) with Ian Walters completing the top five.

Well done to Chris Clarke and team for managing to get two races in, it was close to binning but not every major event can be a windy one!

Thanks to the catering team for nourishing the fleet over the two days and Gill for their generous sponsorship. Thanks to Steve Watson for his Jury and NSCA decision-making services, hopefully next year, the season will have a more even spread across the calendar so we can maximise attendance.

Gill

Watch the Event Video [HERE](#)

Pos	Sail No	Helm	Club	R1	R2	Pts
1st	6021	Thomas Gillard	SVSC / SHSC	2	2	4
2nd	5880	Martin Honnor	Ogston SC	5	3	8
3rd	6029	Andrew Wilde	Ogston	1	8	9
4th	6045	Steve Ede	Brightlingsea SC	9	1	10
5th	5586	Ian Walters	Grafham Water Sailing Club	7	5	12
6th	6073	Stephen Denison	RYA	12	6	18
7th	4927	Tony Thresher	Ogston SC	6	12	18
8th	5210	Neil Wilkinson	Shustoke SC	3	16	19
9th	6055	Jonathan Swain	Carsington	4	17	21
10th	5746	Harry Lucas	Grafham Water Sailing Club	8	13	21
11th	5704	Jamie Cuxson	Shustoke SC	11	10	21
12th	6080	Vincent Horey	King George V Sailing Club	13	11	24
13th	6010	Tim LEWIS	Datchet	17	9	26
14th	5770	Patrick Ward	Chipstead SC	23	4	27
15th	6076	Richard Instone	Chase SC	14	15	29
16th	4844	Mandy Horton	Grafham Water Sailing Club	16	14	30
17th	6017	Mike Dray	Hawley Lake SC	28	7	35
18th	6108	Nigel Davies	Draycote Water SC	10	25	35
19th	5967	Willie Todd	Largs Sailing Club	18	18	36
20th	5429	Stephen Hawley	Bartley	15	22	37
21st	5819	Phil Sturmer	Brightlingsea SC	19	19	38

22nd	5837	Linda Instone	Chase SC	30	20	50
23rd	5467	Peter Hudson	Grafham Water Sailing Club	22	28	50
24th	5904	Pat Overs	Grafham Water Sailing Club	31	21	52
25th	5617	Stephen Restall	Elton SC	21	31	52
26th	4443	Bryan Morum	Hickling Sailing Club	25	27	52
27th	6064	Chris Bolton	Norfolk Broads Yacht Club	32	24	56
28th	6066	Tim Wade	RYA	26	30	56
29th	5675	Maria E. Franco	Littleton SC	20	37	57
30th	5401	Andy Bownes	Barnt Green	34	23	57
31st	3847	Michael	Grafham Water Sailing Club	27	35	62
32nd	6067	Chris Bunn	Lady Yacht Club	24	39	63
33rd	5731	Vernon Perkins	South Cerney SC	37	26	63
34th	4551	Bill Hutchings	Tonbridge	33	32	65
35th	6106	Charlie Nunn	Porthpear/Torpoint Mosquito SC	29	38	67
36th	6079	Michael Hicks	Salcombe	39	29	68
37th	5044	Paul Carrington	Grafham Water Sailing Club	35	34	69
38th	5501	James Hart	Chipstead SC	38	33	71
39th	5939	Rudi Buckle	Chipstead SC	40	36	76
40th	4873	Les Kirby	Grafham Water Sailing Club	36	DNC	78
41st	5974	Simon Charles	Grafham Water Sailing Club	DNC	DNC	84



Steve Roberts 6121 blasts around the top mark in Carnage with Alex Butler 5781 and Malcolm Buchanon 5570.



If you feel brave enough, get on board with Steve [HERE](#)

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The Nigel Pusinelli Trophy 2024

Salcombe Yacht Club host the prestigious Major October 19-20



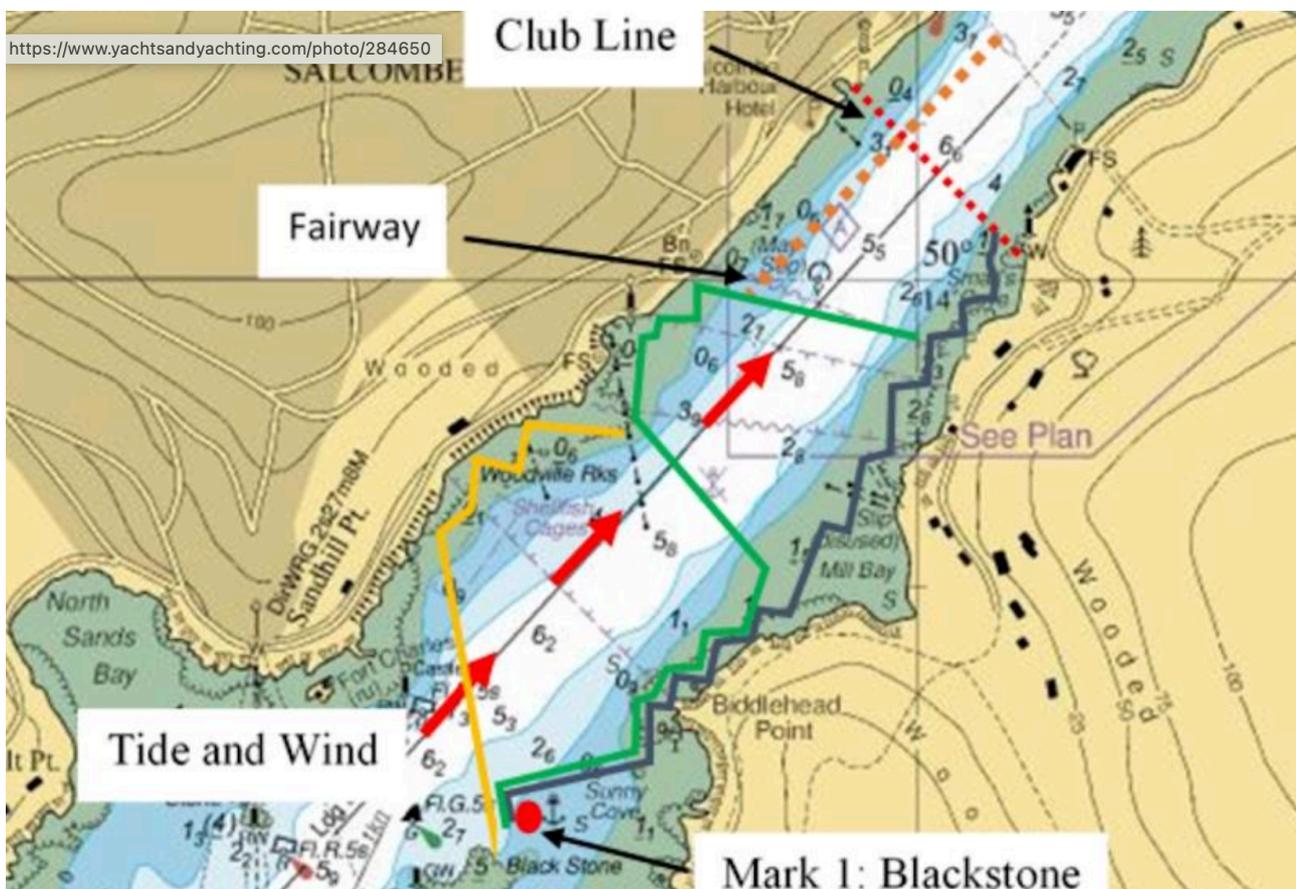
Malcolm Mackley has years of experience and knowledge of this mystical waterway and shared some pearls of wisdom with Y+Y. Read, absorb and Enter, you will not regret it.

Nigel Pusinelli Trophy Intel

Malcolm Mackley has written up his observations from many years of watching the racing at Salcombe in Devon, UK. Thanks to Y+Y

The Salcombe Estuary is one of the most beautiful and challenging places to sail in the UK and in addition it is possibly the most challenging place to race. There are so many complicating factors coming into play with the tide, wind patterns, moored boats, rocks, shallow beaches and other competitors all providing a potent cocktail of obstacles to overcome.

Having now watched the Salcombe Estuary sailing experts for some time, it has become apparent that for a given set of tidal and wind conditions there are only a limited number of ways to "fast track" around the race course. I often used to try alternative routes; but my success rate was low; so in this article I attempt to describe the fast track routes the experts take and where you should almost certainly go too. The possible permutations are massive and so this article deals with one small, but very important sector of the race track. and one important set of conditions where the tide is coming in (flooding). The wind is blowing down the estuary from the sea and the start is wind against tide heading for the Blackstone Mark at the mouth of the estuary.



This "Classic" and often most frequently used start sequence at Salcombe is a beat against the tide and wind from the Club Line to mark number one; Blackstone. The wind and tide directions are marked by red arrows on the diagram. Obviously the state of the tide, the operation of the Fairway (a Salcombe speciality to allow safe navigation of non racing boats during start sequences), the wind strength and its variability all come into play, however there are some general points that dictate how to reach Blackstone first. The map of the estuary between the start line and Blackstone shows three examples of a routes that might get you to the windward mark first, all with the assumption that the Fairway Prohibition Flag is flying.

All of the routes involve starting in roughly the same position on the line because if the Fairway flag is flying starting against the tide on the Salcombe side is a very poor option. The photographs below indicate how tricky the start can be.



Here you can see Yawls lining up nicely for a Portlemouth side start. If you are too near the shore you will likely be left high and dry and covered by faster moving boats. If you are too far from the Portlemouth shore you will be in an adverse tide; so there is a window of opportunity for very few boats to make a good start. Then you have the cavalry charge to the Smalls shore with the inevitable call for water. Yes you can call for water and the boat to windward should respond with a port tack. Once however both boats have tacked onto port they then effectively have no rights on other starboard tack boats and should avoid a collision by going below the starboard tack boats. This is all of course theoretical and assumes everyone knows the rules. The bottom line is that unless you can tack onto port at the shore without having to give water to a starboard boat, you will be sucked back into the pack. The first few tacks out of Smalls cove are crucial and will almost certainly dictate your final position.

The map shows the favoured routes to Blackstone and they all start off short tacking through Smalls Cove. Even if I make a good start, short tacking my Solo Mr Blue Sky as expertly as many of the experts is poor and so following the favoured "Blue Route" is not always a good option for me. Breaking away onto the "Green Route" is often my own favoured option and invariably for me does not really work very well, but at least I am in clear air. The Blue route is usually the favoured one and the boats that take an early lead out of Smalls can smile, enjoy clear air and short tack where they want to go. Being left in the pack is tough and you just have to grit your teeth and tough it out usually all the way to Blackstone.

The Green Route involves crossing the channel twice and getting the first crossing right in order to be just the correct side of the outer Fairway buoy. Choosing the right moment to return to the Portlemouth shore is critical too and can be dictated by crossing when the wind strength and direction is favourable. The third Yellow route is an option that can pay but is a risk! Tacking inside the Crab pots and then going far enough upstream to be able

to do a single Starboard tack to Blackstone is brave, exciting and different. Success rates are variable, but when it does come off it is very rewarding.

<https://www.yachtsandyachting.com/photo/284652>



Now back to Blue and Green routes which merge again on the Portsmouth side at Biddlehead Rocks. This too is usually an exciting phase of the race as it becomes a game of "how close dare I go to the often submerged rocks?" Generally you need to go as close as possible before you head off to the Blackstone mark and this can be an extremely tricky phase of the race that I rarely get right. On a rising tide Blackstone rocks appears to offer some tidal protection and so making a final approach to Blackstone on Starboard tack often is a good option and also gives you priority over port tack approaching boats. Only on very light wind days and strong tides does it pay to go deep into Sunny Cove before tacking on to port in order to reach Blackstone.

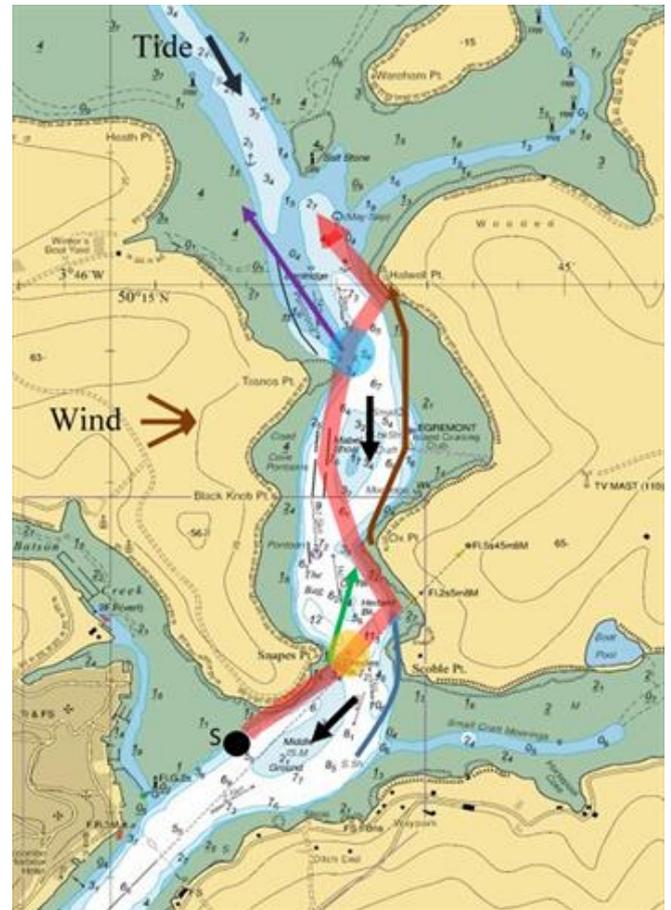
In summary; make a brilliant start, take the Blue Route and be an expert at short tacking!

Getting Out of the Bag

The Salcombe estuary offers huge challenges for sailboat racing and over the last hundred years yachts, Salcombe Yawls and now dinghies have taken on the challenge in what is one of the UK's most beautiful estuaries. The "race track" at Salcombe involves race marks strategically located around the estuary and nearly every race has the feeling of undertaking a journey to different locations surrounded by golden beaches, precarious rock formations, magnificent farmland, complex creeks and usually a serious tide. This short article describes some of the options of "Going through the bag", a notorious area of the race track.

Getting into and out of the "Bag"

For many sailors the Salcombe estuary "Bag" is casino lottery sailing, shrouded in mystery and chance, however the regular top sailors seem always to do well here. This is not luck, it is that they have learnt the fast track way into and out of the Bag. "Stuff happens" in the Bag, but often it's the way you get into and out of this intriguing area that makes the difference.



There are far too many combinations and permutations of wind and tidal conditions to attempt a comprehensive account of events in the Bag and so only one set of conditions, that occur quite regularly, will be examined. Imagine a strong falling (ebbing) tide, marked by black arrows on the map and a wind with a Westerly component coming over the Snapes headland. Imagine you are positioned at point S off Whitestrand in relatively slack water and you are now fighting the tide heading towards the entrance of the Bag between Snapes and Scoble Points.

The broad red line indicates the "fast track" route, with two "pinch zone" circles; one in yellow at Snapes Point and one in blue off Tosnos Point. The pinch zones are the critical regions of the

course into and out of the Bag and are the sheltered regions where the wind is lightest and changeable in direction and where maximum concentration is required, in fact concentration on wind direction, strength and tide strength are key factors to be alert to at all times.

As you approach Snapes Point the wind will be either coming from the estuary or funnelling down from Batson Creek and this might influence how close you elect to go to the Snapes shore when approaching the first Yellow pinch zone. Almost invariably at some point in the yellow zone you will lose the estuary breeze as shown for example in the photo above and then be looking for the "new" Westerly wind in the Bag coming over Snapes headland.



Yawls in the yellow pinch zone hoping the estuary breeze will propel them to wind in the 'Bag' - photo © Malcolm Mackley

The wind will drop and there may be an inevitable temptation to stand up in the boat in order to gain an extra bit of momentum to help you to the breeze that is tantalisingly waiting for you in the entrance of the Bag. Remember the wind will be much lighter in the yellow zone and so sail adjustment such as kicker tension might be necessary. There will be a clear tide line in the yellow zone and once in the tide you will be swept away from your preferred destination which is towards the tidal shelter of the moored boats on the opposite shore between Scoble Point and Ox Point.

There can be an irresistible "pure greed" temptation to take the direct green route to Ox Point. Taking the more direct short route can pay off, particularly if you have identified a useful puff of wind to get you through the Yellow zone, however in general the green route can end in disaster if the wind drops. Whatever route you finally choose in the yellow zone you need to keep the boat moving and be alert to other boats, wind patches and tidal strength. Strategic gains can be important and losses disastrous.

There is an alternative route into the Bag via the Portsmouth shore shown as blue on the map. Experienced Salcombe Solo sailor Simon (Yotter) Yates is sometimes to be found negotiating this passage with success, he also sometimes starts on the red track and then drops down to the blue.



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