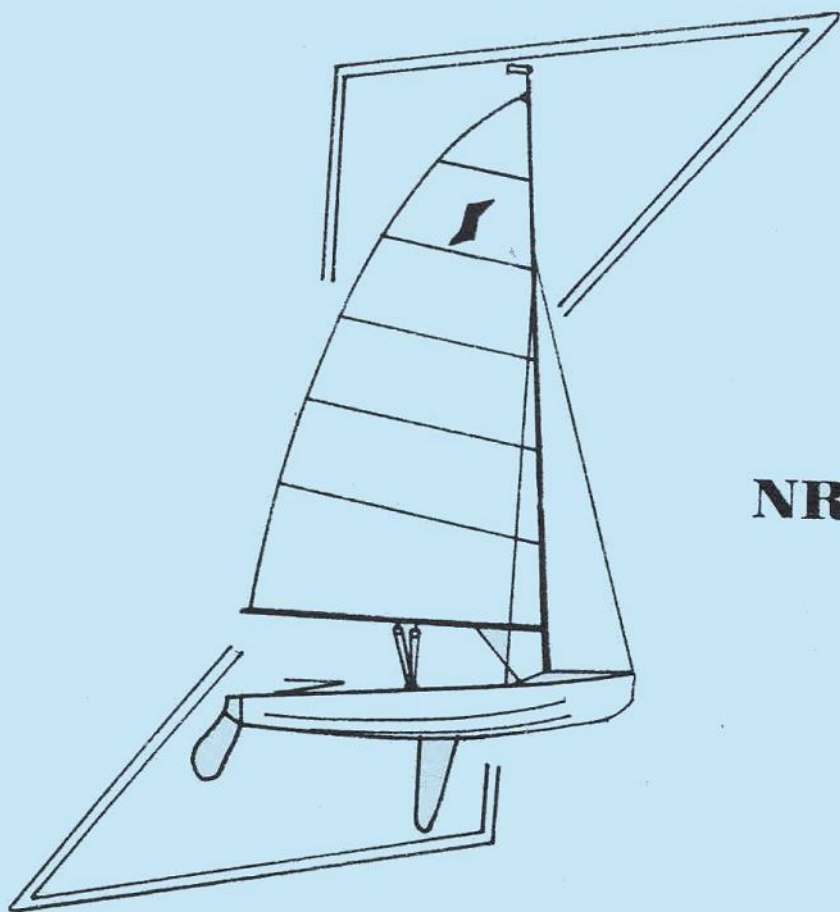


PDF made by Ton van Eck.
1985 - 8

PORT BETAALD ROTTERDAM



NR.8

SOLO-NIEUWS

TON VAN ECK

J BRAAKENSIEKLAAN 30

2283 GW RIJSWIJK

Afzender: Nederlandse Soloklasse Organisatie (NSO)
Heemraadssingel 313, 3023 BG-Rotterdam.

Jachtbouw Johan Vels

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Inderdaad, JAC. VROLIJK (tussen Keizerstraat en Badhuisweg) is een TREFPUNT van watersporters die zich willen oriënteren omtrent ALLES IN, OP en AAN DE BOOT.

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zeilmakerij - zonwering
WASSENARSESTRAAT, 67-69 SCHEVENINGEN TELEFOON 070 551018

SOLO-NIEUWS

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23e Jaargang

Nummer 8

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Vice-Voorzitter: Frans Derk Smit, Solo 510
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Wedstr. Comm. : Jan Jaap van Deventer, Solo 444
02522-13413 Elbalaan 47, 2172 JC Sassenheim
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075-281360 Lagedijk 266, 1544 BN Zaandijk

Redactie

Solonieuws: Jan-Gijsbert van Daal, Solo 508
010-771390 Heemraadssingel 313, 3023 BG Rotterdam

Gironummer: 22.10.296 tnv Penningmeester NSO te IJmuiden

Het lidmaatschap dient voor 1 september schriftelijk te worden opgezegd. Bij verzuim van opzegging voor 1 september, blijft de contributie over het nieuwe seizoen, ingaande 1 oktober, geheel invorderbaar.

In dit Solonieuws:

- Van de Redactie
- Van de Voorzitter
- (Winter) training
- Stukje van Danny Butler
- Solobeurs
- Ouwe Koek (World Cup)



VAN DE REDACTIE

Voor jullie zien jullie alweer het laatste Solonieuws van dit jaar. Een jaar waarin het Solonieuws weer op de juiste wijze werd gevuld maar nog niet altijd op tijd. Dit was deels mijn schuld en deels van het soms wat late tijdstip van opsturen van copij. Copij die overigens prima in hoeveelheid en leesbaarheid was.

Toch moet mij van het hart dat dit jaar een traditie niet wordt doorgezet, en wel die van de kalender. Deels door gebrek aan het juiste fotomateriaal, maar in de hoofdzaak doordat met de copieermachine niet de kwaliteit verkregen wordt die ik ervan wil hebben.

In de plaats hiervoor wil ik min of meer voortboorduren op het Engelse Yearbook zoals de Engelse Soloklasse dat jaarlijks uitgeeft. Hoe of de uiteindelijke vormgeving hiervan zal worden evenⁿals de inhoud is nog niet geheel rond, maar jullie kunnen hem zeker in het begin van het volgende jaar verwachten!

Rest mij nog een ieder een prettige 'winterslaap' te wensen en natuurlijk prettige Kerstdagen en een succesvol 1986.

Tot ziens in het nieuwe jaar.

Jan-Gijsbert.

*Prettige Kerstdagen
Gelukkig Nieuwjaar*

Van de Voorzitter

Na een stormachtig seizoen en een orkaanachtige jaarvergadering zijn wij in de winterslaap beland.

Gedurende die periode kijken wij terug en constateren dan dat 1985 één van de betere seizoenen is geweest in de afgelopen jaren. Onze leden tonen een groter enthousiasme, het Solonieuws draait op volle toeren en de aanwas van de jeugd zet ook weer in.

Allemaal feiten die het bestuur tot vreugde stemt en ons het enthousiasme geeft om er volgend jaar weer een fijn seizoen van te maken, uiteraard hoort daar een oproep aan de leden bij waarbij wij de hoop uitspreken, dat nog meer leden het complete wedstrijdscircuit zullen gaan volgen. De jaarprijs was dit jaar een groot succes met een lange lijst van puntenwinnaars.

Wij hopen op een nog grotere lijst in 1986.

Uiteraard feliciteren wij de winnaar Hans Arends maar tegelijkertijd ook enkele van de jongere talenten die zich dit jaar in het peleton gevochten hebben zoals Jan Bot, Evan Kortman. Patrick v.d.Zijde en Marcel Borsboom.

We hopen op een doorbraak van deze talenten en verwachten hun op de meeste wedstrijden in het komende seizoen.

Verder wijzen wij erop dat het seizoen erg vroeg van start gaat (31 maart) dus zorg ervoor dat jullie boten snel in orde zijn.

Ter afsluiting spreekt het bestuur en de redactie de hoop uit dat de opkomst en de kopy in 1986 nog groter zal zijn dan in het afgelopen jaar en wij verwachten jullie allemaal weer te zien tijdens het Paasevenement op Reeuwijk.

PRETTIGE FEESTDAGEN EN EEN GOED 1986

M. P. BLOM

Voorzitter NSO

(WINTER) TRAINING

Het afgelopen jaar heeft mijzelf weer eens duidelijk laten zien dat je onmiddellijk gestraft ^{wordt} wanneer je gaat hangen zonder enige vorm van training. Gevolg: overbelaste knieën en onmogelijk trap te lopen zonder pijscheuten in de kniegewrichten. Dat dit alles behalve prettig is kan ik geheel onderschrijven.

Via via kwam ik aan een aantal oefeningen die eenvoudig uit te oefenen zijn zonder hulpmiddelen maar desondanks zeer effectief zijn, mede gezien het feit dat ik sindsdien geen of slechts heel weinig meer last heb gehad!

Hou je vast, hier komen ze.....

Alle oefeningen 20 x per oefenbeurt, 3 oefenbeurten per dag.

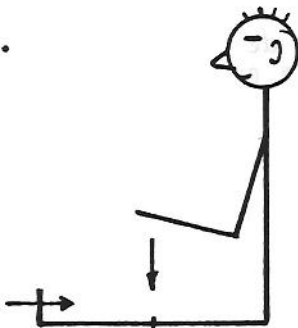
Per dag het aantal oefeningen met 5 uitbreiden.

(Na één week dus 55 x per oefenbeurt).

Doorgaan tot maximaal 150 x (oefening 1 en 2)

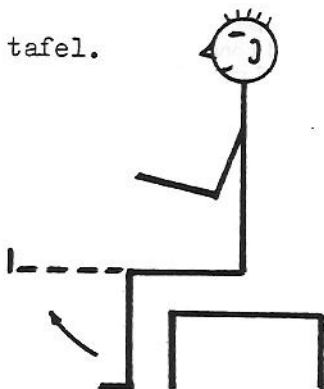
Oefening 3 maximaal 55 x.

1. In zit op de grond.



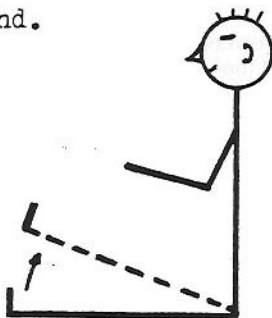
Voet optrekken, knie in onderlaag duwen, 6 seconden vasthouden, 2 seconden rust.

2. In zit op bank of tafel.



Voet optrekken, knie strekken, 6 seconden vasthouden,
2 seconden rust.

3. In zit op de grond.



Voet optrekken, been gestrekt heffen 30 cm. (Knie-
buiging trachten te vermijden) 6 seconden vasthouden,
2 seconden rust.

Een ieder wens ik de komende winter veel succes en hoop dat
jullie het volgend seizoen weer een beetje meer gesterkt
aan de start kunnen verschijnen.

Jan-Gijsbert van Daal, Solo 508

Solo National Championship

PEVENSEY BAY SC hosted the Solo world championship from July 26th-August 2nd. There were 55 entries with 12 travelling from Holland. The wind conditions varied from very light to Force 7 making for some super fast reaching in the big seas.

The practice race held on Sunday was delayed due to the conditions but the fleet eventually started in a Force 4. Dick Batt pulled through to the lead and held it to the finish with Ian Houston second and Ken Falcon third.

The first points race, the Brixham YC trophy, started in a Force 5 and it was a long starboard tack that paid on the first beat. Richard Goodenough led at the windward mark followed by Geoff Carveth and Falcon. Carveth took the lead on the second reach and with the wind increasing to a reported Force 7 the run became littered with capsized boats, the course was shortened and Goodenough took line honours from Carveth and Nick Yeoman.

After one recall, Tuesday's race eventually got started. Falcon was first to the weather mark followed by Martin Lambert and Batt. Falcon kept his head and took the winning

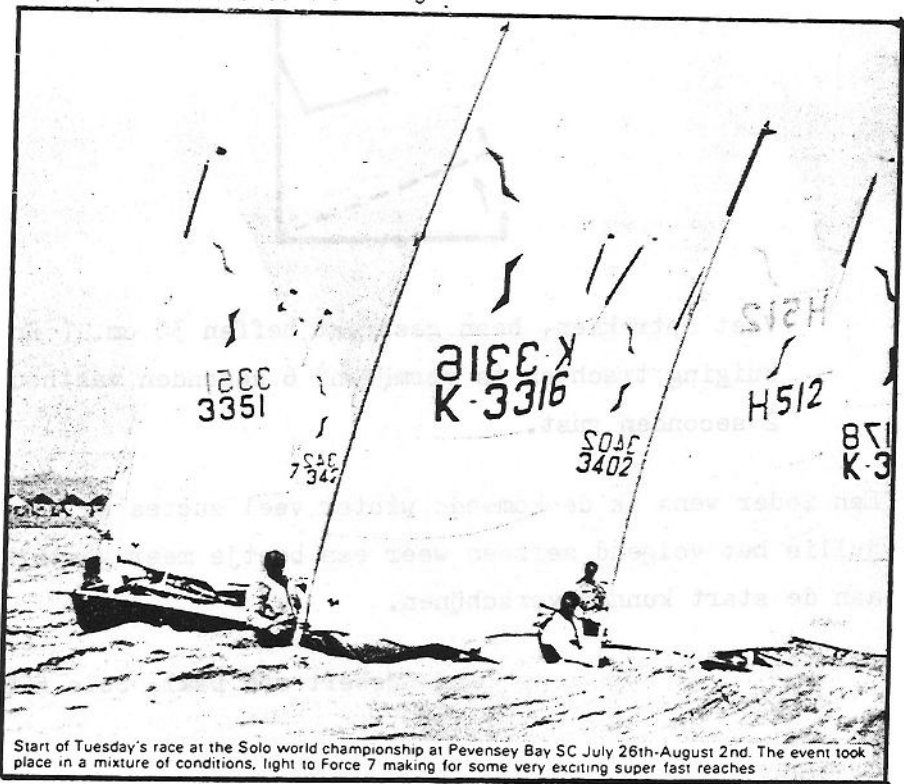
gun, Batt second and Lambert third. Wednesday dawned with a light breeze and a wind shift just after the start favoured those on the port side of the beat. Mike Wilkie led from John Daniels and Bill Barnes but it was Batt who fought through to take the winning gun from Falcon and Lambert.

Falcon led race four but a shift on the port side of the second beat allowed Hans Arends to take the lead which he held to the finish. Carveth second with Batt third.

Rumours of Force 8 deterred many competitors on Friday and some who put to sea soon returned. A short course was set and Martin Payne led Falcon and Chris Avery at the windward mark. Many of the fleet found the cross seas on the first reach very difficult which resulted in many capsize and retirements. Conditions proceeded to get worse so the race was again shortened on the third beat. Falcon managed to squeeze ahead of Payne to take the race and the championship.

Although the conditions were not to the liking of the majority of competitors, the friendly and efficient organisation by Pevensey Bay SC made a most enjoyable week.

Richard Willetts



Start of Tuesday's race at the Solo world championship at Pevensey Bay SC July 26th-August 2nd. The event took place in a mixture of conditions, light to Force 7 making for some very exciting super fast reaches

Ziehier een stukje van good old Danny Butler. Vanwege de vele door hem gebruikte typische Engelse uitdrukkingen, heb ik besloten het maar in het originele Engels te laten staan.

Jan-Gijsbert.

An innocent in Oz-or-'SOLO' , the drink for men! (a fizzy lemon flavoured drink)

I went to Australia from just before Christmas until early April I had been before for the 1st Australian Solo Championships 8 years ago and it seemed a good idea to go a bit longer, see a bit more, meet old friends (mainly met through Solo sailing and correspondence), check out the beer and, possibly, do some sailing. So many were kind enough to put me up (put up with me) that I can't mention them all. Especial thanks must, however, be given to Horrie Kinnersley (ex President ASA) and Arthur Palmer (Hon Life Member in UK and Aus) who not only lent me their Solos but actually aided me in messing their boats about to suit my way of mainsheet rigging. Horrie's boat was GRP with metal spars while Arthur's was the first Solo actually built in Oz, wood boat and spars all made by him and an ancient Mountfield sail. Ah! Memories recalled!!

Apart from Solos I got afloat in (in order) a plastic open canoe a 24ft Endavour, a 1902 steam tug 'Waratah', a Laser (!)(bloody hell, they are uncomfortable and your legs ache for days afterwards), various ferries, a Farr 750 and a motorized junk. The junk was a result of an enforced stop in Singapore on the way back because of a missed connection -all hotel expenses on the airline. The tug was used to see the start of the Sydney/Hobart race and was renovated and operated by volunteers of the Sydney Maritime Museum. It was full of all sorts of booze.

and barbecued chicken- free once you'd paid for your ticket. The time from first to last sighting of the fleet was 12 minutes -they were on a broad reach- so little boozing time was lost. It was like one of those old paintings showing elegant people having tea under an awning on Lord Popplewell's yacht in the 1880's expect it was beer and champagne and me in a Solo Tee shirt, sandals and toweling hat. 'Have another chook leg bone, gulls'

Most of my traveling was done in a 1969 Holden sedan, 1.25 tonnes, 3 litres, 6 cylinders and 3 forward gears (but the car had to be stationary to get into 1st). Utterly solid and reliable expect when the starter motor fell off and when a tree suddenly grew from nowhere when I was backing into a campsite and the rear got dented. I bought the car from Chris Pay who had been out there for a year, done 10,000 miles in it and let me have it for what he paid for it. I sold it for a little less, after another 8,000 miles, but as the road tax includes insurance we both made, in effect, a profit. Much better than hiring! With some simple camping gear, an ice box (or Esky), a Youth Hostel membership card, a list of friends and a road atlas this is the way to travel. No time-tables, just follow your nose. When I went out I only had plans for the first two weeks. Everything else just happened. There are a few Australians in Youth Hostels. These are occupied by the rest of the world travelling around and occasionally doing casual work to get some money for the next few weeks. Grape-picking was the main stand-by when I was there. You wonder whether some of these people will ever settle down. I met one lad who had hitch-hiked across Europe, India, Malaysia - somehow got to

8. New Zealand and from there had got a lift to Oz as unpaid hand

on someones small yacht, living on theyacht for three months.
Down with Suburbia! I also did some walking in nice places.

Australian Solo Championships, Sutherland Shire, Dec 29-Jan 3
at Kurnell, 'The birthplace of a Nation' Botany Bay, near
Sydney.

I did not distinguish myself as there was more wind than I like, mainly due to on-shore thermals in the clear hot weather. I retired from the practice race because of the glare from the sea and white plastic decks and forgetting my sunglasse! The last race was started, after many post ponements due to wind, in a force 6. Only 6 boats went to the start whereone immediately broke a boom. Great spectator stuff! This race resolved a tie among the leading boats up to that time. There is a memorial at Kurneal to the first English sailor to die on Australian soil - very comforting - I avoided adding to the tally

Victorian State Titles, Bendigo YC, Lake Eppalock, 9-11 March

This is an enormous lake with many branches extending for miles. The edges are countryside and woods - an idyllic place to sail with a large pub next to the yacht club wich is itself has a very friendly atmosphere and an enourmous gas-fired barbecue. The piece of lake next to the club is just about big enough for an Olympic course but the wash from motor boats and skiers really messed up to sailing in light winds.

We had light winds! These suit me so, apart from getting a very sore bum sitting on Arthur's thwart, I came to the last race quite well up the list. Ufortunately, when I went on my own up the left hand side of the course on the last work (beat) to win this race (a good ploy on the first beat) something went wrong!! Anyway I finished 4th overall. The Aussies

were kind and presented me with the handicap trophy, a trophy for being old (or was it the boat?) and a trophy for traveling the furthest. I also had the satisfaction of beating the guy who was 2nd at Kurnell but only 6th here. (you really must slacken yoer shrouds in light winds Bruce)

The Aussie Solo does not conform to measurment as well as would be hoped for in an ideal world. However, apart from a few things like missing keel and chine bands they are very similar and the sailors themselves are the same sort of nice people as on this side of the world. I saw one boat with levers on kicker, boom outhaul and cunningham: he also had a Laser-type mainsheet with a strop over the tiller. He went fast too. Thegrp types are rather nice.

BEER(zeer belangrijk voor Danny)

The unexpected thing is that there is no beer in Oz, or if there is I didn't find it. They have an awful lot of lager-type fizzwater which they call beer, serve 'icy-cold' and even have the cheek to sell to the rest of the world as a desirable beverage. I was in one (?) pub where the locals were extolling the virtues of this muck as the best in the world (I don't suppose they'd been outside their own) so I asked 'If your bloody beer is so bloody good why do you freeze the bloody stuff so cold you can't bloody taste it?' There was a rather nasty sort of white-knuckle silence and no reply - I felt extremely nervous - my meal turned up later overcooked. Beer is served in 5, 7, 10 and 15 ounce glasses (marked in metric measure). These are variously called middy, pot, pint, schooner and butcher. The names for the various sizes vary randomly from state to state. You must never say 'Please'.
eg, If you are in Melbourne and say, 'A middy of beer please'

you will be identified *as a* wingeing Pom just up from NSW. Better is, 'Pot thanks'. I laid my glass flat on the bar in Queensland (upright and they refill it unasked) and got immediately identified as being from Victoria. Provided you pay you'll get it in the end and have had many a good session with sheep shearers, farmers, cane cutters and other assorted people and after the first three who cares anyway?

Octopus On 21 February I caught an octopus (3/4 lb, 24 inches across) on a handline off a pier in South Australia. There was this wriggling squirting mass of slimy tentacles being pulled across the water. When it grabbed a pier support it walked downwards with me having to let out line. I was rescued by a local lad who grabbed it and cut its head off. Yuck!! This was either a high spot or a low spot of the holiday. It gets a separate paragraph anyway.

Random notes from the Diary

1. There really is a Grace Brothers Department Store. Several in the Sydney area.
2. Doesn't frozen Europe look good on the telly when you're sitting in your shorts with the temperature in the 30's and you have a tinny in your hand!
3. I don't really know the answer to 'Would you like to live thre?', but I would have liked to heve discovered Australia in my 20's.

N I E U W E L E D E N

Peter van Klink

Uiterweg 93a

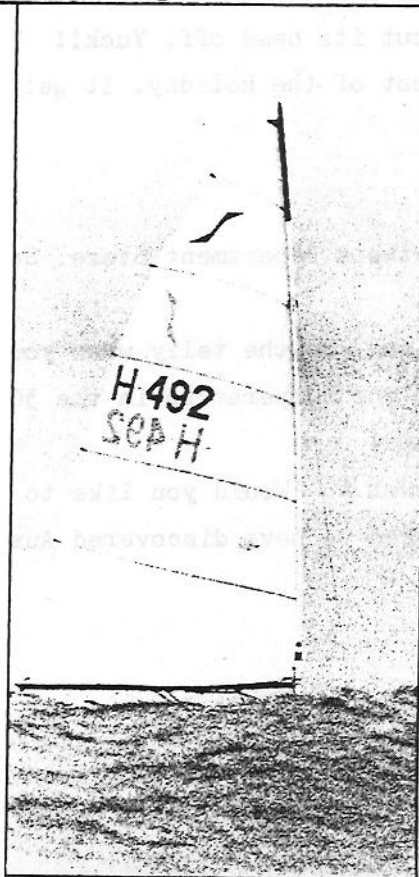
1431 RH Aalsmeer

Solo 439

SOLO - BEURS

Patrick v.d. Zijden zoekt voor zijn Solo een set stijve aquabattens zeillatten en een hefboomneerhouder.

Aanbiedingen te richten aan Patrick: 02521-17462



During the Solo World championship held at Pevensey Bay SC, Peter Bos from Holland discovers the delights of an English summer

In het Engelse blad Yacht and Yachting stond deze foto van Peter.

Ze dachten geloof ik dat hij het zo naar z'n zin had. Wel, maar dat viel zwaar tegen. Of is het toeval deze foto?!

Volgend jaar toch maar richting Zuid-Frankrijk Peter. Ik ga mee!



voor al uw zeilen

Wouter Hagoot

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