

January 2021

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Solo Specific - online

The National Solo Magazine, by members, for members.

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Class Association

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PRESIDENT'S REPORT

They say that it is always darkest before the dawn, and as at the time of writing as we are nearly a week into our third lockdown, schools are closed and teenagers restless, businesses up and down the country are closed and all bar our key-workers remain at home. The American President is inciting his followers to commit gross atrocities so it is perhaps a time to think on better things and assure you that your own President has not gone rogue. We do know that the vaccination programme has commenced, but it may yet be many months before the majority of us receive it. In the interests of the Hospitals which are currently mostly at capacity, and everyone's health while the new highly contagious strain of the virus runs riot, I urge all of our members to stick with the current regulations and recommendations to help us all return to normal quicker than we might if we don't.

With the intention of raising everyone's spirits the NSCA Committee and especially our Championship organiser Steve Ede and Regional Reps set out to put an exciting programme together for 2021. No one can wait to get back on the water and to be competing again, but unfortunately we do have to announce that the Winter Championships scheduled to take place at Carsington Sailing Club on 20th February have had to be cancelled since the lake remains closed until at least the end of March.



But all of that said, we will surely be back on the water as we were gradually in 2020 with free sailing at your local club, a gradual shift to some club racing, and once the numbers vaccinated reach a good level then we know that we can recommence full scale competitive sailing. The calendars show our 7 regions all with 10-12 events scheduled including a regional Championship, the Sea Series with qualifying events all over the country and of course our Super Series with exciting events scheduled for Medemblik with the Nations Cup in June, Pusinelli at East Lothian YC in July, a massive Nationals at one of the UK's most exciting venues Mount's Bay scheduled for a week in August, our Inlands at Rutland

Water SC as well as the Dutch Nationals in September and End of Seasons finale at Draycote in October. While I hand over the Presidency to my Vice President Patrick Burns at the Nationals, it is my intention to participate in each and every event in the Super Series event, as well as my local events on the South Coast.

Overwhelmingly the sailing we were able to do in 2020 was at home sailing clubs, and I have to say that it re-awakened the pleasure of participating in well organised racing in very familiar waters without the need to get up super-early, with boat already rigged in the dinghy park and seeing your friends (at a safe distance) and finding that competition is just as hot in the clubs as in the circuit! Due to the demand for sailing Single Handed, virtually every second hand boat on the market sold within a day or two over the year, while our builders Winder Boats managed to build over 50 new boats despite a major downturn in demand for their other classes leading to many staff being on furlough. Well done Dave, Sarah & Steve! 2021 sees us start the year with a new builder, Synergy Marine who will be building the JP designed boats for P&B and the first boats have already rolled off the production line. Simon Cox and his team already have a good reputation amongst the OK class and we look forward to seeing the boats out on the water. Sadly we lost Boatyard at Beer as a builder as Kevin Driver was forced to step away, and we will miss them.

It is with huge thanks to the efforts of the Committee who have worked tirelessly in 2020 and the start of this year to ensure the ongoing value and commitment to the one-design principle, the close racing and extraordinary following we enjoy that the prices of second hand boats and demand for new boats remains so buoyant. I urge every member to speak with their fellow Solo owners at their clubs and urge them to join the NSCA. At £25 for an annual membership, it is less than a single cup of coffee from Costa, Starbucks etc a month! It was heartening that in 2020 membership numbers actually increased. Throughout the year, as in most years gone by, Solos up and down the country remained the back-bone of club racing with bigger fleets at most clubs than all of the other classes racing in their handicap fleets put together. A number of clubs who started with only one or two Solos, finished up with 15 or 20 boats!

In the meantime I hope as many of you as possible will attend our stand at the forthcoming Virtual RYA Dinghy Show – watch this space as well as our website & Facebook feeds for more details.

If your club needs some help getting additional sailors 'over the line' don't forget we have our class Demo Boat, and you can get in touch with Ellie who looks after this by emailing solo.demoboat@gmail.com.

It remains for me to wish you all the very best for this coming year, all being equal I hope to see as many of you as possible on the water as I (god-willing) make my tour of the clubs throughout the season.

Best Wishes for 2021 and Stay Safe

Your President Doug Latta



EDITORS REPORT

Hi all, and welcome to the first Solo Specific of 2021. I hope everyone is ok under the current circumstances.

For this issue we have our usual regional roundups, plus sailor profiles, boat setup with Chris Brown and some info from our new builder Synergy Marine and sailmakers Impact Marine aka Andy and Michelle Tunnicliffe.

For some of the articles we are including hyperlinks to direct you to associated webpages associated. For the next issue we hope to be able to include the videos within the magazine using a different programme as well as a paper edition later in the year.

Whilst sailing/anything is pretty much off limits at the moment I know many of you are trying to maintain (or even kick-off) your fitness regimes. Maybe we need to restart the "25 in 25" press-up challenge! I'm also aware that a number of Solo sailors are indoor cycling using the Zwift app. If you are using this please look me up on Zwift and Strava. Maybe we can get a Solo group ride organised.

As always, if you have anything Solo related please do get in touch. Fully appreciate there isn't much sailing going on, but if you're renovating a boat or playing around with your rig at home, grab your camera/phone and let us know what you are up to.

Editor - Guy Mayger

REGIONAL REPORTS

Northern Area Report

In the Northern area we only sailed one open meeting in 2020 at Shotwick SC on 14th March.

It was a fantastic day with 18 Solos as reported on Yachts and Yachting at <https://www.yachtsandyachting.com/news/227683/Solos-at-Shotwick-Lake>

All other events were unfortunately cancelled due to Coronavirus restrictions.

What was encouraging was how many sailors took part in club level informal sailing and racing which, according to the northern region Whatsapp group feedback, was very popular and successful. Certainly the club fleets have been well supported during the lockdown and at many clubs there have been new members joining the Solo fleet who have been unable to sail a crewed boat.

An initial 6 events for the 2021 Northern series are published on the NSCA website as follows:

West Riding SC Sat 8th May

Shotwick SC Sat 5th June

Hollingworth Lake SC Sun 27th June (provisional)

Northern Championships - Leigh and Lowton Sat 4th September

Burwain SC Sun 19th September

Budworth SC Sat 9th October

I am not planning to schedule any regional events prior to the West Riding Open Meeting on 8 May due to the Coronavirus situation. As restrictions ease we hope to be able to restart sailing at our home clubs and re-build some sailing muscles ready to travel to a selection of open events.

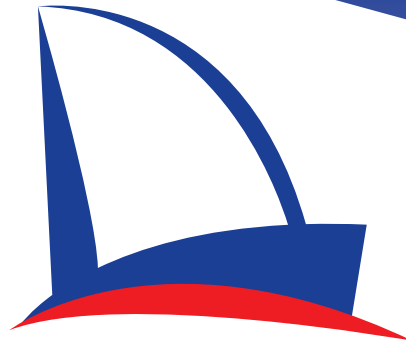
The date for Hollingworth is provisional and I would additionally like to schedule an event in July and August providing approx. one event per month May to Oct. All events are 1 day events to avoid overnight accommodation.

If you would like further information on the Northern Area Solo fleet, or if you would like to join the regional WhatsApp communication, please make contact.

All the very best for a safe year and stronger return to sailing than we achieved in 2020.

Philip Barnes philip_barnes@btconnect.com Northern Rep

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Eastern and Thames Valley Area Report

Greetings from chilly Essex!

It's always a challenge to report on what happened last season and all the more so this winter.

In the Thames Valley, only one open meeting took place before Lockdown 1 kicked in; thereafter, 3 other events took place later in the year, such that we can declare a Thames Series of only 4 events which is better than nothing. The Eastern area was worse hit with only one event at Royal Harwich going ahead in the autumn, unless anyone else ran an open event but forgot to tell the outside world?

Roger Bennett wins the Thames Valley title with Paul Playle second and Sue Taylor qualifying in third place. I promise to obtain some prizes for their efforts and suggest we make a short presentation whenever we are all happily together again. The Thames results are now on the website.

This season's program is in place for both Thames Valley and Eastern Area and can be viewed on the website. However, while some clubs have been eager to secure their usual slots, it remains to be seen which events actually go ahead as planned. Events in March look to be under considerable threat as I write, , maybe April events too, but if clubs do need to re-schedule there are dates available later in the year so club reps please do get in touch when the way ahead becomes clearer.

More optimistically, we are pleased to welcome Sailing Chandlery (www.sailingchandlery.com) onboard as Eastern Series sponsors and we look forward to working with them in 2021.

Godfrey Clark S4801

Eastern Area/Thames Valley Rep

Solo Western Area Report

Please find below the calendar for the 2021 season as it currently stand. Of course, we will have to see how the season pans out, but we'll keep thinking positively.

TATA Steel SC - Welsh Championships	Sat/Sun, April 17/18th, 2021 Western Series
Bristol Corinthian YC Open	Saturday, May 8, 2021 Western Series
Salcombe YC Open	Sat/Sun/Mon, May 29/30/31st, 2021 Western Series
Chew Valley Lake SC - Western Area Championships	Saturday, June 12, 2021 Western Series , Classic Series
Dittisham SC Open	Saturday, July 3, 2021 Western Series , Sea Series , Classic Series
Starcross YC Open Meeting	Saturday, July 31, 2021 Western Series , Sea Series
Frampton on Severn Open	Saturday, August 28, 2021 Western Series
Teign Corinthian YC Open	Saturday, October 2, 202 Western Series , Classic Series
South Cerney SC Open	Saturday, October 9, 2021 Western Series
Salcombe YC Open	Sat/Sun, October 16/17, 2021 Western Series , Sea Series

John Steels

Western Area Rep

Midland Area Report

The Solo Midland fleet now has 8 events booked and we are looking for a few more.

Banbury Sailing Club	Saturday, April 10, 2021 Midland Series
Barnt Green SC	Saturday, April 24, 2021 Midland Series
Chelmarsh SC	Sunday, May 30, 2021 Midland Series
Northampton Sailing Club - Midland Area Championship	Saturday, June 5, 2021 Midland Series
South Staffs, Chelmarsh Sailing Club	Saturday, July 17, 2021 Midland Series
Notts County	Saturday, October 2, 2021 Midland Series
Tamworth Sailing Club	Saturday, October 9, 2021 Midland Series
Staunton Harold	Saturday, October 23, 2021 Midland Series

Graham Wilson

Midland Area Rep

Scottish Report

Video update from our friends North of the border..

<https://www.youtube.com/watch?v=GLmdnbXXkLY&feature=youtu.be>

Patrick Burns/Will Loy

Southern Report

Like the other regions, we don't have too much to report on with the lack of sailing in recent times, but here are the current list of events for the Southern Area.

Broadwater SC	Sunday, March 7, 2021 Eastern, Thames Valley, Southern and Classic
Spinnaker SC	Sunday, March 14, 2021 Southern Series
Frensham Pond SC	Sunday, April 18, 2021 Southern Series
Felpham SC Spring Championship	Saturday, May 8th Super Series, Sea Series , Southern Series
Portchester SC & President's Trophy	Sunday, May 16, 2021 Sea Series , Southern Series
Dell Quay SC	Saturday, May 29, 2021 Southern Series
Lymington Town SC Southern Area Championships	Sat/Sun, June 5/6th, 2021 Sea Series , Southern Series
Chichester YC	Saturday, June 26, 2021 Southern Series
Bough Beech SC	Saturday, July 10, 2021 Southern Series
Mengeham SC	Saturday, September 11, 2021 Southern Series
Hayling Island SC Tyler Trophy	Sunday, September 12, 2021 Sea Series, Southern Series
Papercourt SC	Sunday, October 24, 2021 Thames Valley Series , Southern Series

Martin Fray

Southern Area Rep

Sea Series 2021

Given the situation last year with no Opens being held, the Sea Series was suspended, but hopefully matters will gradually improve this year to allow all events to recommence, with whatever local restrictions may be required at that time to keep us all safe.

As before with this Series, I have ensured that qualifying venues chosen are well spread across the UK, with no region having more than three events at Clubs with great facilities and good size fleets.

To Qualify sailors need to count their Best Four Events. You should therefore find you have a number of local events and one in a nearby region you can attend, without having to travel too many miles!

Best 4 events to Qualify from:

Portchester SC	Sunday, May 16, 2021
Lymington Town SC	Sat/Sun, June 5/6th, 2021
Leigh On Sea SC	Sunday, June 13, 2021
East Lothian YC	Sat/Sun, July 3/4th
Dittisham SC Open	Saturday, July 3, 2021
Harlow Blackwater	Saturday, July 24, 2021
Starcross YC Open Meeting	Saturday, July 31, 2021
Brightlingsea SC	Saturday, September 4, 2021
Hayling Island SC	Sunday, September 12, 2021
Salcombe YC Open	Sat/Sun, October 16/17, 2021

Look forward to seeing you all back out on the water soon.

Robert Laurie
Sea Series Rep – Solo 5863

Vintage and Classic Series 2021

The class is hugely appreciative of the efforts of Chris Brown in pushing for and promoting this series. After all, who doesn't love a wooden Solo!

Finally details of the are just being finalised, but Chris (<http://www.cbcoverstore.co.uk/>) has very generously continued with his sponsorship of the series with all qualifying entrants being in with a chance to take home a brand new lightweight CBCovers trolley from the prize draw along with many other prizes.

Please keep a look out on the website and Facebook pages for the full details.

Maybe time to look out for another boat :-)

Chris Brown

STOP THE PRESS. Please refer to the back page for an update on the Vintage Tour!!



www.cbcoverstore.co.uk

Chris Brown of CB Cover store is a keen solo himself, giving you a business you can trust that has knowledge of your request.

Doug Latta, President of the National Solo Class Association introduces visitors to the RYA Virtual Dinghy Show Stand.

After a frustrating year of false starts, hopes raised and dashed again in 2020, 2021 finally has some bright rays of hope that we will all get to go sailing and racing again in the coming months. For club sailors up and down the country, one thing that was clear was that the National Solo was quickly becoming the number one single hander in the UK. With over 3000 boats still in existence whenever and wherever sailing was allowed, Solos were appearing from garages and from under covers not lifted for some time to find the joys of club racing and the even greater joy of re-discovering just how great the boat is to sail.

With a full racing programme in place ready for the new season to commence, the Association has put together a programme split between 7 regions each with 10 to 12 Open meetings and regional Championships, to a Vintage and Classic Tour for the beautiful wooden craft which once dominated the National Circuit and offer such a low-cost entry into this exciting class. Overlaid on all of that a stunning 'Super Series' consisting of an 8-event series and taking us from Medemblik in Holland for our International regatta – the 'Nations Cup' to East Lothian YC in Scotland, the highlight for many at the legendary Mounts Bay SC for a stunning week-long UK National Championships, Sneek in Holland for the Dutch Nationals as well as weekend events at Grafham and Draycote.

And the best bit is going to be spending time on the water competing closely with a great group of like-minded Solo Sailors with an incredible array of sponsors ranging from Rooster, Harken, Superspars, North Sails, Noble Marine, HD Sails, Morgan Sails, CB Coverstore, Fernhurst Books, Milanese, KLG Estates and Powerworks EVC and more being added by the day!

The ambition of the NSCA is to increase our membership this year to top 1000, and the theme of our stand at the show is based on this number. Thousands of prizes, thousands of sailors, thousands of memories formed every time we go on the water.

For those who are not yet members, but own a Solo, don't imagine membership of the NSCA is only for the elite. It is not. It is a basic essential for every owner of a National Solo, as sunscreen is to holidays and tyres are to driving! The Class Association has multiple benefits the most important of which is maintaining the value of your Solo. For the first time in my Presidency, there is not one single Solo for sale anywhere on the Association website, any of our regional Facebook pages, Dinghies and Dinghy Bits for sale or Apollo Duck. The simple reason is there has been an upsurge in popularity of the class which is a benefit to all owners. A perfect time to upgrade to that new boat you have been promising yourself, you won't wait long for a buyer! But add to that free coaching for members at their home clubs or before major events, a class demo boat which is helping to attract new members and bring great sailors into the class from other classes, stunning discounts and offers from our sponsors, online magazines full of chat, tips and advice, all for much less than the price of a fortnight's worth of takeaway coffee. And for the keen racers, well a circuit second to none!

With so much going on, a visit to the Solo Stand at the RYA Virtual Dinghy Show is a quick way to find out all you need to know about the class, meet some of the NSCA Committee members, get tips and advice, find out who to speak to in your region, and sign up for what will become a lifelong love affair with the boat that has kept sailors hooked for 1000's of hours afloat and ashore, 1000's of races, 1000's of discussions, 1000's of memories formed.

Join us here: <https://www.solosailing.org.uk/membership/join/>

Visit us on our stand [link to stand]

Doug

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Brightlingsea Solo Fleet

Guy has asked me to pen a few lines about the Brightlingsea Solo Fleet Development, from Solo number 1 to today where we have 16.

Firstly, for those that don't know the club, we are based on the East Coast, outside of Colchester. We sail on the River Colne estuary which is tidal, however we have an extra-long ramp, allowing us to sail at all stages of the tide. I believe the club is over 125 Years old, and if you visit, have a look at the Honours Boards in the Club House – Multiple World/ European/National Championships, oh yes and an Olympic Gold Medal, plus other Olympic representations.



I joined BSC way back in the last century to sail my 420 with my brother, and then finally ended up in a Laser, BUT children arrived and so I simply did not have the time to devote to sailing and club, so I left and sailed the Eastern Laser GP Circuit for many years. However, as my 50th birthday approached I purchased a Solo from Mr. Winder, and joined the Eastern Counties Solo Circuit, which ultimately culminated in my entry to the Nationals at Brightlingsea in 2014. At the end of the week I realised how much I enjoyed sailing there so made the decision to rejoin for the 2015 season.

At first I was the only Solo regularly racing, although John Ball actually had a Solo which he raced occasionally. I mostly ended up racing the OK of Paul Aldridge "Ozzie" round the cans which was quite exciting. But for the 2016 season he took the plunge and purchased a Winder MK2, and around the same time John upgraded to a Winder. Within the General Handicap we had some brilliant races, sometimes after 2 hours we were separated by seconds at the finish.



Gradually despite being referred to as the SO SLO Fleet from some of our Asymmetric friends, others started to buy boats and join in the racing, so much so that in 2018 we got our own Fleet Start in the Summer Series. The same year we held our first Solo Open Meeting, which was also the Eastern Area Championships, where we offered a Brand New

HD Maax Sail in a prize draw for all eligible competitors. We hosted the Eastern's again in 2019, postponed in 2020, and we will have it again in 2021.

In a bizarre twist of fate, the current unpleasantness that blights all of our lives has made more members who sail regularly look at the Solo Fleet in a different light. We managed to race last year but we also have a WhatsApp Group where we organised impromptu racing during the week, if the conditions allowed. This prompted 3 new members, two of whom came from the Merlin Rocket Fleet to purchase Solos and join in. This takes us to 16 Boats, we have been getting a minimum of 5 out and a maximum of 10, which last season was pretty good in my view.

The racing is very tight and friendly and we foster a policy of helping those who are struggling with set up, to deliberately keep everyone racing together. Due to the Merlin influence initially the majority favoured HD MAAX, but more recently there has been a swing towards North P2 (P3 for our larger sailors). This sail with a D+ seems to cope with the notorious Brightlingsea Chop. However, in light to medium conditions in flatter water the HD MAAX is still very fast.



As and when conditions permit some of us will be joining in on the Eastern Counties Circuit later this year, and hopefully we will have 2 or 3 boats at the Nationals later in the year.

I would like to take the opportunity to shamelessly plug the Eastern Area Championships on the 4th of September. We will have 3 races back to back, with 0.75 mile beats in the estuary. The club are already well into appointing the PRO and buoy laying team, etc etc, so please come along, you will be most welcome.

Jarvis Simpson 5406

Sailor Profiles

Sue Taylor – Solo 4970 – Silver Wings Sailing Club

My sailing first started when I was 8 years old and my dad bought a mirror dinghy called "Mr 10 %". My initial experiences were not always positive with a memorable cold winter's emersion in Chichester harbour wearing a woolly jumper, jeans and wellies! Thankfully my parents decided we should join Kingsmead Sailing Club after that and things changed for the better.

There was a thriving Optimist fleet at Kingsmead, with an inspirational class captain who made everything fun. I remember so many hours playing Swallows and Amazons and landing on islands looking for pirate treasure. We spent most of our free time at the sailing club in those days and it has given me a lifelong passion for sailing, nature and the outdoors.

I took a fairly standard progression from Optimists to Toppers then to a Comet and some youth training in Lasers. I also crewed for my dad in club races in his Graduate at this time. But I didn't get very much opportunity to travel to open meetings until I went to university.



I was lucky enough to join Swansea University at the same time that six brand new Laser 2's arrived, replacing an old worn out enterprise fleet. We spent the next three years travelling around the university circuit taking part in team racing events. My biggest achievement in sailing at university was being part of the only Welsh ladies team to ever win BUSA in 1993. I loved team racing and it has given me a good foundation for the cut and thrust of large competitive fleet racing in the Solo.

Post university, I decided to continue with the Laser 2 and did the open meeting circuit for a few years. These were great events both on and off the water and created many wonderful memories.

In 1999 I met my husband and in 2001 we started our family. Bringing up three children took my attention away from sailing for a while although I did manage to continue club racing for the first six months of each pregnancy. I briefly crewed a Fireball at Datchet Sailing Club during my first pregnancy, but had to stop when I found that I could no longer get back in from the trapeze wire when the wind dropped as my belly was too big!

The children are all now teenagers and in fact one has left home, so it's time for me to concentrate on my own hobbies once again. I have become a member of Silver Wings Sailing Club, where my parents also race and this was the point I got my Solo. We have an excellent standard of racing at the club with around a dozen Solos out each Sunday and the fleet continues to grow all the time.

My experience as a female sailor is probably not unique. I found there was always an assumption in double-handed boats that the female should be the crew. I am a strong feminist and think that if I can helm then I should. It was not easy to find a good standard crew though and so much easier to sail a single-handed boat instead. The next dilemma was which boat to choose. At 56kg the choice of single-handed boats is not vast, although it has improved a lot in recent years and my impression is that the standard of female racing is also improving, as demonstrated by the first junior female sailor winning the Bloody Mary in 2019.

It seems an Aero might be an obvious choice for me but at our club there is only one other being sailed and they are not the top of the fleet. I have decided instead, to sail the Solo in a strongly competitive fleet and try and overcome my lack of weight by increased fitness. On our small gravel pit there is more to be lost or gained in tactical decision-making than carrying extra weight so I don't feel at such a disadvantage.

I have been doing the open meeting circuit for the last few years and rarely meet other ladies, although I was delighted to finally meet Brenda Hault in a couple of open meetings we managed to fit in just before the pandemic halted everything. We had some great close racing and I was looking forward to seeing a lot more of her before everything was

sadly halted. On advice from Brenda and her husband I have changed my Seldon D+ mast to a Zeta and I'm looking forward to getting back to some big open water events to see what difference it might make.

Andy "Taxi" Davis interview with Chris Brown

CB - Many of your friends and HD customers know your background, but for those who don't please tell us how you started your sailmaking career.

Taxi - I started at Richard Estaugh's SpeedSails during my A-levels (2000 I think) just doing Saturdays and the odd weekday after school. I applied for University in Portsmouth but the course I chose cancelled and postponed it for year, I wasn't interested in waiting so I quickly decided I'd had enough of education and asked Richard for a full time job. As I'd been working in the sail loft Richard was happy to take me on as the loft was busy.

CB - What was your first ever boat and how did you get into sailing?

Taxi - I think I was about 10 when my Grandparents bought me a Topper, sail number 12106 with a Light blue deck, we named it 'Water Taxi' for some reason. I didn't get the sailing bug till late and I didn't really use my Topper much as I was very much into Motocross from the age of 5. The turning point for me was when I broke my wrist badly just before going to senior school in a motocross accident, didn't quite manage to get on the bike after that and that's when I took up a bit of sailing. However this only lasted for a couple of years as I found Football which I played for a local team. It wasn't till I was about 16 I was flicking through Y&Y, in there was an article about International Moths. I started asking my Dad questions about the Moths and off the cuff he said 'that looks hard to sail, you'll never be able to sail that', about 6 months later I had my first Moth! Within a short space of time also I bought my first Merlin for £500, from there on it was all boats boats boats. In my late teens I had worked up to sailing a 49er with a mate of mine but that was short lived as I then started at SpeedSails. In 2002 I did my first Solo Champs at Paignton, this was the biggest fleet I had ever sailed in, I had competed in a few International Moth Nationals which were great fun but the size of the Solo fleet was great (80 boats I think), you could see that the class was just starting to gather momentum.

CB - Have you ever worked out how many sails you have made since starting sailmaking?

Taxi - Err no, a lot!

CB - How many titles have you won and in what classes?

Taxi - I've been very lucky to sail in many fleets and I can only thank for being in the trade that it has enabled me to do this. I've had great success in obviously Solos but also Scorpions, Merlins, GP14, Snipes. I think I'm at about a dozen inland Championships, 8 UK National titles and 1 World title.

CB - I hear Jim has retired do you miss his company?

Taxi - Yes Jim has retired, he retired in March. I do miss the banter, if you know Jim you will know it was always banter, nice to have some piece and quite though. I do seem to be getting more work done!

CB - You have been using a SuperSpar M2 what was the reason?

Taxi - Two years ago Simon at Super Spar came to see us and asked us if we wanted to do a new Solo mast. At that moment in time I hadn't been happy with what I had been using, it was too heavy (about a kilo over weight) and it just didn't seem to react in the same way as the mast I had previously gone so well with. Simon was very accommodating and we went through various options and possibly making new tooling. In the end we decided that if the M2 section could come in at its minimum weight then that would be the best option. So the M2 is very similar to the D+ size wise and Super Spar were able to make the mast come in at minimum weight, we also had the extended gooseneck put on as well. For me the mast acts very much like the mast I had back in 2008-2016 and hopefully when things return to normal I can get back to using it in anger.

CB - Thanks Taxi, we'll be sure to follow your progress with the new rig in 2021.

**Taxi show great downwind form.
Boat flat, rig fully powered up and eyes on
the prize!**



Super Spars Aluminium Technology **Solo Mast**



Interview with Simon Bevan from Super Spars with Chris Brown.

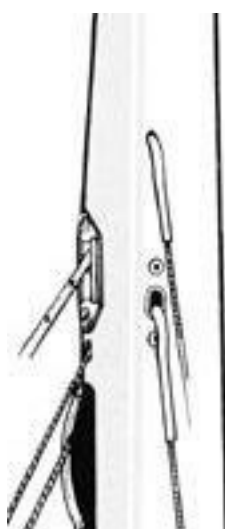
CB - I bought a M2 Solo mast from Super Spars because the then current D+ mast was heavier and I wanted to save some weight (room for more McDonalds?).

I also noticed the surface finish of the mast was different. Can you tell me why that is?

SB - The magic ingredient that is designed into all the Super Spars masts, booms and pole tubes is increased magnesium. It gives controlled bend and recovery response for differing weight of crew, wind strengths or gusty conditions, allowing the leech of the sail to be more positive.

The very successful range of Alloy sections is an example of this. We increased the magnesium content of the alloy decades ago which has increased the spring recovery rate of the spar, adding to greater performance from the sails, particularly in gusty wind conditions.

This gives a much faster spring recovery rate which allows the rig to depower whilst quickly returning its rightful position keeping maximum boat speed.



Fully anodised section to marine specification

Hook-in terminals on shrouds and trapeze wires for easy storage

Spinnaker box with hard wearing metal sheave

CB - The mast taper has a very uniform curve and seems much more forgiving in gusty winds. Are there particular reasons for this?

SB - The process of adding Magnesium content to all our sections increases the dynamic gust response. This important development has been a significant factor in the 505 and 470 Olympic classes and should not be underrated. .

Coupling the finest Aluminium Alloy with the use of the most advanced design techniques, materials and sophisticated manufacturing methods have resulted in a range of Mast Tubes with very low weight per meter, low centre of gravity to reduce pitching. This optimises the bend characteristics for your dinghy class, increases boat speed and maximise manageable performance in all wind conditions.

The manufacturing process used to taper the mast mean that we produce an accurate, consistent taper which is lighter by using a special manufacturing and fuse welding processes. The result is a stiff light weight tip, which results in a lower centre of gravity which is much desired.

This memory, resilience and tensile strength then are enhanced by the consistent heat treatment which is carried out after the tapering process.

This alloy is not only strong but also resistant to chemical corrosion which is then anodised to put a protective film on the surface of the mast tube to protect it against salt and metallic corrosion.

CB - Looking at your web site you have had many wins from the club sailor to the professional sailing crews?

SB - Yes, we have over 357 National, European and World Championships wins using Super Spars equipment.

We started the development of the Solo rig with Andy Davis of HD Sails in 2019. See Andy's comments in his interview.

CB - You supply two sections, the M2 and the M7 for the Solo class. Is the M7 more flexible for the lighter Solo helm?

SB - Yes the M7 is more flexible than the M2 mast section. We also have the M1 mast section for the even lighter sailor.

So we can cover the whole weight range.

We can also make sure that we keep the equipment compatible with other mast and boom combinations by swapping over the gooseneck pins.

We can also supply the mast with the V Cut in the heel plug for you too.

CB - I have used the mast over the summer with a North F3 and believe my upwind speed has improved along with better speed on long dead running legs. Really looking forward to doing some proper open meeting/national competitions to see where I'm at against the rest of the fleet.

For more information please contact Simon Bevan on Email address simon.bevan@superspars.com Or call +44 (0) 1329 232103

North Sails Pete Mitchell rounding the windward mark at Pwllheli.



MAKING AN IMPACT!

When Guy asked me to write an article for the Solo magazine I thought, why? Would people even want to hear what I have to say? I've not been too active in the class over the last couple of years, having kids (bad excuse) has made it a little challenging. When I looked through a few results, and not knowing a lot of names I felt it may be best to give a brief idea of who I am and an overview of our little sail loft in the cold dark North. I am writing this during Lockdown 3.0, with the snow on the ground, beer in hand but hopefully with a lot of spell check and editing (Ed. thank you Michelle!) I might end up writing something that people may find interesting and take some pointers from or at least have an idea of what we do by the end... if you make it that far...

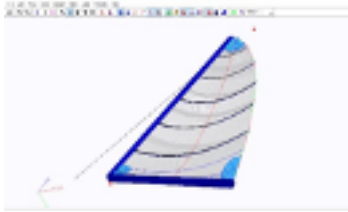


6 Years ago I decided to set up my own business, Impact Marine; manufacturing marine products, making yacht and dinghy sails, rigging and covers and canopies. We are based just off the M6 at Jct 35, and given how close we are to The Lake District and the Coastal Marinas in the north west, yacht covers and canopies were always going to be a huge part of our business. Given that my main expertise and interest is sail making, it was always going to be a natural fit that we would be making sails as well, and of course the first sail I made was a Solo mainsail. We are involved in quite few different classes and make a large number of yacht racing and cruising sails and I always enjoy new one-off projects coming in for us to design and work on.

Designing sails from just having a couple of measurements can be a very complicated process especially with bendy rigs and complying with tight measurement rules. Developing and making fast sails is all in detail and consistency, the thickness of pen line can be the difference between a good sail and a bad one. Because of all of this, we invested in design software, all our sail design work is done in-house using Smar Azure. Keeping in mind the level of detail and precision needed for the design, our panels are laser cut for maximum accuracy and repeatability. Having our own software is useful, as it allows us to



design our one-off cruising sails with great accuracy but it gives us the opportunity when developing our racing sails to make small adjustments to luff curve, camber, draft and being able to see how it effects the sail instantly on the screen, which we can see transferred to on the water performance.



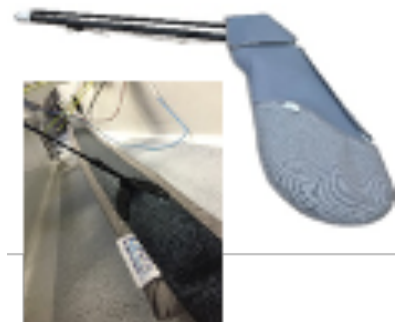
Designing sails is an important part of the process but on the other hand it's no good having a fast sail if it isn't made well, or in a cloth that's not fit for purpose. We work closely with our cloth and hardware suppliers, not only to get a competitive price for you, but also to make sure we are using the best materials for what we are trying to achieve. We use our knowledge and experience in making long lasting cruising sails and apply it to making racing sails. We want them to last longer allowing the sailor to get the most out of

the sail without effecting the performance. There are a couple of simple things you can do, that don't cost anything, to help prolong the life of the sail. The 2 main killers of sails are salt and UV. There are 2 easy steps to help stop this.

1. Wash your sails down with fresh water (and ideally let them dry). A quick rinse with a hose pipe when you come off the water is all it takes, only 2 minutes work.
2. Put your sail back in its bag when you're not using it. Laminate sails biggest weakness has always been UV damage and as soon as the dreaded delamination round patches start you are fighting a losing battle. You would not stand out in the sun without a hat or sunglasses on, so why make your sail do the same.

The ideal thing where possible would be to take your sail out of the boat and store in a dry place, once clean. I mean what's more important, getting moaned at for your sail being in the way every time someone walks past it on the stairs or making your sail last longer..... I will leave that one with you.

As mentioned, with the bulk of the work at Impact Marine being yacht canopies, it was a given that we also make dinghy covers and accessories. Using the same ethos's we do for sails, we put a lot of detail and thought into the covers and accessories that we make. The general theory being when towing your boat, your covers shouldn't be flapping around and when it's sat in a boat park it shouldn't fill with water, and it goes without saying that it should last more than a couple of years... Keeping your covers clean prolongs the life of them. Once covers get dirty they lose some of the properties that help the coating to keep the water out. Now I'm not saying you need to be scrubbing your covers every week but when it comes to thinking about getting covers make sure you are buying a good fitting one out of made out of a quality material. We use a cloth called Weathermax 80. This is perfect for dinghy covers as its very low stretch, lightweight yet durable and means we can get a good fitting cover. Other than making it easier to store when not in use, being lightweight means, it will dry faster helping prevent the cover from getting mildew and prolonging the life and waterproofness of the cover. Which is worth thinking about if you are unable to get to your boat for a long time because of lockdowns...



Anyway, that's probably enough of me babbling on about what we do. If you want to find out anymore check out our website, www.impact sails.co.uk or have a look on the usual places on social media.

Back to the sailing, given there are lots of tuning guides, how to make you're your boat go faster articles and not wanting to carry on too much, I thought it might be best to give you 5 simple pointer that might help you beat 'Barry' down at the club next time you are allowed on the water.

1. Pre start – Make a plan for the beat, look up-wind decide whereabouts you want to be on the course half way up and work back from there and this will help to plan your starting position.

2. The beat – Short answer is never hesitate, if you think you should tack then go. If you take 10 boat lengths deciding what to do the chances are the opportunity will have gone. This won't work every time but when it doesn't work you will learn some valuable lessons for next time.

3. Windward mark - You should have been thinking about how you want to approach the top mark from about $\frac{3}{4}$ of the way up the beat. This should give you time on the approach to top mark to be thinking about what you want to do downwind, Gybe, carry on, go high or work low. Decision should be made before you get to the mark.



4. Leeward mark -Never wait until you get to 3 boat lengths to hop you may have water on someone. You should be thinking about rounding the mark from $\frac{1}{2}$ down the run. This will give you plenty of time to get in position, you are able to see where groups are forming and will be able to keep yourself out of the middle of them. Again, pre planning this will give you time to plan you first 3rd of the next beat.

5. Boat check – On the way back in or when ashore give your boat a quick once over before you take the sail down makes it easier. It takes 2 minutes, have a look at blocks, rope, screws. Go back to the race, did you think there was a lot of friction in your kicker, Cunningham or outhaul? I'm a firm believer in things don't just break, everything shows wear first. There is no worse feeling then getting out to the start line and something breaking ruining your day. A few simple, but easy to do pointers to help you work your way up the fleet.



A final note from me, the reason I started sailing Solos was the simplicity of being able to go sailing when I wanted, not having to worry about a crew and being able to get strong racing all over the country. Knowing that the class is supported by great boat builders, it eases the mind coming into the class but also that you are able to buy a second-hand boat and it still be solid and still competitive. The nice thing that the Solo class has, that you don't see in other classes, is the welcoming nature and willingness to help out and get new people involved on and off the water. With the world being the way it is at the moment, single handed boats and events will be a huge draw for a lot of people. With the Solo Class being one of the biggest in the country with hugely competitive racing, no matter what every level you are at, it should be a great opportunity for the class to grow even more.

Look forward to seeing you all out of the water soon enough and remember the Burwain open meeting is quite possibly the biggest of the year and should not be missed... closely followed by the Pusinelli trophy at East Lothian.



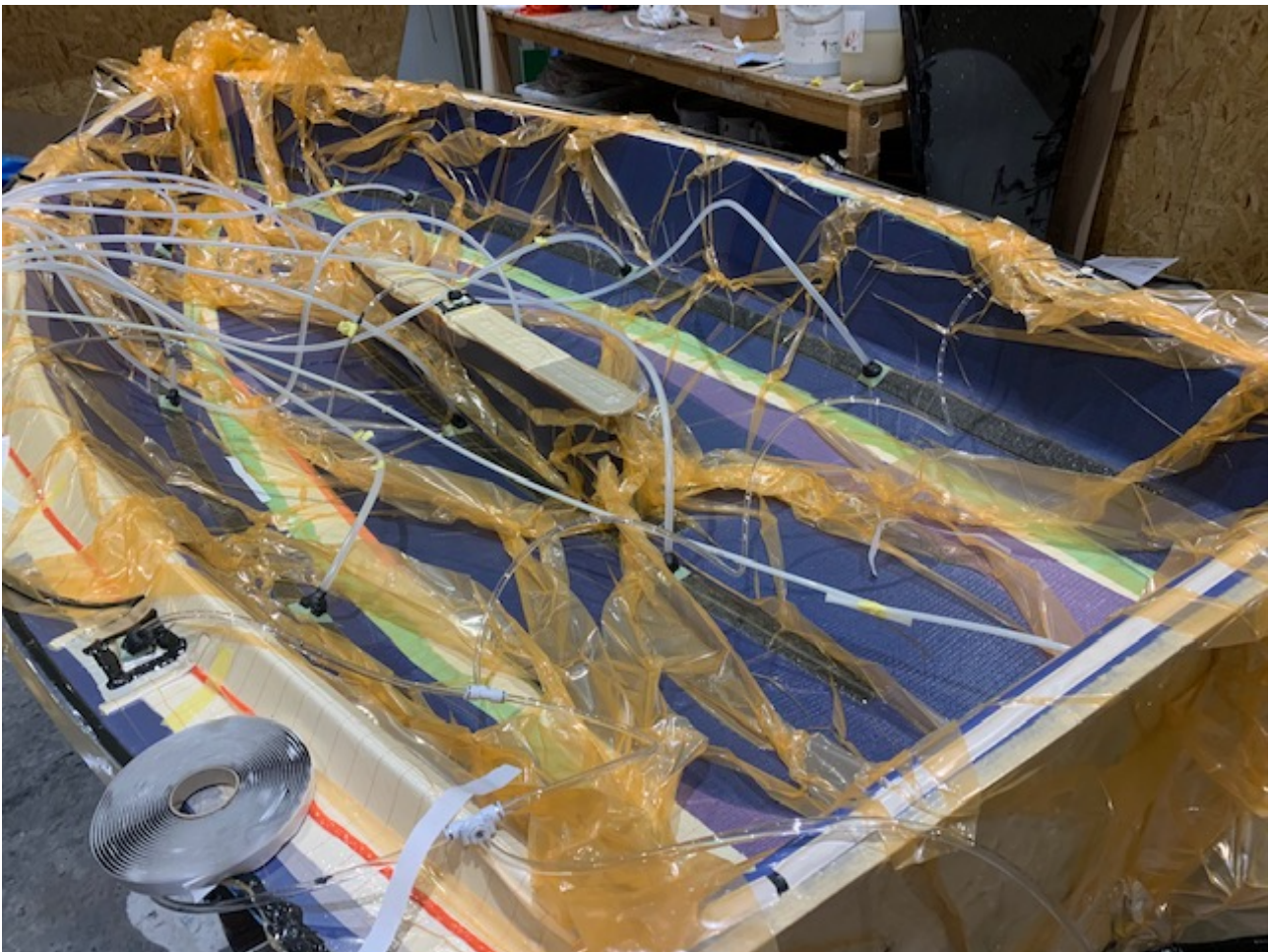
Andy Tunnicliffe
andy@impactmarine.co.uk





SYNERGY MARINE - NEW SOLO BUILDER

Synergy won't be that familiar a name to most of the Solo fleet but we have been building and repairing racing dinghies for 10 years. Over this time we have built multiple World and National Championship winning International Cadet and OK Dinghies. Most of our boats ship into Europe or further afield so with the current economic climate we have been looking for strong UK classes to work with.



Despite COVID-19 2020 has been a very strong year for us in terms of boats built – we haven't stopped all year! This has been mainly due to our new International OK dinghy Evolution design. That said it has been challenging, particularly over the last month or two sourcing some materials due to COVID-19 restrictions. Over the summer it was starting to look a bit quiet and it was a pleasant surprise when the phone rang and Ian Pinnell asked if we would be interested in building Solo dinghies. Obviously the answer was yes!

Personally, I have never sailed a Solo but I am aware of how strong the class is in the UK. We have two strong fleets of Solos locally at Royal Harwich and Brightlingsea, where I am a member. A number of friends sail Solos and they really rate the strength and depth in the fleet. I am very excited to now be involved in the class. We



Finished Synergy hull looking very smart and ready for fitting out.

have already started working to improve the finishing and quality of the existing mould tooling. We have now built two boats and will start the next boat in January. The PB/JP Solo design will be built using Resin Infusion techniques that produces a high quality and controlled laminate. It is great that we can work with P&B and call on Ian's extensive experience in the class. P&B, own the moulds and will be retail outlet for the boats but we are happy to discuss customers individual requirements directly if required.

All being well we will have a works boat sailing at some point in 2021.

Simon Cox (Synergy Marine)

BOAT SETUP WITH CHRIS BROWN

Chris has been a bit of a superstar with this edition of the magazine with his sponsorship of the Classic Series and snagging a few of the interviews, so it only felt right that we should also cut him some slack and allow him to show up how he is setting up his new boat.

Chris has a Winder Mk2 with a North F2 sail set on a Super Spar M2 mast, as previously discussed earlier in the magazine. Here Chris goes over the basic settings and has a few little ideas some of you may not have seen before which we hope will be of interest. **PLEASE NOTE**, using your hotrod car as a workbench is optional!

Over to you Chris...

I have found the stoppers on the end of the tiller extension are not always glued on very well, so best to check and fix that first before you find the tiller slipping through your grasp at an in opportune moment, even if it does give your mates a laugh!

I also cut down tiller extension by 3 inch as I have had the tiller stick under the traveller before and ended up swimming. Again, another opportunity for your mates to have a laugh, but easily sorted. Of course, if you're as tall as Mr Mayger then you may need the longer extension when hiking so be careful how much you take off.

ED. I assume Chris has more Allen keys than lolly sticks for mixing his glue?



If you're not running an uphaul system, double check the rudder stays up and if not, tighten the bolt. The last thing you want to do is damage your new rudder.



I feed the toestraps adjustment rope around the thwart and tie it back onto itself so there is less chance of the rope coming out the cleat. This also tidies up the rope tails in this area so you have less issues with tangles and/or grabbing the wrong control line in the heat of battle.



On the standard Winder centreboard uphaul/downhaul system I have fitted a larger diameter rope for ease of handling.

Of course, whilst you might be lucky enough to have a brand new boat or a new-to-you secondhand boat, it is always worth going over every fitting and ensuring all screws and nuts n bolts are tight and secure... not that Steve Denison doesn't do a mighty fine job of fitting out the Winder boats :-)

Ed note. Whilst working at Racing Sailboats, back in the day, a future Olympic representative arrived with a brand new 470. They proceeded to take every single fitting off of their new ship and then reseal and refit each one themselves just so they were 100% confident that everything was right. We may not be quite at that level, but it shows the attention to detail that is required to be successful. Add a little of that to your sailing and you might see improvements, in this case, minimising future boat/fitting issues.

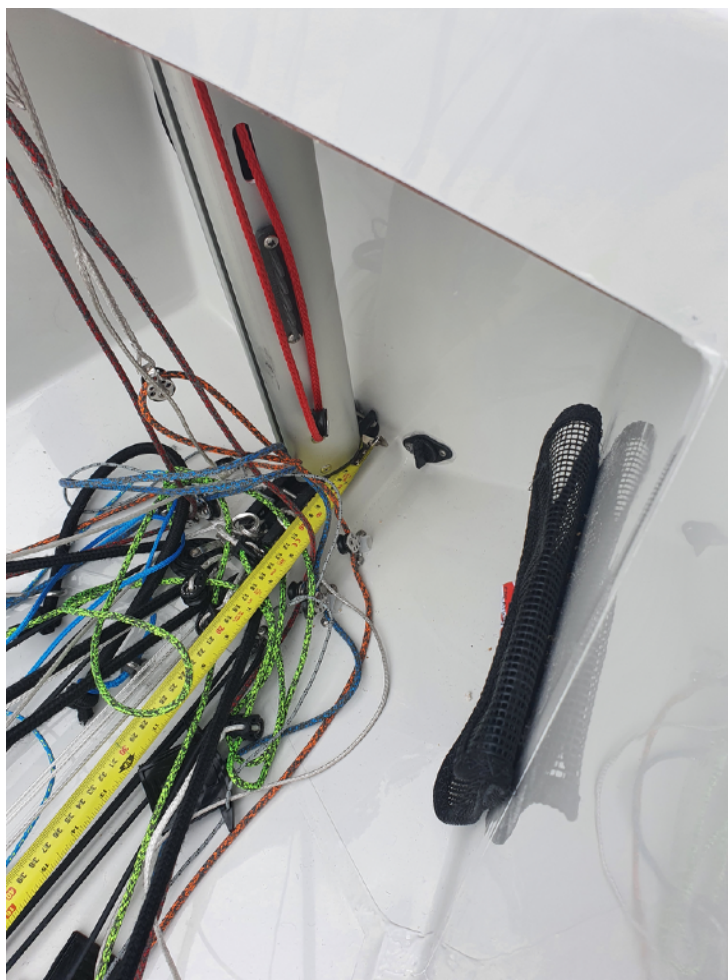


On the inboard end of the boom I cut off the plastic lugs which would normally take the tack pin. On a North sail especially, these can get in the way when pulling on the inhaul and cunningham in a breeze.

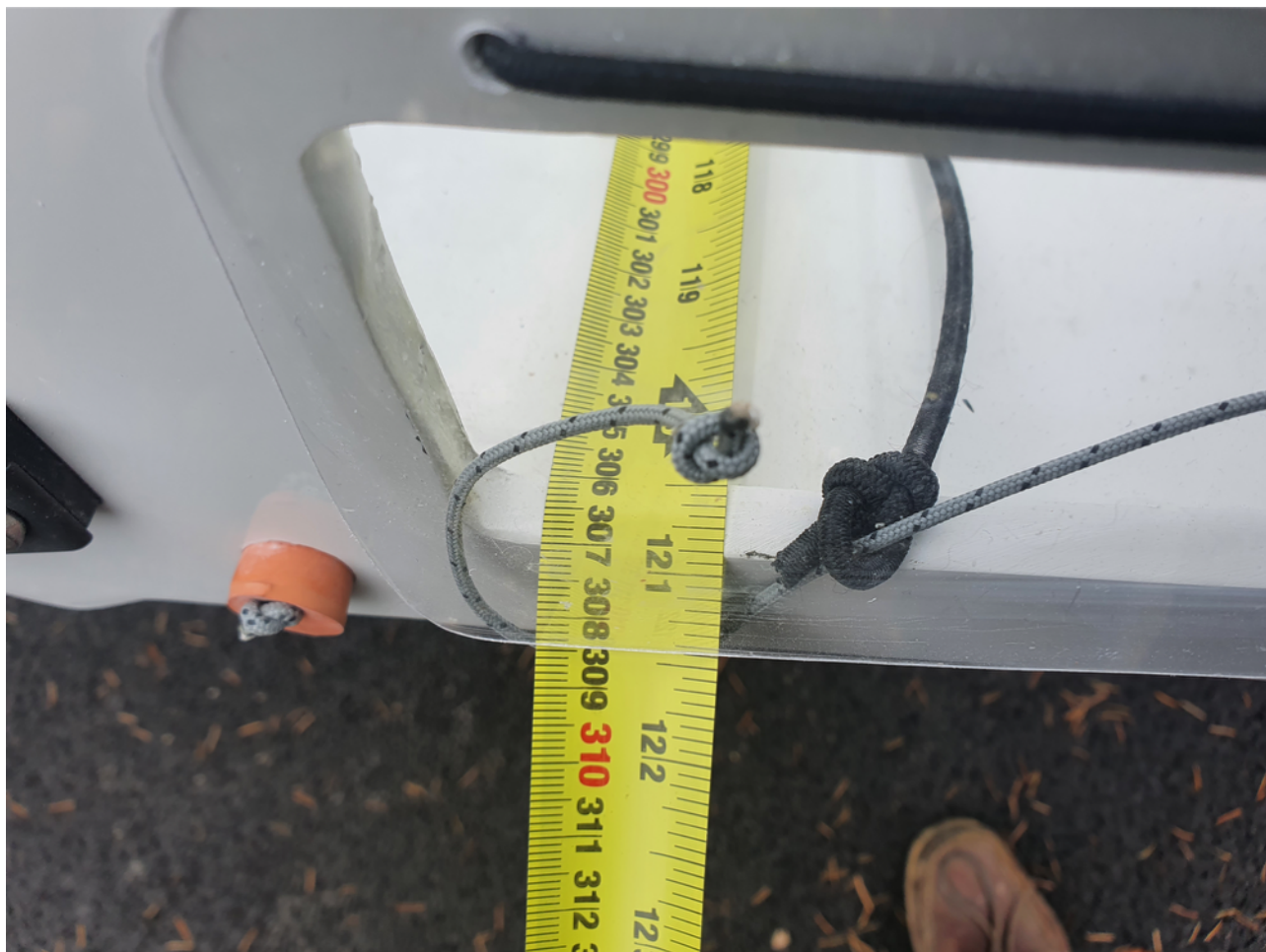
Ed note. Getting the hacksaw out on the foredeck of your new ship is only for the brave!



To check the mast foot position fix a tape measure to the forward face of your mast and measure to distance to the transom flap cutout.



Refer to your respective sailmakers tuning guide, but something around 3070mm seems to be a good starting place, though some older boats may have the forward tank bulkhead a little further aft.



Check for mast wobble(!) in the gate. If required, use your partner's credit card to slide under the mast packer and tape it in place to stop it coming out. Pack both sides equally to keep the mast central.

(Hide from your partner when they can not find their credit card!).



Probably covering old ground here, but these are the basic mast settings.

Check halyard position by hoisting a tape measure on your halyard. The top of the black/blue band at the gooseneck should be 5030mm.



From there you can then take the tape to the top edge of the transom and set your rake to your respective sailmaker's numbers. This is a good starting point, but don't be afraid to experiment with your own settings to see what works best for you. 5930mm is a good base position.



Put your compass on. Yes, it's big so I can see it (Ed. dodgy eye sight!), then a quick polish to keep dirt off and you're all set to go off and start your on the water training and tuning/speed runs. Enjoy!



HD SAILS SCOTTISH TRAVELLER SERIES 2021



Scottish Championship* Dalgety Bay

Newburgh

Loch Lomond

May 22-23

June 5

June 19

Nigel Pusinelli Trophy* East Lothian

St Andrews

Helensburgh

Bardowie

July 3-4

Late July TBC

August 14

Late August TBC

Ben Ledi Trophy Loch Tummel

Loch Ard

September 18

October 9

*Super Series Qualifier

Check out the video
<https://youtu.be/GLmdnbXXkLY>





2021 SUPER SERIES DATES FOR YOUR DIARY

WINTERS (CANCELLED)	CARSINGTON SC	SAT, FEBRUARY 20, 2021
SPRINGS	FELPHAM SC	SAT, MAY 8, 2021
NATIONS CUP	K Z & R V HOLLANDIA	THUR-SUN, JUNE 17-20, 2021
PUSINELLI TROPHY	EAST LOTHIAN YC	SAT/SUN, JULY 3/4, 2021
NATIONAL CHAMPS	MOUNTS BAY	SAT-FRI, AUGUST 21-27, 2021
DUTCH NATIONALS	SNEEK	FRI-SUN, SEPT 10-12, 2021
INLAND CHAMPS	GRAFHAM WATER SC	SAT, SEPTEMBER 18, 2021
END OF SEASON	DRAYCOTE WATER SC	SAT, OCTOBER 30, 2021

VINTAGE TOUR 2021 - update

The NSCA will be holding the Vintage 'Tour' in 2021 which provides competitors with the opportunity to get into the Solo open meeting circuit at a very affordable price. While both fleets will race as one it is hoped that older examples of the Solo will attend. Any non FRP Solo built before hull number 4328 (as of January 1st) is deemed as Vintage (20 years and older) and there are some fine examples across the UK. While not as competitive as the modern all singing and dancing FRP Solo, they still provide fun and excitement for the enthusiastic beginner, club stalwart and those with limited funds.



Beautiful wooden Solo

The Vintage Championship will take place at Leigh on Sea, sponsors to be confirmed.

As an extra incentive for those who possess the quintessential 'Classic', and by definition I refer to Classics as Solos of any age constructed in wood, CB Coverstore are proud to announce that any Classic that qualifies in the below events will be entered into a draw at the Inland Championship and the winner will win a CB Coverstore lightweight Alloy trolley.

Chris Brown, CEO of CB Coverstore writes,

"I am keen to see these lovely wooden Solos out racing and have arranged for some areas to have their own mini-series (see future notice boards for details). I believe the 'Classic' beautiful examples, which were once cutting edge in design and are now lovingly maintained by Solo sailors who are true enthusiasts should be acknowledged accordingly. The alloy trolley will make launch and recovery easy and allow the sailor more energy to polish the varnish." While a great many classics are too young to qualify for the Vintage criteria, having a wooden Solo, whatever age gives you the opportunity to show off your pride and joy to the FRP brigade.



CB Coverstore lightweight alloy trolley

(3 to qualify)

Eastern circuit	Broadwater TBC March 7th
Scottish circuit	Newburgh June 5th
Midland circuit	Northampton June 5-6
Southern circuit	Lymington June 5-6th
Northern circuit	Shotwick June 5th
Western circuit	Dittisham July 3rd
Vintage Championship	Leigh on Sea June 12th (not including Classics built after Solo 4328)
Eastern circuit	Brightlingsea September 4th
Inland Championships	Grafham Water September 18th

(please check before travel)

Sponsor is www.cbcoverstore.com www.facebook.com/cbcoverstore/

