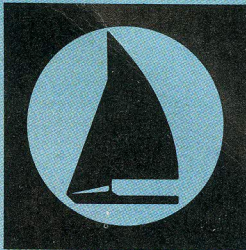
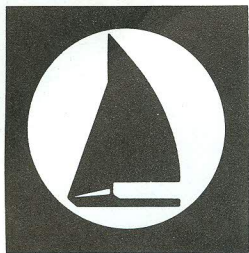


DINGHY DESIGNS





GLASS FIBRE SOLO

SOLO

R.Y.A. NATIONAL SOLO

Designs by Jack Holt

SPECIFICATION

Length overall: 3.76 m. (12'4½")

Beam overall: 1.5 m. (5' 3")

Weight: 68.00 kg. (150 lbs)

Sail area,

Racing rig: 8.36 sq.m. (90 sq. ft)

Cruising rig: 5.85 sq.m. (63 sq. ft)

Plans: £2.50 per set

Royalty £4 plus £1 each to the R.Y.A. and Association.

Class Mr. Frank Mountfield

Secretary: 5 College Road, Woking, Surrey.

The most charming, versatile, sporting single hander available.

The Solo was designed for and sponsored by "The Yachting World" over a decade ago, yet was acclaimed the winner of a set of speed and sailing trials organised by popular Boating Magazine in 1970. This possibly is the reason for more Solos built and sailed in 1971 than any previous year.

If crew problems, for whatever reason beset you — buying their own boat, children growing up, wives becoming less attracted to crewing, yet when racing want good competition sailing - try a Solo.

The versatility of the Solo is such that it successfully races or cruises, and is at home on the sea, estuaries, river or lake - not only racing. The large cockpit, inward sloping sides, moderately high boom, built in buoyancy provide comfort, and safety with non racing passengers, to share your cruising.

Yachtswomen have a boat in the Solo which is not so big as to be unmanageable nor uncompetitive. The layout and equipment is straightforward and the one-design rules ensure that the prices of development do not snowball out of all proportion, thus giving the dinghy a high resale value and making it inexpensive to maintain.

The Solo is truly an all rounder for all dinghy sailors of all ages.

Jack Holt incorporated a great many imaginative features into this sailing dinghy when designing her for the Yachting World. She has a light but robust double chined hull which gives a lively yet stable boat planing fast very readily. A small foredeck extends just aft of the mast and the side deck continues to the transom. Built in buoyancy runs the whole length of the boat beneath the fore and side decks in three separate sections in the all wood version. The composite and glass boat has one continuous buoyant compartment enclosing 4 cu.ft.



(.011 cu.m.) of buoyant foam. The fully battened sail is unusual and enables the flow of the sail to be adjusted to suit the weather and help spill in a blow without stalling the boat.

The class is a strict one-design to ensure all Solos are alike and have an active Association to help all owners get the most out of the dinghy. Keen racing is available in United Kingdom and there is a strong class in Holland to provide an international flavour at major regattas. The Class Secretary will be keen to advise you where they sail locally. Sail N^os. are now more than 1500. Try one and see how it feels. A delightful Solo could be for you.

COMPLETE ALL GLASS FIBRE SOLO

The all glass Solo is a smooth clean shell, with all glass bulk-head, side tanks and polished decks, which do have a non-slip area for the helmsman. The boat is complete, ready to sail, with Holt Allen rigged metal anodised spars, Holt Allen fittings, mainly stainless steel, inclusive of blocks, centre or rear full width mainsheet horse and controls, transom flaps, Kicker winch, hatch covers, tiller extension etc. The standing and running rigging is stainless steel - terylene - polypropylene. The finished rudder, tiller, centre board, wood trim are polyurethane varnished. The hull is white and a choice of deck colour, golden yellow and racing royal blue, other colours are available but to special order and not normally stocked. The moulding is a balsa core sandwich construction which gives a very high strength to weight ratio.

This comprehensively finished boat is almost to minimum weight; it is measured for racing certificate and the royalties are paid.

EXTRAS not always wanted: Super Holt Allen roller traveller mainsheet track complete with controls fitted. Centre horse jamb HA 4176 fitted. Bailer and guard fitted HA 4155. Two bailers and guards fitted HA 41555. Cranked tiller in lieu of straight fitted. Name and club initials in gold transfer.

Moulded Fibreglass Specialists of Kingsbridge

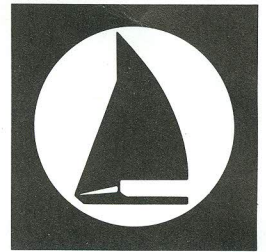
SAILS

Jack Holt super Racing Sails developed and cut with care for the race winning Solos'. Smooth well finished dacron with sail number's insignia, tapered battens etc.

**JACK HOLT LTD.,
THE EMBANKMENT,
PUTNEY,
LONDON, S.W.15.,
ENGLAND.**

Telephone: 01-788 9255

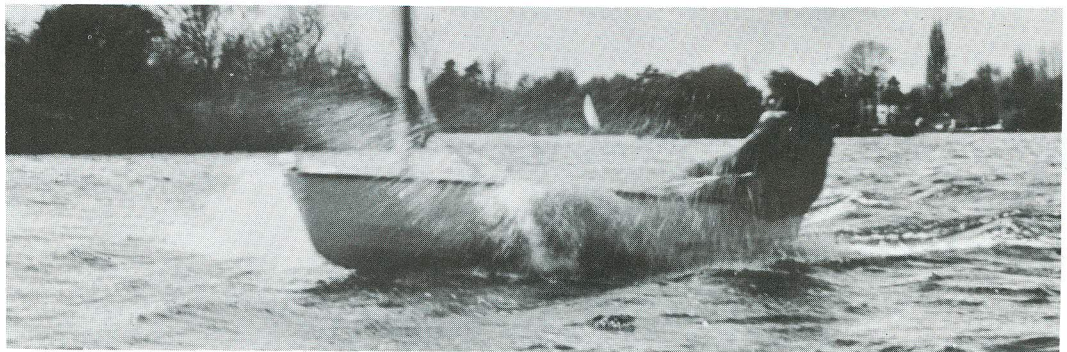
COMPOSITE SOLO



COMPOSITE SOLO IN KIT FORM

This version, the full glass shell and bulkhead, is probably the most pleasing type with natural wood decks. A smooth clean shell with all the hard work taken out of kit building by just leaving the decking and trim for you to finish. The conception of glass and wood offer advantages of little maintenance and accurate shape, yet an inexpensive way of obtaining not only a top quality Solo but also the added pleasure and satisfaction of constructing and finishing your own boat with your own personality being built in, without all the extra time and hard work of producing a shell.

The glass hull is white and wood stiffeners and stringers are bonded in for strength and easy finishing, plus moulded in bulkheads, tanksides, both plate case and transom are rigid balsa cored mouldings to Class rules and specification by Industrial Fibreglass Specialists of Kingsbridge, who are the moulders for all the G.R.P. hulls. The kit is complete with all wood beams, deckings, trim, pre-cut and ready for fitting and finishing; all carefully designed and cut so as to make the construction straightforward - simply requiring basic handyman tools. The varnish, fastenings, positive foam buoyancy, plans and full set of fittings are in the kit so you can sail the Solo without any more parts other than a suit of sails. A new super Holt Allen anodised mast developed especially for the top flight Solos, complete with stainless steel and terylene rigging ready for fitting, and anodised boom with blocks and sheet control etc. are included.



Holt Allen fittings are mainly stainless steel - all to the highest specification and fully tried and tested, a complete set including a special centre or transom horse.

To keep the price down to the low contract price, it can only be supplied as the glass shell and complete kit with spars, but less the sails.

Extras such as self bailers, paddles and cover can be added to your order if you require them.

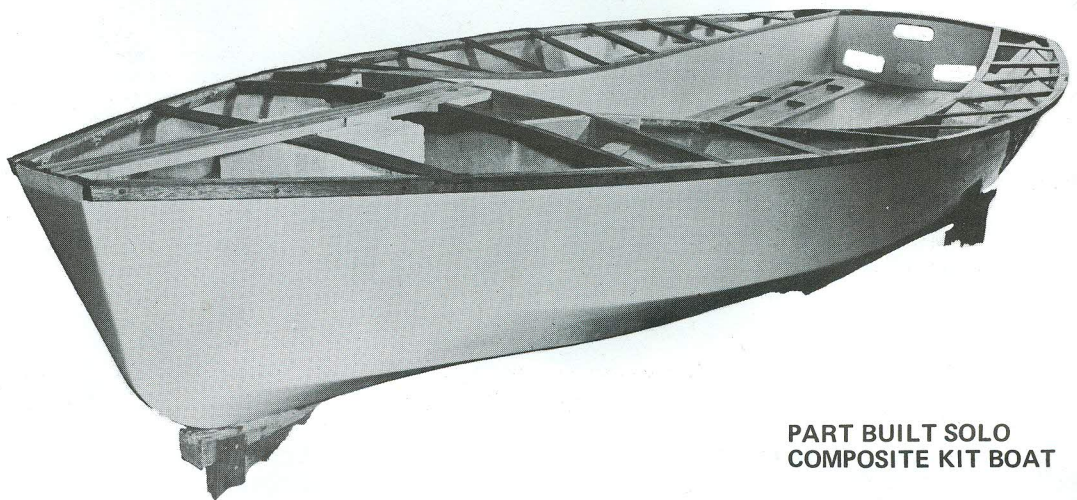
SHELL & PARTS TO FINISH

Glass Shell with mould in Plate case and bulkheads - to the Class rules and inclusive of royalty.

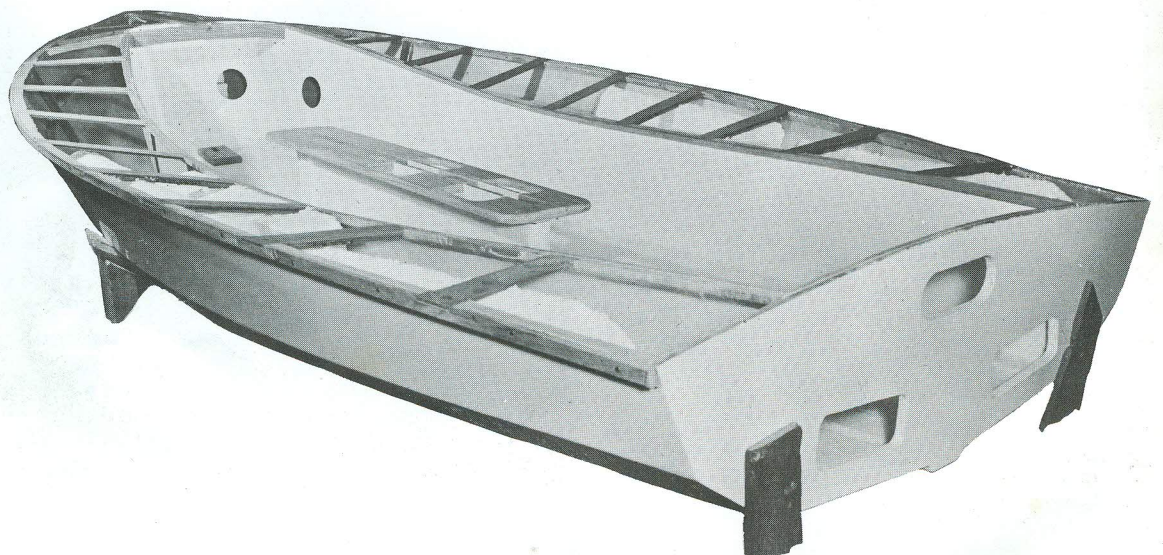
Plus a complete set of all items to finish the above shell. Precut wood parts, fittings, fastenings, plans and buoyancy.

SAILS

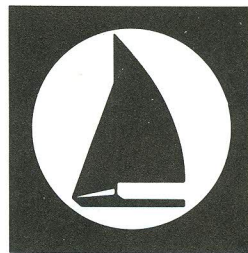
Jack Holt Super Racing Sails developed and cut with care for the race winning Solos'. Smooth well finished dacron with sail number insignia, tapered battens, etc.



PART BUILT SOLO
COMPOSITE KIT BOAT



INTERNATIONAL 470



470

International Y.R.U. 470

Designed by Andre Cornu

SPECIFICATION

Length Overall:	4.7 m. (15'5")
Beam:	1.7 m. (5' 7")
Weight in sailing trim:	122 kg. (250 lbs.)
Sail Area:	13 sq. m. (140 sq.ft.)

Class Secretary: 4 Putney High Street, London, S.W.15.

The new British made two-man I.Y.R.U. 470 available through Jack Holt Ltd. with world wide fleets and appeal.

Another new dinghy in the 14' to 15' range - no, not really, but a new one to the British sailing scene. The 470 was designed in France as an inexpensive, medium size, medium performance, strictly one-design boat. It soon became very popular and spread first of all to Belgium, then to Spain, Italy, Switzerland, Germany, Canada and the U.S.A., thereby becoming a truly International Class. The whole class is now confidently awaiting the decision that it will be chosen for the 1976 Olympics.

The hull has a pleasing form with firm bilges, quite a 'V' section bow and a long planing run, with rolled side decks & non slip floors for the helmsman and crew, to ensure the crew is comfortable and sure-footed. The 470 seems to prefer a 12 to 15 knot wind before it really comes into its

own. It is light on the helm and well balanced, responsive though needs to be sailed a little free to windward for optimum performance. Tacking and gybing are no problem and need raise no fears as she is stable and predictable. Off the wind she comes alive with the large, powerful spinnaker and seems to lift forward and accelerates, but again she is well behaved and steadily sails on through and over the worst of seas - in fact one of the best sea boats for her size.

Six thousand people have found it a satisfying and delightful boat to sail. The sole British supplier of this dinghy, Jack Holt Ltd., has spent much effort, time and trouble to ensure the boat is up to a very high standard in both glass moulding and fitting out, so much so that many new fittings have been designed by the Holt team specially for this potential winner.

COMPLETE all-glass racing dinghy very accurately moulded to the highest specification both in lay up and finish. Emergency buoyancy foam, built in between the mouldings, and the boat is fully equipped inclusive of:-

- * Central horse light adjustable traveller
- * Olympic blocks
- * Central mainsheet cam jamb
- * Sliding fairleads
- * Foresheet and spinnaker sheet cam cleats
- * Bailer and guards
- * Transom flaps
- * Spinnaker pole and spinnaker sheets
- * Kicking strap winch and highfield lever
- * Trapeze wires and twin position rings
- * Anchor and paddle
- * Strong all-glass hull
- * Extra safety positive buoyancy plus self-rescuing & non-slip cockpit floor
- * Finished in pale blue decks and white hulls

- * Slimline tapered anodised aluminium mast and new round section boom
- * Stainless steel fittings and rigging throughout
- * Spinnaker tray and halliard
- * All spinnaker fittings
- * Good after-sales service and all replacements stocked in case of accident or loss

The boat is within the measured tolerances and rules of the 470's worldwide Associations, and the designer's and association royalty is included in the price.

SAILS

Holt mainsail and foresail cut from white superior terylene/dacron fabric. Complete with all accessories (sail bag, battens, foresail hanks, insignia, sail numbers
Spinnaker in 1.3 oz. ripstop nylon (white, royal blue, purple, black, green, yellow, tangerine and red or a combination of two colours) are complete with halliard clips, sail numbers and colour-coded luffs.

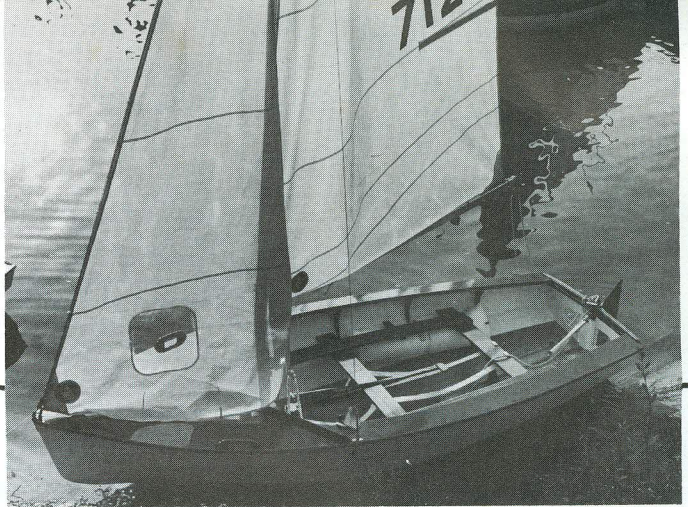


INTERNATIONAL ENTERPRISE

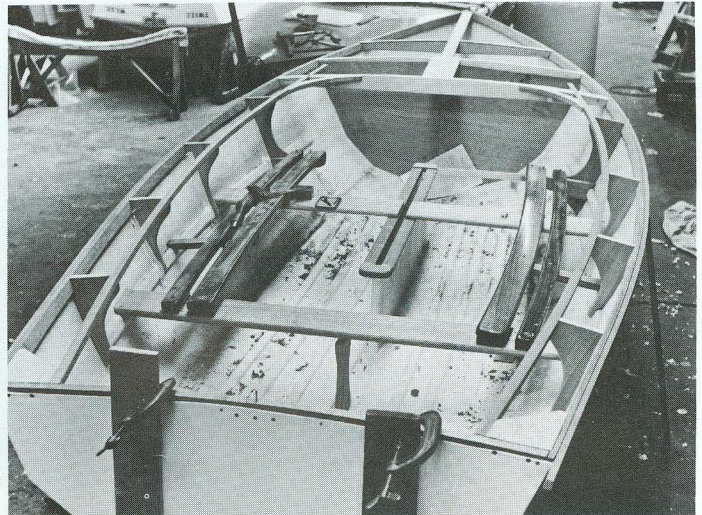
COMPOSITE ENTERPRISE

Until 1969 the boat could only be in wood or all glass, but we are now pleased to say that a new version is available with a glass shell and platecase and wood decking. With this conception of a glass shell it offers the advantage of little maintenance and accurate shape, yet an inexpensive way of obtaining this very popular boat, plus the added delight and satisfaction of constructing and finishing it with your own personality being built in without all the tedium and hard work of producing a shell. The class is a strict one-design to ensure all boats are alike and have active association to help all owners get the most out of the dinghy. This version with the warmth and pleasing appeal of the wood decks and seats, giving the traditional look, and yet having the advantage and delight of not having to scrape and paint the hull every year, was overwhelmingly approved by the existing class members. The change has added so much appeal to the Enterprise's many virtues. The glass hull of white is the same thickness and construction as the all-glass Enterprise which has proved so strong, and in this mould we have bonded-in to help in the finishing of the dinghy: A mast support shaped into the keel recess, transom block, stem block, inwales seat stringers, fore stiffener stringers and floorings sealed in with fine non-slip texture glass matt.

The external hull shape is as the wooden Enterprise and the interior is very much cleaner. The deck shape is the same, plus bulkhead and buoyancy bags. The platecase is glass and an integral part of the moulding, so there are no leaking problems - in fact the whole dinghy kit has been made so that it is straightforward and easily finished by the average handyman. The spars, especially masts, can very appreciably affect the performance of a boat. A really 'one-design' mast must be a metal one. Holt-Allen metal masts and booms will retain permanently their uniform weight, strength and flexibility; also the spars are lined with Polystyrene and float for extra safety and are silver in colour (supplied). The Holt-Allen set of fittings is complete, and up to our usual high quality in both finish and design. All are super-polished for that extra sparkle. The kit is complete just ready for finishing with every item supplied. Saftibag buoyancy, paint, varnish, glue, resin, fastenings, rigging, all included in the kit. The construction kit has been carefully designed so as to supply all the basic materials plus all the various fittings and equipment to make the complete boat. It is fairly straightforward to assemble and only the average man's handy tools are required. The fittings and rigging are quite adequate but extras are available from ourselves if you feel you want a more sophisticated Enterprise.



A Little Enterprise equals an Enterprise



SHELL

The white glass shell with platecase moulded in (all shell dimensions to the Class rules) inclusive of Royalty.

KIT to finished shell with all fittings, rigging, wood parts, spars, paint and varnish to finish shell, plans, buoyancy.

SAILS suit for racing in blue terylene/dacron complete with main and foresail, sailbag, numbers, battens and accessories. Or, alternatively, a set of cruising sails.

COMPLETE COMPOSITE
Made to order.

SAILING

GETTING

THE BEST

PERFORMANCE

WINDWARD

1. Boat to be kept bolt upright for if heeled it stalls and screws into wind (rises on leeward bilge and plate/rudder comes out of water).
2. Hull has little grip on water so cannot be pinched. Has to be sailed "full and bye" and main played all the time.
3. Fore and aft trim important for it is easy to sit too far aft (or forward with heavy crew). In moderate airs when boat can be kept upright easily the transom should barely be in contact with water (ie. no large bubbles astern). In lighter winds sitting further forward and in heavier sitting further aft.

4. Gear must be suited to this technique -

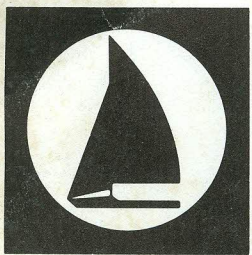
- a) Tight kicker so playing mainsheet does not slacken leech of main.
- b) Toestraps comfortable to suit both crew and helm.
- c) Long enough tiller and extension so helm does not have to stretch his arms to reach.
- d) Does not seem to pay to have mainsail right out on mainsheet track stops equals too much backwinding from jib and boat tacks slowly. So having main out about 1/2 - 3/4 way and playing the rest.
- e) Jib sheet jammer should be efficient so that one can sheet into a constant known position every time yet must be able to free easily for in strong fluky winds the jib is big enough to put one in.
- f) Jib sheet lead inboard as far as possible and in a position so that as the mast bends (as it gets windier) the jib leech is freed.
- g) Sheets should be thick enough to play comfortably and helmsman should sit out in a comfortable position so that he can play sheet and not have to keep sitting up to do so.

5. Tacking on windshifts is straightforward as the boat can roll tack, reducing wetted area, etc. etc. So far as altering course, etc. is concerned the old short, wide blade seems best (many of the top boats have changed over to the deep, narrow one), in a blow at sea the deep one seems to stop broaching or yawing. The centreboard should be a tight fit and stiff so that it does not bend and "stall" the tack.

OFFWIND

1. The boat is so stable that it can be driven very hard. Violent alterations of course to get planing etc. pay very well as does pumping the mainsheet. It is especially good at surfing when one can play the sails and keep the boat hammering down the face of the waves.
2. Close reaching is hard, for if one sits too far aft/forward it stalls. The large sail area has to be "flogged" in any wind, also stalling the boat. On the other hand, it can give the most satisfaction of any leg for extra effort and technique really pay off.

3. Running can be the most dangerous - wild rolling and capsizing to windward. Caused by the top of the main going beyond the mast, so instead of releasing air astern it escapes at right angles to course. Main must be sheeted in and crew and helm move aft (plate about 1/2 to 3/4 down). Luffing up helps temporarily but can cause rolling and boat being out of control as rudder loses grip cavitation. Whisker poling vitally important. Technique here can gain yards. This jib is large and must be used to full advantage.
4. When gybing boat has tendency to go down by head resulting in a broach etc. Crew should watch for this by being prepared to go aft (helm will not be able to because of tiller). Perhaps helm should sheet in a little to help gybe and then let sheet run out again when boom has gone over to prevent a slam. Boat should be gybed in straight line either before or after buoy (preferably after so that if anything goes wrong one does not hit buoy).
5. "Practice makes Perfect".



International ENTERPRISE Class Dinghy

Designed by Jack Holt

SPECIFICATION

Length Overall: 4.03 m. (13' 3")

Beam: 1.59 m. (5' 3")

Hull Weight: 90.72 kg.
(199 lbs.)

Sail Area,
Racing Rig: 10.48 sq. m.
(113 sq.ft.)

Sail Area,
Cruising Rig: 7.43 sq. m.
(80 sq. ft.)

Construction Rules, Measurement Form and Registration of boats from Royal Yachting Association, 5 Buckingham Gate, London, S.W.1. Details of Class Association and Rule Books from the Enterprise Association, 69 Elm Road, Leigh-on-Sea, Essex.

PLANS

These are complete in every respect including a cutting list, Price: £2.10. Royalty, £7 with £1 from Royalty to the RYA and Ent. Association.

When Jack Holt designed the Enterprise, he was commissioned to provide a boat for newcomers to sailing that would be easy to handle - safe for beginners, roomy enough for family picnics, manageable for youngsters, wives and girlfriends, and yet sufficiently sporty for the racing man. In addition, the boat is capable of taking a small outboard or being rowed. The fact that over 15,000 have been built proves once again that Jack Holt came up with a winner.

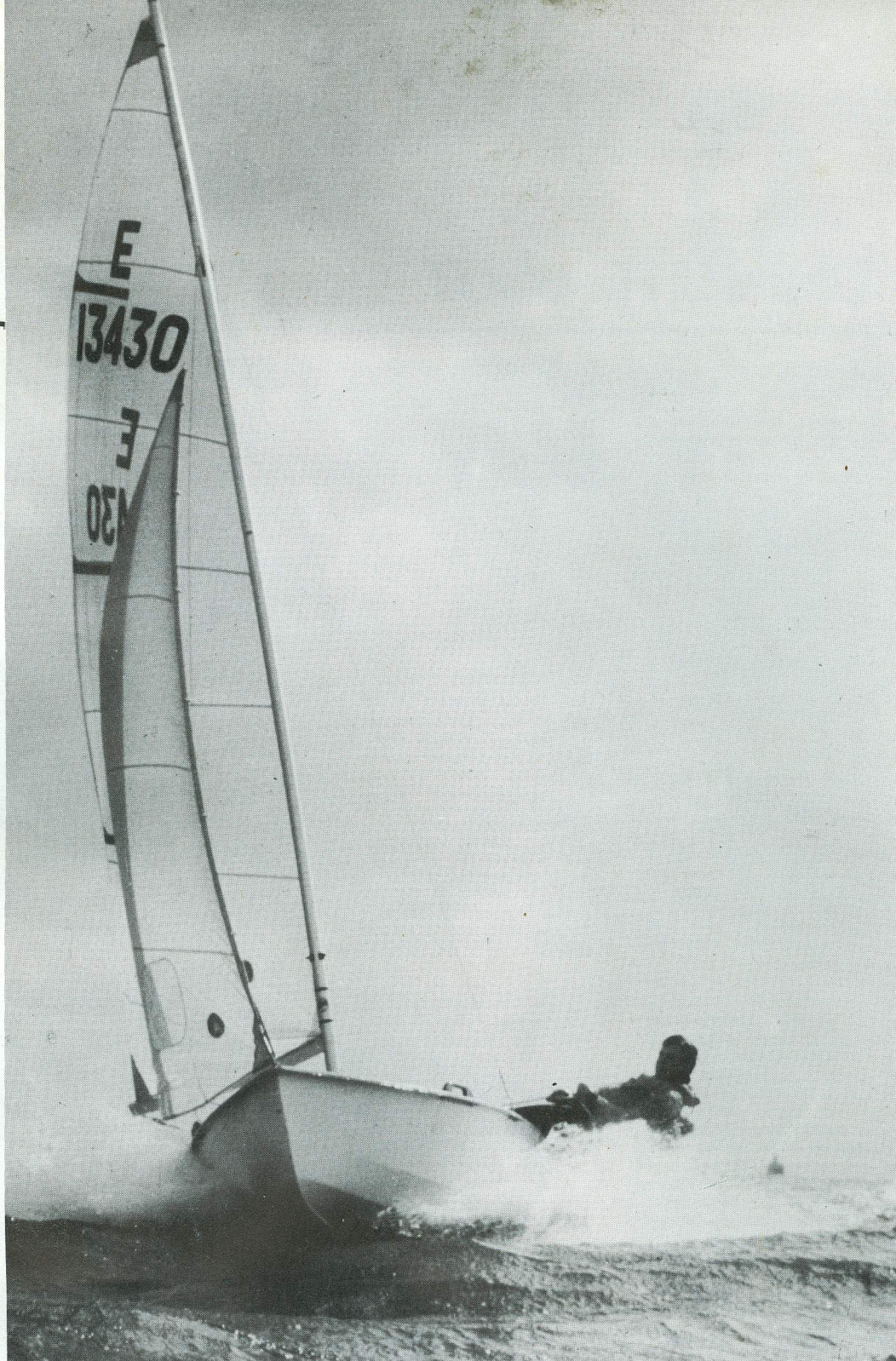
GLASS FIBRE ENTERPRISE

The most successful racing family boat with fully built-in buoyancy. The change to glass-fibre construction has added to the many variations this popular boat already enjoys.

The Glass version of the Enterprise is of the same close tolerances and gives the same performance as its wooden counterpart. It has permanent buoyancy, and a forward locker is built in under the fore deck. Being glass there is very little maintenance and the boat can be kept in the open. The Glass Enterprise is ideal for the overseas dinghy sailor who has conditions that are very detrimental to the wooden version.

CONSTRUCTION

A strong joint between deck and shell has been achieved by special shaping at the gunwale and a carefully controlled assembly process. The boat consists of three basic glass fibre components, a shell complete with centreboard casing, with a second unit comprising decks, fore bulkhead, side bulkheads and also stowage locker under foredeck with access through the fore bulkhead. These components are assembled and bonded together after moulding and



actually 'set' together during the curing period. Polystyrene is fitted between the shells for emergency buoyancy in case of accidents.

COMPLETE GLASS ENTERPRISE

Boat complete with HA metal anodised mast and boom. Fittings, stainless steel and Terylene rigging - polypropylene sheets - 'Suregrip' kicking strap assembly (HA 165 and HA 93 set) - tiller, rudder and centreboard. Colour - White outside hull with Marine Blue decks and inside of hull. Seats, thwarts and other wood trim - mahogany, finished polyurethane varnish, also with transom flaps. Boat measured for Racing Certificate.

GT YELLOW COMPLETE GLASS ENTERPRISE

A super complete boat as the blue and white version but with GT yellow decks and white hull plus mahogany trim. Special custom built boat.

SAILS

Holt Powersails. Main-sail and foresail in best quality heat set Terylene/Dacron material complete with accessories.

ASSEMBLED HULL ONLY

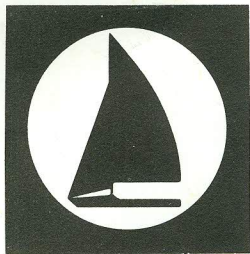
Glass-fibre hull comprising the shell, deck and buoyancy chambers, centreboard case and stowage locker - all bonded together. Blue & White. Moulded by Waterside Plastics Ltd.

ALTERNATIVE EXTRAS

Fitted bailer and guard, 1 off HA 4155
Fitted bailers and guards, 2 off HA 4155
Kicking strap winch assembly in lieu of Suregrip.
Fitted fairlead and cam cleat, HA 4274.
Fitted fairlead and cam cleat, HA 334.
Cranked tiller in lieu of straight Name and club initials in gold transfers.
Jib stick MS.6646.
Highfield lever HA 4160/I and halliard RE52 fitted.

AVAILABLE SPARES

Spars, fittings, rigging, sails, wood spares (tiller etc.) covers, all accessories including repair outfit of blue and white filler and glass.
Transom flap kit.
Spinnaker kits etc.



EFFECTIVE FROM
1st OCTOBER 1971

470 SOLO ENTERPRISE RETAIL PRICES £

SOLO

Complete all glass Solo ready to sail,
without sails ex works London

£262.00

Racing mainsail complete £ 32.77

All glass hull and decks
assembled £145.00

Extras

Super HA roller mainsheet fitted in lieu
HA 4305 £ 4.00

Centre horse jamb fitted
HA 4176 £ 4.00

1 Bailer and guard fitted
HA 4155 £ 4.00

2 Bailers and guards fitted
HA 4155 £ 8.00

Cranked tiller in lieu £ 1.25

Name and club initials in gold
transfers 4½np. each plus 50np.
fittings.

KIT COMPOSITE SOLO

Complete shell and wood parts, set
of fittings and fastenings kit without
sails. Ex works London £179.80
Racing mainsail complete
with battens etc. £ 32.77

Extended credit with UDT.
"A Personal Loan By UDT" 25%
Deposit 36 months to pay - balance
at 10% per annum.

Export Packing of boats with spar -
polythene, card, and hessian full
packed plus light cradle £20.
Polythene and hessian light packing
£13.

470

International 470

Complete ready to sail without sails.

Ex works Kessingland or London

~~£409.90~~
£31.00

Racing Sails, main and fore complete
£ 48.01

Spinnaker £ 20.70

PACER

Complete with sails and all glass boat
ex works London or Todmorden.
(No Trade Discount) £225.00

One-third deposit is required
with your order plus the balance
on collection

Orders for 6 or more boats
qualify for special terms.

ENTERPRISE

Complete Glass Enterprise

Ready to sail without sails ex-works
London or Todmorden £299.25

Complete GT Yellow £4 extra.

Racing sails, complete £ 43.41

All glass hull and glass decks
assembled. £151.00

ALTERNATIVES

Fitted bailer and guard 1 off
HA 4155 £ 4.00

Fitted bailers and guards 2 off
HA 4155 £ 8.00

Kicking strap winch assembly
in lieu of Sure Grip £ 2.31

Fitted fairlead and cam cleat
HA 4274 £ 7.75

Fitted fairlead and cam cleat
HA 334 £ 4.00

Cranked tiller in lieu of straight £ 1.25

Name and club initials in gold
transfers 4½np each plus 50np
fitting.

£1.00 Highfield lever and suitable
halliard in lieu

Repair outfit to suit blue and white
boats. £ 2.00

Jib stick £ 2.13

Spinnaker £ 20.99

Kit COMPOSITE ENTERPRISE

Complete shell and woodparts,
fittings and fastenings kit without
sails Ex works London or Todmorden
£210.85

Racing Sails complete £ 43.41

Cruising Sails £ 36.51

Glass Shell white £ 98.50

Completely finished composite
built to order ex-works London.
£320.00

TRAILERS

Ref. No.	Retail £	Ref. No.	Retail £
HF 2	47.30	HF 10	1.28½
HF 3	50.27	HF 11	1.89
HF 4	3.12	HF 12	4.41
HF 5	1.31	HF 13	5.20
HF 6	.20	HF 14	3.67½
HF 7	9.97	HF 15	.55
HF 8	1.44	HF 16	1.15½
		JHF 0100	2.84