

SOUTH COAST ONE DESIGN ASSOCIATION

Captain

Major B.C. Windeler, A.F.C.

Fleet Captain

R.T. Lowein, Esq.

Committee

Mrs. E. Caulcutt
M.J. Crosthwaite, Esq.
H. Evans, Esq.
J.F. Kentish, Esq.
W.B. Mitchell, Esq.

G.F. Rimer, Esq.
H. Wadham Locke, Esq.
G.E. Waterworth, Esq.
A. Whitehouse, Esq.
D. Willes, Esq.

Technical Advisers

C.A. Nicholson, Esq. and Clare Lallow, Esq.

Hon. Secretary

F.R. Woodroffe, Esq., M.C., Hope Cottage, Northwood, I.W.

SOUTH COAST ONE DESIGN ASSOCIATION

Since Newsletter No.1 was published in March quite a lot of water has flowed under London Bridge, a lot more has fallen out of the sky and a goodly number of S.C.O.Ds. have slipped down the ways into the "oggin". In fact when that letter was published six boats had previously been launched and now twenty four have been sailing with five more ordered.

It might be worth looking at the Minute Book and seeing where we started. If we do so we will see that the first official meeting was held at the Island Sailing Club in October 1954 and that there were four enthusiasts, Bobby Lowein, Franklin Woodroffe, Major Peter Moore and our Captain, Major Windeler. Resolution No.1 read as follows: "The objects of the Class shall be to produce a cheap, seaworthy, fast one design with good cruising accommodation, able to race as a class or in handicap events. No boat shall race in the class without full cruising equipment on board and the Class rules shall be so framed that no owner shall gain any advantage due to his or her financial position."

Well that was exactly two years ago, when we had no boats or plans but just a determination that at long last we were to have a cruiser racer class in every sense of the word and now, with thirty boats on the class list, we can say that these hopes have been fulfilled.

However, it is time we stopped patting each other on the back and think of the future for although we have a nice fleet in the Solent area there are only two elsewhere, one in the West Indies and one in Scotland. It must now be our determination to get fleets established in other parts of the United Kingdom and, if possible, abroad and give as much work to our builders as we can. Whilst talking of builders let it not be forgotten that it is only by building in numbers that the price will remain at its very reasonable figure.

Let us now review the activity of S.C.O.Ds. during this last "summer". Undoubtedly the big day was July 7th, the Round the Island Race for the Island Sailing Club Gold Roman Cup. 128 Boats started and S.C.O.Ds. took the first six places, Max Aitken's "Papoose" coming in first, followed 66 seconds later by "Tio Pepe" with "Mitsouko" 15 seconds after that and then "Nilly Willy" who was awarded the Gold Bowl. It is necessary to explain why the fourth S.C.O.D. home won the premier award and the reason is as follows. The R.O.R.C. never give block ratings and due to very small differences in measuring and measurements flotation, etc. the R.O.R.C. ratings of any one design class will vary somewhat from boat to boat. In fact measurers often say that if they measured the same boat twice they would never get quite the same result. The Committee, therefore, circulated all S.C.O.D. owners before the race and asked them if they would agree to race at the highest rating of the S.C.O.Ds. entered. Every owner but one agreed to do so, the one being the owner of "Nilly Willy". There was, therefore, no alternative but to enter

"Nilly Willy" at her own rating which was lower than that taken by all the others and that is how she won the Round the Island Race?

Most of the rest of the season we raced as a class, although in the R.L.Y.C. Poole Bar Race S.C.O.Ds. repeated last year's performance coming in 1st, 2nd and 3rd. We think next year we shall be invited to race as a class.

Whitsun saw the class race to Cherbourg and although it was fairly early in the season and many boats had not been launched, nine boats started and all but "Nilly Willy" finished the course, the winner being "Aderyn". Cowes Week saw a maximum of 14 racing and altogether there were 17 class races during the season. The Champion S.C.O.D. with the largest number of points in her best eight races was "Tio Pepe" with "Mitsouko" second and "Aderyn" third.

The monotony of gales and gale warnings prevented the race to St. Malo scheduled to start on Saturday, August 11th from getting away on time and in the end it had to be cancelled. The following week, however, several S.C.O.Ds. rendezvoused on the French coast, Omonville, Alderney and Cherbourg being visited. The return passage by S.C.O.D. 1 from Cherbourg to moorings in Cowes was made in eleven hours, an average of a little under 7 knots which is good sailing on 21 L.W.L.

Social Events.

By the courtesy of The Hon. Max and Mrs. Aitken a very enjoyable cocktail party was held on the Thursday of Cowes Week in their attractive old sail loft flat "The Prospect of Cowes". A prospect indeed which embraces all the yachts in the port and a wonderful venue for such an event. Mr. and Mrs. "Duggie" Willes (S.C.O.D 11 "Jolie Madame") very kindly took care of the catering arrangements which were excellently done and with the above, and the good work of both our Hon. Secretaries, a most successful party ensued to which we were able to invite and say "Thank you" to a large number of people who have helped the Class such a lot.

The Annual General Meeting was held on Saturday, 6th October at Shore House, Warsash by courtesy of the R.T.Y.C. and a report of this will be given later in this letter. It was followed by a cocktail party and buffet supper and a good time was had by all.

It might be of interest to many people to hear an account of how S.C.O.Ds. behave in bad weather and we give below reports from two owners who were at sea in two separate gales.

Mr. de Trafford says - "On 12th August the forecast was force 6-7 and the Committee wisely decided against a race. "Eclair" crewed by Jan and Jenny Nasmyth, Pat and myself sailed with the general intention of making Cherbourg. Towards the end of the afternoon watch, well south of St. Catherine's,

the wind freshened and we decided to reef. The roller gear had previously been strained and I was not entirely sorry when I accidentally threw the ill designed handle overboard. But with no proper reefing gear it took us half an hour with spinnaker sheets and codline to make a proper job of pulling down a reef.

By evening a gale was forecast and the wind promptly dropped to Force 4. Anticipating strong winds I had scrounged a new No.2 jib in Cowes which did gallant work and added materially to our speed in winds of Force 6. But with Force 4 we were down to below 3 knots and in the night shifted to No.1 jib, then back to the No.2 as the wind freshened during the night.

Around 6 a.m. I came on deck and reckoned that the wind had reached Force 8. We were plugging along at about 3 knots with the No.2 jib sheeted hard and the mainsheet eased a little. With a S.W. gale off Barfleur one must expect an uncomfortable sea and the girls both said that they had experienced the "death-wish". "Eclair" behaved superbly. She never shipped anything solid and although the motion was fierce she handled very easily and the girls were quite able to take her for short spells. Going about presented no problems, indeed the only problem was navigation and I took the cowardly line of keeping my breakfast at the expense of a good charted position; after all, we were not racing! At about 0900 we sighted Barfleur and tacked. By noon the wind had eased and visibility deteriorated so that the "Queen Mary" passed uncomfortably close.

My only complaint was that we had to do a lot of pumping - 60 strokes an hour - which may have been due to our topsides which had not been painted since we were launched in March.

Langouste has never tasted more succulent than it did that night in Cherbourg.

The main lesson learned was to have proper reefing gear available. Once again the value of a harness as a form of insurance was fully appreciated and next season I propose to have two on board - one for each of the two on watch."

The experience of Mr. Ewart Myer, as follows, is also of interest: "I think you may like to know that I was at sea in "Crevette" during the height of the channel gale at the end of July with my wife and two boys, aged 10 and 8, as the rest of the crew. The boat behaved magnificently. From about 0800 on the Sunday we ran under jib only from a point some five miles south of the Royal Sovereign L.V. to Dungeness. The wind and sea were both pretty formidable. I then stowed the jib and under bare poles in Force 8-9 and large seas I could steer about 60°- 75° either side of a dead run. At about 1900 hours a large Panamanian ship with Italian crew insisted on rescuing us by coming up on our weather side (we were heading north for Dover, some three miles off). Within seconds our spreaders carried away and some planks cracked! The yacht was towed into Dover and we were taken to Antwerp.

After a busy week we once again put to sea and spent a little time in Holland. Our return was delayed by bad weather but we eventually had a good passage back, with an average of $5\frac{1}{2}$ knots from Dover to Chichester. Altogether, we visited Dover (perforce), Dunkirk, Ostende, Zeebrugge, Breskens, Flushing and various inland places in Holland.

We are all delighted with "Crevette". She handles easily at sea and in close quarters in canals. Living aboard for three weeks was comfortable and my wife finds the galley very convenient. In Holland we attracted much interest - several Dutchmen seemed well informed about the Class."

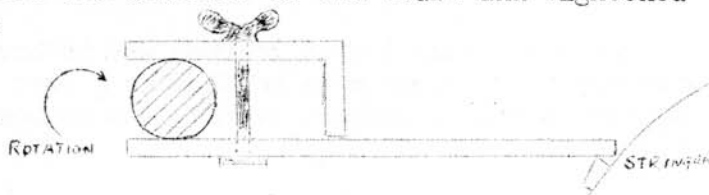
The following notes from Mr. Kentish on Engines should also prove of interest: "The Coventry Victor Motor Co. Ltd. are keen to give S.C.O.D. owners efficient service. The makers have a service depot at 5, High Street, Poole, Telephone No. Poole 1390. Mr. W.A.R. Weaver, Depot Manager, is willing to visit any S.C.O.D. within reasonable distance of Poole in order to service the engine.

Make a habit of starting the engine on the mooring each time the yacht is boarded. It is lack of use that makes yacht engines difficult to start.

When the engine is first started from cold it will not tick over at low enough revolutions for the clutch to completely disengage. To overcome this the makers are producing a stronger clutch spring which can be obtained from their depot at Poole.

To prevent the exhaust pipe outlet dribbling down the transom and staining the paintwork, drive a short length of copper pipe into the skin fitting to form a lip.

Sometimes when the yacht is sailing fast the propeller starts revolving. A simple shaft brake can be made with two strips of wood, one long, one short, in the form of a jaw to fit the diameter of the shaft and tightened with a bolt and wing nut. The long strip of wood projects to the side of the hull, resting on the stringer, and so prevents the shaft revolving when the wing nut is tightened.



There have been some cases of dezincification of the propellers and zinc sacrificial pads have been recommended. One S.C.O.D. has been fitted with gunmetal rudder pintles and no trouble with the propeller has occurred. Gunmetal pintles are, therefore, recommended to owners building, but it is important to ensure that the castings are supplied by a reputable firm as there have been a lot of bad gunmetal castings produced since the war.

Some boats have the petrol tank fitted close up under the deck with the filler cap on deck. Owners have reported trouble from water in the petrol. It is recommended that the tank should be placed about 6" below the deckhead,

access to the filler cap being through the cockpit side locker, filling being done through a short hose attached to a funnel.

When the engine is being run in addition to sail being set, it is important to remember that an angle of heel will cause the engine sump oil to run to one side, and this may prevent proper circulation. Watch the oil pressure gauge closely when heeling, and switch off the engine immediately if the pressure drops.

Yachts without a watertight cockpit should have a drip cover fitted over the magneto to keep it dry.

If leading the throttle control up to the cockpit, use a genuine Teleflex or other marine quality of control cable. Motorcycle type cables will rust quickly and become useless.

When laying up, drain the petrol system to prevent sediment from evaporation causing blockages next season. Drain and refill the engine sump with fresh oil just before the last run. It is well worth the trouble to remove the magneto each winter and have it checked over by a Lucas service depot.

After fitting out, if the engine lacks power test compression on each cylinder and if poor, suspect a sticking valve."

Boat Show.

The S.C.O.D. Association are once again showing a boat at the National Boat Show on the same lines as last year. We have been allocated Stand 59 which faces the main entrance and is probably the best stand in the Show. We shall have to have the support of owners and their friends to man it as we did last year. The boat is being built by Messrs. Woodnutt & Co. Ltd. whose tender, being the lowest, was accepted by the Committee.

Reprints from Newsletter No.1.

For the benefit of anyone building this winter, we reprint the following:-

"Compasses.

A compass can be an expensive item of equipment so that the experience of owners last season may be of value in saving expense. Four boats were equipped with the P 10 aircraft grid steering compass, which is a surplus R.A.F. store and obtainable new or re-conditioned from most chandlers. The grid and card are luminous so lighting is unnecessary. It is very nice to steer by and costs only about 30/-. It should be gimbed athwartship and

mounted on a beam across the after end of the cockpit beneath the tiller.

Backrests and Leeboards.

Here is a suggestion to improve the saloon bunks both for sitting on and sleeping in. The sitting position is greatly improved if a plain mahogany backrest is fitted along the back of the bunk to support the small of the back. It should be quite deep and removable. When the bunk is to be used for sleeping the backrest is removed and set up along the inner edge of the bunk to form a deep leeboard. In both positions the board can be secured by a simple arrangement of sliding bolts. This arrangement was used on three of the boats last season and found to be the best answer so far to the problem of leeboards."

Approval of Builders.

The Committee are strongly of the opinion that it is only by building in numbers that the price of S.C.O.Ds. can be kept to its very reasonable level and accordingly the policy which they will adopt during the following twelve months is set out on Page

Odds and Ends.

1. If the spinnaker is pulled right up two blocks it tends to chafe on the jumper stays, particularly when on a reach. This can be overcome or minimised by either not pulling it right up or by having rollers on the jumper stays.
2. Burne's Shipyard build a dinghy which they state is very suitable for use with S.C.O.Ds.
3. It is hoped that members will join the R.Y.A. and a form for joining will be found at the end of this Newsletter.
4. Bobby Lowein has experimented with a portable stanchion for use in lieu of a pulpit and will be only too pleased to answer any queries about it.

Class Championship

The Class Championship for 1956 was won by "Tio Pepe" with 165 points, "Mitsouko" a very close second with 164 points and "Aderyn" third with 161 points.

General.

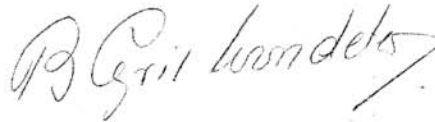
During the course of the season a large number of enquiries have

been received by our Class and Fleet Captains and the Honorary Secretaries from those interested in the Class and we hope that the replies given have been satisfactory.

We should like to emphasise that the Committee are adhering rigorously to the objects originally decided upon and that the rules and regulations are being very strictly enforced. This meets support from both owners and builders the object being, of course, to ensure that all the vessels in this Class are completely in accordance with the plans so that whether the boat was built last year, this year or will be built in the years to come, it will be able to compete on an equal footing with its sisters. There is scope, however, for any owner to make his own colour schemes, fittings, etc. as is shown in an excellent series of photographs by Adlard Coles in the Autumn 1956 edition of the "Yachtsman". This can add much pleasure and interest to those who like doing these sort of things.

Finally we would emphasise that if anyone has any suggestions (or grumbles) let us have them. We are not too proud to learn!

We hope to publish Newsletter No.3 in the Spring of 1957 in which will be included racing fixtures and points system for the coming season.

A handwritten signature in dark ink, appearing to read "B. G. L. Loomdale". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Class Captain.

SOUTH COAST ONE DESIGN ASSOCIATION

MINUTES OF SECOND ANNUAL GENERAL MEETING HELD AT
SHORE HOUSE, WARSASH, AT 4.30 P.M. ON SATURDAY,
6TH OCTOBER, 1956

PRESENT:

Major B.C. Windeler (In the Chair)
Mr. and Mrs. Evans, Major Moore, Mr. and Mrs. Caulcutt,
Mr. Woodroffe, Mr. Kentish, Mr. Willes, Mr. and Mrs.
Whitehouse, Mr. and Mrs. Waterworth, Mr. Crosthwaite,
Mr. Mitchell, Mr. and Mrs. Skinner, Mr. Rimer,
Mr. C. Nicholson, Mr. Lallow, Mr. Adlard Coles, Mr. Dunne,
Mr. Snagge, Mr. Nichols and the Commodore and Vice
Commodore of the R.N.V.R. Sailing Club.

1. Minutes of the last Meeting having been circulated were taken as read and were approved and signed by the Chairman.
2. Election of Class and Fleet Captains.

Major B.C. Windeler was elected Class Captain and Mr. R.T. Lowein Fleet Captain.

3. Committee.

The following were elected to the Committee:-

Mrs. Caulcutt
The Hon. Max Aitken (subject to his agreement)
Mr. Crosthwaite
Mr. Evans
Mr. Mitchell
Mr. Kentish
Mr. Ewart Myer (subject to his agreement)
Mr. Rimer
Mr. Wadham Locke (subject to his agreement)
Mr. Waterworth
Mr. Whitehouse
Mr. Willes

4. State of the Class

Mr. Woodroffe reported that 32 boats had been built or were building.

Mr. Mitchell raised the question of lee helm to which all S.C.O.Ds. are prone when well heeled on a reach. He felt that if it was feasible for anything to be done to remedy this, the Committee should

look into the matter. He stated that he was experimenting with a larger rudder and would report to the Committee as soon as he had some experience of the results. Several other members also spoke on this subject but most of them agreed that once they had got the hang of it they hardly noticed it at all.

5. Prices.

The Chairman explained that the Committee were doing everything possible to see that these were kept down to the lowest figure comparable with Class Rules and Regulations and that prospective owners would naturally obtain quotations from the builder with whom they anticipated placing an order. Prices were in the neighbourhood of £1,750 without engine to £1,950 with an engine. These prices were obtainable from builders who had already built several S.C.O.Ds. The Chairman re-emphasised the fact that only by building in numbers could builders keep prices at a reasonable level. Even the price of £1,950 complete with engine and full equipment represented only just over £300 per ton.

6. One member attending the Meeting pointed out the interest taken in the Class on the Yorkshire coast and it was agreed the Committee would follow this up. The Chairman also reported that three or four enquiries had been received from France.

7. Alterations and Additions to Class Rules.

The Hon. Secretary reported that the only alteration or addition to the Class Rules made by the Committee under Association Rule 5(b) was to reduce the minimum weight of canvas allowed for the genoa from 7.5 ozs. per sq.yd. to 7.2 ozs. per sq.yd.

The following new Class Rules were approved:-

- (a) Instruments. Wind indicators, speedometers and similar contrivances which individually retail, or would retail at more than £5. 0. 0. are not permitted. A normal log which only measures the distance run is permitted.
- (b) Navigational Aids. The use during races of yacht-borne radar, any form of wireless transmitter, yacht-borne receiving sets for use with hyperbolic navigational aids and echo sounding are not permitted. The use of receiving sets for Consol and Direction Finding Stations is permitted.
- (c) Electrical Fittings. There shall be no restriction on the type of battery to be carried or on internal lighting. The following external lights are permitted:- /See over.

Navigation Lights to B.O.T. requirements
Masthead Light
Crosstree Light
Spot or Aldis Lamp.

If owners or builders are in any doubt on any of the above it is their responsibility to get a ruling from the Committee.

8. After some discussion the following new Class Rule was agreed, namely:- "That new sails may not be purchased at intervals of less than three years, except under exceptional circumstances and with the permission of the Committee. Storm sails (which shall be taken to be trysails or storm foresails, in the case of the trysail to be not greater in area than $\frac{2}{3}$ rd the area of the mainsail, and in the case of the foresail to be not greater in area than $\frac{2}{3}$ rd the area of the working foresail) may be used regardless of shape, size or type of material and need not be registered."
9. Mrs. Caulcutt proposed a rule to the effect that spare sails may be carried on board during races but only one of each size and type may be used during any particular race. This was not agreed.
10. The Committee proposed the following rule, which was carried:- "Where it is stipulated in a class racing programme that dinghies shall be carried, the dinghy shall be not less than 7 feet in length, of a rigid type and having a buoyancy sufficient to support three persons in the water. Cars and rowlocks to be lashed therein."

It was suggested that builders be asked to design a dinghy suitable for S.C.O.Ds. that could become standardized. It was agreed the Committee would look into this matter.
11. The Committee proposed that Association Rule 5(c) should be amended to read as follows:- "A Class Captain who shall be Chairman and an ex-officio member of the Committee is to be elected annually at a General Meeting. In addition a Fleet Captain or Captains shall be elected where it is considered that there are a sufficient number of boats in any particular fleet. The Fleet Captain shall be ex officio member of the Committee." The proposal was carried.
12. The Committee proposed a new Association Rule to read as follows:- "The Committee shall have the power to appoint a Sub-Committee to take action on their behalf in cases where speed is essential. This Sub-Committee to consult Committee Members whenever possible before taking any important action and such actions to be reported to the next Committee Meeting for approval." The proposal was carried.

13. The Committee proposed the following Resolution:- "It is the wish of the meeting that handicap races which are on the Class Fleet Programme should be limited to a very small number of the most important races, but that where a particular handicap race does figure in the Class Programme, S.C.O.Ds. should race level amongst themselves at the highest R.O.R.C. rating of these entered subject to the agreement of the Club giving the race." It was further proposed that the substance of the resolution be written into Association Rule 2. Both the proposals were carried unanimously.

14. The policy for racing as adopted for 1956 was considered satisfactory and it was agreed a similar policy be carried out for 1957.

Mr. Mitchell proposed a vote of thanks to the Hon. Secretary, Mr. Franklin Woodroffe, being sure that everyone would appreciate the enormous amount of work he had done. This was approved with acclamation.

The meeting closed at 6.20 p.m.

With reference to Item 3, letters have been received from The Hon. Max Aitken and Mr. Ewart Myer expressing their regret at not being able to serve on the Committee this year.

SOUTH COAST ONE DESIGN ASSOCIATION

APPROVED BUILDERS

Aero Marine Orange Row, South Street, Emsworth, Hants.

Burnes's Shipyard, Ltd. Bosham, Sussex.

Camper & Nicholson, Ltd. Northam, Southampton.

R. & W. Clark Clarence Road, East Cowes, I.W.

Clare Lallow Cowes, Isle of Wight.

W. Souter Arctic Road, Cowes, Isle of Wight.

Woodnutt & Co. Ltd. St. Helens, Isle of Wight.

SOUTH COAST ONE DESIGN ASSOCIATION

FUTURE POLICY OF APPROVAL OF BUILDERS BY
THE COMMITTEE.

(1) Builders in Solent Area.

Only those builders who have built S.C.O.Ds. or who have two or more firm orders on 30th September, 1956 and who wish to remain as approved builders should continue to be approved as builders. This will reduce the number from fifteen to seven unless any of the eight obtain two or more firm orders.

(2) Builders in other Areas.

Three, or at most, four builders to be approved for the East Coast. One more builder to be approved in the Poole Area. Applications from builders from areas outside the Solent, Poole and East Coast to be considered on their merits but numbers to be limited as much as possible. Application from any of the above to comply with conditions in (3) below.

(3) Any builder applying for approval must be able to provide the names and addresses of at least three people who are prepared to place firm orders should the said applicant be approved. The Committee should only waive the above condition in exceptional circumstances and in the event of three firm orders not materialising, to have the right to withdraw approval immediately.

(4) The Committee to review the position in July 1957 with the possibility of discontinuing approval of any builder who has not by then built two or possibly three S.C.O.Ds.

25th July, 1956

SOUTH COAST ONE DESIGN ASSOCIATION

LIST OF BOATS AND THEIR OWNERS (Corrected copy to
23/10/56)

<u>Racing No.</u>	<u>Name</u>	<u>Owner</u>	<u>Builder</u>
1	"Aderyn"	Mr. & Mrs. H. Evans, "Amazon", Cubitts Yacht Basin, Hartington Road, W.4.	Lallow
2	"Mitsouko"	Mr. & Mrs. J. Caulcutt, White Barn, Hordle, Lymington, Hants.	"
3	"Tio Pepe"	Major P.W. Moore, 22 L.A.A. Regt. R.A., B.A.O.R. 24.	"
4	"Lullaby"	R.T. Lowein, Esq., West Dormers, Cowes, I.W.	"
5	"Crevette"	Ewart Myer, Esq., 7a, Heath Drive, London, N.W.3.	Dinnis
6	"Caviare"	F.R. Woodroffe, Esq., Hope Cottage, Cowes, I.W.	Lallow
7	"Curtsy"	J.F. Kentish, Esq., The Bungalow, Salterns Lane, Old Bursledon, Hants.	"
8	"Nilly Willy"	D. Legg, Esq., 22, Rosetti Garden Mansions, Chelsea, S.W.3.	"
9	"Papoose"	Hon. Max Aitken, D.S.O., D.F.C. 121, Fleet Street, London, E.C.2.	"
10	"Myfanwy"	J.D. Power, Esq., Moat Manor, Kingston Blount, Oxford.	Souter
11	"Jolie Madame"	D. Willes, Esq., "Batcombe", Cokes Lane, Chalfont St. Giles, Bucks.	Burnes
12	"Eclair"	D.H. de Trafford, Esq., House in the Wood, Beaulieu, Hants.	"
14	"Cognac"	A. Whitehouse, Esq., The Whitehouse Cinemas, Ltd., Swanage, Dorset.	Woodnutt

<u>Racing No.</u>	<u>Name</u>	<u>Owner</u>	<u>Builder</u>
15	"Damian"	D.P. Miller, Esq., 27, Bills Lane, Shirley, Birmingham	Woodnutts
16	"Champagne"	G.E. Waterworth, Esq., 92, Harewood Avenue, Boscombe, Bournemouth	"
17	"Mariota"	Vice Admiral Sir C. Abel Smith, R.N., H.M. Yacht "Britannia", c/o G.P.O., London.	Aero Marine
18	"Cygnet of Bosham"	M.J. Crosthwaite, Esq., 14, Eaton Road, Sutton, Surrey	Burnes
19	"Estrela"	W.B. Mitchell, Esq., Vivenda, Spinney Lane, Itchenor, Sussex.	"
20	"Tuonela"	Dr. St. Aubyn, Porthgidden, Feock, Cornwall.	Lallow
21	"Liz"	E.J.K. Chapman, Esq., 101, South Beach, Troon, Ayrshire.	Souter
22	"Janka"	Dr. Jan Z. Slominski, Carriacou, Grenada, British West Indies	Woodnutts
23		W.E. Hampton, Esq., Weston House, Bagshot, Surrey.	Burnes
24	"Marsarma I"	N. Wolsey, Esq., Greenways, Copsem Lane, Esher, Surrey	Clarks
25	"Aurigny"	Wadham Locke, Esq., Cranford Lodge, Ashurst Bridge, Totton, Southampton.	Burnes
26	"Brief Encounter"	A.V. Sainsbury, Esq., Gilpins, Boldre, Lymington, Hants.	"
27	"Toucantoo"	D. Skinner, Esq., Hare Cottage, Harewood Road, Chalfont St. Giles, Bucks.	Sylvia

<u>Racing No.</u>	<u>Name</u>	<u>Owner</u>	<u>Builder</u>
28		G.F. Rimer, Esq., Rear Commodore, John Lewis Partnership S.C., 13, Holles St., London, W.1.	Lallow
29		Malcolm Graham, Esq., Express & Star, Queen Street, Wolverhampton	"
30		E.G. Broome, Esq., 27, St. James Street, Long Acre, London, W.C.2.	Burnes
31		Alan D. Drake, Esq., Calm Waters; Elms Avenue, Parkstone, Dorset.	"
32			Woodnutts
33		"Show Boat"	"
34		A. Palgrave Brown, Esq., 15, Portman Square, London, W.	Lallow