



SOUTH COAST ONE DESIGN ASSOCIATION

Captain

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

Committee

Major P.W. Moore (Fleet Captain)
Mrs. Betty Evans
D. Willes, Esq.
Hon. Max Aitken, D.S.O., D.F.C.

J. Kentish, Esq.
Hugh Evans, Esq.
Mrs. Eileen Caulcutt

Technical Advisers

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

Joint Hon. Secretaries

F.R. Woodroffe, Esq., M.C. and R.T. Lowein, Esq.

SOUTH COAST ONE DESIGN ASSOCIATION

Now that the Class has become fully established it is the intention of the Committee to circulate newsletters from time to time in order to keep members fully informed on the many happenings within the Class and as a means of passing on matters of general interest. In this, the first letter, the Committee would like to welcome all the new owners and hope that they have a very enjoyable season. The Committee would also like to welcome all other members and associate members and thank them for the interest that they are showing in the Class.

Since its foundation late in 1954 the Class has grown with such rapidity that it would be appropriate here to take stock of the position as it stands today. There are no less than twenty ~~five~~ ^{boats} built or building for this coming season (list enclosed with this letter) and this must constitute a record for a class of cruising boats as less than a year has passed since the first one was launched. "Caviare", owned by Franklin Woodroffe, was the first to take to the water and she was duly despatched down the ways from Clare Lallow's yard on Easter Saturday last year.

After the launch of "Caviare" it was found that the keels were too light and that another 7 cwt. had to be added. This was a serious setback as the first three keels which had been cast had to be scrapped and this not only held up the launching of the second boat but cost the Association some £350. However, the new keels were duly delivered and the flow of boats out of Lallow's continued. Bobby Lowein's "Lullaby" was next followed by Hugh and Betty Evans' "Aderyn" and Farrant Gilham's "Mitsouko". Meantime, Colonel Dutfield had launched "Crevette" from Dinnis's Yard and then finally Peter Moore's "Tio Pepe" was launched in August.

Now a word or two about the activities and successes of those six boats last season. The Island Sailing Club's Christchurch Ledge Race was the first in which S.C.O.Ds. took part and the success of the Class in this race was the forerunner of many more successes as the season progressed. In this race of some 40 miles the three S.C.O.Ds. finished 1st, 2nd and 3rd on corrected time with only 22 seconds separating the three boats. In the Poole Bar Race shortly afterwards the result was the same - 1st, 2nd and 3rd. The Round-the-Island Race was the one that was going to be really interesting as this would be the first time when the Class would be competing against well tried types of a similar size such as Lymington Slipway 5-tonners and Vertues. The run of successes was maintained and S.C.O.Ds. took the first four places in their Class.

On five days in Cowes Week the boats raced in the Under 19' Rating handicap class and collected three firsts, four seconds and two thirds.

The last event of the season was a race across Channel from Cowes to Cherbourg arranged by the Royal London Yacht Club. Incidentally, this is thought to be the first one design class race across Channel ever to be held. "Tio Pepe" was out by this time and three boats came to the line. The winner was "Tio Pepe" with "Lullaby" second and "Caviare" third.

So far we have only mentioned racing activities but two of the boats did some extensive cruising during the season. Colonel Dutfield cruised the West Country in his "Crevette" and "Tio Pepe" was taken on a month's trip to the Channel Islands and down the north coast of Brittany. Peter Moore reports that he found the S.C.O.D. a very comfortable little cruising boat. The layout below is ideal for extended cruising and she proved very dry and easy to handle under all conditions. She was also made to sail herself with no one at the helm for long periods at a stretch.

Initially building was limited to a small number of builders in the Isle of Wight. This was done so that the Committee could keep an eye on building at a time when many small details were still being ironed out. However, in October the official plans and rules were finally decided upon and published and then building was extended to the mainland. There are now fifteen approved builders and a list of them is enclosed with this letter.

On October 21st the first Annual General Meeting was held at the Royal Thames Yacht Club in London. At that meeting Major Cyril Windeler was unanimously elected Captain of the Class. After the Annual General Meeting a cocktail party was held at which owners, builders and their friends were able to meet each other.

At a recent Committee Meeting it was decided to appoint Major Peter Moore as Fleet Captain. The duties of the Fleet Captain entail assisting the Captain and deputising for him when he is unable to be present himself. If the Class continues to expand at its present rate there will soon be fleets in various localities and each will have its own Fleet Captain to direct its activities and represent it on the General Committee.

The National Boat Show

In the autumn it was decided to exhibit a S.C.O.D. at the Boat Show and plans went ahead accordingly. The Hon. Max Aitken very

kindly lent his boat and also arranged for a stand to be allotted to the Association. The boat was duly completed and sent to London where she attracted a great number of visitors and was undoubtedly one of the highlights of the show. The stand was manned by owners and their friends and our thanks are due to them for the hard work they put in and the many hours they spent at Olympia. The total cost of the exhibit amounted to a little over £540 but thanks to support from builders and other firms all but about £70 of this was recovered. Eleven new boats are building as a direct result of the show so we think you will agree that that £70 was well spent. A decision will soon have to be taken as to whether the Association is to be represented at the next Boat Show. The Committee feel that it is impracticable to exhibit an actual boat again but that it might be well worthwhile taking a small and comparatively cheap stand and rig it up in the form of an office, or advice bureau, to display the model and hand out literature, etc. The Committee would welcome the views of members as to whether they think that we should exhibit again and if so, what form the exhibit should take.

Finance.

Now to turn to finance. Due to the cost of scrapping the first three keels and other development costs, we are nicely 'in the red'. However as you know the Association raises a levy of £12. 10. 0. on each boat built and providing that there are no further abnormal expenses, we should break even after forty-five boats have been built. We are half way there already so too gloomy a view need not be taken of the financial position.

Arrangements for the 1956 Season.

In compiling the programme the Committee have purposely kept it fairly short. One doesn't want to spend too much time racing but it is hoped that owners will if possible support the major events particularly the passage races. The big race of the season is the Cowes to St. Malo Race starting at the end of Cowes Week. St. Malo was chosen as being a good jumping-off place for a cruise afterwards. Yachts taking part are advised to bring up in the basin at St. Malo rather than lie off Dinard which can be very uncomfortable if there is any swell entering the river. For this race an anonymous person has very kindly given a prize of ten guineas.

The Association owns a very nice model of a S.C.O.D. and this is being put up as a perpetual class championship trophy to be decided on the results of a number of races each season. Points will be allotted in class races only and a boat's eight best races only will count

towards the championship. This will allow time for a boat launched half way through the season to get in the eight qualifying races. Details of the points system are given on the reverse of the programme. Other 'highlights' of the season include a Rally at Beaulieu after the Christchurch Ledge Race in June, a cocktail party on the Friday of Cowes Week and an end-of-season Rally at Chichester after the race there from Cowes in September.

It is hoped that as many owners as possible will compete in the Island Sailing Club's Round-the-Island Race on 7th July as we want to make an all-out attack on the Gold Cup which eluded us by a small margin last year. This is not a class race so all boats will have to be measured for a R.O.R.C. rating.

R.O.R.C. Ratings.

And now a word of explanation about this question of rating. When the class was founded it was hoped to persuade the Royal Ocean Racing Club to allot a common rating to all S.C.O.Ds. as they are strictly a one design class. Unfortunately, however, despite repeated representations the Committee of the R.O.R.C. will not depart from their normal practice of measuring every boat individually. This is a great pity because, due to the inaccuracies that creep in when measuring a boat afloat, it is probable that all S.C.O.Ds. will have slightly varying ratings, and the differences are accentuated as the present rating rule is over-sensitive on flotation. Nothing more can be done about it at the present time so owners will have to get their boats measured individually. To do this, apply to the Secretary, Royal Ocean Racing Club, 20, St. James's Place, S.W.1. through our own Secretary who has sent out the relevant application form to all owners. If you have not already completed this form and returned it to the Secretary, please do so as soon as possible and he will make all the arrangements with the official R.O.R.C. Measurer.

Our own Hon. Class Measurer is Mr. Cecil Donne and we are very grateful for all the work he is putting in on behalf of the Class.

The Prize Fund.

In many of the class races this coming season the organising club will be putting up prizes in the normal way. There are, however, some races which are purely domestic affairs within the class and for these it would be nice to be able to give some prizes. As you will appreciate, the class funds are hardly healthy enough at present to be able to afford prizes, so the Committee have decided to form a Prize

Fund. May we invite you to 'invest in success' and send in a donation, however small, to the Hon. Treasurer, Bobby Lowein.

Auxiliaries.

Here is a note for those owners who are having engines in their boats. They are reminded that the only engine allowed is the Coventry Victor MW2 and that if they have any queries or problems concerning the installation they should contact Jim Kentish, who is the Association's adviser on mechanical matters.

Racing Equipment.

In small boats like S.C.O.Ds. the performance of individual boats varies considerably with the total weight of gear carried on board. It is the intention that boats should race with all normal cruising gear aboard and it is with this in view that the class rules list essential gear that must be carried. At all costs we must prevent the class from going the way of so many other classes which have started life as cruiser-racers but have now become out-and-out racing machines as loopholes in the rules allowed them to be stripped for racing. This must not happen to us, so we ask owners to be most meticulous when racing in ensuring that they carry full cruising gear as stipulated in the rules, plus of course, the many little home comforts that one should find aboard a cruising boat. (Throwing the empties overboard is not an infringement of the class rules!)

Dinghies.

It is true to say that in recent years more yachtsmen have lost their lives by being drowned whilst using a dinghy between their yacht and the shore than in any other way. As yachts have got smaller and smaller so have their dinghies and many small dinghies being used today are thoroughly badly designed and quite unsafe. For a S.C.O.D. the dinghy should be between 7 feet and 7 feet 9 inches in length; dinghies shorter than 7 feet are not safe. For the guidance of owners we include here a list of two or three dinghies that are well designed and worth considering when one is looking round for a suitable dinghy:-

- (a) The Fairey Dinky (designed by Uffa Fox) - This is 7'6" in length and will stow satisfactorily abaft the mast.
- (b) The Yachting World Utility Pram - In its standard form it is 7'9" in length but can easily be reduced to 7' by closing up between the frames. It is cheap and kits of parts can be obtained from the Bell Wood-

working Company of Leicester.

- (c) W.A. Souter of Cowes builds a fibre-glass dinghy which can be stowed.

Finally - and this is a very important point - any dinghy must have adequate buoyancy, either built-in or firmly attached.

Compasses.

A compass can be an expensive item of equipment so 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.

Moorings at Cowes.

If any new owners wish to keep their boats at Cowes and would like a mooring for the season they are advised to let one of the Hon. Secretaries know immediately and we will do our best to arrange it. Moorings at Cowes are hard to come by and if you try to get one yourself you may be unlucky. Anyone who wants a mooring for Cowes Week only should again let us know immediately.

The Racing Rules.

We shall be racing ~~next~~ season as a fairly strong class and the final point that we would like to put over in this letter concerns the strict adherence to the Racing Rules, both to the letter and in spirit.

An idea has crept in these days that if a boat infringes the rules she may carry on with the race and wait for a protest to be lodged against her. We feel that this is quite wrong. If a skipper is pretty certain that he is guilty of an infringement he should immediately haul down his flag and retire from the race. If he carries on and is subsequently disqualified he may well have spoilt the chances of other innocent boats in the race. This sort of behaviour is rather prevalent in some classes today and we think it would be a pity if it happens in our class. We mention this for what it is worth and hope that you agree with us.

In conclusion, we would like to say that the Committee will welcome at any time any suggestions or constructive criticisms concerning the running of the Class. We have got away to an extremely good start and the expansion and continued success of the class depends to a great extent on wise management. Committees can easily make mistakes, so if you have any points to raise, please do not hesitate to drop a line to one of the Secretaries or contact a member of the Committee.

Finally, good sailing in 1956 and we shall look forward to seeing you at Cowes before the first class race of the season to Cherbourg at Whitsun. If you come you can be sure of a very good weekend.

B Girl humides.

Class Captain.

P.S. We have now heard that Mr. M. Crosthwaite's boat will be called "Grey Cygnet" and not "Blue Cygnet" and that Mr. G. Waterworth's boat will be named "Champagne".

SOUTH COAST ONE DESIGN ASSOCIATION

APPROVED BUILDERS.

Aero Marine.	Orange Row, South Street, Emsworth.
Burne's Shipyard, Ltd.	Bosham, Sussex. (D.G. Bowker, Esq.)
Camper & Nicholsons, Ltd.	Southampton. (C.A. Nicholson, Esq.)
David Cheverton & Partners.	The Moorings, Cowes, I.W. (Mr. Cheverton)
R. & W. Clark.	Kingston Yard, East Cowes, I.W.
F. S. Dinnis, Ltd.	Vectis Shipyard, High Street, Cowes. I.W.
G.A. Feltham.	4, Broad Street, Portsmouth.
R. & A. Hamper.	Upper Wharf, Quay St., Fareham, Hants.
Clare Lallow.	Cowes, Isle of Wight.
Medina Yacht Co. Ltd.	Birmingham Road, Cowes, I.W.
C.A. Purbrook, Ltd.	Aron Wharf Boatyard, Bridge Street, Christchurch, Hants.
W. Souter.	Arctic Road, Cowes.
Sylvia Yacht Yard	48, Clarence Road, East Cowes, I.W. (Mr. Percy)
Tormentor Yacht Station.	Stone Pier, Warsash, Hants. (Mr. J. Chamier.)
Woodnutt & Co. Ltd.	St. Helens, I.W. (A. Mellor, Esq.)

SOUTH COAST ONE DESIGN ASSOCIATION

LIST OF BOATS BUILT OR BUILDING - FEBRUARY, 1956.

<u>Racing No.</u>	<u>Name</u>	<u>Owner</u>	<u>Builder</u>
1	"Aderyn"	Mr. & Mrs. H. Evans, "Amazon", Cubitts Yacht Basin, Hartington Rd., W.4.	Lallow
2	"Mitsouko"	Mr. & Mrs. J. Caulcutt, White Barn, Hordle, Lymington, Hants.	"
3	"Tio Pepe"	Maj. P.W. Moore, R.A., Albany Barracks, Parkhurst, I.W.	"
4	"Lullaby"	R.T. Lowein, Esq., West Dormers, Cowes, I.W.	"
5	"Crevette"	Col. E.G. Dutfield, T.D., Chester Beach, Clayton Rd., Selsey, Sussex.	Dinnis
6	"Caviare"	F.R. Woodroffe, Esq., M.C., Hope Cottage, Cowes, I.W.	Lallow
7	"Curtsy"	J.F. Kentish, Esq., The Bungalow, Salterns Lane, Old Bursledon, Hants.	"
8	"Willy Nilly II"	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 Plount, 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
15	"Damian"	D.P. Miller, Esq., 27, Bills Lane, Shirley, Birmingham.	"
16	<i>Champagne</i>	G.E. Waterworth, Esq., 92, Harewood Avenue, Boscombe, Bournemouth, Hants	" P.T.O.

<u>Racing No.</u>	<u>Name</u>	<u>Owner</u>	<u>Builder</u>
17	"Mariota"	Vice Admiral Sir C. Abel Smith, R.N., H.M. Yacht "Britannia", c/o G.P.O., London.	Aero Marine
18	"Blue Cygnet" <i>CYGNET OF BOSHAM</i>	M.J. Crosthwaite, Esq., 14, Eaton Rd., Sutton, Surrey.	Burnes
19	"Estrela"	W.B. Mitchell, Esq., Spinning Lane, Itchenor, Sussex.	"
20	"Tuonela"	Dr. St. Aubyn, 8, Wimpole Street, London, W.1.	Lallow
21	<i>hiz</i>	E.J.K. Chapman, Esq., 101, South Beach, Troon, Ayrshire.	Souter
22	<i>Tanka</i>	Dr. Jan Z. Slominski, Carviaco, Grenada, British West Indies	Woodnutt
23		P.J. Sullivan, Esq., 40, Petersfield Road, Boscombe.	Purbrook
24	"Marsarma I"	N. Wolsey, Esq., Greenways, Copsem Lane, Esher, Surrey.	Clarks
25	<i>Aurigny</i>	Wadham Locke, Esq., Cranford Lodge, Ashurst Bridge, Totton, Southampton.	Burnes
26	<i>Brief Encounter</i>	A.V. Sainsbury, Esq., Meesden Hall, Brent Pelham, Herts.	"
27	<i>Toucan</i>	<i>D. Skinner Esq. Haze Cottage, Haze Wood Rd. Chalfont St Giles, Bucks</i>	<i>Sylvia</i>

NOTES

1. Points gained in class races only (except for serial 23) will count towards the Championship. Serial 26 will carry some bonus points.
2. In all class races, except for serials 3, 21 and 25, a block entry will be made by the Hon. Secretary. For serials 3, 21 and 25 entries should be made individually to the Hon. Secretary who will pass them on to the organising club. Entries for handicap races should be sent direct to the organising club.
3. After class races, and in addition to any declarations that may be lodged with the organising club, declarations must be sent to the Fleet Captain (Albany Barracks, Parkhurst, I.W.) within 72 hours of finishing. Points towards the Championship will not be awarded unless these declarations are received within the stipulated time.
4. For a full list of additional races for which S.C.O.Ds. are eligible, see the R.Y.A. and S.C.R.A. Fixture Lists.
5. An explanation of the Points System is given below.

POINTS SYSTEM 1956

In races of under 30 miles the points are awarded as follows:-
Each yacht obtaining bonus points in the table below will receive the same number of points, with a minimum of 10, as there are starters in the race, plus the bonus points shown in the table.

<u>Position in the race</u>	<u>2/3 Starters</u>	<u>4/5 Starters</u>	<u>6/7 Starters</u>	<u>8 Starters and over</u>
1st	2	5	9	14
2nd	-	2	5	9
3rd	-	-	2	5
4th	-	-	-	2

The first yacht not qualifying for a bonus will receive two points less than the total number of points of the lowest yacht earning a bonus, and yachts below her will each receive one point less than the one above.

In races of 30 miles or more the points calculated by the above system will be multiplied by a factor based upon the length of the race, as follows:- 30-70 miles, 1.25; 70-125 miles, 1.50; 125-200 miles, 1.75.

~~Each yacht starting but not finishing a race of over 30 miles will~~ receive one point. Each yacht that started in a race (except those giving up in a race of under 30 miles) will be allotted points but only the best eight races in which a yacht competes will count towards the Championship.