

SOUTH COAST ONE DESIGN ASSOCIATION



ROUND THE ISLAND 1957

By COURTESY OF THE TATLER AND THE TIMES

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By the time this Newsletter reaches you another sailing season will have started and, now that the word "Scod" has virtually passed into the nautical glossary, it can still come as a surprise to realise that this will be only the fourth season for the oldest boat in the class. Throughout its three years' existence the class has steadily expanded and now tops the fifty mark, which is no mean achievement.

This popularity is not to be wondered at for, while the great majority of yachtsmen can be readily classified as cruising types or racing types, the SCOD owner alone is in the happy position of being either or both, as the fancy takes him. Most owners do indeed take full advantage of this, living aboard at week-ends and combining a varied racing programme with a certain amount of cruising. Even the most experienced of them must find that this variety of activities sharpens up their skills, and for the newcomer to keel-boats there can surely be no finer training ground. For class racing is as essential to the development of helmsmanship as is offshore experience for navigation and seamanship.

Most of you will know that the class has seen several changes, apart from its increasing numbers. This year two of our most formidable racing opponents, Bobby Lowein and the Caulcutts, move on into the R.O.R.C. fleet, in which we wish them every success. Against this, the class has been joined, last year and this, by several helmsmen who have made their mark in ocean racing and other classes, and there is very indication of excellent racing.

There will be many regrets that Bobby's departure should coincide with the resignation of both Major Windeler as Captain and Franklin Woodroffe as Honorary Secretary. These three have borne the brunt of the secretarial and administrative work - and "work" is certainly the word - through the difficult early days, and are almost entirely responsible for setting the class on its feet as a going concern. They have certainly earned a rest, and it is very gratifying to know that they retain a keen interest in the class and are kind enough to continue to devote part of their time and energies to our interests. We who succeed them are grateful for inheriting a smooth-running organisation and will do our best to maintain the standard.

I would like to emphasise at this point that the officers and committee exist for the sole purpose of running the Association in the way the majority of members want it run and we shall always be pleased to receive your comments and suggestions.

WORTH COAST LIFE BOAT ASSOCIATION

It only remains for me to wish you a good season's sport, in the course of which I am looking forward to meeting old friends and making new ones. "Aderyn" has broken the ice (very nearly literally) and made a trial run to Cherbourg, which we now declare well aired and fit for habitation. Hope to see most of you there at Whitsun.

HUGH EVANS

Class Captain.

LULLABY'S BALTIC CRUISE

Cruising in distant waters in one's own boat when time is limited presents many problems, not least of which is getting to and from the cruising ground of one's choice. The idea of changing crews at different ports is by no means new, but it is not always easy to find suitable crews for a small boat who can join or leave on convenient dates at the right places. That this method can be successful is proved by this brief account of a Baltic cruise.

The Island Sailing Club's Cherbourg race at Whitsun will be remembered by all who took part for the remarkably close finish, "Lullaby" on this occasion being manned by a crew from the Royal Danish Yacht Club, one of whom was "boarded cut" in "Tic Pepe" so that I could sail in my own boat without overcrowding.

Not being aboard I cannot give more details of the passage via Calais, The Hague and Keil Canal to Copenhagen, except to mention that the log of this cruise has won a prize in a K.D.Y. competition.

When I joined "Lullaby" three weeks later with a new crew from England we had to christen a small daughter, see the sights of the city and victual ship before sailing, which we did late on a Monday night almost before the fragments of the last plate broken in the Tivoli side show had fallen to the ground.

A faint northerly breeze soon freshened and remained astern with each change of course until, some twenty four hours later, having covered the 200 miles around the southern tip of Sweden, we entered Kulmer our first port of call half way up the sound between Oland and the mainland.

Clearing customs (Q flag = I have a sick man onboard in these parts), sight seeing and shopping, a formula for all the Swedish coastal ports, were soon done and we sailed on to Bourgholm for the night. In the only rain of the whole three weeks we set sail for Mem at the eastern end of the Gota Canal, arriving there after a wonderful beat of some 40 miles in force 6 through the winding and rock bound channel of the Skerries. Probably the greatest attraction to cruising in Swedish waters are these numerous small islands, bare where exposed to the storms of the Baltic but gradually becoming more friendly and inviting with the inevitable pine trees as the open sea is left behind. Once having tasted the thrilling beauty of this fascinating coast line we were to regret that having come so far we must now enter the canal to lay for the night beneath the weeping willows. Our day of enchantment was gone.

The palatial offices of the canal authority opened early, and, formalities over, we soon cleared the first of the 53 hand operated locks. The Seagull outboard giving us 3 plus knots, we had our first taste of inland waterways which were to hold us spellbound throughout the hours of day light, for each bend in the canal or around each headland in the lakes opened to view a complete change of scene. Space will not permit a fuller description (nor will time allow if this is to be a fitting out edition) of all the towns, locks, lakes and countryside we passed through, but imagine the Outer Isles joined to the Lake District by the upper reaches of the Thames like the links in a chain, and you have an idea of this 200 mile waterway, yet withall a unique charm of its own.

After the great lake of Vannern, where ships of up to 4,000 tons can trade, the canal is very modern, being served by massive mechanically operated locks which lowered us down to the river that flows out at Gotenborg some 40 miles down stream.

At the yacht harbour of Langdrau the crew changed for the last time and within 48 hours "Lullaby" had paid two fleeting visits to Mastrand then on to Skagen for the start of the Skaw race. It was unfortunate that lack of wind and time forced us to retire, for though we could not have won, we had every chance of being second. And so "Lullaby" started off on the last stage of her cruise, arriving in Cowes at the beginning of Cowes Week and winning in her Class the following day, needing no more than a scrub to bring her into racing trim.

Some Facts of the Cruise

Distance covered: About 2,800 miles.

Countries visited: France, Holland, Germany, Denmark,
Sweden and the territorial waters of Norway.

Maximum height above sea level: 400 feet.

Best 24 hour run: 170 miles.

Longest distance between ports: Keil to Cowes, about
500 miles.

Total time away from Cowes: Whitsun to Cowes Week.

Crews numbered a total of 14 souls.

Number of locks navigated: 64.

OFFICERS AND COMMITTEE

Class Captain	:	H. Evans, Esq.
Fleet Captain (Solent)	:	J.F. Kentish, Esq.
Committee	:	Major R.S. Clifton J.A.W. Bush, Esq. G. Wansborough, Esq. A.D. Drake, Esq. C.A. Nicholson, Esq. A. Palgrave Brown, Esq. Col. K.N. Wylie W.B. Mitchell, Esq. J. Power, Esq. G.F. Rimer, Esq. H. Wadham Locke, Esq. G.E. Waterworth, Esq.
Honorary Measurers	:	C.E. Donne, Esq. P. Nicholson, Esq.
Technical Advisers	:	C. Lallow, Esq. C.A. Nicholson, Esq. F.R. Woodroffe, Esq. R.T. Lowein, Esq.
Honorary Secretary	:	D. Willes, Esq.
Honorary Treasurer	:	M.J. Crosthwaite, Esq. (Ex officio member of the Committee)
Registrar of Boats	:	Col. K.N. Wylie

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APPROVED BUILDERS

Aero Marine, Ltd.	Orange Row, South St., Emsworth.
Burne'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, I.W.
Woodnutt & Co. Ltd.	St. Helens, I.W.
Frank Curtis & Pape Bros. Ltd.	Looe, Cornwall.
David Cheverton & Partners	Cowes, I.W.

LIST OF BOATS AND THEIR OWNERS

<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, London, W.4.	Lallow
2	"Mitsouko"	Peter Heaton, Esq.	"
3	"Tio Pepe"	Major P.W. Moore, 22 L.A.A. Regt., R.A., B.A.O.R. 24.	"
4	"Lullaby"	C.P. Murch, Esq., Mulberry Cottage, Rowdown, Oxford, Nr. Sevenoaks, Kent.	"
5	"Crevette"	Ewart Myer, Esq., 7a, Heath Drive, London, N.W.3.	Dinnis
6	"Caviare"	C.A. Nicholson, Esq., Mere House, Hamble, Hants.	Lallow
7	"Curtsy"	J.F. Kentish, Esq., The Bungalow, Salterns Lane, Old Bursledon.	"
8	"Nilly Willy"	D. Legg, Esq., 22, Rosetti Garden Mansions, Chelsea, London, S.W.3.	"
9	"Vittoria"	Sir John N. Nicholson, Brooke House, Parkgate, Cheshire.	"
10	"Myfanwy"	J.D. Power, Esq., Moat Manor, Kingston Blount, Oxford.	Souter
11	"Jolie Madame"	D. Willes, Esq., The Old Rectory Chalfont St. Giles, Bucks. (Tel.No. C.St.G. 537 National 0441)	Burnes
12	"Eclair"	George N. James, Esq., "Hyldene", Knighton Drive, Fouroaks, Warwickshire.	"
14	"Cognac"	Noel Robins, Esq., Felgate, Broadgap, Bodicote, Banbury, Oxon.	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.	Woodnutt
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"	C.S. Forsyth, Esq., 100, New Cavendish Street, London, W.1.	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	Woodnutt
23	"Nanfan"	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"	U.S.A.	"
27	"Banco"	Mr. de Pret Roose, Mill House, Letcombe Regis, Wantage, Berks.	Sylvia & Cheverton
28	"Jeroma"	G.F. Rimer, Esq., Rear Commodore, John Lewis Partnership S.C., 13, Holles St., London, W.1.	Lallow

<u>Racing No.</u>	<u>Name</u>	<u>Owner</u>	<u>Builder</u>
29	"Janine"	Malcolm Graham, Esq., Express & Star, Queen St., Wolverhampton.	Lallow
30	"Solandra"	E.G. Broome, Esq., 27, St. James St., Long Acre, London, W.C.2.	Burnes
31	"Beaujolais"	Alan D. Drake, Esq., Calm Waters, Elms Avenue, Parkstone, Dorset.	"
32	"Samantha"	R.D. Eastman, Esq., Wood Edge, Womersh Park, Guildford.	Woodnutts
33	"Tegah"	T. Lepard, Esq., 74, Tulse Hill, London, S.W.2.	"
34	"Aallotar"	A. Palgrave Brown, Esq., 15, Portman Square, London, W.1.	Lallow
35	"Mister Cube"	Sir Adrian Jarvis, Admiral's Walk, Pirbright, Woking.	Burnes
36	"Troika"	Col. K.N. Wylie, Amiens House, Bulford, Wilts.	Lallow
37	"Carann"	J. Howard, Esq., 24, Tavistock Road, Plymouth.	Frank Curtis & Pape Bros.
38		-do-	-do-
39	"Black Velvet"	H. Claude Williams, Esq., Crouchers, Alpurdrum, Chichester.	Burnes
40	"Mercier"	Major R.S. Clifton, Little Hook, Warsash.	"
41		Dr. Y. Loisanse, 18, Avenue Barthou, Rennes, France.	In France
42	"Paramatta"	J.A.W. Bush, Esq., Tudor Road, Beckenham, Kent, and H.B. Walford, Esq., 170, Piccadilly, London, W.1.	Burnes
43	"Adios"	D.C. Donaldson, Esq., 67, Yonge St., Toronto, 1, Canada.	Noble

<u>Racing No.</u>	<u>Name</u>	<u>Owner</u>	<u>Builder</u>
44	"Hampshire Maid"	George Wansborough, Esq., 59, Knightsbridge, London, S.W.1.	Woodnutt
45	"Piccolino"	I. Greenfield, Esq., "Treva", Links Way, Woodland Road, Little Bookham, Surrey.	Burnes
46	"Sparklet"	J.L. Shaw, Esq., 31, Market Street, Bradford, Yorks.	"
47	"Gambit"	Mrs. A. Darbyshire, 12, Cadogan Square, London, S.W.1.	Lallow
48	Peter Baker	Lt.Col. R.A.H. Soames, O.B.E., Lentune Ford, Walhampton, Lymington, Hants.	Burnes
49		F.W. Oxley, Esq., Hollesley, Smallfield, Nr. Horley, Surrey.	Woodnutt
50		R. Clark, Esq., 1786, Applewood Road, Port Credit, Ontario.	In Canada

SOUTH COAST ONE DESIGN CLASS

RACING FIXTURES 1958

Serial

1	Sat. 3rd May	Royal Corinthian Y.C.	Solent Course
2	Sat. 10th May	Royal Lymington Y.C.	Lymington-Warner-Cowes
3	Sat. 17th May	Royal Southern Y.C.	Hamble-Yarmouth
4	Sun. 18th May	Royal Southern Y.C.	Yarmouth-Hamble
5	Fri. 23rd May	Island Sailing Club	Cowes-Cherbourg
6	Sat. 31st May	Royal London Y.C.	Poole Bar (Phoenix Trophy)
7	Sat. 7th June	Island Sailing Club	Bembridge Ledge (Hebe Trophy)
8	Sat. 14th June	Island Sailing Club	Christchurch Ledge
9	Sat. 21st June	Royal Naval S.A., Portsmouth.	Solent Course
10	Sun. 22nd June	Royal Albert Y.C., "	Solent Course
11	Sat. 5th July	Royal Motor Y.C.	R.A.F.Y.C. - Poole (Rheinfield Trophy)
12	Sat. 12th July	Island Sailing Club	Round the Island
13	Sat. 19th July	Royal Victoria, Ryde.	Solent Course
14	Sun. 20th July	Royal Victoria, Ryde	Solent Course
15	Sat. 2nd August	Royal Southampton	Solent Course
16	Sun. 3rd August	East Cowes S.C.	Seamanship Race
17	Mon. 4th August	Royal London Y.C.	Solent Course
18	Tues. 5th August	Royal Yacht Squadron	Solent Course
19	Wed. 6th August	Island Sailing Club	Solent Course
20	Thur. 7th August	Royal Yacht Squadron	Solent Course
21	Fri. 8th August	Cowes Town Regatta	Solent Course
22	Sat. 9th August	Royal Southern Y.C.	Solent Course
23	Sat. 16th August	Royal Lymington Y.C.	Solent Course
24	Sun. 17th August	Royal Lymington Y.C.	Solent Course
25	Sat. 23rd August	R.A.S.C. Y.C. Yarmouth	Solent Course
26			
27	Sat. 10th Sept.	Royal London Y.C.	Solent Course
28	Fri. 19th Sept.	Royal London Y.C.	Cowes-Cherbourg
29	Sat. 27th Sept.	Royal Southern Y.C.	Hamble-Yarmouth
30	Sun. 28th Sept.	Royal Southern Y.C.	Yarmouth-Hamble

Other Events which do not count for Points

	Sat. 28th June	Class Rally, Beaulieu River (Bucklers Hard)	
31	Sun. 3rd August	Royal Thames Y.C.	Cowes Week - Solent Course
	Mon. 11th August	"Westward Bound" to Falmouth by stages.	Entries direct.

/Over

Mon. 18th August)	
to)	Poole Week
Sun. 24th August)	
Sat. 6th Sept.		Bursledon Regatta
Sun. 7th Sept.		Ladies' Bowl - Bursledon

Entries for these races should be notified to Hon. Secretary, S.C.O.D., The Old Rectory, Chalfont St. Giles, Bucks (Not to "D. Willes" as post can be forwarded if absent) not later than SEVEN days prior to the race. For late entries please get in touch with the Club concerned.

Designed by C. A. NICHOLSON

L.O.A. 25' 11"
 L.W.L. 21'
 Beam 7' 10"
 Draught 5' 3"
 Ballast Keel 2'045 tons
 Tons T.M. 6

Sail Areas :

Mainsail 192.6 sq. ft.
 First foresail 94.8 sq. ft.
 Genoa 140 sq. ft.
 Spinnaker 400 sq. ft.
 approx.

