

South Coast 22

PAYNE: This design by Iain Murray who has, like Bruce Farr, much experience and success in the design of 18-footers and other racing skiffs, is similar in style to the Farr 6000. However, it is a little further away from conventional shapes and arrangements than the Farr.

The hull form and its ballasting seem to work well. The boat sails very nicely and is one of the fast ones. The Murray bow and stern combine to give a quite acceptable amount of weather helm, which doesn't increase much at larger heel angles.

As with most of the skiff-type trailer-sailers, the stability at large angles of heel gave better results than might have been expected. Although there was not the feeling of increasing stability that one gets with the "miniature yacht" type, the boat hung on well, relieving sail pressure via the "wipe-out" safety valve, if the mainsheet was not released. The builder's confidence in this feature was notable.

The simple dagger board and vertical case really worked well, and the centreboard case was incorporated cleverly into the accommodation arrangement.

It's hard to put these things into words but I felt that the all-round behaviour of the SC22 hull form made it well worth noting for future designs of the skiff type, just as the Bonito 22 appeared as a prototype of future miniature-yacht types.



WEBSTER: As delivered for the Rally, the South Coast 22 was fitted primarily for racing purposes, and it was thus a bit hard to judge some aspects of its application to a family cruising environment.

To begin with, on the tandem axle trailer supplied for the test, it was the heaviest craft in the Rally. It is way beyond the capacity of the average family sedan; it needs a Ford F-100, Toyota Land Cruiser, Range Rover or similar to legally tow it along the highway.

Launching and retrieving the SC 22 was not difficult, the keel is fully retracted into the keel slot, and a conventional trailer tilted to make short work of the launching procedure over the shallow water beach used for the Rally. Retrieving the SC 22 was okay, particularly as we were able to use a power winch. Craft of this size should be thus fitted. Rigging the SC 22 was not too impressive; it took a good 25 minutes for the owner to rig the craft, and in most cases, he had the boat builder alongside to provide an extra pair of hands.

The design orientation of the South Coast 22 is clearly towards performance.

The mainsheet traveller and car is right in front of the companionway.

The galley is not very inspired. There is provision for the (two burner) stove, a small, moulded sink, a tiny freezer (no drain) and the toilet is located behind the centreboard bulkhead arrangement amidships. This is quite good, providing you do not have to use the forepeak area as the double berth, i.e. if only a single berth in the forepeak is required, you then have a separate, almost enclosed toilet. Settee berths are provided opposite the centreboard arrangement, with a pilot berth running up towards the forepeak. In other words, almost the whole of the starboard side is a berth, running back into a quarter berth under the cockpit.

Accommodation is therefore provided for a minimum of 4, and I suppose a theoretical maximum of 5.

The outboard is fitted on a patent bracket. We noted with some alarm that the tiller and tiller extension effectively chopped off about half the cockpit area. Given that this is the style of yacht where the crew hikes out on the windward rail as part of the standard sailing procedure, the capacity of the SC 22 would therefore seem to be limited not by the berths below, so much as the space for the crew in the cockpit.

DAVIDSON: I reviewed the South Coast 22 in the November edition of *Australian Boating*, and reported at the time the boat felt potentially fast and possibly tender, though the wind was such that no real impressions could be formed. Well, let me now say that that boat is very fast and quite tender; sailing her requires concentration and skiff-like techniques, which when you remember that Iain Murray designed it, makes sense. The South Coast is geared to go, with lots of speed-oriented equipment, bendy mast, sensible big traveller and centreboard, which is a dagger plate rather than swing keel, controlled from the cabin roof. Helm balance was good even in gusts, but sailing the boat fast involves a full-racing crew with attention to weight placement and specialised skills. For pottering around, the rig can be de-tuned.

Finish on the South Coast was less meticulous than on some of the competition. For the rally I was aboard an owner-completed boat, and the owner hadn't completed, so I have referred to my November issue notes. Here, I find the only thing a bit strange about the South Coast were the backrests fitted to the hullsides so your head clears the deck when sitting. These are basic mouldings and could be turned into attractive lockers without too much extra expense. GRP mouldings on the South Coast were OK.

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