

SOLENT ONE DESIGN



Specification

ROSENN

SOLENT ONE DESIGN

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|----------------|-----------------------------|------------------|--|----------|------------------------------|
| Designer | Herbert White | Length waterline | 25 ft 3 in / 7.7 m | Engine | Yanmar 1GM 10 HP Diesel 2015 |
| Builder | White Brothers, Southampton | Beam | 7 ft 10 in / 2.4 m | Location | United Kingdom |
| Date | 1896 | Draft | 5 ft 9 in / 1.75 m | | |
| Length overall | 41 ft 6 in / 12.65 m | Displacement | 8.3 Tonnes | | |
| Length deck | 31 ft 6 in / 9.6 m | Construction | Carvel pine planking on oak frames; sheathed | | |

These details are provisional and may be amended

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BROKER'S COMMENTS

Originally EILUN sail No 6, this boat was built by White Brothers on the Itchen River to an in-house design by Herbert White in 1896 - one of the first batch of 12 of a total 22 Solent One-Designs. Renamed ROSENN in the early 20th Century, she had an extensive refit in 2010 and further refurbishment more recently. Meanwhile in her current ownership she has had racing success in many of the events for which she has been entered - most recently winning the gaff class at Cowes Classics Regatta 2018.



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HISTORY NOTES

The Solent One Design was one of the earliest O.D. classes formed after discussions started in 1893. Formed under the auspices of the Solent Sailing Club the class was adopted by the Royal Yacht Squadron and the Island Sailing Club in 1895. It quickly became popular, and was patronised by some of the most energetic and best known yacht owners in the Solent, Portsmouth and Southampton waters including Sir Philip Hunloke, the King's yacht master.

Designed by Herbert White, ten were built in 1895/6 by White Brothers of Itchen Ferry, Southampton and another dozen were built in the following year. The class enjoyed ten years of keen racing but the Metre Rule, introduced in 1907 effectively killed the class for owners intent on competitive racing under the new rules.

EILUN went to France in 1908, where Lloyds Register records she was re-named ROSENN and remained on the Atlantic coast in various harbours until after the Great War. She returned to England in the Twenties and spent many years on or around the River Crouch. At times she was chartered – one notable charterer having been John Profumo prior to the 1960s scandal which ended his political career. Then she was used extensively as a cruising boat on the East Coast.

During her time on the Crouch, under her then owner a shipwright based up river at Fambridge, she underwent a major restoration until she went on the market to allow her owner to purchase a boat more suited to long distance cruising.

In May 2007, ROSENN; the only Solent One still afloat, was bought by Barry Dunning and Bob Fisher. With a growing interest in racing gaff rigged boats at Lymington, their purchase was for only one reason and ROSENN was returned to her original purpose – racing. To this end she has been substantially refitted as detailed below.

Sails were also evaluated as those on board would soon need replacing. Hence the owners approached Peter Sanders when they decided early in their second year of ownership the light weather performance might be improved with a Code Zero headsail. Although expensive at the time they have been more than rewarded by performance.

Now, fully restored and refitted, she has been identified as meriting inclusion in the National Register of Historic Vessels of the United Kingdom. She is kept in Lymington where she is still racing in the Spring and Autumn series and winning on the Solent; the recent record including twice winner of the Old Gaffers Association's Race of the Year, and regular successes at YOGAFF as well as fleet successes in Lymington races.

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CONSTRUCTION

- Carvel pine planking epoxy coated

- Oak frame

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DECK LAYOUT EQUIPMENT AND GROUND TACKLE

From aft

- Teak deck planking
- Bronze fairleads mooring cleats and ensign staff socket
- Varnished toe rails open transom
- Ash cheeked blocks
- Main sheet horse
- Boom crutch
- Tiller with brass and wood handle
- Deck prisms each side over lazarette
- Deck cleats each side
- Raised cockpit coamings rising to trunk cabin forward
- Vertical hatch in aft bulkhead access lazarette
- Raw teak plank seating lifting seats over lockers each side
- Teak cockpit sole
- 2 x Wooden cleats inboard each side on coamings
- Teak bridge deck forward with bronze port light in bulkhead
- Trunk cabin with instrument repeater and steering compass set in aft

- Sliding hatch and companionway offset to stbd
- Butterfly skylight in canvas topped coach roof fwd
- 2 x Bronze ports each side of trunk cabin
- Keel stepped single spreader main mast fwd of trunk; shrouds to chain plates each side
- Raised hinged varnished teak forehatch with port vent
- Deck light fwd to port
- Bronze cleats in foredeck
- Bowsprit in stainless steel bitts frame and integral mooring cleat
- Roller furler fore stay
- Bow rollers
- CQR anchor, chain and nylon warp
- Mooring lines

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ACCOMMODATION AND DOMESTIC EQUIPMENT

- The interior is basic – appropriate to racing
 - From cockpit sliding hatch and companionway steps down over engine casing
 - Contrasting varnished joinery with white painted deckhead and elevations
 - Varnished holly cabin sole with some lifting boards
 - Galley with sink, hand pump and stowage to port; the stove and gas bottle removed for racing
 - Drawers and locker beneath and stowage aft
 - Chart table and navigation to starboard
 - Main cabin with upholstered settee berths port and starboard
 - Stowage space stbd forward by mast
 - Bulkhead with open access to sail locker forward of the mast
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RIG SPARS AND SAILS

- Cutter rigged with a gaff main sail and jack yard topsail
- Sitka spruce spars new 2013
- Stainless steel standing rigging new 2013
- Modern cordage for halyards, sheets and lines new in 2013
- Sail area is up to 750 sq ft, her sail No. 6
- Jib and staysail on 2010 furlers by Sanders Sails 2011
- Genoa Sanders Sails 2010
- Asymmetric spinnaker Elvstrom 2010
- Asymmetric spinnaker Hyde
- Mainsail cover by Sanders 2010

Sails – all Dacron

- Main sail and Jack yard Topsail by James Lawrence of Brightlingsea 2004 – slab reefing
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MECHANICAL ELECTRICAL AND TANKAGE

- 10 HP Yanmar 1GM diesel (2001) raw water cooled is serviced regularly
 - Fuel consumption under one litre per hour
 - Shaft drives a fixed three bladed, offset bronze propeller (2011)
 - Tiller steering
 - Electrical system has two 12-volt batteries charged by the engine
 - 12 V Electric circuit
 - 1 x 5 gallon / 25 litre fuel tank
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NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Steering compass mounted on bulkhead
 - Tacktick speed and depth instruments
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REFIT

2008 - 2010 Refit

- Stripped to bare wood inside and out, epoxied and filled with epoxy putty
- Sheathed outside only to the waterline with bi-axial glass cloth
- Filled and faired, spray painted in Awlgrip Oyster White

2012/2013 Refit

Stripped to bare wood, inside and out, and dried in a heated shed
Treated with five coats of epoxy resin, inside and out and the seams filled with epoxy putty

Topsides spray painted white with Awl-Grip together with a red boot-top
Finished inside using Epiphanes epoxy varnish
All new Sitka spruce spars
New stainless steel standing rigging
All running rigging new in 2012 using modern materials
Deck gear fully appropriate and updated as necessary

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY














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