

Nicholson 43 Notes

The Nicholson 43 was designed in 1968 as an Ocean Racer. The design was tank tested and developed with much work on trim and sail plan as many of these yachts were strongly campaigned.

The encapsulated lead keels were individually weighed so that lead shot was run in with the infill resin so the exact design weight was achieved. Initially fitted with trim tabs on the trailing edge of the keel, these were penalised for racing in 1973 so this was then blocked off and a slightly larger rudder was designed. Many earlier yachts have made this modification.

The original engine installation had a lay shaft driving a Walter vee drive gearbox in the bilge. Later yachts had an hydraulic drive using the same shaft line. Subsequently some yachts have had a Hurth vee drive gearbox on the engine driving via a shaft and P bracket similar to the Nicholson 35.

The hull, tanks and balsa cored main deck and cockpit were all moulded by Halmatic Ltd. The fitting out and commissioning being carried out by C&N Gosport. The coachroofs were all wood, the early ones with mahogany sides and then later teak. Yachts No.6 and 16 were fitted out by the Berthon Boat Co. and No.13 in Australia. 37 yachts were built.

Twelve different Sail Plans have been designed.

The Preliminary Sail Plan No.4 shows little detail but No.23 shows the original 150% overlap genoas with an I=47.5' and J=16.0'. This was the basic Sail Plan but the Rating Rule encouraged 175% overlaps as shown on No.39.

In 1970, Boat No.16 WINSOME II experimented with the mast moved aft into the saloon giving a larger fore triangle and smaller mainsail with a J=17.2' as shown on No. 52. This later became standard on yacht No,32,

In 1971 there was a requirement from the U.S.A. and the Mediterranean for a taller rig so Drg No.59 was drawn up with an extra 2.5' on the mast giving an I=50.0' and a J=17.2'.

The last Sail Plan No. 62 has the original I=47.5' but J=17.2' and the mainsail is a little smaller.

When looking at the list of drawings, if there is a yacht number in the Title column the drawing is only relevant to that particular yacht.

As some drawings were not adopted or cancelled the drawing numbers are not consecutive so that the digital images have been given consecutive Tif Nos. 1-61 and to avoid confusion the small A4 drawings have been given consecutive Tif Nos. 101-130.

If referring to drawings in correspondence it is probably better to refer to the actual drawing number which in nearly all cases is in the bottom right hand corner of the drawing.

For further information contact Jeremy Lines at Jeremy@linesmail.net