

SOUTH COAST ONE DESIGN CLASS

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SCOD NEWS

No 4 - AUGUST 1979

Racing by its nature is a gregarious activity. Cruising on the other hand usually involves a single ship and a search for solitude. If SCOD Class activities seem unduly weighted in favour of the interests of the racing membership, it simply reflects the relative ease with which a racing programme can be arranged.

Cruising rallies have always been part of the SCOD programme and indeed there is one at Fécamp for the August bank holiday (see page 3). In an attempt to further redress the balance in favour of cruising members two contributions have been included in this issue of SCOD News; an article on the Coventry Victor MW2 engine still fitted to many SCOD's, and a description of "Pipatina's" cruise to the west country.

NEW OWNERS

Welcome to new members:

E Allen	"Brief Encounter" SC26
C Marston	"Lullaby" SC4
B May	"Jeroma II" SC67
Miss P Atkins	"Lorette" SC61
Dr K Stanley	"Mandria" SC98

We wish you good sailing and hope to see you at some of the class activities.

SCOD VALUES

The appalling winter and spring weather depressed the secondhand market for all boats earlier this year. If you bought then you probably did well; if you sold you almost certainly did badly. To give some idea

of values, several SCOD's changed hands in 1978 for prices between £8,000 and £9,000. Eleven year old secondhand Nicholson 26's are on the market at £11,000. If you are thinking of selling, bear these prices in mind. There seems little justification in selling below £7,000 unless the boat has serious problems! If you are trying to sell, let the Hon. Secretary have details. Potential purchasers do get in touch and you might save brokerage fees.

QUESTIONNAIRE RESULTS

40 owners returned their copy of the questionnaire sent out a month or two back. Many wrote letters as well and provided a great deal of information on their activities. It is difficult to draw general conclusions but the following seems to emerge:

- The present SCOD programme appears to have the right sort of balance between racing, rallies and social events. One or two members indicated that they would like more passage races (where were they when we held those already on the programme?) and more social events.
- Several members liked the idea of a SCOD cruise. Practically all of these wanted to go in different directions!
- There are groups of SCOD's outside the Solent, eg. West Country, East Coast, SW Wales and the Clyde. Perhaps they would like to organize activities of their own?
- Our records are clearly getting out of date. We have lost touch with practically all non-association members. Would anyone having information on the whereabouts or ownership of the following SCOD's please get in touch with the Hon. Secretary.

No 15	"Damian"
No 18	"Cygnet of Bosham"
No 21	"Liz"
No 31	"Selga"

Thank you to all those who responded. We will take all your comments into account as far as we can.

BRIEF ENCOUNTER (SC26)

It was particularly pleasant to hear from Edward Allen of Washington DC in the USA who owns "Brief Encounter" built by Burnes and exported to America in 1960. She is based on the Chesapeake Bay, that huge, shallow area probing deep into the States of Maryland and Virginia. By the time this appears, "Brief Encounter" will have completed her cruise to Maine in the far north. Maine sounds like a cruising

paradise with countless islands and shelter under all conditions.

Edward Allen is hoping to do an Atlantic crossing in the future, though perhaps not in "Brief Encounter". Other SCOD's have crossed the Atlantic, one even made the passage to Australia I'm told. If anyone has converted the SCOD cockpit to a self-draining arrangement they might like to provide details!

CHERBOURG RACE AND ALDERNEY RALLY

Only three boats started for Cherbourg on the Friday before the Spring Bank Holiday in a most unpleasant force 6. "Vittoria" had problems while still in the Solent and retired leaving "Ardoyna" and "Aderyn" to battle it out in a race which reached force 8 by the time they reached Cherbourg in that order.

The Alderney rally suffered from the bad weather. "St Christopher" was caught out in the full gale in mid-Channel and returned to Chichester after several hours under bare pole. "Aderyn" was the only boat to make it and was met by Allen Jones ("Junkanoo") who is based at Alderney and whose excellent hospitality was very gratefully received. Any SCOD's going to Alderney might like to get in touch with him at Harewood House, Platte Saline. He will be delighted to meet any visiting owners and crews.

ANNUAL CLASS RALLY ON THE BEAULIEU RIVER

After the wretched weather at the beginning of the season, it came as a surprise to get a beautiful warm summer evening for the annual class rally on June 9th. Held this year at the Royal Southampton Yacht Club at Gins Farm on the Beaulieu River, ten boats met for a very enjoyable meal and overnight stay.

POOLE WEEKEND

Ten boats raced to Poole on June 23 in a pleasant southwesterly breeze. For the second year running the race was won by "Macaroon". The Royal Motor Yacht Club at Sandbanks provided moorings and laid on their splendid seafood dinner as usual.

The return race to Cowes on the Sunday was more eventful. Starting with a succession of thundery squalls the wind increased to a full force 7 in the Solent which, with a spring ebb in full spate gave a spectacular if somewhat nerve-racking, run to Cowes. "Ardoyna" won.

BRIGHTON MARINA RACE

Compared to the other races early this season, the race to Brighton was a light weather affair. Starting from Chichester Harbour entrance, the sail as far as the Looe Channel was fast enough. From then on the wind fell lighter and lighter and no-one made it into Brighton marina until after 10 pm, well after the time limit for the race had expired. The return sail was carried out in poor visibility with the wind dying away before midday - not too bad for Chichester, but "Aderyn" didn't manage to creep back into Cowes until the early hours of Monday morning.

FECAMP

Don't forget the SCOD rally at Fecamp over the late August Bank Holiday weekend (August 25th/27th). With deep water and a pleasant marina, Fecamp is a pleasant small French town. There are no formalities, just turn up if you can make it.

THAT *! *! *! ENGINE

Bob Lidington of "Ardoyna" never seems to have problems with his engine. In the hope that he would reveal some of his secrets to those who have perpetual problems, he has been persuaded to write the following article.

COVENTRY VICTOR ENGINE MW2

When the SCOD class was started in 1954 and the first yachts built, the only engine allowed was the Coventry Victor MW2 and there are many boats still using this same engine. Some of the installations were direct drive to a Newall Petticrow Duerr feathering propellor and some were fitted with a reduction gearbox, these engines all had centrifugal clutches and no reverse.

It was late in 1963 that the Association approved the fitting of a more powerful engine.

SCOD No 80 launched in 1963 is fitted with a direct drive MW2 No. 50219 which continues to give reliable service.

The engine is perhaps a little under power for the job it has to do, but it will give the boat a speed of 4 knots in still water, with only a moderate throttle opening and it can produce 4½ knots if pressed, but this is not advisable and boats fitted with this direct drive engine should not be used for towing, however, if towing cannot be avoided, tow slowly using low throttle.

The great advantage of the direct drive engine is that it works so well with the sails, for example, if there is only enough wind to give the boat 2 knots, the engine can be started and used on a very small throttle opening to give 4 knots and consuming little petrol. The average petrol consumption without the help of sails is ½ gallon per hour.

During the seventeen years engine No 50219 has been in service, it has been necessary to have the cylinders rebored and new oversize pistons fitted due to wear producing lack of compression, but apart from this, there have been no engine failures or parts replaced.

Valves. It has been found that if the engine is heavily loaded, the exhaust valves have a tendency to stick and the valve seats burn, this trouble can be reduced by fitting ¼" thick distance washers (or big Grover washers) between the valve springs and the cylinders, so as to increase tension on the springs and to some extent overcome resistance, due to hard carbon build-up between the valve guides and valve stems.

The tappet clearances for this engine number is .006 in. for inlet and .008 in. for exhaust this is cold setting. Once correctly set these seldom alter or the locking nuts back off, but one can be deceived by a sticking valve giving an overlarge tappet clearance.

Carburettor. This is usually a Zenith, a simple instrument with one idle setting adjustment and a single main jet. If foreign matter is allowed to accumulate in the float chamber, the main jet can be blocked, but this trouble can be greatly reduced by the fitting of a large sediment cup in the petrol feed pipe.

The air strainer can also get blocked with dust and oil etc. this should be well washed in paraffin once a year.

Magnito. The engine has a Lucas magnito which gives little trouble, however, contact breaker points have been replaced on two occasions. This is a simple job, because the breaker assembly can be taken out from the magnito complete by undoing a central screw. The contact breaker gap should be .010/.012.

The ignition timing is determined by a key which is pressed out on the bronze hub of the breaker assembly. Care must be taken to make sure the key registers before re-tightening the central screw or the key will be flattened and ignition timing lost.

Sparking Plugs. These should be Champion L10 and the plug gap is .022"/.024". The plugs require rather frequent replacement owing to carbon building up inside.

Lubrication. The cylinder walls are splash lubricated by the rotating crankshaft, it is therefore important to keep the oil in the sump to the correct level on the dipstick. Too much oil may well cause the oiling-up of the starboard plug due to clockwise rotation of the engine (looking from the starting handle).

Since there is no oil filter, only a basket gauze strainer, the engine oil should be changed frequently and it is found that the easiest way to remove used oil and heavy sludge is to drain the sump during the time the yacht is dried out when the engine sump is tilted towards the drain plug.

If the yacht is sailing at a steep angle of heel for several hours the engine can lock, owing to lubricating oil working past a piston and filling the cylinder head, the answer is to take out the sparking plugs and spin the engine by hand, when oil will be shot out from the plug hold of the oil filled cylinder.

Thrust bearing. The main thrust ballrace has a tendency to throw out grease, so give the grease cup an extra turn at times when salt water may come overboard. A rust pitted race can make an unpleasant noise.

Crankcase Breather. This was originally through a small flanged-plate elbow on the forward side of the crankcase. By fitting instead a 1/4" flanged copper pipe in place of this elbow, and leading the other end of the pipe to the end of the air strainer on the carburettor, the smell of oil vapour in the saloon is avoided, the butterfly valves in the carburettor kept better lubricated, the engine burns the oil vapour and the outside of the engine has a clean instead of an oily appearance.

Bob Lidington

"PIPATINA" GOES WEST

Literally not figuratively that is! Karen and Tommy Thompson have contributed this account of their cruise down west.

Having never taken "Pipatina" (SC86) further west than Weymouth, my husband Tom and I were finally convinced that we should become acquainted with Devon and Cornwall. It was to be another first for "Pipatina" in that we had never had a holiday without taking any crew with us. We had hoped to begin our cruise with the Cherbourg race, but the boatyard at which we were laid up had other ideas.

We finally came out of Chichester harbour on Wednesday 30th May (six weeks behind schedule) and headed west with a pleasant following breeze. The joy of being back in commission was short lived as we were greeted at the forts by a thunderstorm and torrential rain, arriving at Yarmouth soggy but heartened by the weatherman's forecast that summer was on its way.

Having dried out a few clothes, the next morning we headed down to Studland Bay and dropped anchor while the sun sank slowly in the west. The forecast said that the summer would definitely come the next day so at three o'clock (Yes - in the morning!) we set off to catch the morning tide. There was just enough wind to sail down to Portland and the sunrise was almost beautiful enough to warrant the early start. As we started to cross Lyme Bay the wind died and on went the engine and self steering gear. The engine began hesitating and finally died, but at least there was plenty of sea room to drift in. Having removed a quantity of water from the carburettor, we continued sun bathing and sighted the Day Beacon off Dartmouth at two o'clock.

We motored into Dartmouth later that evening drinking a celebratory sherry, congratulating ourselves on being well west of Weymouth and moored at Dittisham. The next day we awoke to find that summer had deserted us, but we took the dinghy down river to buy fresh provisions and moved to Blackness point to anchor.

We had been surprised not to find two boats from Portsmouth in Dartmouth as they had headed west on the previous Sunday, but the next day we were sitting in the Maltsters Arms when the others walked in. For the uninitiated, The Maltsters at Tuckenhams sells lovely beer and good food plus the fact that their next door neighbour is Pepe who runs a cider factory, and will encourage you to sample his fruit wines and mead. The remainder of the afternoon was spent catching up with a little varnishing. On the Monday we sailed out of Dartmouth, round Start Point and in to Salcombe where we were greeted by a very helpful harbour master.

The next morning it looked like a beat towards Plymouth, but it eventually turned into a pleasant reach. We anchored in Cawsand Bay which we found a delightful anchorage and "The Good Beer Guide" (an essential navigational aid) confirmed that we were in Cornish waters. We spent a fine afternoon, which included a walk out towards Rame Head to survey tomorrow's cruising ground.

We were praying for an easterly to take us through to Falmouth, but (normal cruising rules applying) we ended up beating in a nasty stopping sea, punctuated by cold torrential rain.

Five hours later we turned on the engine to motor into Fowey - grateful to be nearing port. I still don't know what we had done to annoy the Navy, but one of their helicopters decided to come and make a close examination of our burgee. If anyone has any ideas why the Navy took such an interest in us, perhaps they could let me know as I think I would rather avoid similar close encounters in future.

The wind decided to stay westerly and blow force 4 to 5 and as we were not anxious to repeat the previous day's sailing, we stayed in Fowey for two days, visited the Old Ferry Inn and walked back to Polman (thoroughly recommended). With reluctance we decided to head back east and had a nice following wind to the Yealm (we weren't so impressed with the constant rain). When we pulled in our fishing line we discovered a previously undetected mackerel which made an excellent breakfast for Tom.

The next day was fine and sunny and we spent the day falling in love with the Yealm. Sunday dawned and we awakened to the wind whistling in the rigging and a forecast of NE 2 to 4. It didn't sound like a 2 to 4, so we put two rolls and the No 1 on in case. As it turned out, we were glad we had as the prospect which greeted us outside was an easterly six! Progress however, was quite good and three hours later we tacked towards Bolt Tail expecting to get into the lee of the land. This was not the case, however, as the wind seemed to increase together with the waves. The two o'clock weather reports came through and Royal Sovereign was offering an easterly seven. Discretion being the better part of valour, the engine went on and we scurried into Salcombe, grateful that we had been on our SCOD and not in the twenty footer of our friends who were with us.

Summer arrived again in Salcombe and the next day's sail began under my favourite conditions - sunshine, force three, and the mackerel biting. This Utopia was rather short lived as the force three proceeded to disappear completely, but apart from the lumps round Start Point, it was still not unpleasant motoring up to Dartmouth in the early evening sun. This time we anchored in company off the Anchor Stone and walked from Dittisham to Tuckenhay - the one in seven hill is not recommended for the fainthearted! One of the other boats (shallower draft) offered to take us to Totnes for the evening but in the event, it poured with rain and we didn't go.

At eight o'clock on the Wednesday 13th (the date could have been significant), we left Dartmouth. The wind had now very obligingly gone round to the west and gradually increased from a three to a five during the day. By five o'clock we were about six miles off Portland and the boat was beginning to surf as the sea built up. I found it was taking too much muscle to keep her on course, so we put two rolls in the main to maintain control. (I know that SCOD's aren't supposed to reef under those conditions, but we felt happier.) The seas continued to build and Tom took the helm - we were now surfing more than sailing. Although we registered twenty miles on the log in 2 hours 10 minutes, Portland took a long time to pass (we did have a good spring tide against us). We gybed near the East Shambles Buoy and headed in to Warbarrow. This was a major mistake. The wind was dropping and we were worried about the daylight fading before we rounded St Alban's

Head so the engine went on and we arrived at the headland at ten o'clock. The next twenty minutes were not pleasant - I only had to watch Tom's face to know that down in the cabin was the best place for me. An hour later we anchored in Studland, thoroughly shaken up and having most definitely been taught a lesson. We hoped to spend the next day there, but the good old Met. office were offering north westerly six to seven, so we waved farewell to Studland and two and a half hours later picked up a buoy in Newtown River. Back in the smooth waters of the Solent we consoled ourselves with the thought that we would be back in Poole in a week's time for the RMYC race. The endurance side of the holiday was continued next day with a ten mile hike to the top of the Island and back (we were glad of the New Inn's 3 o'clock closing time).

Overall it was a smashing holiday and I would thoroughly recommend cruising in company for the following reasons:

1. Only one boat has to listen to the six o'clock forecast.
2. When it is raining and you feel like staying on board and sulking there is always somebody to drag you out for a beer.

I wish you all as good a cruise as we had.

Karen Thompson

Kunoor has it that "Ngauruhoe" is for sale / is sold. Can you confirm present position, please. Regards David Kirkley

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SCOD NEWS No. 5 - AUTUMN/WINTER 1979/80

This newsletter appears rather later than intended but two decisions of particular importance to the future of the class were to be decided in December and it seemed sensible to delay publication to cover these.

Best wishes for a happy New Year and good sailing in 1980!

COWES WEEK

We were informed in October that in view of the poor turnout of SCOD's at Cowes Week in 1979, races would not be provided for the class in Cowes Week 1980. The number of classes and total number of boats entered has been increasing year by year and the Cowes Combined Clubs Committee decided that some classes would have to be eliminated in 1980. Unfortunately, the SCOD class, along with the Mermaids and 101's was selected for elimination.

Following some vigorous lobbying, I am pleased to say that there has been a change of heart and the class has been reinstated for 1980, though we will have to share a start with the Mermaids.

There is no doubt that the class will be on probation in 1980. Unless the entry is significantly better in 1980 we can expect it to be the last year for the class at Cowes. The SCOD class silver jubilee celebrations will be centred on Cowes Week 1980, and we aim to make the week a festival which everyone can enjoy. It is not an olympic style regatta. To help us plan a successful week, please complete and return the enclosed questionnaire as soon as possible.

ANNUAL GENERAL MEETING

The 25th AGM was held at the Royal Naval Club and Royal Albert Yacht Club in Portsmouth on 8 December. It was well attended and followed by a pleasant dinner at the Dolphin.

The committee remains virtually unchanged, though Bill Forsyth the class treasurer and registrar had indicated that he would like to retire. His many years of service are gratefully acknowledged and it is sincerely hoped that he will continue to take an interest in the class. Roy Colley had volunteered to take over the position and was speedily elected in his absence before a change of mind could be recorded. The full committee is:

Class Captain: R J Harding (Tuonela)
 Hon Secretary: D W Kirkley (Aderyn)
 Hon Treasurer and Registrar: W P Colley (Santiano)
 Sailing Secretary: R Putnam

K Adams (Macaroon)	Mrs A N Kirkley (Aderyn)
N Berry (Vittoria)	T Archer (Escampette)
Mrs K Thompson (Pipatina)	J D Thompson (Pipatina)

The meeting approved the motion permitting official plans to be drawn up for a SCOD to be built in fibreglass with aluminium alloy spars. Any owner needing to replace his existing mast with a new one should contact the Hon Secretary. We are fortunate to have a qualified naval architect in Robert Putnam, our Sailing Secretary, and the new plans will be drawn up by him with assistance from other members of the technical subcommittee.

If you wish to order a new fibreglass SCOD, please form an orderly queue!!

THE RACING SCENE

Cowes Week 1979

Although there were only 13 SCOD's racing at Cowes this year it was a most enjoyable week with good breezes and plenty of sunshine. The annual class cocktail party was held in Mr and Mrs David Evans' (Marbella) house at Admirals Wharf and was most successful. We are very grateful to them for being so hospitable.

"Aderyn" won the points championship for the week with four wins followed by "Tuonela" with two wins and "Ardoyna" with one. Although the three boats that seem to win practically everything took the first three places with "St Christopher" hard on their heels, there were some definite flashes of brilliance from other boats in the fleet. With more practice - - - ! - - who can tell what will happen in 1980?

Phoenix Trophy

This beautiful trophy which is a silver model of a fully-rigged SCOD in a glass case is presented each year to the winner of a race organised by the Royal London Yacht Club. It doesn't seem to attract as large an entry as it deserves and only four boats started from Cowes in a light easterly. It was won this year by "Tuonela".

Hebe Trophy

Five boats started for the annual race from Cowes to Bembridge Ledge and back in September. The wind was extremely light and the tide extremely strong. Only "Aderyn" and "Macaroon" managed to pass through the forts before the wind fell too light to make over the tide. The return passage was even slower and the finish was well after dark with an elapsed time of over 13 hours. Even so, "Aderyn" won the race from "Macaroon" by only a few seconds.

Hamble-Yarmouth Weekend

The SCOD season opens and closes with the Royal Southern Yacht Club Hamble-Yarmouth weekends. With a good breeze on both the Saturday and Sunday, "Tuonela" won the outward race and "Aderyn" the return one. "Tuonela" won the Ngaruhoe Decanter for the best overall performance in the four races during the season.

CRUISING

Cruise-in-Company

"Tio Pepe" and "Aderyn" joined "Tuonela" for a Normandy cruise at the end of August. The first leg, from Cowes to Cherbourg saw the three boats separated by the best part of 24 hours due to light winds. They found "Junkanoo" and "Mercier" already there - almost a rally.

The next leg to Barfleur was a short, though rather bouncy one. Barfleur is a delightful small town and the harbour very pretty. The only trouble is the need to take the ground alongside the quay - not too much of a problem during the day but a bore at 2 am.

The plan from Barfleur was to cross the Seine Bay and make for Honfleur. A brisk force 5 to 6 westerly resulted in a record run and arrival in the mouth of the Seine too early for the tide. This was perhaps just as well. The wind increased to force 7 and the seas in the shoaling water grew from four or five feet high to the size of houses in a very short time. Discretion being the better part of valour, the plan to reach Honfleur was abandoned and a retreat made into the security of Le Havre. "Aderyn" sailed in with all sails down and "Tuonela" with on a jib found that she had rather more sail than was required!

Le Havre is not a pretty harbour, but as shelter from the gale which blew for the next 24 hours it was certainly a good place to be. From there the next stage was to Fécamp for the SCOD rally (see below) and thence back to the Solent against one of those infuriating force 2 northerlies.

All in all, an enjoyable family cruise in company for a week. Next year we may try something a little more ambitious.

Fécamp Rally

Unfortunately the same gale which confined the cruise-in-company to Le Havre prevented other SCOD's which were intending to go to the Fécamp Rally over the August bank holiday from making the channel crossing. Apart from those already on the French coast there were no other takers. Gales have sunk (!) both the Alderney rally at Whit and the one at Fécamp during 1979. Next year it is planned to eliminate the Fécamp Rally and have one at Alderney in August. Surely we deserve better weather for that?

Cruising Trophy 1980

The cruising trophy was not awarded in 1979. It was intended to give points to boats attending the rallies, and additional points for being

well-equipped for cruising. With the rallies at Alderney and Fécamp being washouts, however, this didn't work out well.

For 1980 it is proposed to use a similar approach but with any three of Cherbourg (Whit), Poole (June), the annual class rally, and Alderney (August) counting for points. There will be additional points for cruising comforts and equipment and all boats entering for the trophy will be asked to report on a cruise during the year. We will issue a standard form for this with the next newsletter.

SCOD Piles at Cowes

New owners may not be aware that the class has a set of pile moorings at Cowes which can be used free of charge by paid-up members of the class when sailing their SCOD's only. The piles are on the west side of the Medina above the chain-ferry just before the National Sailing Centre building. The piles are intended for occasional use but anyone wishing to use them for a longer period of time should contact the Hon. Secretary. Please send any unauthorised vessels using the piles on their way. Bill Berry's technique (Vittoria) is to tell any ill-informed user that a whole fleet of SCOD's will be arriving back from a race between midnight and 6 am!

For Sale

Eric Allard (Topkapi of Bosham) has a Newall Petticrew Duerr feathering propeller for disposal. This is the two-bladed unit fitted with the Coventry Victor engine. Anyone interested should contact him at 39 Portwey Close, Radwell, Weymouth, Dorset DT4 8RF.

CONTRIBUTIONS FROM OWNERS

We have three contributions for this issue - one anonymous, one from "Lygra" and another from "Chaika" which was referred to in a previous SCOD News, but which we publish here in full. Thank you to all contributors, please continue sending in your news and views.

SCOD IMPROVEMENTS

Although there are more than one hundred SCOD's in the class, it would be hard to find two exactly alike in so far as interior arrangement and details are concerned, and there is no doubt that many owners have altered and improved their yachts in this direction.

When visiting other SCOD's good ideas can be noted and copied with advantage and it would be nice if other owners would tell the Association of their improvements, not only in internal layout, but to any part of the yacht such as ventilation and arrangements for sail handling etc.

With this in view, six ideas are given in this news letter as a lead.

1. Weight-Operated Catch

A weight-operated catch for folding table is shown in sketch A. It is reliable and almost fool-proof.

2. Propellor Shaft Clip

This is made from a piece of 2" x 1½" hardwood and useful on boats fitted with a Coventry Victor engine and Newall Petticrew Duerr feathering propeller.

When the clip is in place an indicator must be tied to the engine starting handle to make sure the engine is not started before the clip is removed, a sail tie on the handle does the job.

While writing of this feathering propeller, many people do not realize that it had a tapped hole in the centre of the body which is accessible when the nose cap is removed. The hole is tapped ⅜" BSW and is intended for jacking the propeller off the shaft.

3. Securing Calor Gas Cylinders

The small hardwood board shown in Sketch C is used to hold the cylinder down securely and is quick to use when changing cylinders. When the wing screw is turned clockwise, it impinges on the underside of the deck frame, exerting downward pressure on the top ram of the two gas cylinders. The underside of the wood should be covered in rubber or Trackmark to grip the cylinders. If one cylinder is away a wooden prop can be used in its place.

4. Battery Carrier

Electric lighting by means of two separate 12-volt standard small car accumulators mounted side by side is more convenient than one big one. When a battery is used up it can be taken away for recharging and the leads changed over to the full one.

A simple sling, see Sketch D, can be made from a length of nylon cord and a short piece of rubber garden hose, alternatively a wooden handle could be used. Using this sling a battery can be easily carried a long way and without risk from spilt acid.

5. Cooking Space

Many boats have a removable step inside the cabin doorway, this is sometimes covered with Trackmark or rubber matting. If the reverse side is covered in formica the step can be turned over to give added galley area when preparing meals.

6. Rearranged Grocery Cupboard

On boats built by Burnes access to the grocery locker is through a relatively small opening in the bulkhead forming the cabin end wall. If this opening is enlarged much better access is obtained. The sketch shows how the locker with enlarged access can be divided up to hold many things, without them being jumbled together when the yacht changes tack. Fitting divided racks inside this locker is no easy task but well worth the effort.

"LYGRA'S DODGER (J Mackenzie, SC72)

"Lygra" is based in Scotland and cruises extensively on the west coast. Her cockpit dodger is a life-saver in bad weather. Actually, the canopy makes bad weather a picnic because very seldom (sitting to leeward) does any water reach the helmsman. Of course in these conditions an extension is used which is a broom handle in a tube which is U-bolted permanently along the tiller. This allows one to sit tightly up to or inside the canopy. Notes on the construction are:-

Steel frame is $\frac{3}{8}$ " dia. mild steel with palm ends. The side panels are fastened to a piece of wood bolted to the winch pedestals. When released the frame folds forwards to lie flat on the coachroof. Front frame is fastened to dinghy chock with galvanized wire and adhesive tape.

Canopy has transparent front and sides but top and rear in synthetic material and is secured with press studs. Bottom of side panel is released to give free access for jib sheets to winch. Canopy is double thickness forward for lacing to horizontal steel frame.

A cross plank over hatch takes rear end of Redcrest dinghy which can be carried fully inflated.

Vertical members 3" by $\frac{3}{8}$ " plywood are screwed to coachroof and take spade ends of steel frames at upper end. The whole assembly is quite rigid and has stood up to crew abuse for 10 years!

CRUISE OF THE CHAIKA (SC 29)

To buy a small sailing yacht in England seemed like a very good idea. We were not disappointed, for we bought the first one we saw in Southampton. There it was - 25 ft on stilts, such a jolly little fellow with a sportive hull and a deep keel. We climbed inside - very cosy, efficiently designed, ample space for everything. Also our boat was made of excellent material, mahogany, etc. but it all needed refinish. Our seller made big promises. We spent 12 happy days in Southampton visiting the boatyard every day. Our seller indulged in relating boat stories, but the work progressed very slowly. Finally, we had to return home and our boat was not ready on a certain date in time to avoid paying VAT as foreigners. Before leaving Southampton we found a nice sailor who sailed our new possession to Le Havre. That was in September 1975. He moored it in the Basin du Commerce directly opposite Barclays Bank. We are very indebted to the French manager who watched it for almost a year.

Our first visit to our Chaika was less than two months after its arrival in Le Havre. We were so happy to see it, but also dismayed to notice how shabby it looked because of the exterior woodwork which our seller left unvarnished. He had the hull and interior

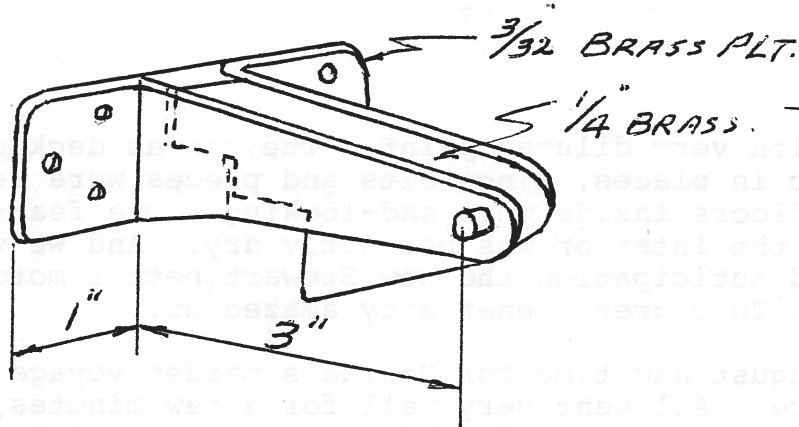
painted, but with very diluted paint. The canvas deck covering looked pathetic in places, since bits and pieces were used. The colour of the floors inside were sad-looking. One feature that was so consoling - the interior was perfectly dry. And we viewed with great pride and anticipation the new Stewart petrol motor our seller had installed. This great generosity amazed us.

Finally came August and time for Chaika's maiden voyage across the port of Le Havre. All went very well for a few minutes, then suddenly, in the middle of a dangerous spot where huge steamers sail, the motor stopped and no cranking in the world could start it again. We were towed away to the emergency landing. Mechanics came and went and no one could make it start. There were two main troubles - the seller had used dirty old gasoline on the new motor. The second problem - the new motor came out of old stock, parts crumbled (but this happened later).

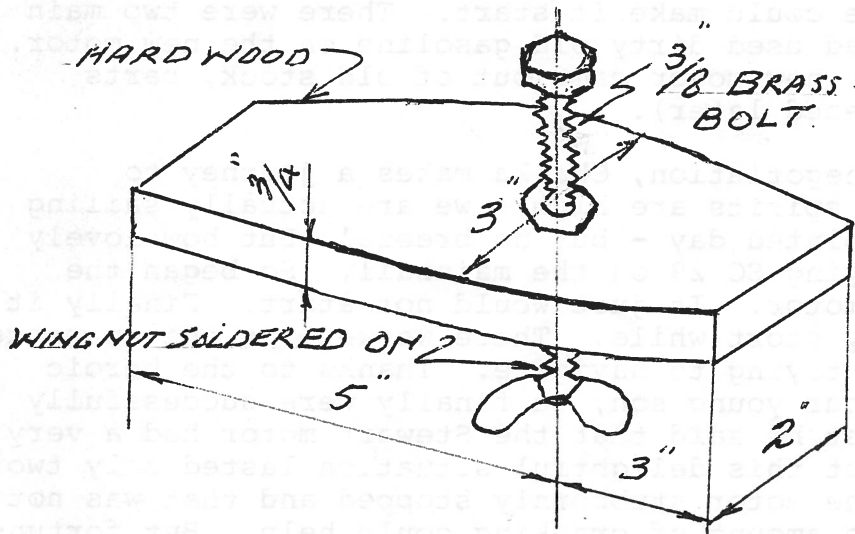
After many troubles of negotiation, Chaika makes a journey to Marseille by land. Our spirits are high - we are actually sailing to Sete! Comes the appointed day - but no breeze! But how lovely the sails look - displaying SC 29 on the mainsail. So began the battle of cranking the motor. It just would not start. Finally it did, but only for a very short while. There we were at the entrance of the port desperately trying to navigate. Thanks to the heroic efforts at cranking of our young son, we finally were successfully moving by motor. It must be said that the Stewart motor had a very civilised hum to it. But this delightful situation lasted only two or three hours. Then the motor stubbornly stopped and that was not going to be changed - no amount of cranking could help. But fortunately a lovely breeze came up - the SCOD sails unfurled themselves with a great flourish and we sailed joyfully. As we were making our way into a delightful little port called Carrey, we ran aground! This caused quite a commotion - frogmen twins tried to help, but it was a big powerful fishing boat that pulled us out.

The next day we had more trouble with the motor, but the wind was good and we sailed all day and all night, crossing the current which caused two of us sailors to be subjected to seasickness. We arrived on sail triumphantly into Sete, smashing into the quay. By then it was time to return home to Spain. We were fortunate to find a French sailor who said he would sail Chaika all the way to Calpe. Weeks later he wrote that he had trouble with the motor which finally broke down. Since it was necessary to send for a part to England, so he left Chaika in Port Vendres. There, in that lovely port, the Marina Shop owner took good care of it, pumped the bilge once a week. In June, before departing for Spain, a new Volvo Diesel motor was installed to replace the unfortunate Stewart motor. With this new advantage, we successfully visited 17 Spanish ports without any problem.

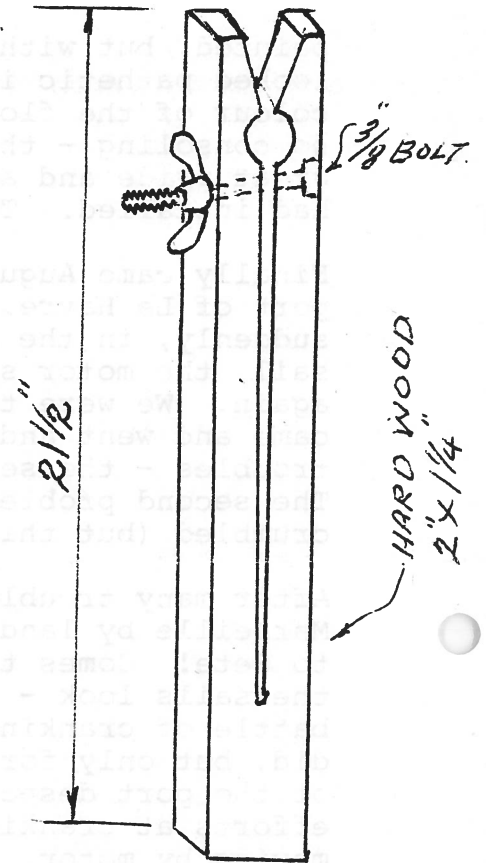
(Mrs) Alexandra Guiret Swetzer
the Chaika Cook



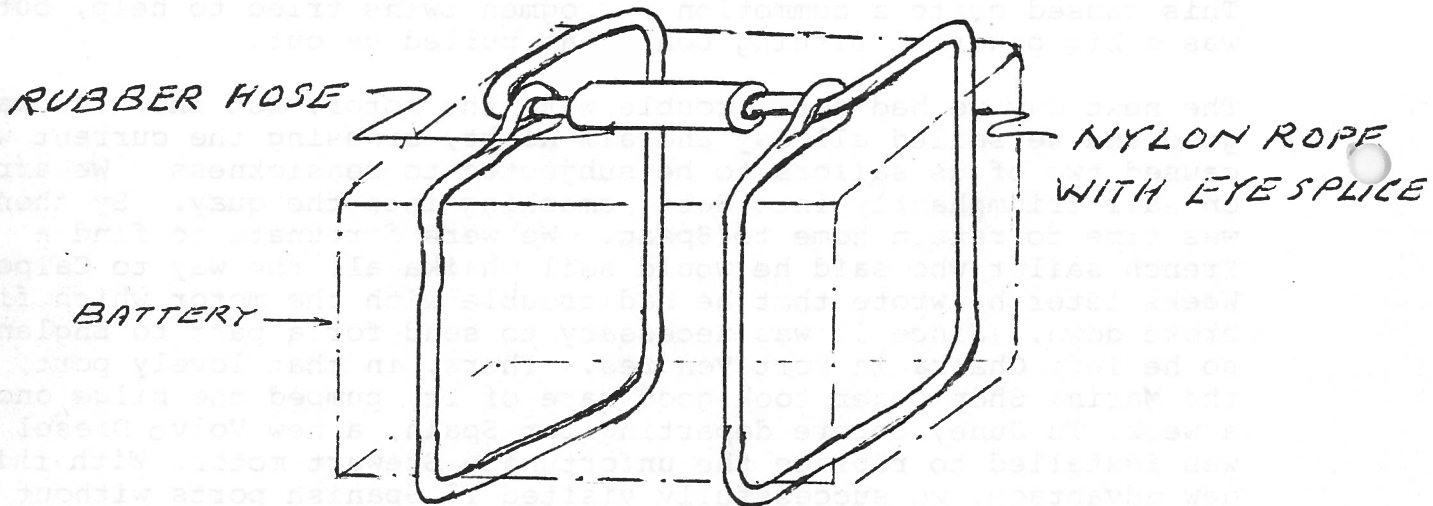
A. TABLE CATCH



C. JACK FOR GAS CYLINDERS

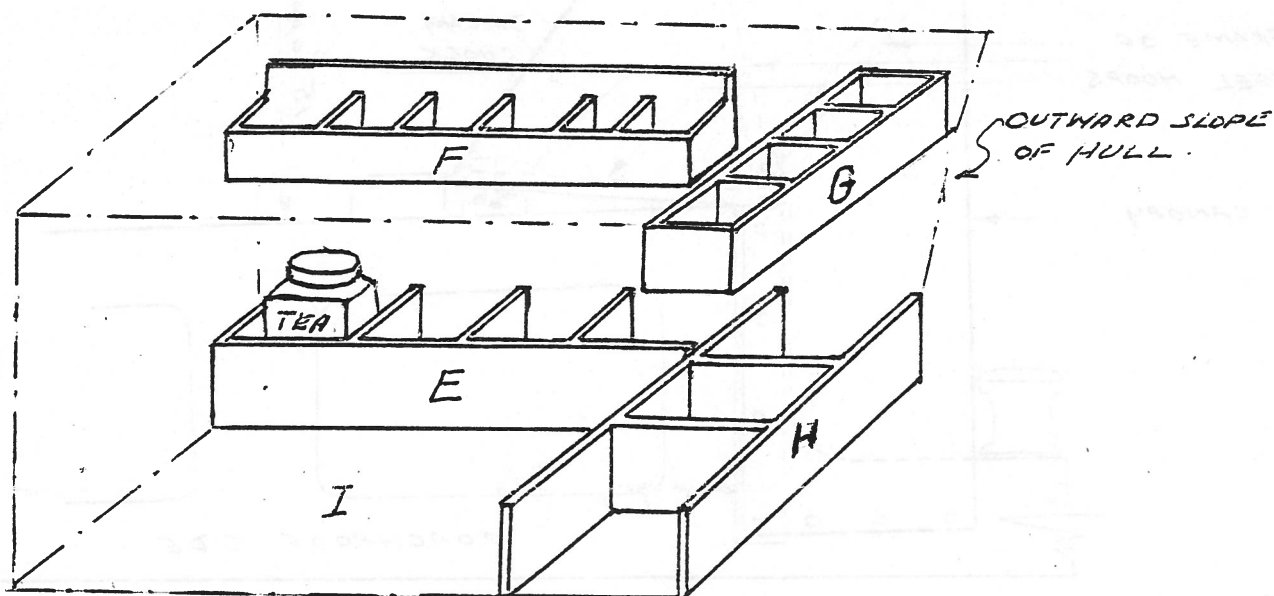


B. PROP SHAFT CLIP



D. BATTERY CARRIER

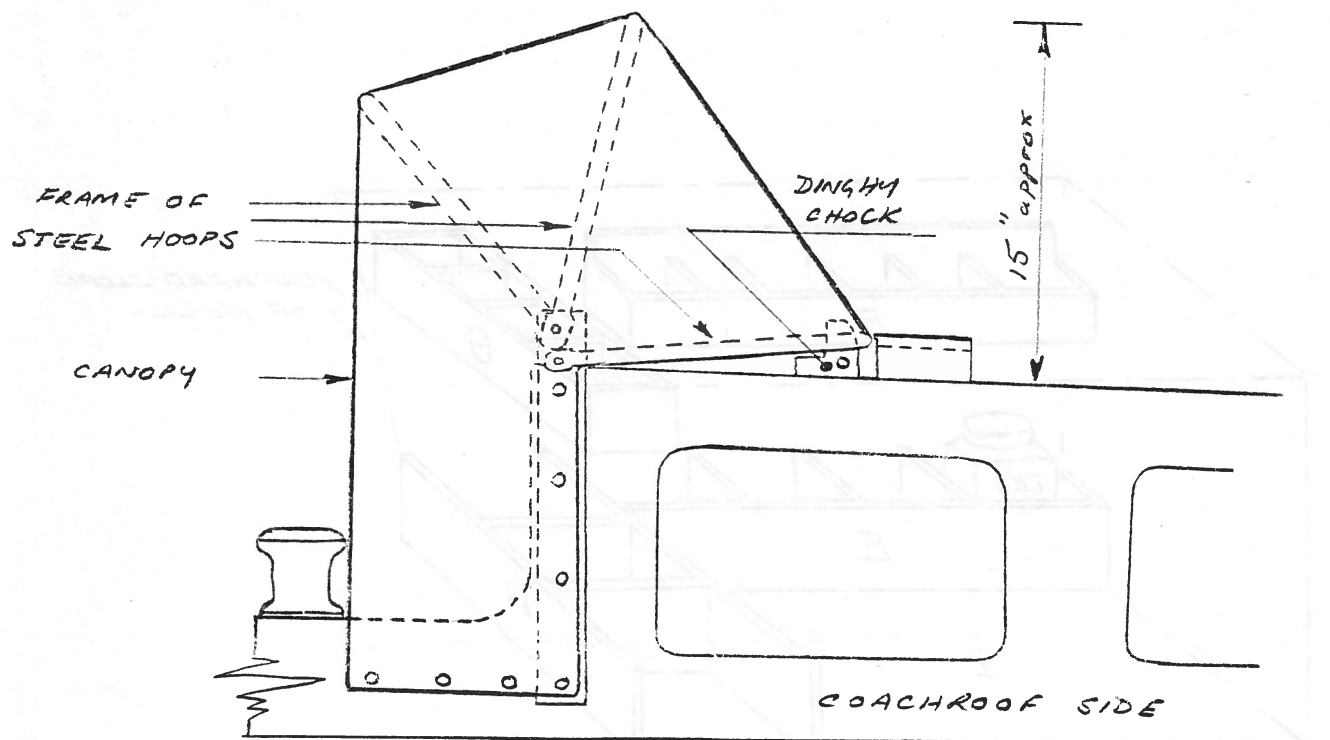
SCCD IMPROVEMENTS



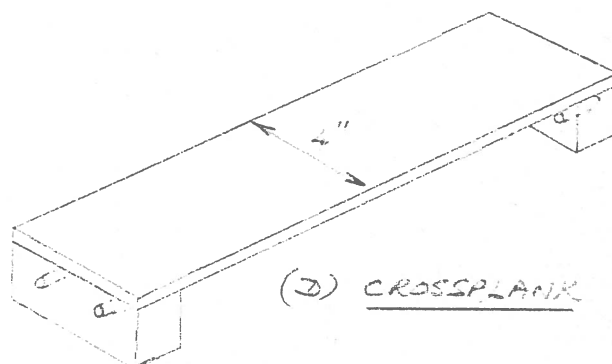
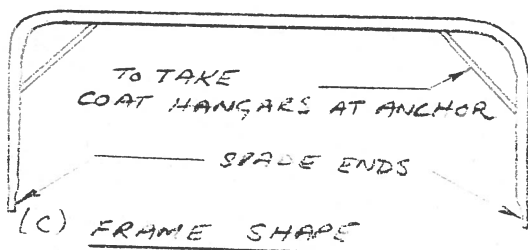
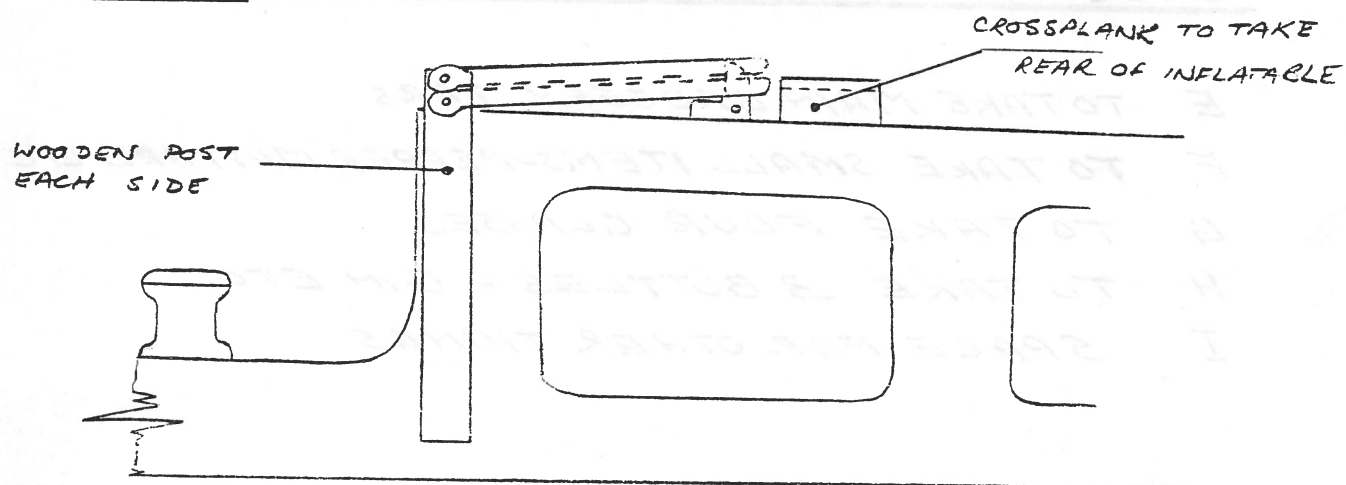
GROCERY CUPBOARD - DIVIDED UP.

- E TO TAKE MAIN GROCERY JARS.
- F TO TAKE SMALL ITEMS-PEPPER MUSTARD ETC.
- G TO TAKE FOUR GLASSES.
- H TO TAKE 3 BOTTLES - GIN ETC.
- I SPACE FOR OTHER THINGS.

(A) ERECTED



(B) COLLAPSED



"LYGRA'S" DODGER