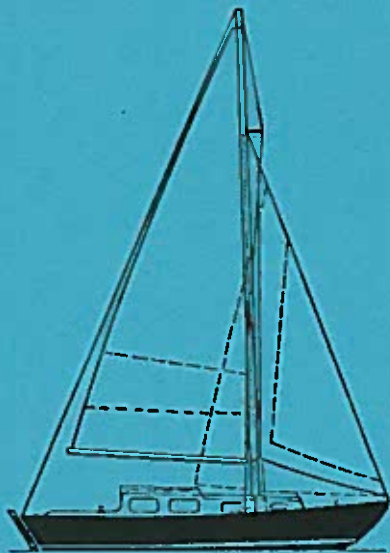


SOUTH COAST ONE DESIGN CLASS



AUTUMN 1982

SCOD NEWS NO. 10

Autumn 1982

1982 was a record year in one respect: more SCOD races were abandoned due to lack of wind than can be recollected on any previous occasion. Three days during Cowes Week alone were lost, not to mention two Hamble/Yarmouth races the Ladies race and the Cowes to Poole event. Despite this, however, we derived a great deal of enjoyment from the programme and the class continued to operate in its usual fashion as a far-flung club. Indeed it seems that we take over other people's clubs for almost every event and enjoy the variety that exists from Bosham to Poole and most places in between.

1982 has seen a significant number of SCOD's change hands. To those new owners, and to those established owners who have decided to join the SCOD Association, we offer a cordial welcome. We hope you will join in the programme. You will be sure of a friendly reception whether it is having a go at some of the races or just the rallies and social events.

SC4 "Lullaby"	Mr. and Mrs. S. Southwell
SC9 "Vittoria"	B. Ramsay
SC28 "Marbella"	R.A. Corry
SC33 "Tegah"	A. Olden
SC39 "Black Velvet"	J.E. Carsdale
SC64 "Adelie"	A. Harris
SC71 "St Christopher"	D. Scott
SC80 "Ardoyna"	D. Galbraith
SC91 "Mister Jingle"	P. Lewis
SC95 "Petit Manuel"	R.V. Masterson
SC97 "Jester of Bosham"	Wing Cdr H.G. Mossford

To all our members, new or old, we wish a happy Christmas, a prosperous New Year, and a successful 1983 sailing season.

Annual General Meeting

The AGM will once again be held at the Royal Naval Club

and Royal Albert Yacht Club, 17 Pembroke Road, Old Portsmouth. The date is Saturday 22nd January and the time 6 p.m. As usual we will be arranging to have dinner afterwards. Minutes and confirmation will be circulated about three weeks prior to the AGM.

Change of Secretary

David Kirkley has indicated that he would like to step down as class secretary. This was accepted at the autumn committee meeting which also accepted Alan Cherry's offer to take over assisted by Vivian Cherry (SC48 "Peter Baker"). The change will be effective immediately after the AGM in January. Alan's address and telephone number are:

Mr. A.V. Cherry
Mayfield
Church Road
Partridge Green
Horsham
Sussex

Tel: (0403) 710121

Contributions to Newsletter

Please let the secretary have news items or articles. It would be particularly nice to hear from some of our members that we don't see very often. Allen Jones' item included in this issue was very welcome.

The Racing Scene

Many thanks to those who turned out to keep the class programme going. In particular "Santiano", "Varthan" and "Peter Baker" provided substantial support. We were particularly pleased to see that "Santiano" had enough starts and a consistent enough performance to come third in the points championship.

Cherbourg Race

Mainly a light weather affair. The secret was to keep the spinnaker set and the boat moving during the hours of darkness. "Aderyn" won with "Macaroon" second. Cherbourg was choc a bloc with British boats and it was standing-room only in the restaurants.

Round the Island

A westerly howler the previous night prevented the Chichester boats from reaching Cowes for the start. Fortunately, by the time of the start the wind strength was down to force 6. Most boats reefed, some with genoa and some with working jib. "Aderyn" with full mainsail and working jib built up a substantial lead by the Needles and was never subsequently challenged. "Mandria" split her mainsail when in the Needles channel lying second and had to retire. "Pipatina" had a battery jump its mountings even before leaving the Solent and also retired. In the end "Tuonela" finished second to "Aderyn" with "Varthan" third.

Cowes Poole

Very light and a long slow beat down the Island Shore against the tide with sometimes only inches under the keel. In the end the time limit was exceeded and all boats motored to Sandbanks. Once again, the RMYC provided moorings and an excellent seafood dinner.

The return race was almost as bad. The race was abandoned at the entrance to Poole Harbour as there was insufficient wind to make over the sluicing flood tide. It was restarted in the Looe Channel only to be held up again at the Hurst Narrows. Most boats retired but "Macaroon" and "Aderyn" continued to fight it out finishing eventually at 10 p.m. "Macaroon" won by less than half a length in a very exciting finish to take the

Rheinfield trophy.

Phoenix Trophy

In a fit of caution the Royal London Y.C. cancelled the Christchurch Bay course and set a very short and very inadequate alternative in the Solent. "Macaroon" won with "Aderyn" second. There was a better turnout this year so it was doubly disappointing not to have a good course.

Cowes Week

For a description of conditions please refer to the Thelwell cartoon - it says it all. Roger Harding in "Tuonela" sailed consistently well to win the week with "Macaroon" second and "Aderyn" third. Unfortunately, several boats failed to get the five races counting to the championship. This included "Aderyn". "Aderyn's" run of bad luck, which included a disqualification, going aground, and man overboard met with a noticeable lack of sympathy - not to say glee. One owner was even overheard to say that it added enormously to the enjoyment of the week! Seriously though, despite the conditions, it was a very enjoyable event and anyone who hasn't experienced it has definitely missed something very well worthwhile.

It was good to see the winning cartel breached with "Herschell" and "Mandria" each winning a race.

Hebe Trophy

Another drifter but no time limit on this one. It was bad enough getting to the Bembridge Ledge buoy, though "Aderyn" and "Varthan" were very close together at that point and the only boats to make it that far. It was worse getting back. "Varthan" kept going until dark then gave up. "Aderyn" kept going to the finish at the

ghastly time of seven minutes after midnight. Kept going is not a strictly accurate description: kept the engine off until the tide carried her across the line would be better. There is more than one way to win a race!

Cruiser Shield

The cruiser shield was awarded to "Sweet Forfeit" SC27. We were very impressed with the standard of improvement and maintenance Brian Lansley has achieved and the excellent inventory for cruising. We now look to Brian for a cruise to the Azores and back at least to justify his holding onto the trophy!

Beaulieu Rally

Once again the annual class rally was held on the Beaulieu River at Gins Farm in mid-June. After a fairly boisterous race from Chichester for the Jolie Madame trophy the peace and seclusion of the river was doubly enticing. We had a good turnout of eleven boats and much to-ing and fro-ing took place to compare layouts and gear, not to mention comparing wine cellars! After waiting for the club boatman to take us ashore for dinner at the Royal Southampton Yacht Club for quite some time it was finally realized that he had gone home. All participants were eventually ferried safely ashore without mishap (but with near misses) and an enjoyable evening ensued. I don't remember the return though I have a vague recollection of very wet feet!

Le Havre Rally

Your correspondent didn't make it to this one. Five boats did make the crossing, however, for the late August bank holiday. "Santiano" went on to Honfleur before suffering a difficult and at times rough crossing on the way back to Chichester. "Macaroon" went on to

cruise the Normandy coast as far as Grandcamp and had a most enjoyable time. The consensus seems to be that a weekend is really too short to make a crossing to Le Havre or Fecamp. In 1983, the rally in August will be at Cherbourg and the Cowes to Cherbourg race will be put back from May till August for this purpose.

Training Weekend

A very successful training weekend was held during June based on the SCOD pile moorings at Cowes. It is planned to repeat the event at the Spring Bank Holiday in 1983. We hope many of our new members will reserve that weekend and come along.

Sail Sale

David Kirkley has a Banks mainsail and genoa for sale. The mainsail although flatish is in very good condition and is £70. The genoa is also flat but elderly; it has been known to win races, £20. Anyone interested should make contact on 01-549-0258.

SCOD Pennants

Several SCOD pennants are still available from Ken Adams. For anyone who is not yet familiar with the design, it is of triangular shape with the design being a triangular version of the international code flag 'W' and letters SCOD vertically close to the fly. It is instantly recognizable in a crowded anchorage or harbour. International code flag 'W' means "I require medical assistance", whereas the SCOD triangular equivalent has been given the meaning, "Medical assistance in the form of a stiff drink available to SCOD crews".

Price of the pennant is £5. Ring Ken Adams on 0243 572525 or drop him a line to:

1, Smiths Cottages
Old Fishbourne
Chichester, Sussex.

MOANING AT THE BAR

Browsing through the official results of the Round - the - Island Race 1982 the other day it struck me that here was probably the best assessment of the relative abilities of different types of boat in existence anywhere. The shortest distance around the island is approximately 60 nautical miles but the course always includes a proportion of windward work so that the distance sailed is actually considerably more. 1982 provided a relatively heavy weather race with a 13-mile beat from Cowes to the Needles, a broad reach to St. Catherines, more or less a run to Bembridge Ledge, a close reach to the Forts, and finally a 7-mile beat back to Cowes. Most of it was in a full force 6 though the wind dropped off to force 4 for the final beat back to Cowes. In other words, ideal SCOD weather.

In the table below I have taken the first boat in each class and worked out the average speed around the 60-mile course. A corrected speed is also given (i.e. dividing the actual speed by the T.M.F. handicapping factor used by the Island Sailing Club).

<u>Class</u>	<u>Elapsed Time(hrs)</u>	<u>Average Speed(kts)</u>	<u>Corrected Speed(kts)</u>	<u>Ranking</u>	
Contessa 32	8.470	7.08	8.00	1	
Impala 28	8.331	7.20	7.91	2	*
J-24	8.164	7.34	7.89	3	*
Sigma 33	8.557	7.01	7.63	4	*
Sonata	9.534	6.29	7.52	5	*
SCOD	10.110	5.93	7.42	6	
Nicholson 32	9.923	6.05	7.20	7	
Trapper 300	10.036	5.98	7.18	8	
Vega 27	10.635	5.64	7.12	9	
Folkboat	10.324	5.81	6.84	10	
Int.Dragon	9.247	6.49	-	-	

* Capable of surfing/planing off the wind in fresh conditions

Of course it is possible to read into statistics anything you like. However, on a boat-for-boat basis the SCOD showed an average speed which was five-sixths of the fastest class boat (J-24, an out-and-out racing machine) and a speed comparable with the Nicholson 32, a much larger boat. Add to this the fact that the leading SCOD did not set a spinnaker and the myth that SCOD's are slow and outdated is very definitely exploded.

However, all is not sweetness and light! In the table below of number of entries and number of boats completing the course the SCOD class is bottom of the league except for a hairy inshore half-decked racing boat!

<u>Class</u>	<u>No.of Entries</u>	<u>No.of Boats Completing Course</u>	<u>Ranking</u>
Contessa 32	64	54	1
Sigma 33	54	48	2
J-24	47	34	3
Trapper 300	22	17	4
Nicholson 32	20	17	4
Impala 28	19	16	6
Sonata	26	15	7
Vega	13	9	8
Folkboat	7	5	9
SCOD	10	3	10
Int.Dragon	7	3	11

Come on you fainthearts. A few more SCOD's pressing hard and we may even get the leading boat to put up a spinnaker next year!

COWES WEEK

Have you ever been to COWES WEEK? Neither had I until now. What a revelation! I had always thought that Cowes Week was for the out-and-out racing types and not for the normal person with a traditional wooden-boat, but to celebrate "JUNKANOO's" 21st Birthday year I planned to race at Cowes, so booked all eight races, recruited a crew and with everything ready I then sat to wait.

On the day of sailing I awoke to THICK FOG and as I live in Alderney I thought it wise to wait until it cleared. Having waited 4 days I rang Class Captain to cancel the week but he immediately suggested that I gather my gear and fly over. I arrived at the SCOD piles hot, tired and feeling as if I was begging a berth. Just the reverse, I was hailed from the boats and a great welcome followed. Allan Yates of "HERSCHELL" immediately poured me a large glass of scotch and having won that day's race it was followed by another one, and so my introduction to the fleet began. Ken Adams kindly took me under his wing as guest on board "MACAROON" and I had the great experience of sailing with a different SCOD each day, as each morning after a splendid breakfast Ken would auction me and my crew off to unsuspecting boats. There was never a shortage of invitations - were they the lucky ones? Hugh of "VARTHAN", Vivian of "PETER BAKER", John of "PERIDOT", and Gower of "MANDRIA". Although sailing was light, except for the Saturday, a great atmosphere amongst the fleet could be felt, which multiplied when once the SCOD's were back on the piles.

The evening having been spent in various entertaining establishments (PUB's), so came the close of an all too short week. I feel I would not be doing my duty to my fellow SCOD men if I did not pass on what a wonderful

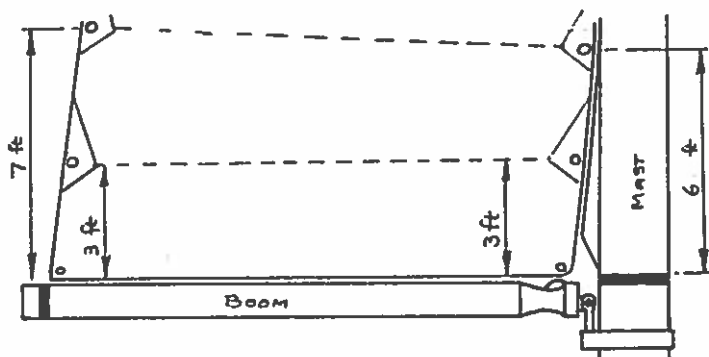
camaraderie exists in the SCOD fleet which must be 50% of what it means to own a SCOD.

I am now planning the return of "JUNKANOO" to Cowes to follow the first visit which never was (although to my great delight the race computer thought she was there and registered her second to last on one day). Finally I would like to welcome anyone who visits Alderney and will render any assistance needed. Hope to meet you all soon.

Allen Jones. "JUNKANOO" SCOD 62

JIFFY OR SLAB REEFING

At the AGM last year the class approved the adoption of jiffy or slab reefing. It was felt that the traditional roller reefing normally fitted to SCOD's left a lot to be desired, particularly so in those conditions of wind and sea (possibly also at night) when the need to reef quickly and efficiently is essential for safety (see the article later in this issue - Les Huquets de Vauville). Two jiffy reefs are permitted as shown in the sketch.



We reproduce here part of an article from the American magazine "Sail" describing jiffy reefing. Before doing so however one or two comments appropriate to SCOD's might be useful.

1. The SCOD boom is very heavy and must be supported by the topping lift while reefing. Mark it with tape or whipping so that it is just slack when the main is sheeted hard in. The boom end will then drop only a small way when the sail is being reefed. (Watch your head!).
2. Instead of luff pendants as described below, the luff cringles can be slipped onto a hook attached to the boom tack fitting. This is optional.
3. At present there is no standard specification for jiffy reefing gear though the committee may issue a recommended arrangement later.

"The word jiffy means that if the crew takes longer than 30 seconds to throw in a reef, leave them home next time.

When is the right time to reef? Nine times out of ten the proper time is the moment the thought occurs. An angle of heel of 20° or more is one good indication.

Excessive backwinding from the headsail also indicates a need for a flatter mainsail, rather than an eased mainsheet.

Jiffy reefing has three main steps. First cast off the mainsheet and let it run free but keep the boat moving with jib or genoa. (See figure 1). Next haul the boom up to the leech reef cringle with the reef clew out-haul and make it fast to the boom cleat. (See figure 2).

Then slack the halyard and haul down the reef tack downhaul, making it fast to the mast cleat.

If the halyard is premarked it need only be slacked to the mark. Otherwise it may have to be tightened up again after the reef tack downhaul has been made fast. The mainsail can now be sheeted in again and the reefed part of the sail either tied or laced up.

One afternoon spent practicing reefing and unreefing should work out all the bugs and get the crew adept at what's required. When everything is working well it should take only 15 to 25 seconds to jiffy reef a boat up to 40 feet in length!

Here are some thoughts on setting up the gear. Just as you need to stretch the foot of a sail on the boom as the wind strengthens, the foot of the reef also will need stretching. The following procedure will achieve the proper stretch, and prevent any over stretch.

Set up the mast and boom reefing gear at dockside with little or no wind.

1. Position the boom at the bottom of the goose-neck track or at the black band.
2. Fasten an eyestrapp on the port side of the mast at the band or level with the top of the boom angled toward reef.
3. Fasten a cleat on the starboard side of mast at the band or level with the top of the boom.
4. Tie a line to the eyestrapp (2 x the reef depth + 2 feet). Pass it through the luff reef cringle and pull tight to position the luff reef cringle above the tack cringle.
5. With boom level, pass a line through the leech reef cringle and pull hard aft against the luff until a tension pleat is formed along the length of the reef. Mark the boom opposite the hole.
6. Fasten a strong cheek block tilted aft at 45° angle to this mark on the starboard side.
7. Fasten an eyestrapp 2-4" aft of the cheek block on the port side. Make sure these two items are strong and well fastened as the entire load of the mainsail will be passed through them to the mainsheet.
8. Fasten a cleat to the boom's starboard side just aft of the gooseneck.
9. Provide a line 2 times the reef depth plus the boom length (0-25' boat $5/16"$, 25-35' boat $3/8"$, 35-45' boat $7/16"$) and tie it securely to the eyestrapp. Reeve it through the leech reef cringle, the cheek block, and belay it to the cleat.
10. If you've got two or three reef points in the sail use the same gear and method of location for each, although it may be necessary to place the deepest set on the port side.
11. Don't get caught on the port tack while reefing.

A final word about the gear. The cheek blocks, eye straps and their attendant fastenings really must be healthy. On my own boat they are thru-bolted and are not the light stamped-out stainless steel variety with light pins and nylon sheaves. They are Merriman bronze blocks and diamond eye pads. I consider them best for this type of job.

One possible modification though is to knock the sheave pin out and replace it with a stainless steel through bolt. Most of today's booms are aluminium and few have flat sections. Therefore, use a wood or plastic cheek piece to get a flat surface for the block and pad eye to rest on.

Keep away from the 'V' jam or cam cleat types for the reefing lines. Too often a cam will fail to jam or the line will jam too tightly in the 'V' so you can't get it out quickly.

As with internal halyards, the reef lines may be run internally on your boom. After all it is aluminium, so why not use it as a fairlead?

Probably some will object to hauling in the reef clew outhaul first rather than the tack downhaul. We have found that the reef clew cringle positions itself better and with less strain if it's done this way. But the block and eye strap must be properly positioned or a severe load will be produced on the lower luff slides".

Figure 1


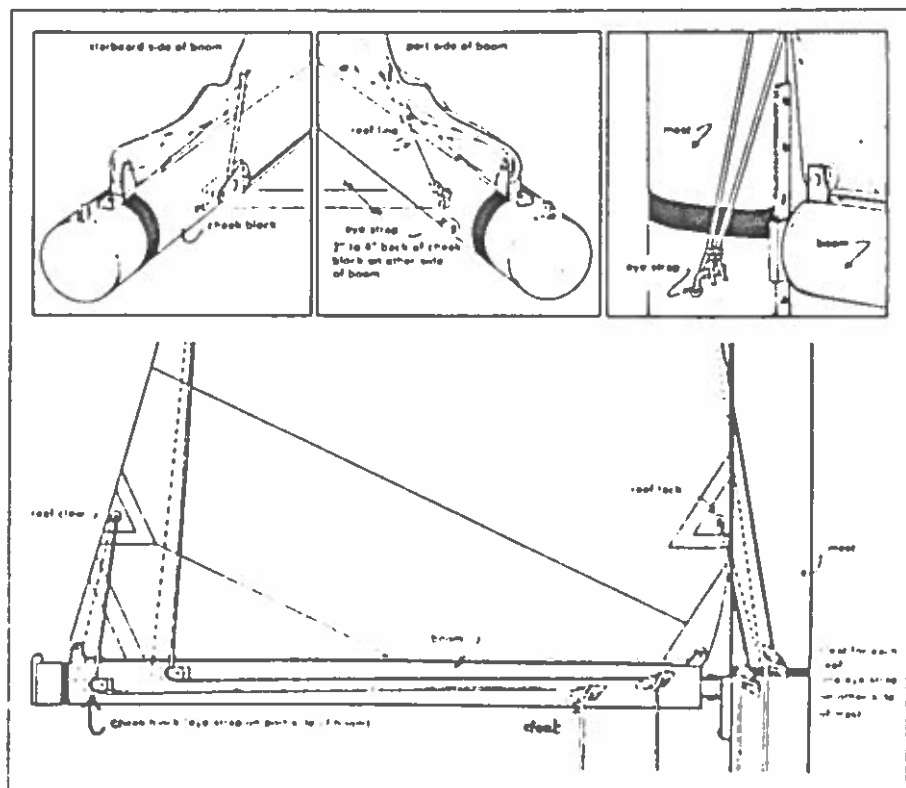



Figure 2



EXPERIENCE WITH SELF - TAILING WINCHES

After 27 seasons "Aderyn's" sheet winches had reached a state of degeneration when they clearly had to be replaced. As we frequently sail with only two people on board and one of those weighs only seven stones, this was clearly an important factor in our choice. The class rules are not specific about winches and different boats have different types : bottom action, top action, small drum, large drum. The only commonly accepted criterion was that they should be single speed. After a good look around the boat show at Earls Court we chose Gibb 16 STA self-tailing winches with the short $8\frac{1}{2}$ inch handles. These are roughly the same size as the Lallow winches they replace except for the self-tailing ring on top. However there is a higher mechanical advantage compared to the old winches which is a great help to a light crew.

To be honest the experience has been a little disappointing. The advantages and disadvantages can be summed up as follows :

Advantages :

- The modern top-action handle is much easier to fit than the old Lallow one as it has the internationally-standard star shaped spigot. Replacement handles can be obtained anywhere from a range of different manufacturers.
- The increased mechanical advantage does enable a light crew to get the genoa more than 95 per cent of the way in even in a stiff breeze.
- The roller bearings result in most of the crew's energy going into hauling in the sail instead of into bearing friction.
- The self-tailing ring can be used as a quick release jamming cleat. This is very useful in light and medium weather for quickly securing the spinnaker sheets. In very light weather there is no need even to take a complete turn on the winch.

Disadvantages :

- The sheet has to be tailed in the ordinary way. It cannot be tailed with the sheet in the self-tailing groove. Normal tailing is with two turns only, more than this inevitably results in a riding turn. After tailing it is essential to fill the drum with turns ($3\frac{1}{2}$ or 4) before putting the sheet over the stripper bar and into the self-tailing groove. If this is not done the friction on the stripper bar absorbs most of the crew's energy as the sheet comes tight.
- The increased mechanical advantage is obtained at the expense of slower sheeting-in. This is quite a factor when short-tacking in congested waters.
- Although the self-tailing groove acts as a jamming cleat making the ordinary cleats redundant, two-year olds can and do release the genoa sheet at the most unexpected and inconvenient times!
- The winch is quite high. Also, the handgrip on the handle is high. One of "Aderyn's" less sensitive crews used his foot on the top of the handle to try to get the genoa a fraction tighter in a blow. The vertical bending-moment cracked the cockpit coaming at the point where the securing bolts penetrate it. This could never have happened with the old winches.
- Self-tailing winches are expensive. We bought ours through Cruisermart of Southend at one-third off. Even so they cost £55 each.

On balance I would say that self-tailing winches are a boon for short-handed cruising. For racing, I

suspect direct-action winches with permanently attached bottom-mounted handles and a good large drum diameter are better. Anyone thinking of changing winches will be very welcome to look at "Aderyn's" and even to give them a try!

Les Huquets de Vauville

"One thing leads to another". A cliché perhaps, but one which is appropriate to this tale. The story starts at Cherbourg where, after a landfall on Saturday in crystal-clear visibility at the end of the SCOD race from Cowes, Sunday dawned to the moan of the foghorn on the Fort de l'Ouest and decidedly poor visibility. Had we followed our inclination there is no doubt that we would not have moved an inch from the comfort of the Port de Plaisance and the delights of French food and wine. Remembering the previous year however when our planned rendezvous in St. Malo with the other half of the family had been delayed until the Wednesday, we determined not to be deterred by the comforts of the land. Accordingly, when visibility improved at lunchtime to over two miles we regretfully took our departure in time to catch the early westbound inshore tidal eddy with our destination as St. Helier, Jersey.

The easterly breeze in the outer harbour was sufficiently strong to justify a headsail change from genoa to working jib, a move regretted shortly afterwards as the strong breeze faded until we were virtually becalmed off the Basse Bréfort buoy north of Omonville. Becalmed but not stationary. We passed very close to the buoy at a speed of at least three knots and the overfalls made the second headsail change decidedly uncomfortable. In rounding Cap de la Hague on the northwest corner of the Cherbourg peninsula it is important to do so with the first of the south-westerly stream. Too early and the northeasterly stream makes rounding impossible. Too late and you get what we received - a very uncomfortable ride if the wind is light and a regular pasting if it is harder. Because we were late we kept no more than half a mile off the La Foraine beacon tower and the overfalls here are severe.

It always seems much worse to go through bad overfalls with the wind free. We have been through overfalls in the Little Russel channel between Guernsey and Herm on a number of occasions when to the north of the Roustel tower in strong wind and tide situations every wave has been white and breaking. In going to windward, it is only necessary to slacken the main somewhat and ease the boat through. The breaking crests may sweep the deck but at least the boat remains more or less at a stable angle. Off the wind, however, the rolling can be terrifying and a gybe a constant threat. Under these circumstances two thoughts go through my mind - can I hold on and steer without being thrown out of the cockpit, and will the ballast keel come off the bottom of the boat?

Fortunately the wind was light though free as we entered the Alderney race. Even so we were thrown about like a cork for ten to fifteen minutes during most of which time I was wishing I had had the keelbolts checked. Then as suddenly as the overfalls had appeared they were gone. The contrast was amazing; within yards we had moved from a cauldron to a millpond. If it was a millpond, however, it was far from static. Without seeing it in advance, a lance-like pole some ten feet long at 30 degrees to the horizontal swept past the shrouds and missed me as I was steering from the port side by what seemed little more than a hair's breadth. At first I thought it was the remains of a beacon on a submerged rock but seeing it bobbing in the wake it was clear that it was a marker for a fishing pot, presumably laid from Gouy. The speed with which it disappeared astern and the angle at which it was held indicated a tidal stream of six to seven knots.

Why, you might ask, were we rash enough to stay so close-in to the French coast? After all the Alderney race is over seven miles wide. The reason was that although the visibility at Cherbourg had been between two and three miles it had dropped to half that amount west of Omonville. The last thing we wanted was to

lose our position as we hurtled through the race. I had already decided that a landfall on either Alderney or Sark was too risky in the conditions and we had settled on making for Port de Dielette some twelve miles south of Cap de la Hague in order to anchor overnight. The French coast runs south for three miles from Cap de la Hague to the Nez de Voidries. From there it turns ESE for another three miles before curving south to Port de Dielette some six miles further on. The trouble is that off the section of coast running ESE is a series of reefs of which Les Calenfriers and Les Huquets de Vauville are the worst as they contain drying rocks. There is a passage about a mile wide between the shore and the reefs and one must either go right outside or navigate inside the reefs. In the poor visibility and with the unknown tidal strengths of the western part of the Alderney Race, I had opted for the inner channel and was determined to keep the coast well in sight to be able to fix our position.

So far, so good; if "one thing leads to another" what was the first thing? It was probably the fact that we were short handed. Although Alexander and I have sailed the SCOD two-up since he was twelve there is no doubt that at times this makes life difficult. The second event was that, as we approached the Nez de Voidries, the easterly wind from which we had been somewhat sheltered by the wall of cliffs to the east, swept around the headland with accelerated vigour. In fact within a minute or two it was blowing a full force 6 with gusts to force 7. So once again we had the wrong sail combination? Event three was that, in changing down to the working jib, Alexander accidentally lost the halyard tail which blew helplessly out of reach. In retrospect it seems rather comical to visualise a balancing act on the forehatch holding onto the mast with one hand, telescopic boathook fully extended in the other, desperately trying to catch the halyard before the force of the wind drove the boathook away from the vertical while the halyard knit itself into a kaleidoscope of macramé patterns. At the

time I confess I did not find it amusing in the least, bucking and pitching as we were. Eventually, the halyard was left to its own devices, the mainsail reefed and then, lo and behold the halyard actually fell into my hand. During all this time the boat had been on the inshore tack with a heading of NE to compensate for the tidal stream pushing south from the Nez de Voidries. Once reefed down we went about on to port tack and headed ESE parallel to the coast.

Event or factor four was that I now had no way of knowing the distance off the land except by judgement. The wind was still coming off the cliffs in fierce blasts and to make it worse driving rain had reduced visibility even further.

And then we saw it! Right on the bow with white surf alternately all round and then all over as the underlying swell from the west surged over it - a yellow brown strip which could only be rocks and less than a cable away at that. Tiller down, back the jib, pray that she doesn't get caught in stays as sometimes happens with a deep-reefed main, gather way, and see the gruesome yellow-brown trap slide across the stern as the strong tide set us crabbing sideways as we clawed away. The sense of shock increased as we drove and plunged on the inshore tack. Had we tacked any later or been caught in stays we would undoubtedly have struck as the reef was directly downtide. In the wind and sea conditions prevailing I doubt if the boat would have lasted more than a few minutes and in the atrocious visibility prevailing, no one would have seen us and there would have been no help.

We tacked a long way inshore - better to hit something ashore than well offshore! Then about onto the port tack and towards Port de Dielette. As we left the cliffs behind the wind fell and the rain faded to a clammy wetness. We made our anchorage in quite light conditions and dropped the bower anchor and much chain in five fathoms with a profound sense of relief.

And that is really all. We groped our way the next day to Jersey in one mile visibility but with only a force 2 to 3 easterly and excellent reception from the radio beacon at La Corbière we had no problems. Looking back at the incident of the previous day there are undoubtedly some lessons to be learnt and for the benefit of others who have no wish to learn them the way we did, I offer my view of them here.

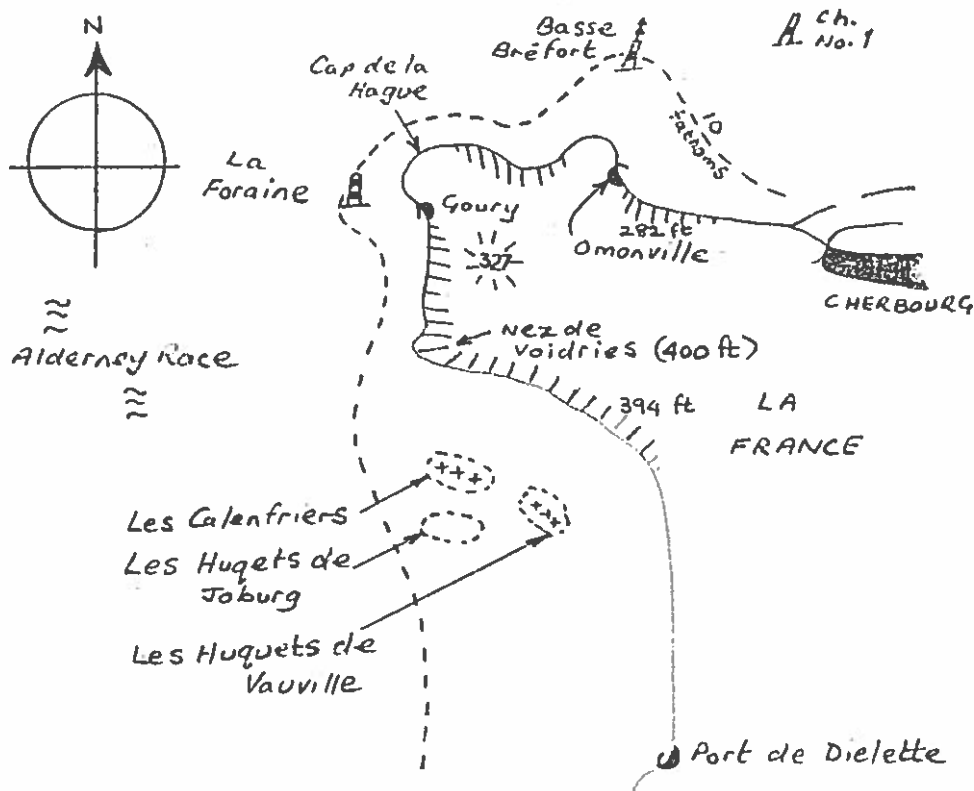
Firstly, we underestimated our distance off the land. When we were more than a mile, I thought it was between half and threequarters. The cliffs turned out to be much higher than I had realised. Conventional methods of obtaining distance-off such as the running fix or doubling the angle on the bow are of no use when strong and indeterminate tidal streams exist. My view is that the only quick and easy way is to use a sextant to measure the angular height of cliffs or landmark. A cheap plastic sextant will suffice for this. In fact in the conditions described in this article a delicate and expensive instrument would have been a liability.

Secondly, conditions can change very rapidly. From force $3/4$ to $6/7$ occurred in five to ten minutes off the Nez de Voidries. It is important therefore to have good gear for reefing and sail changing and simple procedures. SCOD headsail changes are slow and the normal roller reefing is cumbersome and time consuming. I am sure that the only reason SCOD's have acquired a reputation for carrying full mainsail up to force 7 is because they are too difficult to reef in bad conditions. Although our mainsail had been modified for the new jiffy reefing we did not have the reefing pendants and controls fitted. My ideas on these have changed somewhat now as I am determined that it shall be possible to pull down a reef single-handed in a maximum of two to three minutes. For headsail changes ought the class to permit twin-groove headstay foils?

Thirdly, I remain convinced that a SCOD can be sailed safely under all conditions with a crew of only two.

However, it does not make sense to have gear which requires each of the two people to have three arms! The use of stainless steel or bronze snap shackles in place of the ordinary bow or D-type with a screwed pin is an obvious move. There was no need for us to lose the jib halyard. The end should have had a small diameter lanyard looped over the cleat (which it didn't). There again, the old wooden cleat is cheap and cheerful but oughtn't we to consider something better. The very small Gibb self-tailing winches would make excellent halyard winches and cleats would become unnecessary. It would make for much easier and quicker foredeck work. Because of the delay in reefing and headsail changing we were set well south of the Nez de Voidries without noticing.

If the worst had come to the worst and we had had to abandon the boat for the dinghy or liferaft we would have been driven offshore in the general direction of North America! I think a small portable VHF set might be more than a luxury in the circumstances.



Trophy Winners 1982

Seasons Points Championship and Mister Jingle Trophy :

1st	"Aderyn" (6 wins)
2nd	"Macaroon" (3 wins)
3rd	"Santiano"
Linda Windeler Cup (Cowes -Cherbourg)	"Aderyn"
Owen Aisher Cup (Round -the -Island)	"Aderyn"
Phoenix trophy (Solent course)	"Macaroon"
Rheinfield trophy (Poole -Cowes)	"Macaroon"
Jolie Madame Cup (Chichester -Cowes)	"Aderyn"
Hebe trophy (Bembridge Ledge race)	"Aderyn"
Ngauruhoe decanter (Best aggregate of Hamble/Yarmouth and Yarmouth/Hamble races)	"Macaroon"

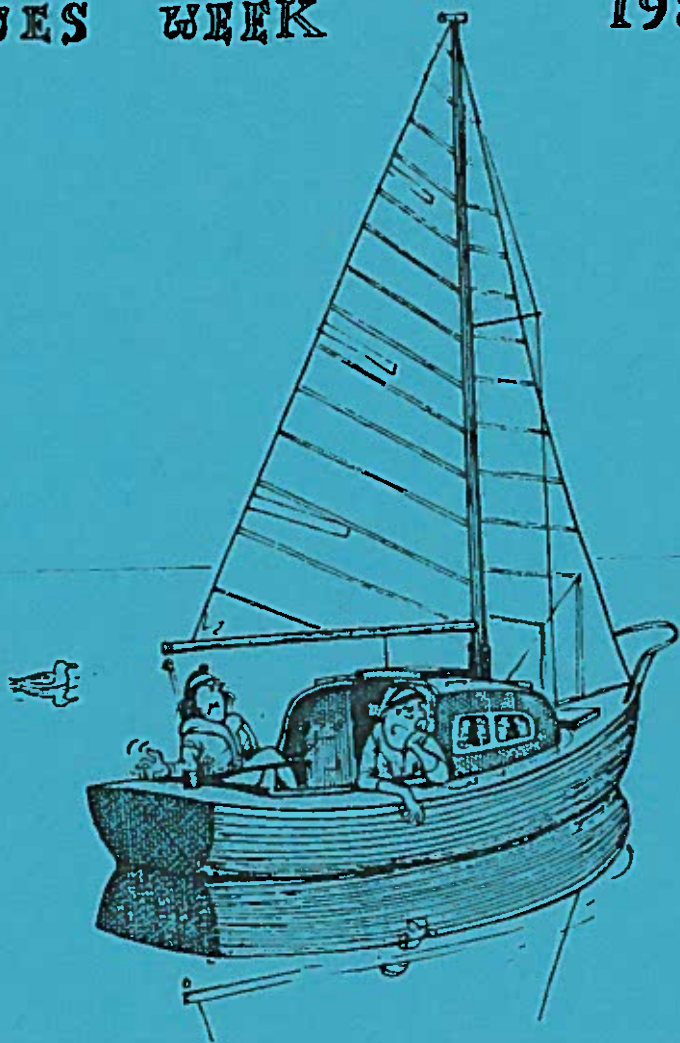
Cruiser shield	"Sweet Forfeit"
Class Captain's trophy Allen Jones	"Junkanoo"

Cowes Week Points Championship and Northey decanter :

1st	"Tuonela" (3 wins)
2nd	"Macaroon"
3rd	"Aderyn" (1 win)
Cowes Town cup	"Tuonela"
Fidalga cup	"Mandria"

COWES WEEK

1982



DO NOT GET IMPATIENT - YOU COULD BE BECALMED ALL WEEK
(WITH APOLOGIES TO THELWELL)