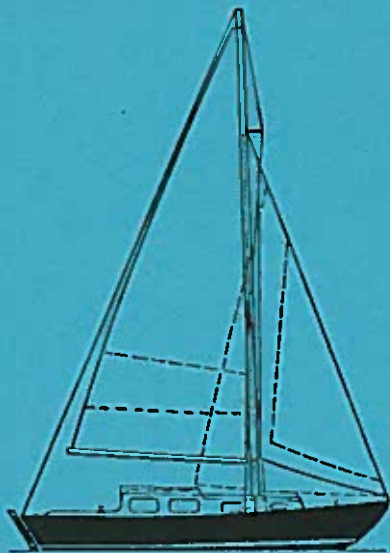


SOUTH COAST ONE DESIGN CLASS



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

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

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

COWES WEEK

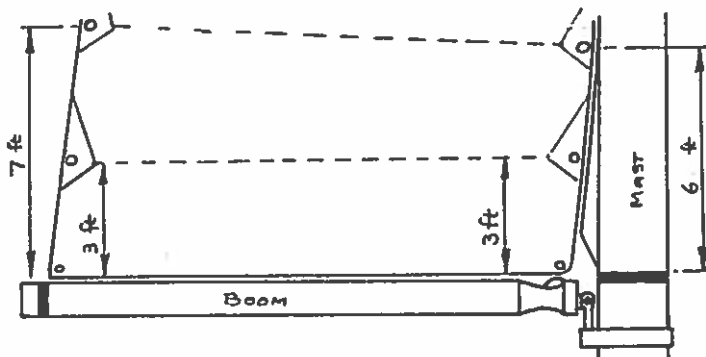
Have you ever been to COWES WEEK? Neither had I until now. What a revelation! I had always thought that Cowes Week was for the out-and-out racing types and not for the normal person with a traditional wooden-boat, but to celebrate "JUNKANOO's" 21st Birthday year I planned to race at Cowes, so booked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

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.