

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

SOUTH COAST ONE DESIGN CLASS

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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

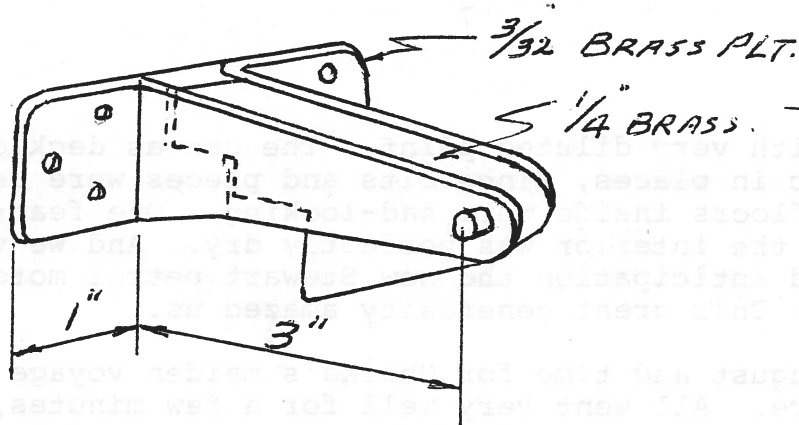
painted, but with very diluted paint. The canvas deck covering looked pathetic in places, since bits and pieces were used. The colour of the floors inside were sad-looking. One feature that was so consoling - the interior was perfectly dry. And we viewed with great pride and anticipation the new Stewart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

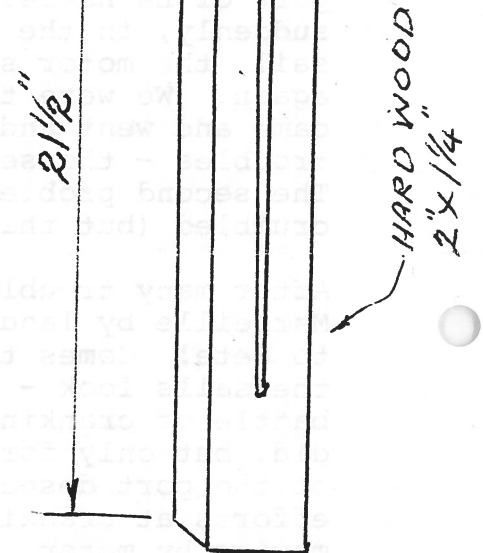
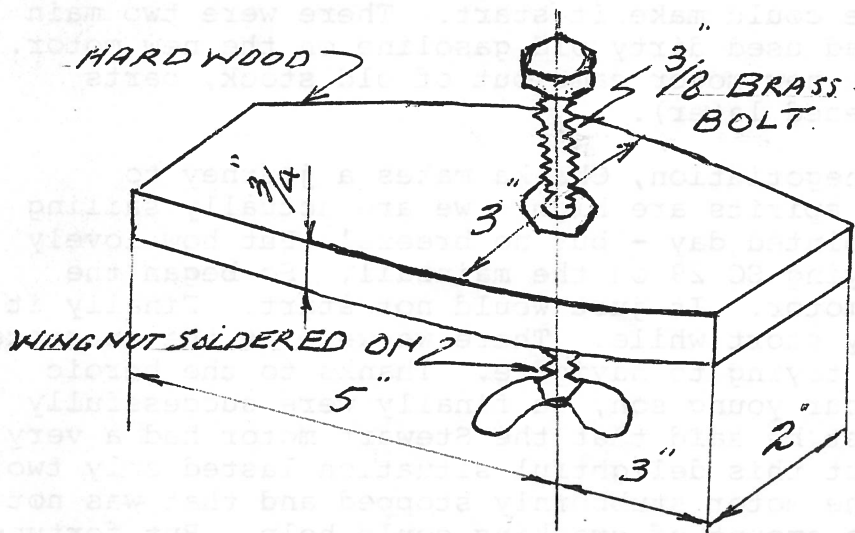
After many troubles of negotiation, Chaika makes a journey to Marseille by land. Our spirits are high - we are actually sailing to Sete! Comes the appointed day - but no breeze! But how lovely the sails look - displaying SC 29 on the mainsail. So began the battle of cranking the motor. It just would 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

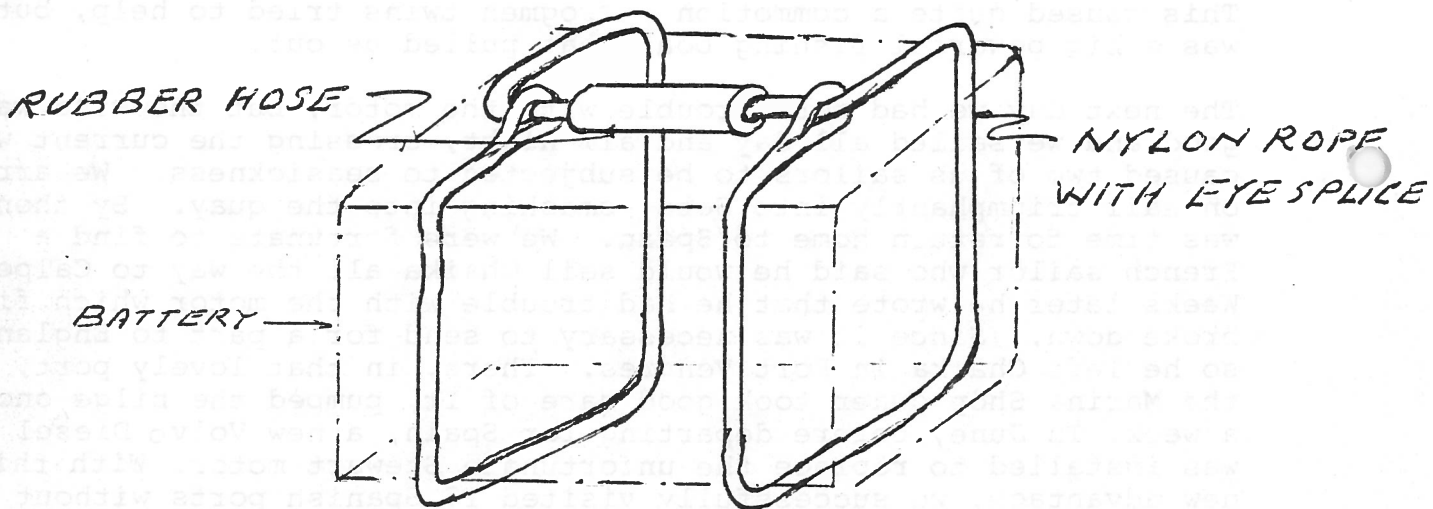


A. TABLE CATCH



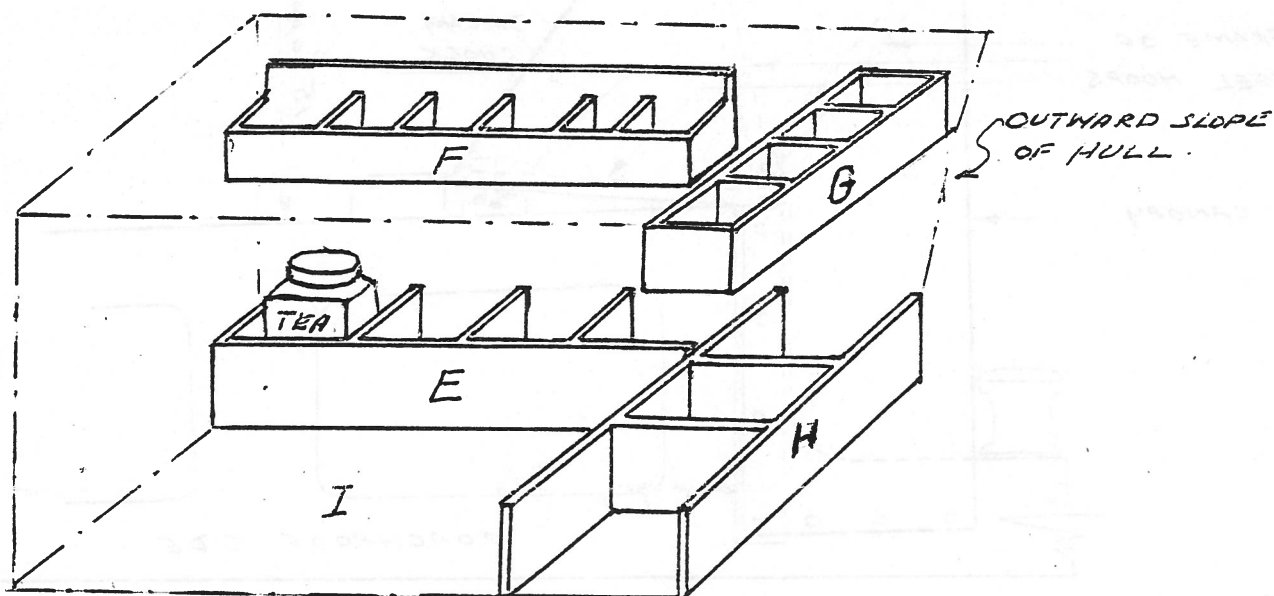
B. PROP SHAFT CLIP

C. JACK FOR
GAS CYLINDERS



D. BATTERY CARRIER

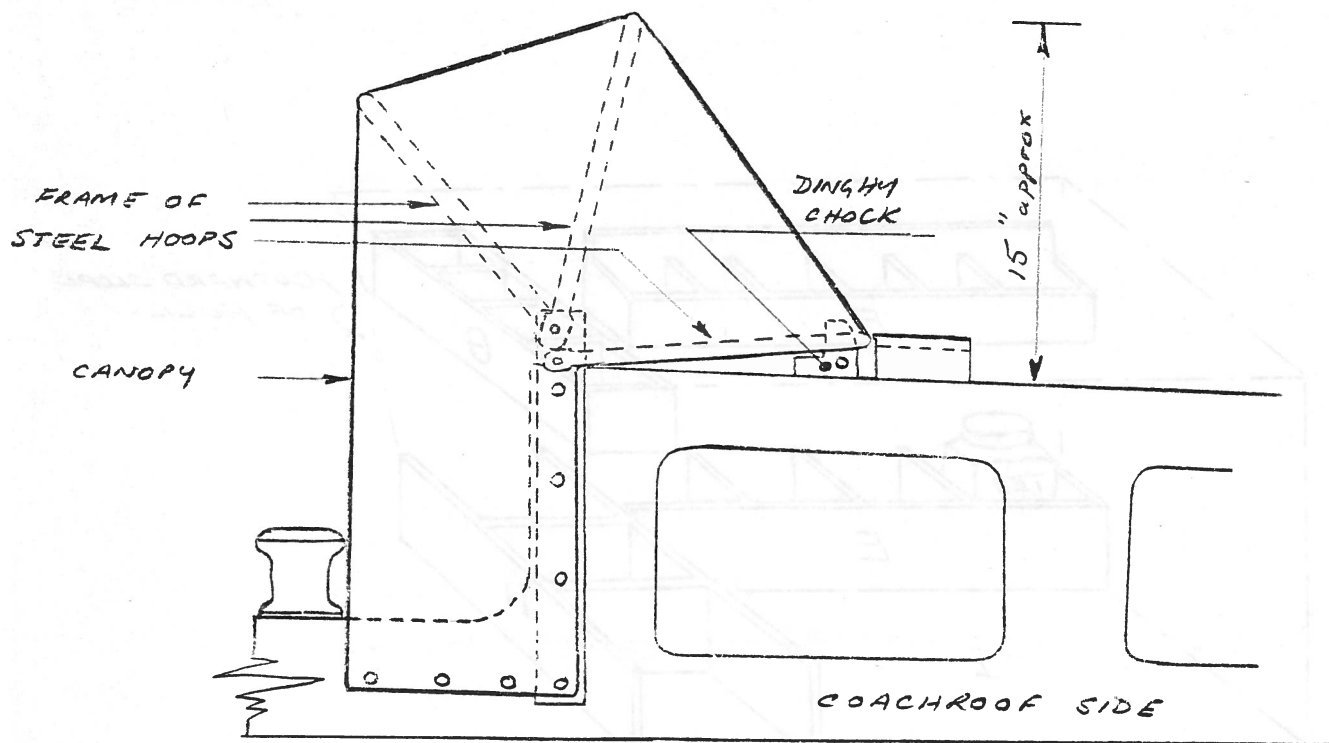
SCCD IMPROVEMENTS



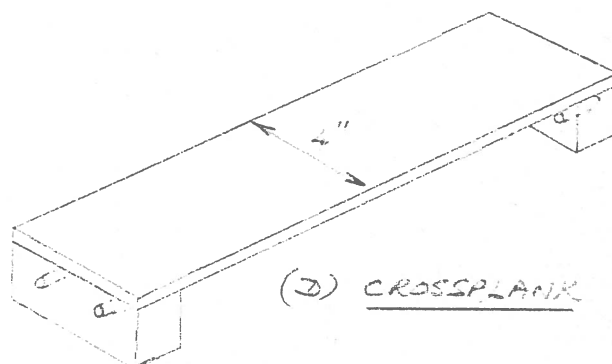
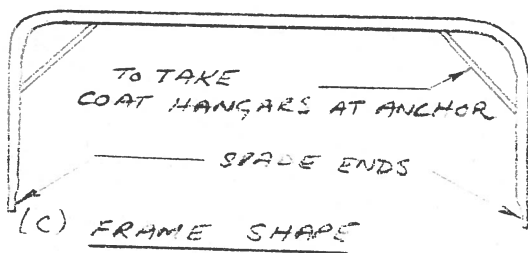
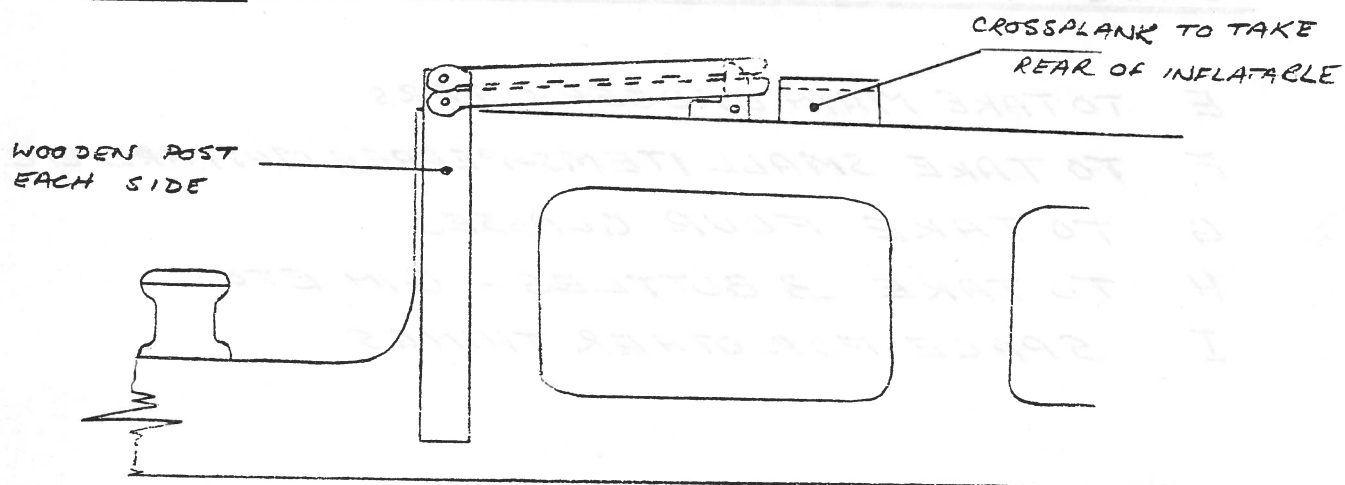
GROCERY CUPBOARD - DIVIDED UP.

- 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