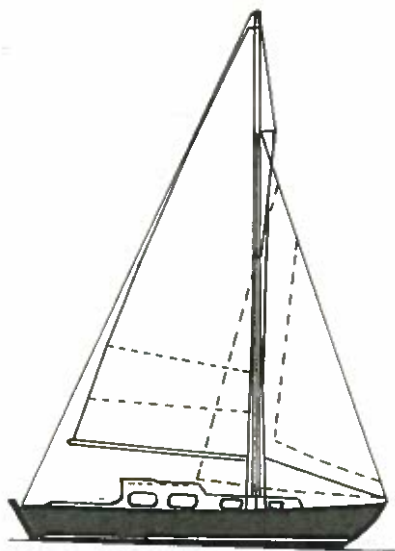
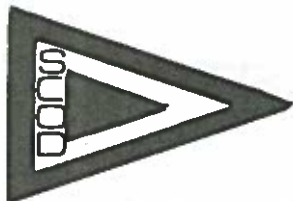


SOUTH COAST ONE DESIGN CLASS



JANUARY 1986

205



SOUTH COAST ONE DESIGN

NEWSLETTER

JANUARY 1986

CLASS CAPTAINS LOG

Mary and I were desolated we were unable to be with you for the LAYING Up Supper and thank Alan and Yvonne Cherry for acting as hosts for the evening.

Reports have it that a good time was had by all attending and that many interesting interchanges of thought took place.

Hopefully a very Merry Christmas was enjoyed by all, and we look forward to 1986 full of hope that the Pitting Out and Sailing Season will be blessed with splendid weather to compensate for the poor season just passed.

Your Committee has met three times this year and the following points have been aired:-

- 1) Despite a poor response to expanding the circulation of the NEWSLETTER from paid up members of the Association only to cover all known SCOD owners, there was no resultant increase in membership. Being devils for punishment, your Committee have again decided on the wider circulation, and are hopeful of better results. To this end a copy of a Bankers Order Form is appended to enable non-members to join the Association. The annual subscription is at present £5, and would current members paying the incorrect sum please amend their Standing Orders.
- 2) The Committee consider that the ownership of a SCOD hull is the sole requirement to enable an owner to be eligible to join, irrespective of rig, metal masts and spars and other alterations which may be outside Section VI of Class Rules, "Special Racing Rules".
- 3) Already a number of cruising SCODs are members, but the sad fact remains that out of 86 known owners, only 48 are paid up members of the Association. Hence Class Activities are kept up by the faithful few.
- 4) Since I joined the Association in 1973, the number of craft actively participating in Class Events has fallen from 25 to about 18. We wish for greater integration of cruising and racing members and wish for a volunteer to take over the duties of Cruising Secretary.

CAPTAIN

SECRETARY

TREASURER

SAILING SEC.

Mr. H. T. MALE
TINKERS LEDGE
CHURCH HILL
TOTLAND BAY
ISLE OF WIGHT PO39 0EU
TEL. 0983 752 124

L. Bowerman
27 Theford Road
New Malden
Surrey

A. V. CHERRY
'MAYFIELD', CHURCH ROAD
PARTRIDGE GREEN
HORSHAM
WEST SUSSEX RH13 8JS
TEL: 0403-710121

Mr S. G. LLOYD
5 JUBILEE TERRACE
SOUTHSEA
PORTSMOUTH
HANTS
TEL. 0708 818708

- 5) There is a Cruising Trophy which has not yet been awarded, and we welcome submission of logs for the award to be made.
- 6) It may not be generally known that the Association rents Piles 7 - 7A upstream of the Cowes Chain Ferry throughout the year for the free use of paid up Association Members. (A charge is made for Cowes Week.)
- 7) Racing keeps SCODs in the public eye whether at Cowes or other Regattas, and members are asked to enter as many local events as possible.
During Cowes Week, all prize monies won by the Class are pooled and used to alleviate the cost to members participating and to encourage a greater number of entries.
At all other events fees are charged to individuals racing accounts by the Honorary Treasurer.
- 8) Annual Class Events such as the Cocktail Party, Laying Up Supper, AGM and Rallies are run on a self-financing basis paid by those attending.
- 9) It is hoped to reinstitute one or two cruising rallies in 1986.
- 10) We welcome information on owners experiences with modifications to the Standard SCOD layout such as fittings, rigs, spars, sails etc. and feel these could be generally shared.
- 11) The SCOD Association is your Association, so join it, support it, participate and spread your general knowledge for the benefit of the Class as a whole.

I trust you will all have a beneficial laying up season, and look forward to a more favourable Fitting Out Season than occurred in 1985, with fair winds and sunny skies to race under.

HUGH HALE

.....

RACING IN 1985 SEASON

For those who participated (or those who like numbers!), the complete results for both the season's points championship and Cowes Week are appended.

Although the weather for this summer was generally diabolical, it did produce good SCOD breezes, but unfortunately there was often a lack of sunshine with rain or overcast skies instead - not ideal weather to persuade more people to support the racing. Following the poor support for some races, serious thought will have to be given to next season's programme of events.

All the racing this season has been dominated by "Macaroon" very ably sailed by Ken Adams in what has been his last season in SCODs.

204
As most of the members probably know, Ken, our previous Class Captain, has been a SCOD stalwart for many years and has always supported SCOD events though thick and thin. I am sure everyone wishes Ken success in pursuing his new challenge in racing X boats.

Looking to the future, it was nice to see some new faces on the water this season, with Bob and Danny Stewart in Mercier, Roy Wheeler in Topkapi of Bosham, and Andrew Hitt in Mahogany Log who has improved consistently as the season has progressed.

Hamble/Yarmouth Race (Hamble Scramble)

Fickle winds and strong tides dominated this race which comprised 10 starters from SCOD, VEGA and TRAPPER 300 Classes.

Five horrible weekends previously had meant that fitting out for most of the SCOD fleet was delayed so VARTHAN was the sole SCOD present.

The race started with a beat into the easterly wind with a very strong crosstide and when the windward mark was reached, the wind changed and the next leg was again a beat! Despite the Race Officer's endeavour to set a varied course, every leg resulted in a dead beat! Finally out of the haze a Committee Boat was sighted near Salt Mead Buoy and VARTHAN jumped out of her skin as she collected the first gun of the season over a very shortened course.

Hard motoring took us to Yarmouth to enjoy an excellent dinner at the Royal Solent Y.C.

Yarmouth/Hamble Race

VARTHAN sailed this race under her Channel Handicap, but the winds, having started fickle, disappeared altogether, so VARTHAN retired, motored back to Yarmouth and returned the crew of Anne and Robbie to Cowes by road!

Yarmouth Rally

With 7 boats represented, this proved to be a successful event with a race organised on the Saturday morning and a meal ashore in the evening. It is always nice to find new surroundings for a class Rally and Yarmouth proved to be an ideal location with excellent hospitality afforded to the Class by the Royal Solent Y.C.

Four boats turned out to this race organised by the Royal Solent Y.C. on Saturday morning. The race started in a westerly direction under a sunny sky with a light breeze gradually freshening throughout. Some confusion arose at the first mark, since nobody could find it! But when it was eventually found Macaroon and Mandria rounded together, followed by Varthan and Mahogany Log. After much close racing throughout, Mandria was first to finish followed closely by Macaroon, Mahogany Log and Varthan.

Christchurch Ledge Race

The course was Cowes, SW Shingle, Christchurch Ledge, Lymington Entrance.

Macaroon and Varthan were the only starters, and a good dice was had as far as Yarmouth, when Macaroon drew well ahead and was out of sight of Varthan at the finish.

Round the Isles Race

There was quite a good entry this year with 10 boats starting in a westerly breeze of about force 4, giving a good beat to the Needles. After the long beat Macaroon and Mandria arrived at the Needles together, followed by Peter Baker. With spinnakers hoisted Macaroon proceeded to pull away downwind and was never seriously challenged again. Mr. Jingle performed well on the run and had nearly caught Mandria at the Bembridge Ledge, but failed to pass her before Cowes. The finishing order was Macaroon, Mandria, Mr. Jingle and Peter Baker with the leading SCODs finishing in under 10 hours, in a race that everyone enjoyed with a good breeze all the way round.

Poole Race

A reasonable entry was reduced to 4 starters on the day with the race starting in a westerly force 5. On the long beat to the Needles, Macaroon had established a lead with Varthan and Mandria battling for 2nd place. Unfortunately Mahogany Log retired before reaching the Needles due to the failure of gear and personnel! The wind eased on the long leg to Poole and became quite flukey before the finish. The finishing order was Macaroon, Mandria and Varthan.

After the race an excellent meal was enjoyed by all at the Royal Motor Yacht Club although the turnout could have been better.

The return race on the Sunday was started early outside Poole Harbour in a light breeze with the boats setting off on a close fetch. After a while the wind headed and dropped off to almost nothing. Macaroon established a lead by Hurst entrance and went on to win with Varthan finishing 2nd and Mandria retired.

Southsea Regatta

Four boats started on the Saturday in a moderate breeze with Macaroon leading Mandria at the first mark. Macaroon had increased her lead by the next mark in the freshening wind and went on to win followed by Mandria and Varthan, with Samantha retiring.

Sunday brought much lighter conditions with 3 starters. Macaroon sailed to her second win of the weekend followed by Samantha, with Varthan retiring.

Cowes Week

That was the week that was!

An unforgettable week with weather typical of much of the summer but generally good SCOD breezes throughout. A slightly reduced turnout of 14 this year with 13 SCODs eventually arriving at Cowes.

It proved to be very testing weather for all classes racing at Cowes this year with much serious damage suffered, although the SCODs fared well with only minor damage to gear and two collisions causing some damage to Pipitina and Santiano, which was repaired during the week.

The weeks racing was dominated by Macaroon in winning 5 of the 7 races sailed, with 1 race cancelled due to strong winds. Other race winners were Mandria and Samantha. Overall results were 1st Macaroon; 2nd Mandria and 3rd Peter Baker. The Class Cocktail Party was again held in The Globe Hotel and was enjoyed by all, with a good turnout.

203

Cherbourg Race

There was a good entry of 8 for this race, but the forecast was dreadful with a severe southerly Force 9 forecast overnight and it was decided to cancel.

Rally at Cowes

The intention was to have something different and a course was set to enable owners to show their skills at handling under plain sail, main only, genoa only, anchoring and heaving to.

VARTHAN turned up at Prince Consort Buoy 15 minutes before the start and hove to. No sign of any other SCOD, waited another 15 minutes, then set off to sail the course alone!

Halfway through the second leg a hail revealed SAMANTHA joining in, having been delayed in passage from Portsmouth.

VARTHAN and SAMANTHA had a good dice in company, with the latter leading. VARTHAN gave way at the last mark to the Old Gaffers who were using the same mark and Hugh had a nostalgic reminder of the days of BLACK DUCK.

Luncheon was enjoyed at anchor in Osborne Bay where SAMANTHA eventually bobbed out to sea on a short scope which did not interrupt their lunch!

PETER BAKER had advised she would be late and sailed fast to Cowes. VARTHAN and SAMANTHA joined PETER BAKER at the SCOD piles. In the evening dinner was taken at the Cowes Hotel in which STIRLING, SAMANTHA, PETER BAKER, BUSH BABY and VARTHAN were represented.

Ladies Race

There were five starters for this splendid race in good consistent SCOD winds which went off to a very close start and resulted in repeated changes of position as the Lady Helms whiplashed their crews into activity.

The final placings were:-

MACAROON, PETER BAKER, VARTHAN, MAHOGANY LOG and SAMANTHA, with only 6 minutes difference covering the last 4 boats.

Royal Southern - Solent Races

Saturday 14th September

Force 6/7 winds saw a start of only 8 boats in IMPALA, VEGA and SCOD classes, of which the latter comprised MACAROON and VARTHAN. The former won by 38 minutes having carried a genoa and full main throughout. In deference to VARTHAN's crew aggregate age of 146 years, a working jib and double reefed main was hoisted. This race was a normal SCOD Class Race.

Sunday 15th September

MACAROON and VARTHAN entered this race under their Channel Handicaps of 0.720 in a mixed fleet of 7 boats ranging up to 0.895.

MACAROON distinguished herself by being last of 6 finishers across the line less than 17 minutes covering the fleet in winds of Force 5-6.

Sunday 15th September (Contd.)

The Channel Handicap result was to place MACAROON first in the fleet with a corrected time bracket of 22 minutes.

On the other hand VARTHAN distinguished herself by turning up very late for the start, sailed the course only to find she had been disqualified at the start for hitting the inner mark! Two black marks Hugh!

Bembridge Ledge

Seven boats started the race with spinnakers set reaching down the Solent. Mandria started well followed closely by Mr. Jingle. Spinnakers were dropped at Nomans Port, for a tight reach to Bembridge Ledge Buoy, where Mandria rounded first, followed by Macaroon, then Mr. Jingle, and on the return close fetch to Cowes, Macaroon passed Mandria as she bumped on the edge of Ryde Sands.

The finishing order was Macaroon followed by Mandria, Mahogany Log and Samantha.

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Once again we hear from Capt. J. A. C. Warrington about LYGRA's achievements and congratulate him on a splendid season.

" I enclose a copy of the results of West Highland Week racing - Class B. Lygra was 2nd in the Kenerra Pursuit Race which included all classes and she also won the Maxwell Cup for the best RHYC boat for the week."

| NAME | CLASS | CRMAN TO O'BAN PASSAGE (FORCE 3) | LOBNE ISLANDS (FORCE 4/5) | O'BAN TO TOBERMORY (FORCE 5/6) | TOBERMORY BUOY RACE (FORCE 4/5) | TOBERMORY TO O'BAN (FORCE 6/7) | O'BAN BUOY RACE (FORCE 6/7) | PLACING AFTER DISCARD |
|---------------|--------------------|----------------------------------|---------------------------|--------------------------------|---------------------------------|--------------------------------|-----------------------------|-----------------------|
| JAGUARA | JAGUAR 27 | 6 | 4 | 5 | 1 | 1 | 1 | 1 |
| LYGRA | S.C.O.B | 3 | 1 | 4 | 10 | 5 | 3 | 2 |
| ALLEGRO | CONTESSA 26 | 2 | 10 | 3 | 2 | 13 | 2 | 3 |
| BLUE BLAZER | CUTLASS 27 | 16 | 5 | 2 | 4 | 2 | 6 | 4 |
| KISHMUL | FOLK BOAT | 11 | 3 | 1 | 11 | 3 | RETD | 5 |
| MAID OF AVO | CONTESSA 26 | 4 | 7 | 6 | 6 | 6 | 5 | 6 |
| LA MARISSA | MOODY 30 | 9 | 2 | 14 | 3 | RETD | RETD | 7 |
| JASMINE | CUTLASS 27 | 10 | 9 | 8 | 5 | 10 | 4 | 8 |
| AURORA | ACHILLES 34 | 8 | 6 | 9 | 12 | 9 | RETD | 9 |
| VELVET SCOTER | UNKNOWN | 13 | 13 | 10 | 13 | 4 | 10 | 10 |
| ALLONETTE | WESTERLY | 5 | 14 | 12 | 8 | 11 | RETD | 11 |
| TAREWAY | CONTESSA 26 | 7 | 8 | 7 | RETD | 8 | RETD | 12 |
| SKUA | JAGUAR 27 | 14 | 11 | 13 | 9 | 7 | RETD | 13 |
| UNITY | UNKNOWN | 1 | - | - | - | - | - | 14 |
| KERRY MIST | ONE OFF | 12 | 15 | 15 | 7 | RETD | 8 | 15 |
| SAMANTHA | CHEYESTON CAUSALES | - | - | 11 | - | 12 | - | 16 |
| NICOLA | UNKNOWN | - | - | - | - | - | 9 | 17 |
| TYSTIC | UNKNOWN | 14 | 15 | 16 | 16 | RETD | RETD | 18 |
| CLAUDARA | CONTESSA 26 | - | 12 | - | - | - | - | 19 |

SCOD CLASS ~ 1985 POINTS CHAMPIONSHIP

| | HAMBLE/ YARMOUTH | YARMOUTH/ HAMBLE | YARMOUTH RALLY | COVES/ CROSTONCH. L./ LYMINGTON. | ROUND THE ISLAND | COVES/ POOLE | POOLE/ COVES | SOUTHSEA ① | SOUTHSEA ② | CHEBBOURG | R. SOUTH Y.C SOLENT ① | R. SOUTH Y.C SOLENT ② | BRIDGE LEDGE. | POINTS FOR BEST 6 RACES | OVERALL POSITION |
|-----------------------|---------------------|---------------------|-------------------|--|------------------------|-----------------|-----------------|------------|------------|-----------|-----------------------------|-----------------------------|------------------|-------------------------------|---------------------|
| MANICAMY LOG SC 8 | | | 3 10 | | 5 10 | R 0 | | | | | | | 3 12 | 32 | 4 |
| PERANT of BOSWY SC 23 | | | | | | | | | | | | | 7 7 | 7 | 9 = |
| SAMANTHA SC 32 | | | | | | | | R 0 | 2 10 | Δ | | | 4 10 | 20 | 6 |
| MARCIER SC 40 | | | | | 7 8 | DNS 0 | | | | Δ | | | | 8 | 8 |
| PEYER BAKER SC 48 | | | | | 4 12 | | | | | Δ | | | | 12 | 7 |
| VARTHAN SC 58 | 1 10 | R 0 | 4 9 | 2 10 | 6 9 | 3 10 | 2 10 | 3 10 | R 0 | Δ | 2 10 | R 0 | 5 9 | 60 | 3 |
| MACAROON SC 73 | | | 2 12 | 1 12 | 1 24 | 1 15 | 1 12 | 1 15 | 1 12 | Δ | 1 12 | 1 12 | 1 9 | 97 | 1 |
| ANJATO SC 78 | | | | | 10 5 | | | | | | | | | 5 | 12 |
| PIPATINA SC 86 | | | | | | DNS 0 | | DNS 0 | DNS 0 | | | | | 0 | - |
| MR TINGLE SC 91 | | | | | 3 5 | | | | | | | | 6 8 | 23 | 5 |
| MANDRIA SC 98 | | | 1 15 | | 2 19 | 2 12 | R 0 | 2 12 | | Δ | | | 2 15 | 73 | 2 |
| TOFFIN II SC 99 | | | | | 8 7 | | | | | | | | | 7 | 9 = |
| STIRLING SC 104 | | | | | 9 6 | | | | | | | | | 6 | 11 |

1st MACAROON 2nd MANDRIA 3rd VARTHAN

SCOD CLASS ~ 1985 COWES WEEK RESULTS

R - RETIRED
D - DISQUALIFIED

| | SATURDAY 3rd | SUNDAY 4th | MONDAY 5th | TUESDAY 6th | WEDNESDAY 7th | THURSDAY 8th | FRIDAY 9th | SATURDAY 10th | POINTS FOR BEST 5 RACES | OVERALL POSITION |
|-------------------|-----------------|---------------|---------------|----------------|------------------|-----------------|---------------|------------------|-------------------------------|---------------------|
| CREVETTE SC5 | | | | | | | | | 40 | 7 |
| MANOYANY LOGS 8 | R 0 | | | | | | | | 35 | 9 |
| CYRANDIC SC 11 | | A | | | | | | | 0 | 13 |
| SAMANTHA SC 32 | | W | | | | | | | 62 | 5 |
| PETER BAKER SC 48 | 2 12 | U | | | | | | | 70 | 3 |
| VAETHAN SC 58 | 5 6 | U | | | | | | | 45 | 6 |
| MACAROON SC 73 | 1 16 | W | | | | | | | 115 | 1 |
| SANTIANO SC 76 | | U | | | | | | | 7 | 11 = |
| ANJATO SC 78 | | Z | | | | | | | 7 | 11 = |
| PIPATINA SC 86 | | A | | | | | | | 29 | 10 |
| MR. JINGLE SC 91 | 4 7 | U | | | | | | | 68 | 4 |
| MANDRIA SC 98 | 3 9 | U | | | | | | | 97 | 2 |
| TOPPIN II SC 99 | 6 5 | | | | | | | | 37 | 8 |

Position in
RACE
POINTS
AWARDED

1st MACAROON
2nd MANDRIA
3rd PETER BAKER

201

Channel Handicap System

It was decided by your Committee this year that the Class should sail next year's Round the Island Race with the Channel Handicap Yachts. This arrangement has now been agreed and finalised with the Island S.C. in time for the 1986 race.

Competing in this group enables the SCOD Class to be included in the overall Channel Handicap results, and stand a good chance in the right sailing conditions of doing very well, and providing good advertising for the Class. We shall still be sailing for the SCOD Owen Aisner Bowl, with the trophy being presented to the first SCOD to finish.

To be eligible to sail in the Ch.Hp. division, each boat will have to be in possession of a Ch.Hp. rating, and information will be given in the next newsletter to members, detailing the procedure to obtain a rating for 1986. It is intended to include other Ch.Hp. events in the 1986 Racing Programme when finalised.

Macaroon and Varthan both competed in the Ch.Hp. division in The Royal Southern Y.C. races in 1985, and Macaroon's excellent result in winning the race on 15th September shows the value of the Ch.Hp. which allows SCODs to race on a realistic handicap against younger, more modern and more extreme rigs. Varthan also raced in the Royal Engineers Y.C. meet at Lympington on the 25th May under Ch.Hp. and was placed 7th out of 10 starters of various shapes and sizes in Division B.

Undoubtedly the Ch.Hp. has come to stay, with more craft racing under this Handicap than under I.O.R. ratings. Possession of a Ch.Hp. means a SCOD can enter a wide number of regattas on a good competitive basis.

However, it is rumoured that the fee for 1986 for a new Ch.Hp. will be £25 plus VAT and for a renewal, £20 plus VAT. Your Committee have protested to the R.O.R.C. about this very large increase from £9.20 charged in 1985, and it is proposed the matter be discussed at the A.G.M.



Royal Ocean Racing Club
Rating Office
Seahorse Building
Bath Road, Lymington
Hampshire, SO4 9SE

Tel. No.
0590-77030

FAHA/AEB

Telegraphic address: None
Telex: 47674 Matcom G attention RORC

6 December 1985

H T Hale Esq
Tinkers Ledge
Church Hill
Totland Bay
Isle of Wight
PO39 0EU

Dear Mr Hale

Thank you for your interesting letter of 2 December. You say that you have spoken to this office, in which case I am sure you are aware of the overall problem that the level of interest and inquiry on CHS and the resulting workload took us quite by surprise. The Channel Handicap Committee took the view, rightly in my opinion, that CHS must stand on its own feet and be self supporting and the 1985 charges are the least at which we think we can provide the service that owners require. Indeed the Committee were inclined to higher increases, but at £20 and £25 we feel that we shall manage. In other words, the original £9.20 was totally out of scale with the work involved and indeed we had to make an interim increase in July to keep our heads above water at all.

You make the point that a One Design should be easier for us to handle. As a matter of fact, in the formative years at least, the reverse is the case. We put a lot of work into ensuring that Class ratings are as fair as possible because a number of boats are involved. The SCOD, along with the other big one design classes was studied in considerable depth including a study in hydrostatics and it seems that we have done our sums about right.

The IOR has set a precedent for One Designs in that the rating fees are set at a Class figure lower than the one off charge and it may be that in future years when CHS has settled down we may be able to do the same. In 1986, however, it is still a case of recouping for work already done and of reviewing the effect of quite substantial system changes.

I hope this explanation may enable the class to continue to support a simple rating system that is still growing strongly.

Yours sincerely

Dictated by
F A H Ashmead
RATING SECRETARY
and signed in his absence

STARBOARD OUT - POINT HOME (The opposite of POSH)

VANTHAN calling all you SCOD girls.

I must tell you how thrilled I was when old Hugh told me he was to be Class Captain this year. I feel very honoured to be chosen to wear the gorgeous burgee designed by Ken which I had so admired in the past.

So we had a fairly intense fitting out period to be ready for the season and I was sorry that more of you were not ready to join in the fray due to the miserable spring weather. It is so lovely racing against oneself or in a fleet of two.

However, the highlight of the season was a voyage which resulted in the heading of this piece of matter.

How disappointed I was after sailing up from Yarmouth to find that the Cowes-Cherbourg Race had been cancelled and to find myself the only one on our nice old piles at Cowes. CHEVETTE turned up later also asking where the race was! I gather all you other girls had known about the cancellation earlier.

Hobbie and Anne joined as arranged but their chagrin too was great after making all arrangements for a good weekends sailing. However some of us had a jolly little yet together on the piles and I was delighted when JUNKANOO joined the party.

Saturday and early Sunday were frustrating as the gales blew themselves out, but think how thrilled I was when Hugh announced that we were going to sail at 1800 from Cowes bound for Cherbourg, to follow in the wake of JUNKANOO who had departed earlier.

After a good meal we set out on time and faced a beat down to Hurst against a Force 3/4 westerly wind over the ebb tide in a fine, dry evening.

At Hurst we fired away to a reach taking our departure from the Needles at 2107 on a course 190M for Cherbourg. The wind increased to a steady Force 5 with an occasional gust to 6, so under genoa and full main I was able to romp along on a broad reach on the starboard tack.

The evening was so beautiful, a lovely sunset followed by clear skies and wonderful visibility under a golden moon. The sort of conditions I dream about sometimes on my mooring.

It seemed that in next to no time lights of the French Coast were seen and I was so surprised because on previous voyages due to mist and fog I had never before seen that breath-taking display from the Atomic Power Station behind dear old Omonville.

I enjoyed hurtling along at 6 to 6.5 knots just keeping ahead of those dear little quarter waves which try to catch one unprepared.

Happily the moonlight was strong enough for me to see their antics and to dodge ahead as they attempted to board.

Monday's dawn was clear and bright so that the coast was soon revealed and I had fun recognising some of the landmarks. The westerly wind was so true that we held our starboard tack right into the entrance to Cherbourg at 0705 after my fastest passage ever, averaging 5.75 knots from Cowes.

By 0740 we were moored up in the Marina, so I was able to look around and rest after the exhilaration of the night. Robbie and Anne went ashore to arrange Duty Free purchases, petrol and to spy a place for lunch whilst Hugh and I had quiet moments together and he told me about his evacuation from Cherbourg in 1940, the day after France had surrendered to the German onslaught.

Hugh later went ashore and I was delighted to see JUNKANOO come into a nearby berth. We had a little chat and it transpired that she had had a bit of a dusting during her passage as the gale died away and Alan had decided to heave-to under the lee of the Carentan peninsula to rest until the winds abated.

Anne had to be on duty at Haslar R.N. Hospital at 0830 on Tuesday 27th August so Hugh had laid down a latest sailing time of 1400 hours 26th August giving us only about 7 hours ashore (or alongside).

After stowing the duty frees aboard, the crew left me to settle down to a new load line whilst they repaired ashore for lunch.

We left our mooring at 1410 motoring out towards the middle entrance as Hugh had planned to return to the Solent leaving the Island to port as I was bound for Gosport. We departed the entrance at 1437.

Another lovely fair day with wind NW Force 3/4 and very steady, meant we could hold a beam reach and eventually carried the port tack from Cherbourg to Dunnose. The lights of the Island looked very bright as we approached it at midnight having cleared the shipping lanes.

Dunnose gave us some trouble as the ebb was running very late just as the wind failed, dropping to Force 2/3 NW until 0200. Adolphus the Dolphino broke into song to push us up into Sandown Bay, and as the Island shore receded the wind steadied about 0230 to Force 2/3 SW, helping us up past Bembridge and through the Forts.

Visibility was marvellous so we had an effortless approach to Portsmouth Harbour handling sails and motoring in. It was my first visit to Haslar so we nosed in as dawn was breaking to moor at Hornet JSSC at 0533 27th August 1985.

Hugh went ashore to ring Customs at 0605 and as no visit was made by 0805 Anne said goodbye to me and thanked me for a splendid two voyages and walked to her work about 100 yards away!

As I was leaving the pontoon at 0815 a Customs Officer arrived and Hugh hailed him to enquire if he wished to board, but he said no so off we sailed, Robbie and Hugh taking me back to Yarmouth which was a dead beat in a force 3/4 SW. This we did in a series of long tacks reaching Yarmouth Harbour at 1210 in time for the 1215 bridge opening. We moored at 1233 and at 1500 Robbie and Hugh left me to rest after an exhilarating 32 hours sailing in which I had covered 170 miles.

What fun it was.

See you all next season (some of you with new owners).

Yours VARTHAN

SCOD ASSOCIATION DUTIES

- 1) HON. SECRETARY
 - a) List of Owners up to date with addresses and tel. nos.
 - b) Dispatch of documents to all owners and new owners
 - c) Dispatch of Newsletter to all owners and new owners
 - d) Arranging Club Functions, Committee Meetings, etc.
 - e) Liaison with all Committee Members
- 2) HON. TREASURER
 - a) List of paid up members
 - b) Collection of subscriptions
 - c) Racing accounts
 - d) Paying bills and subscriptions to outside bodies
 - e) Annual account
- 3) HON. REGISTRAR
 - a) Register of all boats
 - b) Register of Racing Certificates
 - c) RORC ref. Channel Handicap
 - d) Register of approved sailmakers
- 4) HON. RACING SEC.
 - a) Racing Programme with Races
 - b) Contact with SUNA; CCU and Yacht Clubs
 - c) List of Trophies and current holders
- 5) CLASS CAPTAIN
 - a) Editing Newsletter
 - b) General Liaison with members and Clubs
 - c) Help to other Committee Members
 - d) Promotion
- 6) OTHER COMMITTEE MEMBERS
 - a) As special abilities or contacts provide
 - b) Co-option to Sub-Committees

This list of duties is circulated to assist members in the routing of correspondence. To keep costs down should a reply be required, a S.A.E. would be appreciated.

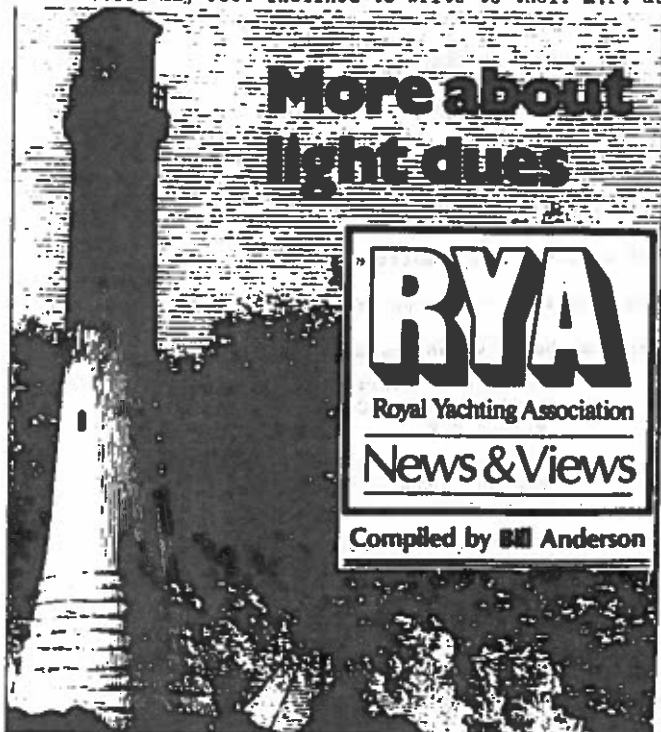
CRAFT FOR SALE - 1 DEC 1985

| No. | NAME & OWNER | LYING | PROBABLE ASKING PRICE |
|--------|----------------------------|-------------------------------|-----------------------|
| SC 12 | ECLAIR R. W. Hurdman | Co. Down, N. IRELAND | £3,500 |
| SC 30 | SOLANDRA S.T. Ray | Hamble | |
| SC 38 | SELGA | South Queensferry SCOTLAND | |
| SC 61 | LORETE Miss P. Atkins | Portsmouth | |
| SC 77 | LIMEJUICER G. Chatfield | Chichester | |
| SC 90 | HERSCHELL A. Yates | Brighton Marina | |
| SC 100 | TON UP I. Hunt | Portchester | £5,000 |

SCOD CLASS TROPHIES

| TROPHY | PRESENTED BY | AWARDED FOR | HOLDER |
|--------------------------------|--|--|--------------------|
| MISTER JINGLE | SCOD CLASS | SEASONS POINTS OVERALL | MACAROOM |
| PHOENIX TROPHY | ROYAL LONDON Y.C. | COWES WEEK OVERALL | MACAROOM |
| NGAURUHOE DECANTER | SCOD CLASS | ROYAL SOUTHERN Y.C. RACES (BEST OVERALL SCOD IN 4 RACES) | MACAROOM |
| SILVER JUBILEE | SCOD CLASS | CHRISTCHURCH BAY RACE | MACAROOM |
| OWEN AISHER BOWL | ISLAND S.C. | ROUND THE ISLAND RACE | MACAROOM |
| NORTHEY DECANTER | SCOD CLASS | SOUTHSEA REGATTA (BEST OVERALL SCOD IN 2 RACES) | MACAROOM |
| LINDA WINDELER | ISLAND S.C. | CHERBOURG RACE | MACAROOM (1984) |
| HEBE | ISLAND S.C. | BEMBRIDGE LEDGE RACE | MACAROOM |
| LADIES RACE | ROYAL SOUTHERN Y.C. | LADIES RACE | MACAROOM |
| RHEINFIELD | ROYAL MOTOR Y.C. | COWES TO POOLE RACE | MACAROOM |
| JOLIE MADAME | SCOD CLASS | POOLE TO COWES RACE | MACAROOM |
| ALAN MESSER CHALLENGE CUP | ROYAL THAMES Y.C. | COWES WEEK - SUNDAY | MANDRIA (1984) |
| DICK FREEMANTLE SALVER | ROYAL LONDON Y.C. | COWES WEEK - MONDAY | MACAROOM |
| COWES TOWN CHALLENGE TROPHY | MEDINA BOROUGH COUNCIL | COWES WEEK - WEDNESDAY | MACAROOM |
| PIRECRACKER PLATE | SCOD CLASS (To be presented by Island SC in 1986 if possible) | COWES WEEK - FRIDAY | MACAROOM |
| PIDALGA CHALLENGE TROPHY | ROYAL SOUTHERN Y.C. | COWES WEEK - SATURDAY | SAMANTHA |
| CRUISING TROPHY | SCOD CLASS | BEST CRUISING LOG | ? (1985) |
| CAPTAIN'S TANKARD | SCOD CLASS (Awarded by Class Captain) | MOST PROMISING NEWCOMER TO CLASS | MAHOGANY LOG |

Included in this Newsletter is a photocopy of an article recently published in Practical Boat Owner concerning the possibility of all seagoing yachts having to pay light dues in the future. If you feel strongly about this proposal, as do many other yachtsmen, then perhaps members may feel inclined to write to their M.P. as the article suggests.



More about light dues

RYA

Royal Yachting Association

News & Views

Compiled by Bill Anderson

native, but is run with voluntary co-operation so it would be useless as the basis for a tax and in any case the RYA which runs the SSR, might well abandon it if it were used as a means of compulsion.

Then there is the question of how to define a sea-going boat for the purpose of light dues collection. The owner of a 12ft. dinghy, who cruises along the coast, might well make much more use of aids to navigation than the owner of a 30ft. cruiser who regards his boat primarily as a floating weekend cottage and seldom leaves his marina berth. A Dragon, which day-races from Cowes, sails in an area littered with buoys provided by Trinity House but a cruiser which sails in the Clyde may never see a buoy or a light provided by the Northern Lighthouse Board.

The need for Government finance

The RYA is, of course, primarily interested in proposals for light dues which are of direct concern only to boat owners. But if one takes a broader view of the issue, one is inevitably attracted by the comments quoted in the Arthur Anderson report from Professor Samuelson's book 'Economics': he cites Lighthouse services as a prime example of where the existence of external diseconomies would indicate the need for the activity to be financed by Government.

So why do we not abolish light dues and simply finance the lighthouse services from general taxation? This is the method adopted by all our EEC partners so it would not seem unreasonable to follow the example of our neighbours and the advice of an acknowledged economics authority. The reason is, almost certainly, that Government policy dictates that whenever possible service industries should be financed by charges to users. But Government policy also calls for a realistic approach and advises against the adoption of strategies which increase the size of bureaucracy.

If you feel strongly about the need to protect boating from bureaucratic interference, which is a strong possibility if the Arthur Anderson report is accepted by the Government, why not tell your MP. It is his job, just as much as the RYA's, to represent your views to the Minister and while we keep a close eye on possible or proposed boating legislation he will only know about this particular issue if you tell him about it (If you want some ideas for a letter to him, you might just take the odd paragraph out of this column).

The reaction expressed by RYA members (and PBO readers) to the recommendation that all seagoing yachts should pay light dues was strongly against. Only four clubs or individuals thought that we should pay. Everyone else who wrote to express an opinion thought that we should not, and although the detailed reasons for opposition varied, the two themes which ran through the majority of the replies were: 'We don't want the bureaucracy that would be necessary to administer and enforce light dues' and 'We don't see how anyone can possibly come up with a fair system of light dues for yachts.'

It would seem that opposition to the Arthur Anderson recommendations for re-distributing the burden of light dues is by no means restricted to boat-owners. The British Ports Association can find nothing in the report to help with their particular problem, that light dues (which are not paid in any other N.W. European country) act as a disincentive to trans-shipping through British ports. The General Council of British Shipping is concerned that the Arthur Anderson

recommendations for changes in rates are unrealistic. If implemented they would reduce the dues paid by the largest ships, with a compensating increase in dues for smaller commercial vessels. The difficulty is that although there is a balance between the proposed reductions and increases, there would in some cases be increases in percentage terms for the smaller vessels of several hundred percent, which would completely upset the financial structure of their operations.

The RYA case against light dues for yachts is simple. It would not be economically viable to set up a system for collection and neither could any system so far envisaged be fair to boat owners. A simple 'Television Licence' type of system would be open to abuse and very expensive to enforce. Compulsory registration might ease the enforcement difficulties but would give rise to expensive administration of the register. It costs about £70 to register a change of ownership on the present Department of Transport register, nearly three times the proposed minimum level of light dues. The Small Ships' Register is a much cheaper alter-

NOTICE OF THE 31ST ANNUAL GENERAL MEETING

Notice is given of the 31st Annual General Meeting to be held at the Royal Naval Club and Royal Albert Yacht Club, 17 Pembroke road, Old Portsmouth, Hants at 1800 hrs Saturday the 25th January, 1986.

AGENDA

- 1) Minutes of 30th AGM and matters arising.
- 2) Class Captain's Report and presentation of Class Captain's Tankard.
- 3) Hon. Treasurer's Report.
- 4) Election of officers and Committee for 1986.
- 5) Hon. Racing Secretary - Outline of 1986 Programme.
- 6) Open forum:- members' views are sought on:-
 - a) Cowes Week starts for Black Group would require SCODs to be fitted with V.H.F.
 - b) Channel Handicap System: Protest against proposed increased fee submitted.
 - c) Attendance at Rallies - prepayment required to prevent embarrassment in future.
- 7) A.O.B.

It is hoped to conclude the meeting by 1930 hrs.
.....

A.G.M. BUFFET

This year it has been decided to try a BUFFET rather than a formal DINNER to enable an easier circulation amongst members attending.

The buffet will start at 2000 hrs and the cost will be £6.50 per head including VAT and service donation. Final reservations are required by Saturday 18 th January 1986 with cheques made out to SCOD Association and sent to the Hon. Secretary (Tel: 01-942 8167)

NAME

ADDRESS

.....

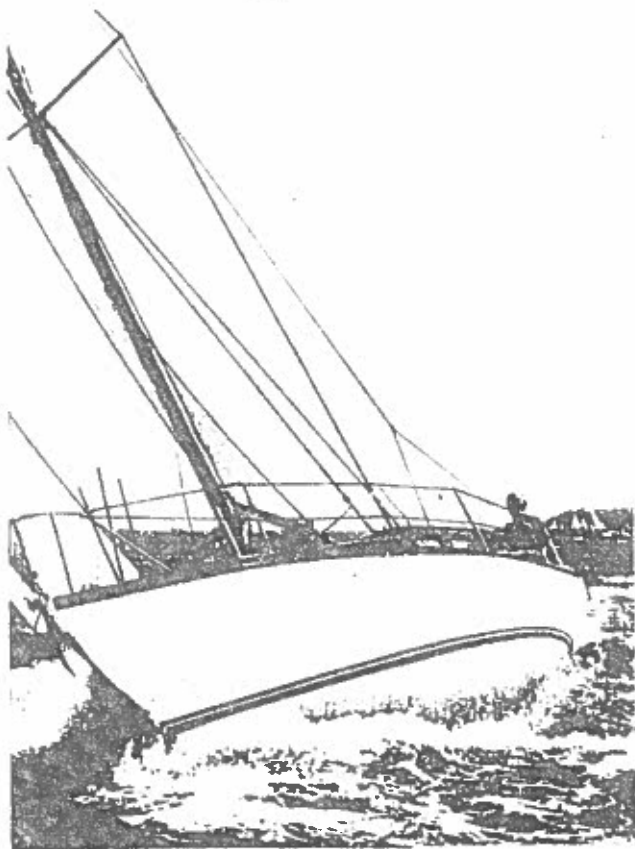
.....

I shall be attending the A.G.M. on 25th January 1986 and wish to book places for the Buffet afterwards at £6.50 per head.

Enclosed herewith my cheque for £..... made out to the SCOD Association.

Signed

SOUTH COAST ONE DESIGN CLASS



AUTUMN NEWSLETTER

1987

1993

MEMORANDUM FOR THE DIRECTOR



ONE DESIGN OF VSS

SOUTH COAST