

# SOUTH COAST ONE DESIGN CLASS

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## SCOD NEWSLETTER

### CLASS CAPTAIN'S MESSAGE

This is the time of the year when, weather permitting, SCOD owners are at their busiest preparing for the forthcoming season. Fingers are sore through rubbing down seemingly acres of paintwork and varnish, hands and clothes become covered with spots of expensive paint and muscles rebel after a long winter of inactivity. However, for me the first sail of the season makes all the hard work worthwhile.

This year we celebrate the Silver Jubilee of the SCOD Class and the Committee has been occupied over the last few months deciding how best to mark this milestone. Whatever is decided, it will all come to nothing unless you, the owners and crews, give us your support afloat. Do come to the Rallies, do turn up for some of the races and let us see you at Cowes Week, preferably racing, but if not, at the party ashore. The SCOD Class nearly lost their Cowes Week racing this year due to the poor turn outs in recent years. Let us show the flag during the Week and have one boat present for each of the twenty-five years the class has been racing at Cowes.

Finally, as we sail into this rather troubled decade, may I wish you all the very best of weather for your sailing, be it racing or cruising, and a welcome awaits you aboard Tuonela wherever we may meet.

### WELCOME TO NEW MEMBERS

We welcome the following new members and hope they will enjoy sailing with u

B May	"Petite Etoile"	SC 67
D Browne	"Anjajo"	SC 78
C Staples	"Malimbe"	SC 84
A J Dunne	"Wendy Caroline"	SC 94

### MEMBERSHIP AND SUBSCRIPTIONS

Currently we have 87 members of whom 40 are full members, 32 non-racing members and 15 associate members. Can I remind members that subscriptions are as follows:

Full member	£4 p.a.
Non-racing member	£2 p.a.
Associate member	£2 p.a.

Quite a number are still paying the old subscriptions which are half the above figures. Our new Treasurer will be in touch!

PROGRAMME FOR 1980

Full members will have received the detailed programme and entry forms for 1980. For non-racing and associate members the programme is given here.

- May 17th Royal Southern Y.C., Hamble-Yarmouth  
 18th Royal Southern Y.C., Yarmouth-Hamble  
 \* 23rd Island S.C., Cowes-Cherbourg (Linda Windeler Cup) and RALLY
- June 7th SCOD Class, Cowes-Chichester  
 \* 14th Royal Southampton Y.C. RALLY at Beaulieu River  
 21st Island S.C. Round-the-Island (Owen Aisher Cup)  
 28th SCOD Class, Chichester-Hamble (Chichester series)
- July 5th Royal London Y.C., Race at Cowes (Phoenix Trophy)  
 \* 12th Royal Motor Y.C., Cowes-Poole (Rheinfield Trophy) and RALLY  
 13th Royal Motor Y.C., Poole-Cowes  
 19th } Combined Clubs. Southsea Regatta  
 20th }
- Aug 2nd to 10th COWES WEEK  
 \* 23rd SCOD Class RALLY at Alderney  
 23rd  
 to SCOD Class Cruise, Channel Islands (and Brittany perhaps)  
 31st
- Sept 6th SCOD Class, Chichester-Cowes (Chichester series)  
 7th Royal Southern Y.C. Ladies race (Ladies Cup)  
 13th Royal Southern Y.C. Hamble-Yarmouth  
 14th Royal Southern Y.C. Yarmouth-Hamble  
 20th SCOD Class. Race at Chichester (Chichester series)  
 27th Island S.C. Bembridge ledge race (Hebe Trophy)
- Oct 4th SCOD Class. Race at Chichester (Chichester series)  
 11th Laying-up supper, Bosham S.C.

\* Indicates SCOD Class rally to which members are welcome whether racing or not.

Any non-racing members who would like to join in races will be welcome and should contact the Hon Secretary or Hon Racing Secretary. In particular we would like a good turn out for Round-the-Island, Cowes-Poole, and Cowes Week.

SILVER JUBILEE

Plans for the SCOD Class silver jubilee have been helped by the response to the questionnaire sent out with the last newsletter. Thank you to all who responded. As a result of analysing members views the following are proposed:

- There will be a silver jubilee dinner at the class rally at Gins Farm on the Beaulieu River on Saturday 14th June.
- There will be four rallies this year at Cherbourg, Poole, Beaulieu and Alderney.
- We will seek to obtain PR for the class through published articles and will be producing a SCOD brochure.

- 10 owners have volunteered to turn over the helm of their boats to an ex-owner for a special race during Cowes Week.
- By very popular request there will be one race during Cowes week without spinnakers.
- We will try to organize an exhibition relating to the SCOD class during Cowes week in one of the clubs or elsewhere.

There is a lot of work involved for those who have to do the organizing. Please give them your backing.

### GRP SCOD

The GRP SCOD project is moving slowly ahead. Robert Putnam has completed layout drawings. Discussions have been held with Hambrook Marine who make GRP Swallows and who made the original mould from an existing wooden boat. When we have decided on construction details and specification an attempt will be made to get the plans published in the yachting press.

We now need one or two interested customers. Price is still targetted at about £11,000 including VAT. Anyone interested should contact the Hon. Secretary.

### SCOD CLASS CRUISE

As last year, the Class Captain will be going on a cruise at the end of August. Starting with the SCOD rally at Alderney on August 23rd, the idea is to spend the following week which includes the August Bank Holiday exploring the Channel Islands and possibly, if conditions are right, going as far as St Malo or Lezardvieux. Anyone interested in cruising in company should note the dates. As last year it will be a case of "Tuonela" going anyway, any other SCOD wishing to go along as well will be extremely welcome.

### CREWS

One or two boats are short of crew. Anyone having surplus crew (!) or knowing of any potential candidates should advise the Hon. Secretary.

### CONTRIBUTIONS FROM MEMBERS

We have two contributions for this issue, one on the spring repaint, and another dealing with an improved folding table. Please continue sending in your ideas and comments.

#### 1. SPRING REPAINT

Many SCOD owners do their own repainting in the spring and may be glad of some painting tips based on the experience of others.

Topsides. If topsides are given a full undercoat and finish coat each season, the layers of paint soon build-up and consequently make repairs to damaged paintwork more difficult. If the old paint is rubbed down with 180 wet paper and only the damage touched up with undercoat and filled using a filling knife and again rubbed down level, one thin finish coat is then all that is necessary.

If the topsides are in a colour other than white, it is necessary to colour the undercoat to match the finished coat. The foregoing reduces paint build-up to a minimum.

When using a filling knife always fill above the level of surrounding paint because all fillers shrink a little as they dry out. Most oil based paints intended for boats are quick drying, and as a result it is sometimes difficult to carry a wet edge, if a little raw linseed oil is stirred into the paint, the drying time will be extended. If oil paint has to be thinned with white spirit always take the brush out of the paint pot and mix in the spirit with a stirrer and not the brush, because if the brush is used the spirit will be taken up by the bristles to give the appearance of overthinned paint.

Antifouling. Some owners may have difficulty in maintaining a reasonable finish on the boat's cast iron keel, due to rust lifting the paint and forming hollow blisters. This trouble can be much reduced by an application of "D" Rust direct to the cast iron surface. International Paints have a satisfactory specification for the repair work from this point on.

When starting to apply antifouling do not start with a dry brush, but wet it with thinners and squeeze out before it is dipped in the paint, by doing this the paint will flow more freely. If old antifouling is well rubbed down with, say, 100 wet paper before re-coating, paint build-up is much reduced.

Care of brushes. To clean a brush after use, (a) wipe out as much paint as possible with some old rags or newspaper, (b) use two tins or jars containing white spirit for a first and a second wash, (c) soak brush in washing-up liquid and rinse out in a basin under a running tap. If the spirit is left to stand in the containers for a few days, the paint will settle out, leaving clean spirit to be used again.

When painting a yacht on the hard it often happens, time does not permit the proper washing out of brushes, the alternative is to slip the brushes into polythene bags (excluding as much air as possible) and the brushes will stay soft until there is time and facilities to wash them. The practice of keeping brushes in water to prevent the paint hardening is not satisfactory it is much better to suspend them in white spirit if you are using them again soon. For antifouling paint use special thinners in place of white spirit.

Varnish brushes should be kept suspended in raw linseed oil, use an old hone jar with a slot cut in the lid to take the body of the brush and do not allow the bristles to rest on the bottom of the jar.

## 2. SCOD IMPROVEMENTS - FOLDING TABLE

Tables in SCODs are of various designs and the most satisfactory appears to be one which will fold flat to the bulkhead. The drawing (over page) shows details of a folding table that has proved satisfactory in use, and one can sit on the starboard bunk/seat and put the table in place in seconds without getting up.

The surface is covered in Formica which extends to both sides of the larger hinged flap, so that when the table is closed, the half table can be used with a folding wooden fiddle to form a small table for use when sailing. If anyone is copying this design, it is important to use a thick marine plywood for the top, because if not the top may buckle when the Formica is glued on.

All hinges must have non-ferrous pins, if the flush hinges have mild steel pins, these must be changed. The pegs shown to locate the hinged bracket and also the foot of the leg can be brass screws with heads sawn off.

