

SOUTH COAST ONE DESIGN CLASS

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SCOD NEWS NO. 8

SPRING 1981

By tradition, the Class Captain writes his annual letter at this time of the year. Despite a 'jogging of elbows', however, the Class Captain this year has left it to the Hon. Secretary while he has turned his mind to the weightier subject of matrimony. We wish Roger and Alex much happiness following their recent marriage and trust we see much of both of them and "Tuonela" during the coming season.

New Member

We welcome Mr. Roger Carr as a new member. He now owns the prototype SCOD "Caviare" (SC 6) which he keeps on the Moray Forth in Scotland.

Subscriptions

Subscriptions are now due. Racing members £4, nonracing and associate members £2. Please remit these to the Hon. Treasurer forthwith if you have not already done so.

Where is the Vigour of Youth?

Like many associations, the SCOD Class relies on a small handful of people to do the organising and to turn out regularly to keep an active programme of events going throughout the season. Would those prepared to play a more active role please stand forward? If all members resolved to turn up to two more events than last year, a major reinvigoration would be achieved. Remember that the privileges the SCOD Class has, such as its own start in Cowes Week and Round-the-Island and special races and events provided by the main Solent Clubs, can easily be lost. Please do make an effort to support the class programme and to volunteer help if you can.

1981 Programme

Racing members have been circulated with the programme* and entry forms. For the benefit of nonracing and associate members the programme is given below. Nonracing members might like to consider the Cowes-Cherbourg and Poole weekends as well as the Round-the-Island Race (or any other race for that matter). If so contact the Hon. Secretary or Sailing Secretary for details.

* The Southsea regatta was deliberately omitted this year in view of the Mid-August date. By request, this has now been reinstated. The July 21st Chichester race has been deleted. Also the rally date should have been August 29/31. An amended programme sheet is circulated to racing members with this newsletter.

May 16th)	Hamble/Yarmouth
May 17th)	Yarmouth/Hamble
May 22nd	Cowes/Cherbourg
June 6th	Cowes/Chichester
June 13th	Race at Chichester (CS 1) *
June 20th	Race to Rally
	RALLY AT BEAULIEU RIVER
June 27th	Round-the-Island
July 4th	Phoenix Trophy at Cowes
July 11th	Race at Chichester (CS 2) *
July 18th)	Cowes/Poole
July 19th)	Poole/Cowes
August 2nd to 10th	COWES WEEK
August 15th/16th	Southsea Regatta
August 29th/31st	RALLY AT FÉCAMP
Sept 12th	Chichester/Cowes (CS 3) *
	RALLY AT COWES
Sept 13th	Ladies Race
Sept 19th)	Hamble/Yarmouth
Sept 20th)	Yarmouth/Hamble
Sept 26th	Chichester/Hamble (CS 4) *
Oct 3rd	Bembridge Ledge Race
October	Laying-up Supper
December	AGM and Dinner

* CS = Chichester Series, not counting towards points trophy.

Rallies

The annual class rally this year will be held once again at the Royal Southampton Yacht Club at Gins Farm on the Beaulieu River. The date is Saturday 20th June. The Poole weekend is July 18th/19th.

An innovation this year is a rally at Cowes on Saturday 12th September. This will be an informal event centred on 8 York Road by courtesy of Rosemary Schinas and "St Christopher". It will be followed by the Ladies Race on the Sunday.

The late summer bank holiday rally will be held at Fécamp. One or two boats intend to go on to Honfleur for a day or so.

Details of rallies will be circulated to all members later.

Cowes Week and Annual Cocktail Party

Cowes Week is August 2nd to 10th. Entry forms will be circulated later. We hope that all those that sailed last year and enjoyed themselves will be back again for more. Please try to get one more boat to come with you!

The annual cocktail party will be held on the Tuesday of Cowes week this year instead of the more usual Thursday. The Royal Yacht Squadron has agreed to allow the SCOD Class to hold the party on the lawn of the R.Y.S. Castle. We are also looking at the possibility of organising a meal.

SCOD's for Sale

There are currently known to be twelve SCOD's for sale at prices between £4,000 and £8,000. Will any member knowing of potential purchasers please put them in touch with the Hon. Secretary.

Racing Seminar

The RYA has asked all class associations to consider organising a racing seminar during the season. We would be happy to do so if members think it would be useful. Newcomers may find an afternoon and evening's instruction on the basics of starting and the rules useful, especially with Cowes Week in mind. Please write or telephone to the Hon. Secretary. The seminar could be held at a convenient location for those interested.

Sailmakers

At the Autumn Committee Meeting it was agreed to delete Hood, Jeckells and Gowen from the list of approved sailmakers. The approved sailmakers now are Banks, Ratsey and Laphorn, Lucas, Team, Seahorse. Anyone who has already ordered sails from those makers being dropped will have them registered but should contact the Hon. Registrar without delay.

SAIL TRIM

The rig and sails are the power source of your boat. A little time spent tuning the rig and a little care in setting and trimming sails pays a dividend in improved performance and handleability. The SCOD rig is simple and the tuning needed is minimal.

Tuning the Rig

There is no magic to mast rake, rigging tension etc. The mast is positioned to give neutral helm balance on the wind. Ideally, the boat should sail herself to windward in smooth water with only the slightest tendency to round up into the wind after several seconds. To achieve this requires that the SCOD mast be raked aft at the top as much as possible. Two things can upset this:

1. The hull is not trimmed properly, i.e. it is down by the bow or the stern. Make sure weight is distributed so that the boat floats to the designed waterline (or parallel to it).
2. The jib and main are not a matched pair. A flat main with full jib will give lee helm and vice versa.

Get the mast rake right. Sailing to windward is both faster and more pleasant if the boat is properly balanced. Windward sailing requires a straight jib luff (and therefore forestay). Simply winding up the bottle screw on the mooring is not the answer. The mast must be

straight not only when the boat is upright but also when sailing well heeled. The jumpers should be firm when the mast is stepped but not necessarily very tight. The forestay and backstay should be reasonably tight but not excessively so. The real trick is to balance the tension in upper and lower shrouds so that the mast stays straight when well heeled. Slack lee shrouds are not too important as long as the mast moves over as a straight unit. Look along the mainsail track when well heeled. The mast should be straight, not a crescent or an s-shape. If it is straight, the forestay will stay pretty straight, the boat will point high and go fast.

One last point: do make sure the main and jib are complementary. A flat jib and a flat main is all right. A full main and full jib is all right for light but not for heavy weather. One full sail and one flat one is bad at any time.

Sheeting the Sails

Setting and sheeting the spinnaker was described in the last newsletter. In this one we consider only the main and jib.

In a SCOD the mainsail really is the 'main' sail. It is large, develops a lot of drive, and it must be sheeted properly or the boat will not go well. Off the wind, always make sure that mainsail is as far out as it will go without lifting. Going to windward, however, the main should be sheeted in hard unless there is a fair amount of chop when it should be eased only enough to put some twist into the sail.

The genoa is usually sheeted outside the shrouds. If it is sheeted between the upper and lower shrouds the boat will point a couple of degrees higher but is harder to tack. Also the sheets must be re-routed outside before easing off onto a reach. Observation shows that the fastest boats usually sheet outside the shrouds. Going to windward, the SCOD will stand the genoa sheeted hard. The usual rule is to winch in until the leech touches the shroud and then ease just a fraction until it leaves a quarter inch clearance. In a chop, ease some more. Black wool telltales on the jib luff (say 3 inches long, 4½ inches back from the forestay) make it much easier to sail the optimum course to windward. Two sets are sufficient, say 5 feet and 10 feet from the clew.

One final point: The halyard tensions on both the main and jib should be varied to suit the weight of wind. Never let creases develop which originate from the luff of either sail. As soon as they appear, increase halyard tension until they disappear. Ideally, mainsail foot tension should likewise be varied. By increasing these tensions as windspeed increases the sails are flattened, the boat points higher and heels less while still going fast. If it is not done, the draft in the sails moves aft, the boat is overpressed and wallows. It makes a surprising difference. Try it next time it blows up.