

## APPENDIX 1

### Righting the Chichester Scow after capsizing.

Sooner or later most people experience a capsize. It's usually caused by an accidental gybe or by getting some part of the boat tangled with an obstruction. Here are a few tips that should enable righting of the Chichester Scow without external assistance.

In a capsize the Chichester Scow initially remains in a 90 degree position. The buoyancy of the lug and mast sometimes keeps it in this attitude.



It may have been possible to simply climb down from the windward side to stand on the centreboard and right the scow very quickly.

However, it is also possible that the weight of the crew clinging to the hull will turn the scow to a fully inverted attitude. The centreboard will then fall back into its case and another righting method must be employed.

The scow floats quite high when inverted, so it is fairly easy to reach under the foredeck and find the painter, which should have its bitter end tied through the foredeck cleat. Gather up the loose end of the painter and move it aft leading it inside one of the shrouds. Then throw the loose end over the inverted hull. Move round to the other side and grab the painter. Now push down on the underside of the gunwhale whilst pulling the other side up with the painter.



This starts the righting process. The gunwhale on the crew's side can be immersed further if the crew puts his/her feet on the underside of the gunwhale whilst maintaining tension on the painter.



Here the painter can be seen led inside a shroud. As the rig emerges from the water the scow should right rather quickly. The crew should then climb aboard from his/her position at lowest part of the side.



The scow will right with a good bathfull of water in the cockpit. This can be bailed out in 2-3 minutes with a normal dinghy bailer. Even with this water aboard the scow remains remarkably stable. The following picture shows that even when an 80kg crew sits at one side there is still around 10cm freeboard on the low side.



## A few tips

Always sail with the hatches in.

Be aware of the clearance you need to keep from obstacles, especially when sailing downwind in a creek full of moorings.

Reduce the chance of an accidental gybe by keeping aware of the true wind direction when sailing downwind. The scow wind indicators may be inaccurate, so look at the waves too, and the wind indicators on moored boats.

Keep any loose items in the cockpit on their own lanyard.

Use the 5m long painter with the bitter end tied through the foredeck cleat. Always keep the loose end of the painter in a tidy fashion ready for use; e.g. being towed, mooring, capsize recovery. Do NOT use it as a lanyard for loose objects in the cockpit.

A buoyancy aid is better for dinghy sailing than a life jacket, because it is not so bulky in front of the crew, and enables easier re-boarding after the capsize.

Even when confident in your ability to right the capsized scow alone, in a tidal creek with moorings it may be wise to promptly accept external help to keep the boat from being swept into moorings.

The tank hatches do not make a perfect seal and allow small amounts of water to leak through. When ashore this should be sponged out. A small amount of fresh water should be used to rinse the tanks, and should also be sponged out.

Remove the hatches and allow the tanks to ventilate when the boat is not in use.