

Preamble (NOT part of Class Rules)

Class Membership and Certificate Compliance

The LRSCA having adopted the Policy that Certificates with valid buoyancy endorsements will be presented for inspection prior to registering at the annual National Championships, it is appropriate to remind owners of their responsibilities in maintaining their Scow in Class.

When a Scow is built it is measured to ensure compliance with the Class Rules (which entails weighing the hull, weighing and checking the measurements of spars, rudder and centreboard, checking equipment and carrying out a buoyancy test) and a central record of the details is filed before issuing a Certificate.

To join the LRSCA as an Owner Member, the owner, if buying a newly built Scow is required to join the Association and pay the measuring fee before a Certificate, which incorporates the Record of Buoyancy tests, is issued. The joining fee for the first year is £10 and the measuring fee £25.

The Class Association Year Book includes a list of Members with their details and also the National Association Register of Lymington River Scows. This latter list includes the name and number of all known Scows and the latest known Owner. This list is asterisked with the Scows whose owners are fully paid up members.

Annual buoyancy tests are required to be carried out by a tester authorised by the Association. The current authorised testers are John Claridge, Brian Buckingham and any member of the Measurement Group. There is no charge for the Annual Tests.

Change of Ownership or name must be notified to the Secretary and the Certificate returned. The new Owner will be required to be a Member of the Association if a new Certificate is to be issued free of charge. If a Certificate is required through loss or damage a charge of £5 is then made for a replacement.

Owners are reminded that it is their responsibility to maintain their Scow in compliance with the Rules at all times which includes annual buoyancy testing.

Sails are supplied by the authorised Sail Maker, Sanders Sails of Lymington. Sails are 'one design' and no modification, when new or in service, is allowed. A Register of Sails is maintained and all recent sails will have their number and date endorsed on the sail.

Andrew Tyrrell.
Chairman Measurement Group

Class Rules (2012)

Changes of substance since the previous version of these rules are highlighted by a left marginal bar

1. Objectives

The purpose of the Class Rules is to

- a) Provide a mechanism to determine if a particular boat, with all its racing equipment, is indeed a Lymington River Scow.
- b) Provide racing on as equal terms as possible.
- c) Minimise the advantages of spending an excessive amount of money.
- d) Minimise administrative time and costs.
- e) Ensure the Class remains attractive to a wide range of crews.
- f) Maintain the value of existing boats.

2. Administration

- a) Certification

The Class will issue certificates for boats that comply with the Class Rules and keep a register of them in a manner approved by the Royal Yachting Association.

- b) Sail Numbers

Sail numbers will be issued in sequence.

- c) Fee

There will be a fee for certification, which will be set to cover administrative costs.

- d) Boat Identification

Each hull will be identified by a plaque fixed by the builder.

- e) Rule Interpretation

Rule interpretations will be determined by the Measurement Group, taking advice from the builder. Its decisions shall be recorded in numerical sequence and reported to members at the next General Meeting of the Class. An owner can seek an interpretation by submitting a question in writing to the Measurement Group before implementation of any modification. These questions and interpretations will be made available to the whole Class and reported to the next General Meeting.

3. General

- a) Mouldings for boats and foils shall be made only by a licensed boat builder from registered moulds taken from the Association's master plugs.
- b) All specified materials, fittings and equipment shall conform to the Class specifications and drawings.
- c) When a boat does not conform to a Class Rule, especially one built before September 1998, the Measurement Group may consider issuing a dispensation for it. Generally, an unlimited dispensation will not be issued if it is reasonable for it to be modified to comply with the Class Rules. The dispensation may also specify that some modification to the boat be completed. Any dispensation shall be recorded on the boat's measurement form. All dispensations issued shall be included in the Measurement Group's report to the next General Meeting.
- d) All boats shall carry the following when racing
 - i) A painter of minimum diameter 8 mm and minimum length 5 m.
 - ii) A pair of oars with a minimum weight of 3.0 kgs.

- iii) Rowlocks.
- iv) A large hand bailer or bucket.
- v) An anchor of minimum weight 1.5 kg and 10 m of anchor warp of minimum diameter 6 mm.
- e) A self-bailer may be fitted.
- f) A compass of any type may be carried or fitted.
- g) Buoyancy shall be checked by a pressure test using a method and equipment approved by the Measurement Group. The test shall be witnessed by a Class or Club official approved by the Association, who shall sign that it has been completed satisfactorily. The buoyancy shall be tested annually and a boat shall not race unless her certificate is updated and signed accordingly within the previous 12 months.
- h) Hull dimensions, internal mouldings, deck mouldings, centreboard case and pin location, thwart, mast gate, mast step, shroud attachment points, gunwales and stem will all be controlled by the comparative method.
- i) The builder shall declare each hull to have been built in accordance with the Class Rules, including drawings, diagrams and specifications. In the event of a protest alleging a particular dimension does not comply that measurement shall be compared to the master plug and a selection of boats (probably 3 – 5) built within 12 months of the protested boat. If the measurement of the protested boat is outside the range of the others this shall be referred to the Measurement Group who may rule that the boat does not comply with the Class Rules.
- j) The minimum weight of the hull without spars, sails, sheets, oars, rudder, anchor and warp and other loose gear but including painter, downhaul, kicking strap, rowlocks and self bailer if fitted shall be 100 kgs. A maximum of 5 kgs of corrector weights, or 10 kgs for boats built before September 2003, shall be secured under the thwart. Corrector weights shall be stamped with their weight and this shall be endorsed on the boat's certificate held by the owner and which shall be available to members.
- k) Not less than 0.028 m³ of solid foam buoyancy or an acceptable equivalent (e.g. sealed plastic bottles) shall be equally distributed around the sides and fore tanks.

4. Rudder

- a) The rudder assembly shall conform to Class drawings.
- b) The tiller extension may be of any length or material.
- c) The blade shall be foam sandwich construction to the Class specifications from an approved mould.
- d) The combined minimum weight of the rudder blade, stock, tiller and extension shall be 3.5 kgs.
- e) The rudder shall be secured to the boat by a rudder retaining clip to prevent loss in the event of capsize.

5. Centreboard

- a) Centreboards shall be of foam sandwich construction to Class specifications from an approved mould and shall weigh 2.5 kgs +/- 0.5 kgs.
- b) The weight of the foil shall be engraved on the handle.

6. Equipment

- a) All sheets shall be of minimum diameter 8 mm. The main halyard shall be of minimum diameter 6 mm and shall have no mechanical advantage. Headsail and spinnaker halyards shall be of minimum 5 mm diameter. Shrouds and forestay shall be of 3 mm x 1 x 19 stainless steel wire. Lanyards shall be of minimum diameter 2.5 mm.
- b) The following may not be adjusted while racing – mainsheet bridle, standing rigging, mainsail foot outhaul, mainsail head outhaul and jib tack position.
- c) The downhaul shall have a maximum purchase of 6:1 and only one cleat.
- d) The kicking strap shall have a maximum purchase of 4:1 and only one cleat.
- e) Hiking straps are prohibited.
- f) It is permitted to fit one or two stirrups to lines attached to the boat to aid recovery in the event of capsize.

7. Spars

a) General

The spars, with the exception of the whisker pole, shall be buoyant, nominally circular in cross-section and fabricated from aluminium alloy which shall be anodised or may be powder coated for protection, except that the gaff may be glass reinforced polyester resin moulded over a class approved mandrel.

b) Mast

- i) Outside diameter shall be 50 mm +/- 1 mm.
- ii) Wall thickness shall be 1.6 mm +/- 0.1 mm.
- iii) Maximum tube length shall be 3330 mm.
- iv) Maximum height of pole eye from tube bottom shall be 840 mm.
- v) Minimum weight, including standing rigging and fittings but excluding halyards, shall be 2.9 kgs.
- vi) All fittings, except the spinnaker crane, shall be secured to the alloy tube.
- vii) Maximum extension above alloy tube shall be 45 mm.
- viii) Maximum extension of alloy tube base shall be 15 mm.

c) Boom

- i) Outside diameter shall be 50 mm +/- 1 mm.
- ii) Wall thickness shall be 1.6 mm +/- 0.1 mm.
- iii) Minimum tube length shall be 3020 mm.
- iv) Take-offs for mainsheet blocks measured from outboard end shall be 785 mm +/- 20 mm and 1830 mm +/- 100 mm.
- v) Kicking strap take-off measured from inboard end shall be 630 mm +/- 20 mm.
- vi) Minimum weight shall be 2.6 kgs.

d) Gaff

- i) Outside diameter shall be 49 mm tapering to 26 mm for anodised aluminium alloy, or 55 mm tapering to 30 mm for glass reinforced polyester resin, +/- 1.5 mm.
- ii) Minimum tube length shall be 2970 mm.
- iii) Minimum weight of complete spar shall be 1.95 kgs.
- iv) Distance from the large diameter end to the bearing point of the lacing eyes securing the rings shall be 1095 mm +/- 5 mm and 1370 mm +/- 5 mm.

e) Spinnaker Pole

- i) Outside diameter shall be 25 mm +/- 1mm.
- ii) Wall thickness shall be 1.6 mm +/- 0.1 mm.
- iii) Maximum length shall be 1300 mm.
- iv) Minimum weight shall be 0.5 kgs.

f) Whisker Pole

There are no restrictions on the whisker pole.

8. Sails

a) General

- i) Anything not specifically permitted by these Class Rules for sails is prohibited.
- ii) The Class shall annually license one sailmaker to produce a one-design mainsail, jib and spinnaker from Class approved templates. All sails will be date stamped and the serial number recorded on the certificate.
- iii) The mainsail and jib shall be constructed of Polyant 170 gms (4.0 oz) in Touring finish or Contender 4.0 oz. If tan or cream fabric is required Haywards 6202 may be used. The spinnaker shall be constructed of Contender Ni-lite or Dimension Polyant 32 gm. Equivalent fabrics may be nominated by the Measurement

- Group.
- iv) No sails other than the approved mainsail, jib and spinnaker shall be used. Modifications to sails after certification, other than repairs, are not permitted.
 - v) Each Scow may acquire in any manner no more than one mainsail, one headsail and one spinnaker in each calendar year unless loss or damage occurs and the Measurement Group agrees replacement.
 - vi) The body of the sails shall consist only of the same material throughout. Cloth colour is optional. Reinforcements shall have a top covering (secondary) of the same material as used in the body of the sail. Under reinforcements can be of a heavier construction but shall be woven polyester or nylon.
 - vii) Measurements shall be taken in accordance with the ISAF Equipment Rules of Sailing (ERS).
 - viii) The sail number shall be displayed on the mainsail only.
 - ix) Other than paragraph headings, a term printed in “**bold**” type is used in its sense as defined in the ERS.

b) Mainsail

- i) The construction shall be soft sail, single ply with five horizontal seams (no vertical seams are permitted).
- ii) The sail shall have two batten pockets in the leech. The centrelines of each batten pocket shall be within +/- 50 mm of the third and two-third leech points.
- iii) The following are permitted – stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, reefing points, sail numbers, class insignia and tell tales.
- iv) The foot and head of the sail shall be attached to the spars by means of a boltrope for at least 95% of their respective lengths.
- v) There shall be a reef of minimum height 300 mm and maximum height 600 mm. A minimum of three eyelets shall be fitted between the leech and luff eyes.
- vi) Dimensions shall be

		Maximum
A	Luff length	1.06 m
B	Foot length	2.92 m
C	Head length	2.92 m
D	Leech length	4.33 m
E	Clew diagonal (clew point to throat point)	3.20 m
F	Throat point to half leech point	1.22 m
G	Half leech point to half head point	2.30 m
H	Head point to aft head point	0.035 m
I	Batten length	0.395 m

c) Class Insignia and Sail Number

- i) A plan showing the size, style and position of the class insignia and sail number is available from the Class. The insignia shall not be placed back-to-back.
- ii) The sail numbers shall be 300 mm high and spaced 60 mm apart.
- iii) The colour of the insignia and sail numbers is optional but shall contrast with the body of the sail.

d) Headsail

- i) The construction shall be soft sail, single ply with three horizontal seams (no vertical or diagonal seams are permitted).
- ii) The following are permitted – stitching, glues, webbing, woven and PTFE tapes, corner eyes, hanks or clips and tell tales.
- iii) Dimensions shall be

		Maximum
A	Luff length	2.25 m
B	Foot length	0.970 m
C	Leech length	2.12 m
D	Head point to aft head point	0.202 m
E	Foot median (head point to mid foot point)	2.20 m

e) Spinnaker

- i) The construction shall be soft sail, single ply with three horizontal seams. One vertical seam is permitted in the head with a maximum length of 300 mm.
- ii) The following are permitted – stitching, glues, webbing, woven and PTFE tapes and corner eyes.
- iii) Dimensions shall be

	Maximum
A Leech length	2.95 m
B Luff length	2.95 m
C Foot length	2.16 m
D Half luff point to half leech point	1.95 m
E Foot median (head point to mid Foot point)	3.05 m

9. Sail Configurations

- a) Helms racing alone shall use a mainsail only.
- b) A helm and crew of any weight may also use a headsail.
- c) If the total weight of the helm and crew, wearing shorts and shirt, exceeds 140 kgs (22 stone) a spinnaker may also be used.

10. Advertising Code

- a) When racing in Lymington River Scow Class races or handicap races, advertising chosen by the competitor displayed on hulls, spars and sails is restricted to advertising permitted by ISAF Regulation 20, Advertising Code, paragraph 20.7 only.

Note: ISAF Regulation 20, Advertising Code, paragraph 20.7 limits advertising to sailmakers, boat builders, and equipment manufacturers marks only. No further advertising is permitted.