

# L R Scow News

Newsletter of the Lyminster River Scow Class Association

Spring 2014



*Dear Member*

*After an unusually wet but relatively mild winter it seems that the weather is beginning to settle down. The daffs are nearly over and I see that some Scows have already come out of winter hibernation and are back in the dinghy parks ready to go. All the local clubs have a very full diary of events for Scows whether you are a racer or potterer or both. Our main event for the year is our annual Championship Regatta, this year being hosted by Keyhaven Yacht Club. More about that later in the Newsletter.*

*I would encourage members to write to me about Scow or sailing matters to be published under Letters to the Editor. Also please let me have any anecdotes about your adventures with your scow past or present for the Tell Tale Trophy.*

**David Howden. Editor**  
**davidhowden@talktalk.net**

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## Association matters

We welcome a new member to the Association:

Neil Wharmby LR535 Brass Tacks.

### SUBSCRIPTIONS

Annual subscriptions were due on **1st March, 2014**. If you have still not paid and wish to remain a member of the association, please send your cheque, payable to the LRSCA, to the Treasurer, **Pamela Moore, 24 Belmore Road, Lymington, SO41 3NT**

### AMENDMENTS for the Yearbook 2015.

Would members please inform the Hon. Secretary of any changes to their address, telephone/mobile numbers or email addresses before the end of year printing of the Yearbook.

### CHANGE OF OWNERSHIP PROCEDURE

Dan McCarthy, Class Measurer, asks that members who are selling their scows privately, to return the Owners Certificate together with the new owner's particulars, to the Hon. Secretary for details to be noted and a new certificate issued.

## Dates for you diary

**THE ANNUAL GENERAL MEETING** will be held on Friday, 26<sup>th</sup> September, 2014 at the Royal Lymington Yacht Club at 6.30 pm. followed by the **ANNUAL DINNER** at 7.30p.m.

For summaries of the Committee Meetings please see our web site.

Association Website [www.lymingtonriverscow.org](http://www.lymingtonriverscow.org)

### 2014 Committee & other posts:

**President:** Gordon Stredwick; **Chairman:** John Turner;

**Vice Chairman:** TBA **Hon. Secretary and Website:** Brian Buckingham;

**Hon. Treasurer** Pamela Moore **Association Class Measurer:** Dan McCarthy.

**Other members:** Peter Blick; Dobbie Robinson, David Howden (Editor of the Newsletter)

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## **Fleet Notes**

### **News from The Royal Lymington Yacht Club Scow Division**

The Scow Division at the RLymYC now has over 150 members and the total keeps growing. The past winter season saw record numbers attend the four special talks the Division organised in Quarter 1 and almost as many stayed on for the informal suppers afterwards. Each Thursday the hardy Scow walkers have turned out whatever the weather - although on almost every day they saw at least a glimpse of the sun.

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Now thoughts are turning to sailing and the dinghy parks are starting to fill up. Monday Evening racing starts on Easter Monday and continues into September. Last year the average turn-out for a race was 20 boats and the maximum, 29. There are several new boats in the fleet this year and so we may see even more on decent evenings, which does make a Clubhouse start a bit crowded.

Class Captain Dunlop Stewart has called for greater emphasis on skills on the water, both regarding setting up the boats and also in knowing the Rules! A record 70 Members attended a 90 minute talk by Rory Paton and Mike Urwin on 17th March which addressed just these issues. It was illustrated by some video footage of Members captured by Barry Dunning. Continuing this theme, Barry has offered to video the entire race on 28th April and then to present the resulting footage with his expert commentary on the 29th April starting at 1800.

Pottering starts on 24th April and will continue on Thursday mornings until late in October under the watchful eye of Graham Neal. On certain Tuesday's there will be Picnic Potters, taking in the Yar, Hurst, Pitts Deep, Colwell Bay and Newtown Creek.

So a busy season beckons. All we need is some decent weather!

Dick Moore.

Hon. Secretary, Scow Division

## **News from Keyhaven Yacht Club.**

The racing has already started at KYC!

As usual the sailing Committee of KYC has been busy during the dark winter days conjuring up plenty of interesting Scow activities for members to enjoy.

As well as the usual Sunday Points Racing, we have Wednesday Evening Points series (when the tides are favourable). There will also be scow racing during the annual Regattas.

At the end of June, KYC is very pleased to be hosting the Lymington River Scow Class Association National Championships. KYC welcomes LRSCA members to come along and enjoy a weekend of racing in the Western Solent.

At the end of July we are repeating the Ladies Race Day established last year and was thoroughly enjoyed by all, as was the afternoon tea served by the gentlemen!

Following this will be Keyhaven Week with racing and pottering for scows.

At the end of August, KYC will be putting together a team to defend their victory in the Scow Interclub Challenge, which once again will be hosted by R.Lym.YC.

On Saturday 21 September there is to be a very special extra event, BART'S BASH. This event is being organised in memory of Andrew "Bart" Simpson by the Andrew Simpson Foundation. The aim is to get thousands of sailors racing at hundreds of locations across the world in an attempt to set a new Guinness World Record.

Carolyn Howden.

KYC Captain of Scow Racing

***I would very much like to hear from other Scow Captains/Club Secretaries about their LR Scow Class events. Editor.***

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## A Note from your Chairman

### Buoyant Scows in Chichester Harbour, a visit and National Championships

After the storms some of us may already have been out in our Scows, others will at least be thinking about it, noting the dates for annual buoyancy checks and preparing to find out how the mud and shingle banks have been changed by forces of nature since we last went out.

Talking of buoyancy, the question arose of how the LR Scows around Chichester Harbour could conveniently have their buoyancy tested. It would be remiss to think that members distant from Lymington had been overlooked. So to shorten the answer, Dan McCarthy, Brian Buckingham and I visited Liz and Jean Sagues recently at Dell Quay SC, instructed them in the test method and provided them with a test kit produced by Brian so that their own boat 'Fobs' and any others in the area could be tested locally. The unofficial part of this story included a delicious picnic for us at DQSC (thank you Liz and Jean), a land-side tour of this beautiful harbour and an invitation to all members to see the harbour from the water and meet the local Scow sailors. The suggestion is a trail/sail from Lymington area as guests of Dell Quay. (See following article)

With this opportunity in Chichester Harbour, our National Championships at Keyhaven and all our Club events we can look forward to an enjoyable sailing season.

Best wishes,

John Turner.

### Invitation for a day's visit and sail in Chichester Harbour.

LR Scow sailors from Chichester have invited Association members from Lymington, Keyhaven or elsewhere to join them for a day's sailing from Dell Quay SC in Chichester Harbour. This would be a great opportunity for a trail/sail in waters less familiar to many of us and for members from different clubs to meet and sail together.

The distance between Lymington and Dell Quay is 56 miles, about 1.5 hours drive mainly on the dual-carriageway M27 and A27. The proposal is to leave Keyhaven/Lymington with our LRScows around 0900hrs. arrive, rig the boats and have coffee then sail between around 1200 and 1600hrs with a picnic lunch, derig, have a supper together and depart for home ports about 1830hrs. Precise timing depends on HW on the day, local advice and missing the rush-hour around Portsmouth.

The proposed dates are Wed 28th or Thu 29th May or Mon 14th or Tue 15th July, with one being a second date in reserve in case of bad weather [HW respectively 1210, 1249, 1342, 1433 BST]

While the outing will be co-ordinated by the Association together with members of Dell Quay SC, it is the responsibility of those joining in to be suitably prepared for the journey and sailing.

**Please let me know if you are interested in participating** and if so, which if any of the above dates you could not manage. I will then let you know which date is chosen, which is the reserve and more detailed arrangements.

John Turner.

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## **OUR NATIONAL CHAMPIONSHIPS**

**28 and 29 JUNE 2014**

## **HOSTED BY KEYHAVEN YACHT CLUB**

Keyhaven Yacht Club has been invited to host the 2014 Lymington River Scow Class Association National Championships and has pleasure in offering its facilities for two days of racing in the lovely waters of the Western Solent.

The programme for the weekend will include Registration, Buoyancy/ Measurement Certificate checking, welcome morning coffee and biscuits, Briefing, pre-ordered lunchtime Baguettes and Afternoon Tea with Cakes.

Buffet Supper (by ticket only) on Saturday evening.

Racing will take place over two days and the Prize Giving will follow as soon as possible after racing on Sunday.

The Notice of Race and Entry Documents will be available from the KYC website shortly.

In the meantime, before the event, please make sure that your LR Scow has been buoyancy tested and the Buoyancy/Measurement Certificate is valid.

If you do not have online access and require documents  
Contact: Carolyn Howden 01590 675362 [gullivers@talktalk.net](mailto:gullivers@talktalk.net)

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## **Capsize drill, a suggested method of righting our beloved Scow!**

**This was carried out by Dubbie Robinson and Amanda Otway back in October last year.**

Boat capsized, we had hoped to do a classic RYA scoop in crew righting. However, being a scow she chose to turn turtle rather than lying on her side. (See the following article "A good Idea?")

Helm and crew got to the stern of boat to check that the rudder was still attached. Both were o.k. (Learning note: *Helm and crew spoke to each other throughout to check they understood what each was doing*).

Helm grabbed the main sheet and swam to one side of upturned hull.

Crew swam along the other side to find the painter. (Learning note- *Painter had earlier been threaded through the eye on the forestay that the jib clips on to. This made it really easy to find and pull through when needed*).

Crew threw the painter behind the centreboard over to the helm.

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Crew remained on the far side of the boat.

Helm attempted to right boat by pulling on painter, reaching for the centreboard, with feet on the protruding part of the gunnel.

Helm did not have enough weight/strength to right the boat alone as it was inverted.

Crew swam round the bow and joined helm. Crew needed to take a bit of the painter between the centreboard and the bow to have something to hold on to as hull was too slippery to find a hand hold (helm still had the other end of painter round the centreboard) (*Learning point: A better plan would have been for the crew to have thrown the jib sheet over and to have used that as a handhold and added purchase*).

Crew placed feet on the underside of the gunnel, whilst holding onto painter while the helm continued to hold other end and place pressure on the centreboard.

Both applied maximum leverage and the boat started to come up.

Crew swam round the bow (*On reflection, a mistake should have gone round the stern but crew was already between helm and the bow*) to get to the point where she could be scooped up into the boat. However, as sail was lying flat in the water and crew feared swimming across sails and mast might make her turn turtle again, crew swam along mast round sail and back to side of boat. (*Safety boat did not approve of this, correctly stating in a strong tide the crew might have got separated from the boat*).

Helm asked crew to get painter back the right side of the mast and whilst she was attempting to do this the boat started to come up as helm had obviously got enough pressure on the centreboard.

Crew rushed back to scoop in position and scrambled in as the boat righted itself. (*Learning point: Ideally crew should just have been lying flat in water lengthways beside the boat between boom and side of boat to be scooped in - but on no account holding on to the boat as the helm would then have been having to pull up crew's weight as well as that of boat and all the water in it*).

Crew now in boat, Helm still in water amidships. Crew tentatively moved to helm's side (*boat very full of water, no wish to put too much weight on that side*). Helm stayed upright in water and crew grabbed both sides of her lifejacket to pull her up and on board. Helm kicking legs to give upwards impetus. As helm's weight came up on side of boat crew tried to ease her own weight backwards to keep boat stable whilst still pulling on helm's lifejacket. It was painful for helm's ribs but she was dragged partly on board and then as crew moved backwards further the helm managed to get one leg over the side and then rolled in. (*Learning point: if stirrups are fitted it would be a good idea for the helm to use them*).

Both helm and crew now on board. Boat very full of water and lots of ropes all entangled. Helm made sure main sheet was free and crew tried to untangle bailers from each other and jib sheets. As no sheets pulled in, the boat had headed into the wind. Much bailing - bucket essential. Once a reasonable amount of water out of the boat helm attempted to steer while crew kept bailing with jib sheet clamped between knees. (*Main left to flap. One could leave both sails to flap with boat, hopefully sitting head to wind*). Boat sailed gently under jib whilst much more bailing went on. Boat capable of tacking once at least half of the water was out but not moving fast enough through the water for the self-bailer to work.

Boat then under control and sailed back to slipway with no safety boat intervention.

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**Note:** *Wind not too strong and very little waves/chop. Getting her sailing again and keeping her upright would have been much more difficult out in the Solent in a more exposed position and with more tide.*

## **CONCLUSION**

Most important points

1. **STAY WITH THE BOAT** (*boat easier to spot than person*)

**Method:** As boat comes up, where both helm and crew are righting, Helm should hand crew main sheet for crew to swim round **STERN**  
Then float inside boat.

2. **COMMUNICATE** clearly.

**Method:** When boat at 90 degrees helm should shout through centreboard Slot.

Graham Neal.

## **A Good Idea?**

This device could help prevent total inversion as noted in the first paragraph in the report: "Capsize Drill" on page 6.

The Scow has a tendency when capsized to invert and then can be difficult to right, particularly if sailing single-handed or if the mast becomes stuck in the mud. The Gaff Flotation Bag, illustrated, is perhaps the most suitable of such devices that make inversion less likely.

The flotation bag slips into the gaff slot alongside the sail and can be left there permanently, being inflated only when required, for example when conditions are making a capsize more likely or when pottering alone. It might have a slightly detrimental effect on performance when uninflated, more so when inflated, but can't be seen to improve performance.

The Association Committee has been asked to consider if the bag could be allowed in competition under Class Rules. On other occasions its use would be a matter of personal choice. Do you have any views?

The Gaff Flotation Bag is available from John Claridge Boats for £35.

John Turner.

See photographs on page 8 following:

*Please send me your thoughts which will be discussed by your committee, placed on the website and in the next newsletter. Editor.*

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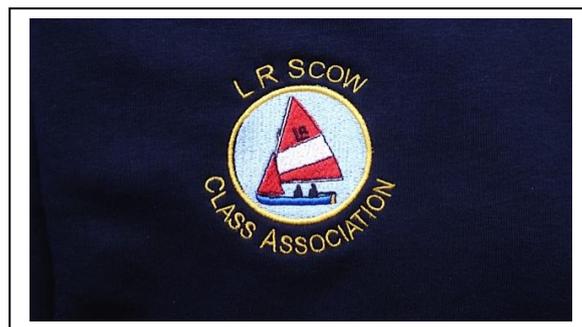
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There are two bags, one on either side of the gaff.



## Association Regalia

The Association now has a new Logo for members to use on various items of clothing and is produced by Rainbow Copy. This Logo can be produced with your own sail colours and hull colour. The boat name and sail number can be added separately. The sweatshirt is modelled by Brian Buckingham.



For further information contact  
Rainbow Copy :  
Tel: 01590 673186  
[info@rainbowimage.co.uk](mailto:info@rainbowimage.co.uk)

**Footnote:** *Where do you keep a Scow?  
On a scowering pad!!*

Anon.