

# L R Scow News

Newsletter of the Lymington River Scow Class Association

Late summer 2015



*Dear Member*

*Unfortunately, the weather has not been very kind to us Scow sailors in the last few weeks, either too much or too little wind and more recently some torrential rain. Anyway, the sailing season still has some weeks to go so let's hope for more clement weather in September and October.*

*Carolyn and I were not able to take part in the Nationals this year due to a family wedding taking priority! However, I understand some very keen racing took place as reported by Dick Moore on page 6. I would like to take this opportunity to thank LPB Aerial Photography for allowing publication of some of their photographs. Whilst on the subject of the Nationals, Keyhaven Yacht Club have kindly agreed to host our regatta in 2016 on the weekend of the 2<sup>nd</sup> and 3<sup>rd</sup> July. Please put the dates in your diary.*

**David Howden. Editor. Sept 2015**  
**davidhowden@talktalk.net**

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## Association matters

We welcome the following new members to the Association:

NAME	SAIL NUMBER	BOAT NAME	SAILING CLUB
Roger Bleasby	547	Fi Fi	
Bob Blatchford	546	Jabberwocky	
David Walker	545	Lola	
David Rippon	544	Riplet	
Marianne Broadhead	543	GladTidings	BRSC
Bruce Read	542	Lapwing	LTSC
Jeremy Vines			RLymYC
John Corden			RLymYC
Andrew Richards			RLymYC
Sarah Richards			RLymYC
Henry Marsh			
Tony Ferris			
Richard Griffiths	354	Zephyr	
Alan Marshall	387	Misty	

### **AMENDMENTS for the Yearbook 2016.**

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 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, 25<sup>th</sup> September, 2015 at the Royal Lymington Yacht Club at 6.30 pm. followed by the **ANNUAL DINNER** at 7.30pm.

**THE NATIONALS 2016** to be hosted by Keyhaven Yacht Club on the 2<sup>nd</sup> and 3<sup>rd</sup> July, 2016.

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## 2015 Your Committee & other posts:

**Hon. President:** Gordon Stredwick **Chairman:** John Turner  
**Vice Chairman:** Peter Blick **Acting Hon. Secretary:** Dorinda Nellis,  
**Hon. Treasurer:** David Weller **Association Class Measurer:** Dan McCarthy.  
**Other members:** Mike Urwin, Dubbie Robinson, David Howden (Editor of the Newsletter)

## **Fleet Notes**

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

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## THE NATIONAL CHAMPIONSHIPS 2015



The Lymington River Scow Class Association brings together all the enthusiastic sailors of LR Scow dinghies in many clubs, mainly around Keyhaven and Lymington but increasingly spreading to other parts.

The annual National Championships is the highlight of the Association's year, this time hosted at Lymington over the weekend 20/21 June by the Royal Lymington Yacht Club under the leadership of their Class Captain Dick Moore. The event was deemed a great success both for the racing and as a social occasion.

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All five scheduled races were held over the weekend with varying conditions making for interesting variety. On Saturday a SW wind of 14kts gusting to 20kts provided good sailing to the west of the river mouth. On Sunday the wind had increased to around 20kts gusting to 25kts but more significantly it veered markedly from west to south west between the first and second races held to the east of the mouth. This set the Principal Race Officer Vince Sutherland and his colleagues in the four RIBs the task of re-setting the course and the sailors the challenge of increased wind over the turning tide. It is notable that at least one helm, Jay Devonshire, took the trouble to beach his boat and reef the sail between these races, an action that surely paid off in his result. Around a third of the boats decided to retire before this last race. There were thirty seven entries (23 SH, 11 DH, 3 Junior) which satisfyingly represents almost a quarter of the Association membership, the only disappointment being the absence of boats from outside the local area and the small number of Juniors, possibly because of other competing competitions.

The weekend was enhanced by a most efficient organisation, by the gorgeous, traditional and plentiful cakes provided by members at teatime on Saturday and the enjoyable party atmosphere for the evening dinner and entertainment. Music was provided by Gary Leport and Tony Newton and around 70 members and friends attended. The builder John Claridge Composites generously donated embroidered polo shirts that were sold to raise £330 in aid of Oakhaven Hospice. In addition to the winners trophies every entrant received a souvenir mug or shoulder bag and all position winners received a prize of a miniature LR Scow crafted in glass by member Jane Pitt-Pitts.

Results: **Single Handed:** 1<sup>st</sup> Eric Williams, 2<sup>nd</sup> Gordon Stredwick, 3<sup>rd</sup> Jay Devonshire;  
**Double Handed:** 1<sup>st</sup> Rory & Alex Paton, 2<sup>nd</sup> Henry Marsh & Sam Woodhouse, 3<sup>rd</sup> Jeremy & Max Vines;

**Juniors** 1<sup>st</sup> Johnny Tait & Max Pumphrey, 2<sup>nd</sup> Isabella Moyles & Fern Warrender, 3<sup>rd</sup> Charlotte Slater & Amelia Williams.

**The Masters' Trophies** for crews who declared themselves over 70 years of age went to John Evans (SH) and to Dubbie Robinson & Ann Blacoe (DH)

**The Keyhaven Commodore's Trophy** for a first-timer to the Nationals to Jay Devonshire.

**Dick Moore**, Acting Captain Scow Division RLymYC

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### Our President's view of the Scow Nationals

Winners get the glory and my congratulations to this year's, particularly to the single-handed and double-handed winners who were dominant, but the people I'd particularly like to highlight and thank are the volunteers who made this year's championship so memorable.

Led by RLymYC Scow Division Captain, Dick Moore, I don't think they could have done more for the competitors. It started with the friendly reception team who offered coffee and buns in addition to checking details and selling polo shirts donated by John Claridge, the proceeds of which went to Oakhaven. On the slipway, a team of marshals made launching simple. Running racing for (slow!) dinghies in the tidal Solent is a challenge, but Principal Race Officer Vince Sutherland and his excellent team of race officers, mark layers and patrol boats managed the racing with their usual aplomb. On return to the slipway, marshals had our trolleys ready for us and helped pull us up the slipway.

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After racing on Saturday there was the traditional afternoon tea and cake, masterminded by Gillie Pearson. A mouth-watering display of abundance! That was followed that evening by a Mid-Summer Party organised by Philip Shute – dinner, followed by music in the marquee on the balcony on a still summer night.

On Sunday, after racing, Annie Littlejohn was even at the top of the slipway to facilitate signing off and the early production of final results! The ladies then offered more tea and cake, prior to the prizes being presented by Pam Moore – the ones the winners get to keep were made by Jane Pitt-Pitts.

John Turner offered the Association's thanks to the RLymYC, Dick and his team, and they were echoed by single-handed winner Eric Williams. I can only concur – whilst I have mentioned a few names, all of you volunteers made such a difference – thank you!

**Gordon Stredwick** Hon. President

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### Sailing in Chichester Harbour July 2015



On 15<sup>th</sup> July, Zissa Davidson accompanied by her crew Marigold de Jongh, towed her boat Northern Dipper to Itchenor to sail in the harbour at the invitation of Dell Quay Sailing Club. Two members of RLymYC, Claire and Jacquetta Bridge, joined us as we prepared to launch. Several members of West Wittering SC, as well as our hosts from DQSC, completed the small fleet which sailed in ideal conditions to Bosham, which looked as lovely as ever. Although the tide was still rising there were several shallow areas which had to be avoided. We turned from Bosham, without landing, to Cobnor Sailing Club, where we picnicked on the bank overlooking the water. After a pleasant chat and refreshments, we sailed towards Dell Quay, but not all the way as by then the tide was falling.

The expedition ended at Itchenor again and we towed our boats back to Dell Quay. The harbour was now transformed as it showed acres of mud with several boats tilted lopsidedly on their sides. We were shown round the old parts of the club buildings where members are still working to restore old window frames and doors. A surprise awaited us on entering the club, as a new quarterdeck has been constructed to enlarge the old one, as well as a new jetty leading out into the harbour.

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We were entertained with a delicious meal outside with members of all the clubs involved, and our thanks go to Liz Sagues and her team who worked tirelessly to provide such a great evening.



The group enjoying a picnic lunch at Cobnor SC

**Marigold de Jongh.**

## **Trailing your Scow – dispelling the myth!**

I take issue with the view that it's a burden to tow your scow to another place for a sail and that it's something only younger people find easy. Sailing your own boat in a different area is great fun, scows are EASY to tow and indeed this is one of their attractions. The mast may be lowered and stowed without detaching the halyards, the mast and boom both fit within the hull, all may be secured with a couple of bungee cords, a simple strap & 2 pins; the combi trolley/trailer that JC provides makes putting the boat on the trailer easy, even single-handed, very easy if there are two people. Granted one needs a car with a tow bar but the boat is so light that almost any car can tow it. The whole exercise, with a little practice, takes no more than 10 minutes. If you're worried about towing, practice in an empty carpark. I know because for the first two years as a scow owner I had no dinghy space at Keyhaven and towed my boat from home each week. And finally - I'm not young!

The myth should be dispelled. It's not that I am against 'borrowing' boats as another way of sailing in different areas, but not because towing is difficult.

**John Turner, Chairman.**

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*I absolutely concur with John's comments as we have towed our scow to Devon, Christchurch and Chichester and are considering where to take her next, perhaps to Falmouth or the Lake District. I know of other members who have towed their Scows to France, West Wales and the East Coast. Editor*

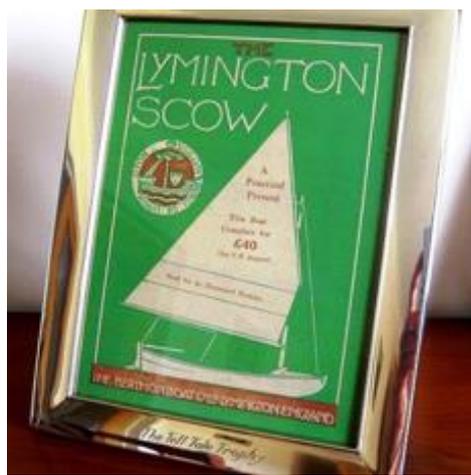


John has presented the Association with this lovely trophy designed and made by Jane Pitt-Pitts to be awarded for "The most notable Trail-Sail". You will need to write a short piece about your adventures which could also be entered for the Tell Tale Trophy.

So, come on members, let us see who can be the first recipient of this super trophy which can grace your mantelpiece.

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## The Tell Tale Trophy



The photograph shows the **Tell Tale Trophy**.

The Trophy was donated by Mervyn Cook, to be awarded to a member of the LRSCA, judged by the Committee, to have produced the best piece of creative writing/artwork during the preceding year.

*I look forward to receiving your anecdotes, photographs or pictures about your Scow activities for entry in 2016. Come on, getting writing, painting or taking pictures and send them to me at davidhowden@talktalk.net.*

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## A Tell Tale Entry

### Life after Scow Sailing

Sadly, rising eighty I had to give up instructing the young Wednesday Junior Scow sailors as it had become increasingly difficult to balance the boat, and simple manoeuvres had become something of a nightmare.

However, bigger boats were not a problem and on a pontoon at the Haven a sailing friend kept his Maxi 1000 adjacent to our Westerley Fulmar, whilst another cruising companion berthed his Moody 33 on the river.

We three decided that given a fair wind and tide, a gentleman's cruise up the Beaulieu, Medina to Alum Bay, Studland or Chichester Harbour to enjoy lunch and a glass together should be a regular event. Thus what became known as the "The boys' day out" was established. But sunshine also called and for some ten years we took leave of our domestic duties to charter in the Mediterranean; the Ionian, Turkey and Croatia were our playgrounds, but in time the work of the Great Reaper reduced our numbers to two, later revived to three, built to four and then five. Being no longer young we value our own space and comfort; we wanted five cabins, two or three heads, good showers, a large fridge and a comfortable cruiser.

We found a boat which fitted the bill, a 60 foot Bavaria which sailed surprisingly well. We were not without experience: between us, many years of RORC racing, a couple of Fastnets, two early Atlantic crossings, cruises to the Azores, a bit of exploring in the Pacific islands and the usual Brittany and welcoming ports of Normandy. Thus all the crewing needs could easily be met. I have always enjoyed passage planning, navigation and pilotage, but being somewhat Stone Age I had more confidence in paper charts, parallels and dividers, than magic battery reliant instruments, so I carry these with my faithful had bearing compass wherever we charter.

The Med. isn't always the tranquil scene portrayed in the brochures and we have had our moments with severe weather. Two charter boats were lost during our mini cruises in Turkey and Croatia, but happily we were snug in secure anchorages, not having to seek one in really heavy weather. A bottle of bubbly was produced to celebrate a 90<sup>th</sup> birthday. We calculated ages and combined we totalled some 435 years. Putting down his glass, the birthday boy thanked us for making a fuss of him, but felt obliged to say we had chosen the wrong day! We were 24 hours too soon.

I checked my passage plans and in the morning we set course for a discreet overnight anchorage in which there is a rather grand restaurant so that we could renew the birthday celebrations on the proper day!

However, scows are more than just a fond memory and I was privileged to be asked to present a trophy to the over 70's winner in the 2014 Nationals. From early days of a handful of boats to today's considerable and still growing fleet, it is a visual feast for ex scow sailors, and the public, to see so many colourful sails on the water, crewed by the young and not so young. Long may the class flourish.

**Roly Stafford**