

LR Scow News

Newsletter of the Lymington River Scow Class Association



Autumn 2016

2016/17 Committee & other posts:

President: Gordon Stredwick **Chairman:** John Evans **Vice Chairman:** Jon Harvey
Hon. Secretary: Dorinda Nellis **Hon. Treasurer:** David Weller
Other members: Jane Cook, Meriel McCarthy, Angus Raby
Web Master: Brendan Nellis.



Hello from your new editor, and her scow, 'Doodle'. Please come and say hello if you see us!

Dear Members

Having volunteered to relieve David Howden of his editorial duties and allow him a well-deserved rest, this is the first Newsletter where I am tentatively taking the helm. I'd like to start by thanking David whole-heartedly for the fine job he has done for many years compiling the Newsletter, and also for his help in teaching me the ropes.

After mixed weather and a fair amount of wind over the summer, autumn has brought some glorious days for sailing, and I know many of you have made the most of them ... racing and pottering with equal enthusiasm!

Sadly, you all seem much more reluctant to **share** your sailing experiences. In his last Newsletter, David devoted a whole page to showing you the magnificent trophies which could be won by any one of you – all you need to do is write about the fun you have had in your scow! The Trail-sail Trophy 'does what it says on the box' – it is awarded to the best entry about an occasion where you have trailed your scow to enjoy sailing on a different piece of water. This year it was awarded to Chris Knox for his lovely description of sailing in Salcombe (see page 4)

The Tell-tale Trophy, however, was not won by anyone because there were absolutely no entries received before the day of the AGM. It is a fine trophy, and would grace any mantelpiece ... so now, as the less enticing days of winter head our way, why not re-live some of those happy summer memories by writing a piece for next year's competition?

I look forward to hearing from you!

Wendy Stickley

wendystickley@hotmail.co.uk

Association matters

We welcome the following people to the Association:

New Members:

Sarah Gosling	Blueberry	529
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Transfer of Ownership:

Tim Mack	Blue Angel	373
Lawrence Barnett	Sky Blue	549

Associate Members:

Stuart Hudson
Susan Barnett
Graham Shove

Masthead Floats

At a recent LRSCA committee meeting it was agreed that Scows may race with masthead floats. This decision is aimed at giving reassurance to more cautious sailors and, hopefully, helps to avoid tying up patrol boats in rescuing Scows with their masts in the mud!

The Committee did not endorse any particular product, however, John Claridge stocks an 8L Optiparts mast float at £37.96, while CrewSaver makes a larger version which is substantially more expensive.

LRSCA Committee

Dates for your diary

The annual **Lymington River Scow Class Association Championships** are to be hosted by **Lymington Town Sailing Club** on September 16th and 17th 2017.

THE 2017 ANNUAL GENERAL MEETING will be held during the same weekend, also at Lymington Town Sailing Club

For summaries of Meetings please see our web site:

www.lymingtonriverscow.org

2016 AGM and Annual Dinner

The 19th AGM of LRSCA took place on Friday 23rd September at the Royal Lymington Yacht Club. As you may have seen The Chairman's Report, which John Evans delivered at the meeting, is now available on the website.

John took this opportunity to thank our outgoing Newsletter Editor, David Howden, for all his hard work producing really enjoyable Newsletters for the Association and by way of thanks presented David with a copy of Aimee Durnell's book "Between Two Rivers."

Angus Raby has now joined the Committee and Wendy Stickley has assumed the responsibility of Newsletter Editor. We welcome them both to their new roles.

The AGM was followed by our Annual Dinner which was excellent and very much enjoyed by all those who attended. There were many compliments after a most convivial evening, not just for the delicious meal but also for the whole welcoming ambience of the room and the lovely table settings, arranged by your Chairman and the Webmaster who were carefully following the instructions of the Hon. Secretary.

Working Party

At the AGM in September, the Members passed a motion to set up a Working Party with the brief: "To consider how the Class might encourage growth in and beyond the Western Solent and to examine the options for increasing the appeal of the Class together with any safeguards needed to protect it."

Reporting to LRSCA Chair John Evans, the Working Party (WP) is jointly chaired by Dick Moore and Mike Urwin, and includes Jane Pitt-Pitts, Jon Harvey, Robin Taunt, Claire Sowry and Rupert Scott who is representing Beaulieu River SC. A letter has been sent to all LRSCA Members inviting views on the brief, and the WP intend to meet representatives of all the Clubs which currently sail Lymington River Scows in the Western Solent (RLymYC, LTSC, KYC, HCSC and BRSC) plus Yarmouth SC, Christchurch SC and, from Chichester, Emsworth SC, Dell Quay and West Wittering.

"A successful outcome will depend on the response we get from individuals and from the Clubs" said Dick Moore. "We invite everyone with an opinion on the matter to contact a member of the Working Party, either in person or by email. The feedback will be anonymised, and collated for a report to be presented to the LRSCA Committee in April on next year"

The Working Party also intends to send out a questionnaire in January to prompt further feedback.

You can reach the Working Party by emailing: workingparty.lrsca@gmail.com

The Trail Sail Trophy Winner 2016



This year's trophy was won by Chris Knox for his piece about sailing in Salcombe. Congratulations to Chris!

TRAILING GOSHAWK TO SALCOMBE

The splendidly designed road trailer makes it easy to load the launching trolley (with scow attached!) and to secure everything for a long journey. Having achieved this, you are ready for the 'off' but don't forget to take a spare wheel. Also, it is important to append the lights in such a way that they don't fall off en route, as

happened to us on the M5 near Exeter.

Hilary and I have trailed Goshawk to Salcombe every year since 2009, berthing her in the Batson Creek Boat Park, within feet of a superb slipway and pontoon. What fun it has been to sail in that wonderful estuary.

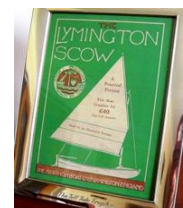
There are so many options. It is a short reach across to East Portlemouth Beach for a bucket and spade afternoon with the grandchildren. A more challenging sail takes you to South Sands, at the mouth of the river. This is far more enjoyable than going by ferry and the ice creams are equally good! For a spirit of adventure reminiscent of 'Swallows and Amazons', a trip up towards Kingsbridge takes some beating. Then there is the beautiful South Pool Creek to explore, ending a short walk from a gastro-pub, the Millbrook.



We have hugely enjoyed taking Goshawk to Salcombe each year. It is a lovely town, seemingly untouched by the hurly burly of modern life. Instead of a supermarket, there is the incomparable Cranch's. The town boasts a wonderful bakery, an excellent butcher and plenty of purveyors of fish, especially crab. Great dinghy sailing adds hugely to its charms. It is an easy few hours motoring, provided you avoid the high summer season. Plenty of rented accommodation is available at reasonable prices, except during the school holidays. So, why not tow your scow to Salcombe? We might even arrange a mini regatta and frighten the locals!

The Tell Tale Trophy 2016

Sadly, no one took home this fine Tell Tale Trophy from the AGM this year because there had been no entries. Please ... start your thinking (and writing) now, and email your offerings whenever they are ready to: wendystickley@hotmail.co.uk



Fleet News

From Chichester Harbour – written by Liz Sagues

Two Lymington River Scows were among the 10 entrants in the new Scow class in Chichester Harbour Week 2016. Vicky Gould (Emsworth Slipper SC), sailing single handed, took fourth place overall, while Gil and Carol Carter (Mengeham Rythe SC) were sixth. The Lymington River Scows sailed off a PYS of 1444, with the Chichester Scows - the rest of the fleet - on 1456.

It was a great week's racing, with good weather if not quite enough wind at times. The Scows, while starting and finishing on the same line as the junior boats, had their own support boat, and their own course which took them from the West Mud, near host club Hayling Island SC, up harbour towards Mengeham.

The introduction of the Scow class went down well as part of Chichester Harbour Race Week - which this year saw a total of 401 entries from 53 clubs, a total of 625 individual sailors, making it almost certainly the biggest dinghy regatta in the UK and quite possibly the biggest in the world. Scows will be warmly welcomed again at next year's event, August 21-25. See <http://chichesterharbourraceweek.sailevent.net>. Generally in Chichester Harbour LR Scow numbers continue to grow, at Emsworth SC particularly, and with West Wittering SC having the largest number.

Liz Sagues

From Lymington – written by Dick Moore

Delivering his last report to a crowded AGM on 7th November, retiring Captain Dick Moore reported another good year for the Scows. Membership was up to almost 200 and so was participation in all the Division's activities, racing, pottering, walking and social. 60 boats had taken part in at least one race through the season with the best turnout seeing 34 afloat on one Monday evening. As many as 20 had joined a Potter on several Thursdays. The fleet had successfully "Threaded the Needles" at the second attempt in July and had visited Yarmouth and picnicked in the lake above the bridge, rafted to the supporting RIBS. All the walks had been well attended, with 27 joining in a hike from Alum Bay to the Needles and back to Yarmouth via Tennyson Down. Dick thanked the many volunteers whose efforts had made all this possible and singled out for special mention Graham Neal who organised all the Potters, Gillie Pearson who led the teams of "Trolley Dollies" on race evenings as well as traditional teas for two of the Scow Saturday events, and Vince Sutherland, the Principal Race Officer for all the scow special races.

Robin Taunt was elected Captain to replace Dick. Gillie Pearson was elected an Honorary Member to reflect her massive contribution over many years. Eric Williams was declared the winner of the Christine Sutherland Trophy, awarded to the helm who had the best overall results in all Scow races, including the Nationals.

A record 86 Members then enjoyed the Annual Dinner of the Division.

Tell Tales - for your Enjoyment and Entertainment

A Tell Tale by David Barnett, Merhaba 500 - From Seaton, Devon



It suddenly dawned on me that there was an obvious lack of headroom under the rapidly approaching arch of the bridge. I was returning from a river race on the River Axe on a Friday evening. We have fortnightly river races from May until October. Dropping the mast at the club we row under the two road bridges (old and new) to an island on the other side where we rig the boats and sail up the river with the tide to our start line, dropping our buoys on the way. After racing we meet up on the green at Axmouth for drinks and nibbles, before sailing back with the turned tide to the aforementioned island which on spring tides disappears, as did I the first time I jumped out to de-rig. Finding a high spot to hold the boat I can now drop sails and mast without getting my feet wet.

Rollicks, oars and off under the bridges, mast, gaff and boom tucked under the thwart and resting on the foredeck. The old bridge was opened in 1877 and is the oldest standing concrete bridge, a scheduled ancient monument and not in the least daunted by my feeble attempt to modify one of its arches with my burgee and mast head.

Pebble beaches come and go and change shape by the hour and Seaton beach is no exception. Sometimes in the winter storms virtually all the pebbles will disappear leaving behind a gently sloping sandy beach, oh, if only this could last through to the summer months, boats launching and retrieving would be so much easier and we would not lose so many sailing days due to breaking waves and nothing else.

The Club (Axe YC) has a digger which levels the shelved beach into a more manageable incline for our canvas mats - if we could convince the driver to go out another 70 metres to flatten the shelf our waves would flatten, but for some reason the driver is reluctant. Launching on an ebb tide can be quite an enjoyable exercise but landing 90 minutes later with an onshore wind and a four foot wall of shingle, knowing that as soon as you come in on one wave the next is going to fill the boat doubling its weight is another matter. "Many hands make light work" from the winch operator to the landing sailors pulling the boats above the surf line. Trolleys do not run easily, if at all, on shingle so by the time all the boats are safely at the top of the canvas mats we have all had a jolly good workout.

Launching into surf with an onshore wind can be a daunting experience, get it wrong and you are picked up and dumped unceremoniously back on the beach. Northerly offshore winds are a breeze, providing the fine shingle doesn't jam the plate making a solo windward return almost impossible on an ebbing tide. These are the exceptions rather than the rule, most of the time Lyme Bay and the River Axe are lovely places to sail. We have a good friendly group of dinghy sailors, sailing a mixed fleet.

The highlight of the sailing year for me is when I put Merhaba on a trailer and head up the A35 to Keyhaven. Last year I also went with five Axe One Designs for a weekend sailing on the River Beaulieu based at Gin Farm. We had three days of relaxation from Bucklers Hard down to the Solent - no surf, no bridges, no shingle. BLISS!





Tales from the Dinghy Park by Jane Cook

Some of you will be aware that Scows, when resting in the dinghy park, do converse with one another and have a good old gossip about their owners, recent events etc. They can also be quite fashion conscious, they do notice who has been treated to a new cover or trolley and as for being left to fill up with rain water well.....! For the doubters amongst you, some years ago in 2008 the Tell Tale Trophy was won by Liz Watson when she advised us of the same.

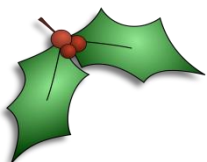
This year my boat MeMe has been sporting some very flashy yellow mast head float bags; very neat they are and easy to fit. One day she was asked by one of the boats what they were. This poor boat was feeling rather sad, bruised and in need of some TLC. She had been out on a lovely windy day and all had been going well until she had capsized. She thought capsizing was quite fun until she went too far, turtled and got her gaff stuck in the mud. The indignity of being righted by the support rib still smarted. There was a lot of horrid smelly mud still clinging to the top of the gaff and sail. To add insult to injury she had lost her favourite burgee and she was sure there was some water in her buoyancy tanks. All in all it had not been a pleasant experience for her or her crew, who had left her in a bit of a mess whilst they went and warmed up and cheered themselves with a few bottoms up in the bar. One of the boats commented that it was lucky the support rib was there or she might still be upside down in the Solent; obviously not an Optimist!



MeMe felt very sorry for her as she could smell the mud and remembered being swamped during a very windy Figure of 8 Race, and that hadn't been much fun. She explained that she had been fitted with the two air bags on the top of her gaff because they were designed to prevent the gaff from sinking and the boat turtling. She had heard her owner comment that probably they weren't considered "very cool", whatever that means, but it was better than trying to right a turtled boat on one's own or with small grandchildren as helpers. A murmur went round the dinghy park agreeing with that one.

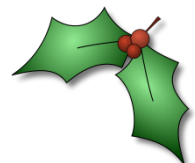
(I'm glad to report that at the recent LRSCA meeting the Committee agreed that inflatable mast head can be used at any time, including the Nationals, if the Scow sailor so wishes. [This changes a previous Committee decision, which allowed their use at all times except Nationals.] – Jane Cook)

All that is left to be said for this issue is



We wish you all

A Very Happy Christmas



and good health (and great sailing) in 2017