

LR Scow News

Newsletter of the Lymington River Scow Class Association



Spring 2017

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.



Dear Members

The winter weather's over (we hope), Spring is definitely sprung, and racing, pottering and training sessions seem to be gaining momentum in all the clubs. It gladdens the heart!

I have to be honest, the weather has been so perfect on some days already that I have succumbed to temptation and sailed rather than smartened my scow. Time for titivation when the weather's right but the tides are wrong ... that's my belief!

One of the more essential aspects of maintenance, however, is buoyancy testing – please see the article by Mike Urwin on page 3

Another exciting new event to note is the Traveller's Trophy – see page 5

I'm still looking forward to hearing scow-related incidents and anecdotes for possible inclusion in subsequent Newsletters ... and photos would be enjoyed as well.

Happy sailing ...

Wendy Stickley
wendystickley@hotmail.co.uk

Chairman's Report

Two days of warm weather in early April persuaded me to abandon gardening and get Scorchin ready for the coming season. I am always pleased that I do most of the maintenance, some courtesy of John Claridge, during October and during the winter. There is something satisfying in checking sheets against a background of the latest dark Scandinavian TV series. So a steady day's work and the Scow is ready to be towed down to the Club.

The Racing Rules of Sailing 2017-2008 are out. For the vast majority of us there are very few, no more than half a dozen pages that cover 'boat-on-boat' situations. Do please read these and understand that, overall, collisions should be avoided! The RRS are available as a PDF document on World Sailing via the RYA web site. (Editor's note: <http://www.rya.org.uk/racing/racing-rules/Pages/hub.aspx>)

I hope that this season we see more boats pottering and enjoying the opportunities to explore not just the mainland shore but some of the harbours and creeks on the Isle of Wight.

Finally I want to promote the Traveller's Trophy, a series of races for all Claridge built Scows at Keyhaven sailing Club, Beaulieu River Sailing Club and Royal Lymington Yacht Club. Do please support these races. (See *Dates for your Diary* section)

Fair Winds,

John Evans



A potter from Keyhaven to Totland Bay

Association matters

We welcome the following people to the Association:

Transfer of Ownership:

Hugh Morrison	Blueberry	529
Jim Chapman	Kulfa	384

Associate:

Kathy Tilbury	Chickadee	490
Liz Power	Pig in a Puddle	531

Buoyancy Testing

The dates for the buoyancy testing sessions at RLymYC have already passed, but Keyhaven Yacht Club *hope* to have a session on 30th April at 11.00. Best to phone ahead to confirm availability, or contact Meriel McCarthy or Jon Harvey ...

Buoyancy Tests - Mike Urwin

Why do we have buoyancy tests? Obvious really: to ensure that the boat will float and support its crew until help arrives if it capsizes or is swamped. So, its not just a racing requirement; it should apply equally to those who just potter. And anybody who 'free potters', ie on their own without safety cover, should definitely get it done. Having said that, all LR Scows have permanent buoyancy built into the bow tank. Even if there is a gross buoyancy tank failure, the boat will stay afloat but it will be impossible to bailout and self-recover.

So why is it a Class Rule requirement that each boat passes a buoyancy test every year? Surely if it passes once, it will be all right in the future? Well not necessarily... here are some of the principle reasons for failure.

- The most common reason is leaking hatches. Dirt in the threads, missing or damaged 'O' ring seals, cross threaded, not done up tight. The solution is usually straightforward. Take off the hatch covers and wash them thoroughly in warm water with detergent. Wash and check each of the 'O' rings and replace any that are missing or damaged. Wash the hatch surrounds in the boat. Once everything is dry, refit the 'O' rings with a smear of either vaseline or silicone grease and tighten properly. I treated NUTSHELL's hatches in 2014 and she passed her buoyancy test with flying colours in both 2015 and 2016 without any further work. In rare cases, the bedding compound which seals the hatch surround to the boat can deteriorate and leak. This will probably necessitate a professional repair.
- Less common is that a fitting (eg the anchor holder or a spinnaker sheet block) has a fixing missing or has been moved or re-fastened and not all the screw holes have been filled and sealed. The solution is simple: fill any fitting holes drilled into the boat with either the appropriate fixing or with filler.

- The third and very much the least likely reason is that damage to the boat has resulted in a leak in the buoyancy tank itself. This will almost invariably be at the hull to tank joint and will probably be as a result of a collision on the water, rough treatment ashore, inadequate trailer pads or over-tightening the straps when trailing. Unless you are very skilled, it is suggested that a professional repair is again the answer.

So, going back to the question, why test every year? The reasons for failure above are all things that can develop with time. Hence an annual test.

What should you do to prepare the boat for the test? Checking, cleaning and greasing the hatch covers is sensible. Have you added or moved any fittings? If so, are all the fixings secure and did you fill any redundant holes? Do a visual check of the boat for any signs of deterioration of the hull to buoyancy tank joint.

On the day of the test, take the boom/sprit/mainsail out of the boat so that the tester has clear access, identify the hatch with the vent hole and take this hatch cover off. This will be replaced by the testers hatch cover. Ensure that the remaining three hatches are tightly fastened. And **don't forget to take your certificate with you** to be signed when the boat has successfully passed the test.

If, unfortunately, the boat fails the test, you will need to find the leak(s). To do this, you will need to pressurise the tank. Lung pressure ONLY. NOT a pump! If you can borrow a tester's hatch cover, fit that in place of the hatch with the vent hole and blow into the tube. Prepare a strong mixture of washing up liquid (1:1 water: washing up liquid) and while you maintain the pressure get an assistant using a paint brush to brush the liquid onto the hatch covers, all fittings into the tank and the hull to tank joint. Bubbles will quickly show the leak(s). What happens next will depend on what you find.

John Claridge is happy to carry out buoyancy tests on boats taken to his workshop, usually without charge. He will of course charge for any work subsequently needed.

Editor's note: There are also official LRSCA authorised testers who organise buoyancy testing sessions at most of the local clubs. They will also usually help you discover where the leak is. This service is free for Association members, but there is a £10 charge for non-members (It's probably worth becoming a member for this perk alone!!)

Working Party



There was a fairly good response to the working party questionnaires. A full report will be circulated to members separately.

Many thanks to the Working Party for their hard work.

Roger Mavity LR 474 (West Wittering Sailing Club) won the bottle of champagne in the draw of the 1st 50 people to reply to the questionnaire.

Dates for your diary

Travellers Trophy

The series is open to all Claridge-built Lymington River Scows with sail numbers of 250 and above. Boats may be sailed double-handed with a jib or single-handed without a jib. Spinnakers are permitted when the combined crew weight exceeds 140kgs .

The three events in the Traveller's Trophy will be:

May 14 at Keyhaven YC

June 25 at Beaulieu River SC

August 12 at Royal Lymington YC

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

**** It is hoped that the later date for this event will encourage more juniors to join in ****

The **2017 ANNUAL GENERAL MEETING** will be held at 10am on the Sunday of the same weekend, also at Lymington Town Sailing Club

For summaries of Meetings please see our web site: www.lymingtonriverscow.org

A message from John Doerr

I am very sorry not to have sailed my Scow last year, but I have been rather busy.

Two years ago I was appointed to chair the International Jury for the Paralympic Sailing Regatta in Rio 2016. Two years of work started with preparations against a background that sailing had been dropped as a sport from the Paralympics in 2024. While there was good cause for this decision, it was devastating for those sailors whose lives are dedicated to and so enriched by Paralympic sailing. So the role of Jury chairman rapidly expanded to work with the whole Paralympic team to ensure that every aspect of the event in Rio would deliver a first class event that would increase the chances of being reinstated into the Paralympics in 2024.

I am very proud to report that the event was stunning and a tremendous advert for our sport. Sailing is one of the very few Paralympic sports that give the opportunity for many of the athletes to leave their disability behind. Can you see the picture of a



whole row of empty wheel chairs on the dock while their occupants have transferred to boats? They are quite capable of competing against the best non-disabled sailors in the world. Just look at some images from the event, it is hard to see the disability.

*The Skud-18 duo Alex Rickham and Niki Birrell win bronze in the Rio Paralympic Games.
Credit: Richard Langdon/World Sailing*

Since Rio, I have attended the World Sailing annual conference, where Paralympic sailing was a key focus. Every effort is being made to get sailing back in the Paralympic Games. It will be tough. A key aspect is to get over 32 nations regularly competing, but with sailing out of the Paralympics, funding is harder to come by. The boats that will be used in future Para Sailing events are currently being evaluated to provide the greatest spread of options while reducing the cost of competition. I hope to be able to help further their goal over the coming year by continuing to bring all their rules and documentation up to Olympic standard. We made big strides for Rio, but there is more to do, especially with new boats.

I also plan to find the time to get back in my Scow.

Tell Tales - for your Enjoyment and Entertainment

A Tell Tale by Carolyn Howden, Bocca Lupo 335



Time for a Face Lift

Well I am rather feeling my age!
My outer skin is certainly in need of attention. My cheeks are dull due to too much exposure to the sun and there is a nasty scar along one side. My rear end is wearing thin and my once smooth shiney bottom is grazed and rough! To add to this my sails are stretch marked and wrinkled.

All is not lost! My skipper has decided that I deserve an extra special Christmas present! I am being sent away to that caring clinic on the other side of the water. I am to be given a full body rub, tone up and new colourising treatment! I will then be enveloped in red sailcloth and delivered on a new cosy cradle!

I even have a sturdy blue overcoat to protect me from the elements.

Well here I am! My performance on the water may not be any better but, who cares, I feel ready for anything!!

That's all folks!

***Wishing you all
sunshine, fair winds,
and a wonderful sailing season!***