

LR Scow News

Newsletter of the Lymington River Scow Class Association



Summer 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

Already there have been a number of Regattas hosted by various different clubs, with junior versions on the horizon now that the school holidays are here. What a great thing it is to see so many youngsters enjoying being out on the water at all stages of experience / competence in boats! And there's still the anticipation of the LRSCA Championships ... (see page 4)



Scow Championships 2010 – photo by John Claridge

In the last Newsletter, Mike Urwin highlighted the importance of Buoyancy testing; this issue has more safety tips on page 2 where, amongst other things, John Evans warns us about the dangers of metal fatigue in the older bridles.

Well done (and thanks) to Joanna Lewis for her offering on page 5. All further contributions to our Tell Tales competition will be welcomed excitedly! So next time the weather is too bad for you to GO sailing, why not relive some happy sailing memories and email them to me? Also, so far, I've had no entries for the Trail Sail Trophy ... none, zero, zilch! Has nobody taken their scow anywhere at all this year??

Enjoy the rest of your summer,

Wendy Stickley
wendystickley@hotmail.co.uk

Association matters

New members:

Pippa Blake	Full	551	Korora
Joanne Edwards	Full	553	Maridadi
Richard Edwards	Associate	553	Maridadi
John Comley	Full	555	Brent Goose
Olivia Dowling	Full	557	Moses
Bridget Peachey	Full	419	Johanna.

Transfer of Ownership:

Melanie Smith	Full	452	Twixie
Jonathon Cox	Full	262	Sea Horse

LRSCA Committee vacancy:

David Weller will complete his 3 year term as Honorary Treasurer at this year's AGM. We would like to thank him enormously for all his hard work and the excellent job he has done for LRSCA and the Committee.

If any LRSCA member is interested in standing for the position of Hon. Treasurer please let Dorinda Nellis know by emailing admin@lymingtonriverscow.org David would be happy to chat to anyone about this if you would like to know more about what it entails.

Maintenance Tips – John Evans

Check your Bridle

Over the last several years there are been number of instances where the mainsheet bridle has snapped. This is nothing new ... Dick Thorn always carried a piece of rope to replace a broken bridle when he ran the RLYMJC potters Nor is it only on old boats where this failure occurs.

The photo shows a bridle which was recently replaced with Dyneema® (as the rules now allow) Please check your bridle - the failure will have occurred about 125mm above the stern knee on both sides. If the plastic covering is cracked then it is almost certain that the wire underneath has broken strands - in the photograph four of the strands of a seven strand wire stop.



How does this happen? Interestingly every time you put the cover on you bend the stop and over time the stainless steel wire is work hardened and becomes brittle, ultimately breaking. The more you sail the more likely the damage

Plastic covered wires are now banned for life lines for the sensible reason that you cannot see what is happening to the underlying wire.

If you have a suspect strop - replace it with Dyneema® or similar ... and even if you don't appear to have a problem, commonness says 'change it.'

Main Halyard Bulls Eye

The original design of the boats had a pulley block at the top of the mast for the main halyard but after some of these exploded under load a bulls eye is now used instead. Recently, while checking my mast head rigging, I discovered that the pin in the shackle holding the bulls eye was partly undone. A couple of turns with a screwdriver retightened the pin - but it could have continued to work loose!

Trolleys

Do you use your painter to hold the boat on to the trolley? It is much easier and quicker to have a 2500mm piece of rope tied on the trolley which can be quickly looped over the mooring cleat.

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Stop Press:

On the gaffs of at least two Scows the main halyard hook has started to pull up the gaff leaving a small hole. It is easy to repair; John Claridge adds a patch and re-sites the halyard hook. **Please check your gaff.**

Dates for your diary

Travellers Trophy – LAST OPPORTUNITY THIS YEAR!!

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 final event in the Traveller's Trophy will be:

August 12 Figure of Eight Race 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



****2017 ANNUAL DINNER****

The LRSCA Committee cordially invite you to join them for the
LRSCA 20th Anniversary Championships/Annual Dinner

on Saturday 16th September 2017 at 19:30
in the Solent Room, Lymington Town Sailing Club
Followed by Music with VINCE

Tickets £26.50 to include 3 courses, coffee & mints plus wine on the table
For Menu and Booking Form see <https://ltsc.co.uk/event/lr-scow-nationals/>

Fleet News

RLymYC Wednesday Junior Sailing – Peter Salisbury

Wednesday Junior Sailing Wednesday Junior Sailing (WJS) originated at the Royal Lymington Yacht Club in 1984 by Dr Jonathan Rogers in order to give local children the opportunity to get involved in sailing. The ethos then, which continues to this day, is “Fun on the water”. The initial fleet comprised a couple of borrowed Scows, a Wayfarer, a 420 and some wooden Optimists (Oppies).

Wednesday afternoons were chosen to coincide with half day closing for the shops. Local schools quickly became involved and Club members loaned their Scows to bolster the fleet. To help the youngsters progress with their sailing skills a card scheme was introduced in 1994 by Roger and Jenny Wilson who took over running WJS for the next sixteen years. They also encouraged RYA involvement, allowing the youngsters to build towards RYA qualifications as well as giving the benefits of RYA oversight which resulted in the RYA Community Award in 1994. Jenny and Roger handed over to Edward Harrison in 2010, who was followed by Ali Husband, the current leader, in 2013.



There have been many milestones through the years, including a visit from Princess Anne for the 25th anniversary in 2009. Through the years WJS has expanded to offer opportunities to sail, race, row, drive power boats, tie knots, and to develop leadership, teamwork and interpersonal skills. The fleet now numbers no fewer than 44 boats, with the core of the fleet remaining Oppies and Scows. Thanks to the generosity of many sponsors down the years, including the current sponsor Lymington Yacht Haven, all these boats have been bought for WJS rather than being borrowed from members. WJS depends entirely on an army of 141 volunteers in order to function and to give the 280 registered youngsters the safety cover, office backup and instruction they need to have “fun on the water” Wednesday by Wednesday. It is thanks to these volunteers over the years that local children, many of whom might never have been able to afford to learn to sail, have gone on to achieve significant national and international awards, including Olympic Gold (*Pippa Wilson ... but not in a LR Scow!* - Editor)

Tell Tales - for your Enjoyment and Entertainment

Trail/ Sail and Tell Tale Trophies

These are due to be presented at the Annual Dinner 2017.
The final date for submission of entries for both of the trophies is 1st September 2017
to admin@lymingtonriverscow.org

A Tell Tale from Joanna Lewis:

WOW* with no wind

A lazy summer's evening on the Keyhaven river or a training exercise in rowing a rigged Scow? Without the advantage of oars, the rest of the WOW* fleet of Qubas and a Laser needed to be towed up the river, which was also a good training exercise. Bravo for the versatility of our beautiful Lymington River Scows, allowing me to reach the Quay under my own steam and with a whisper of wind.

I have some small experience of rowing a rigged Scow. On one occasion many years ago I took part in an expedition when three of us circumnavigated the Isle of Wight in



Photo by Amelia Williams

three Keyhaven Scows. Having threaded The Needles we ran out of wind off Tennyson Down. There was nothing for it but to take to the oars. We rowed and we rowed until we reached St Catherine's Point. There we decided to make use of our helpful mother ship, in the form of Ken Wreyford in one of his fishing boats, and towed round to Bembridge for the night. Next morning Ken towed us back almost to our stopping point and we were able to sail happily on round the Island as far as Wootton Creek for our second night. The warm welcome from and well deserved supper at the Royal Victoria Yacht Club, Fishbourne were much appreciated. There was no need for oars during the rest of the expedition as we had fine weather and a steady southwesterly wind for the next leg to Newtown Creek, where we spent our final night. The passage from Newtown to Keyhaven brought a wonderful adventure to an end.

**WOW (Women On Water, previously known as Ladies Sailing) is a KYC group comprising a mixed fleet of sailing dinghies. Editor*

And finally ...

A message from John Turner, KYC

An idea came to me after reading in the Newsletter Chris Knox' excellent account of sailing his boat at Salcombe and Liz' report of the growing fleet in Chichester Harbour.

There are many harbours and estuaries around Britain that would be lovely places in which to sail our Scows. I know several of them as a visitor but sadly not as a Scow sailor – Dittisham, Fowey, Wadebridge, Medway, Poole, Padstow, Dover etc. If anyone who has sailed a scow or a similar small dinghy in such a place was asked to

write a short sailing guide to it, a useful pottering aid could be compiled. Chris' article is almost this but maybe something more structured would be necessary eg detailing parking & launching site(s), hazards to be aware of, tides, directions in which to go and destinations (with approx. distance) suitable for landing.....

Here is an initial draft of what John has in mind. This is a guide for Newtown:

POTTERING PASSAGE GUIDES

These notes are intended to be helpful to less experienced OODs and sailors new to the area. They do not replace any Club requirements for pottering procedures or risk assessments.

Newtown River

One of our longer 'potters' but well worth it.

Weather - need reliable W to S breeze (WF3) forecast for 5 hrs. Time - takes about 1.5hrs with current and prevailing wind, 2hrs return with current but probably against wind.

Leave KYC ~3hrs before HW, cross Solent diagonally SE with incoming tide and continue parallel to I.o.W. shore. Entrance to River is not visible until fairly close and past wooded shoreline and Hamstead Point but is then obvious after end of 300yds of low meadow.

Tidal current in the narrow entrance is strong outside slack water.

Turn into the river entrance then land on sheltered beach immediately on right (W).

Good ground for beaching dinghies, land-anchoring RIBs and picnic. Convenient sheltered hollow behind beach.

Newtown estuary is good for casual sailing if time permits but crews should inform the OOD and not go out of his/her sight to avoid concern and allow recovery by RIB if necessary. There is a good pub at the S end of the creek but there is unlikely to be enough time to visit.

Start return as soon as tide has turned and aim to cross the Solent diagonally towards N shore. Expect choppy water as far as mid-channel with wind-over-tide over the Solent Bank but calmer water on shallower N side. RIBs prepare to tow anyone who is struggling or slow. Then keep to N half of the Solent to avoid risk of tidal current taking boats too far towards the Needles (when a rescue by RIB tow may be necessary).



Happy sailing!