

Lymington River Scow Class Association

Development and Growth Working Party

Questionnaire

“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.”

Summary

1. 99 completed questionnaires were returned of which all bar 1 were readable 98 have therefore been used for analysis purposes.
2. While the average age of Scow owners is in their 60s, data on how long boats have been owned suggests that the Class membership is naturally renewing.
3. In excess of 60% of respondents replied that they both raced and pottered. This suggests that more emphasis could be placed on pottering and attracting new pottering members.
4. Close to 75% of respondents keep their boat in a club dinghy park. 9 of those without a club dinghy park space would like one.
5. Close to 60% of respondents own a trailer. The fact that the LR Scow trails easily is a significant beneficial selling point.
6. Having in excess of 60% of respondents sailing with one or more family members, there would appear to be a potential demand for family events.
7. By a large margin, respondents think that the class should consciously try to expand.
8. 75% of respondents considered that BRSC Scows should be permitted to compete in LR Scow events carrying the WS mainsail logo. This percentage was not significantly affected by excluding BRSC members and/or non LRSCA members.

This would appear to mandate a proposal for a change to the Class Rules.
9. Respondents were split on whether a Class name change would be acceptable if it was found that the current name was deterring expansion.
10. In excess of 50% of respondents thought that a spinnaker should be permitted. There was no clear view on whether the minimum crew weight to fly a spinnaker was correct.
11. There is some support for a minimum crew weight for boats crewed by children.
12. A number of suggestions for Class Rule changes have been made. These are detailed in the Analysis section which follows.
13. The boat appeals to the owners for a very wide range of reasons.
14. Respondents made a number of other comments.

Lymington River Scow Class Association

Development and Growth Working Party

Questionnaire

“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.”

1. Preamble

The Working Party (WP) circulated a questionnaire to explore various issues and establish base data for the Class. The questionnaire was in EXCEL format and was circulated by E-Mail to all LRSCA members and others who might be interested. It was also posted on the LRSCA website with an invitation for any interested parties to complete and submit it. A copy is shown at Appendix 1.

A total of 99 completed questionnaires were received of which all bar 1 were readable. The data from each was copied into a master spreadsheet for analysis.

In the graphs below, percentages are based on the total number of readable completed questionnaires received, ie, 98. Using the Primary Club analysis below as an example, of the 98, 44 came from R Lym YC ie 44.9% of the total of 98. Etc.

The exceptions to this are firstly the analysis of ownership where just those declaring ownership have been included, secondly the analysis of responses to BRSC boats being permitted to race carrying the WS sail logo where, as explained below, some responses have been excluded to provide more in depth information and thirdly the analysis of family members for the logical reason that respondents could (and did!) tick more than one family member.

Paragraphs 2 to 9 address factual issues while paragraphs 10 to 17 address more philosophical questions.

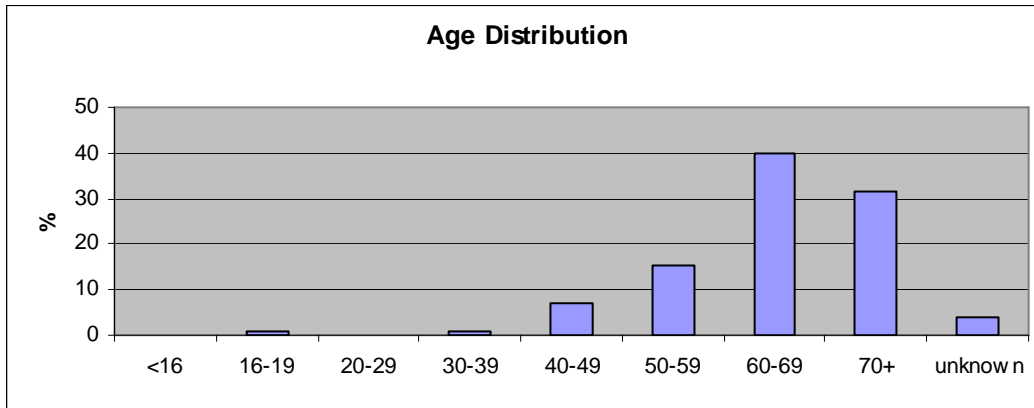
The raw data from which the following is derived is available in .xls format on request.

2. Age

Question: *Your age?*

Based on the average for each age group, the average age of respondents was 64.4 years distributed as follows:

Category	Age Distribution									Total
	<16	16-19	20-29	30-39	40-49	50-59	60-69	70+	unknown	
Number	0	1	0	1	7	15	39	31	4	98
%	0.0	1.0	0.0	1.0	7.1	15.3	39.8	31.6	4.1	100



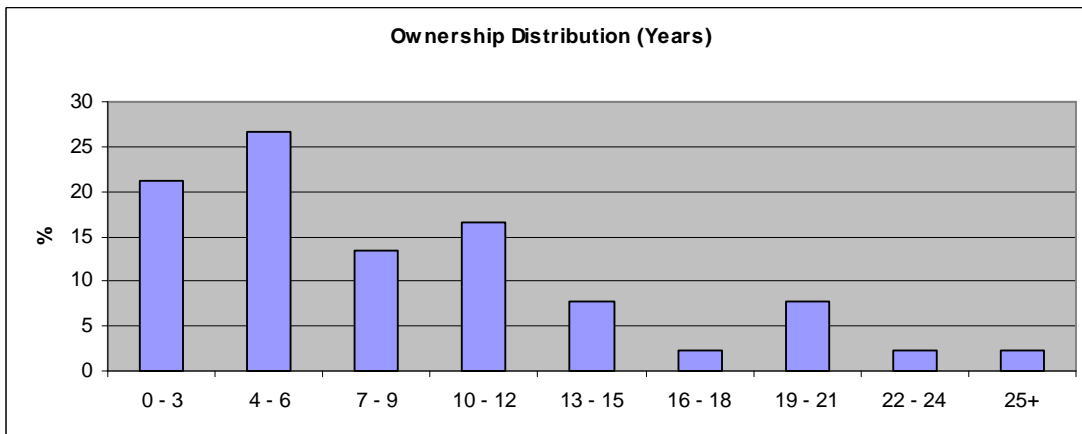
Notwithstanding the above, it is known that a considerable number of young children sail as crews and also that a number of students sail in the Class irregularly. These will not have been questionnaire recipients.

3. Boat Ownership

Question: *Do you own a Lymington River Scow? If yes, for how many years have you owned a LR Scow?*

Of 98 responses, 90 (91.8%) were boat owners. The average length of time that boats had been owned was 8.8 years with a maximum ownership time of 25 years.

Category	0-3	4-6	7-9	10-12	13-15	16-18	19-21	22-24	25+	Total
Number	19	24	12	15	7	2	7	2	2	90
%	21	27	13	17	8	2	8	2	2	100

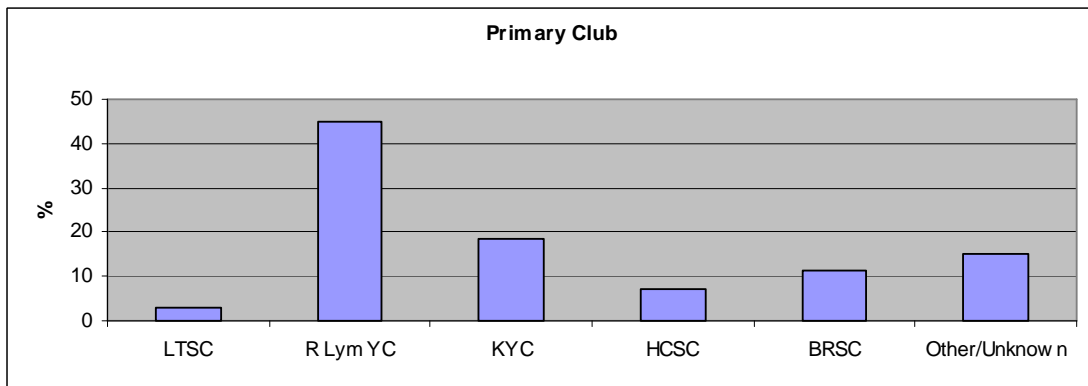


It is encouraging to note that there is a good distribution of the length of time that boats have been owned for, implying that there are new owners joining the Class and that boats remain with their owners for significant periods of time.

4. Club Membership

Question: *Which Club(s) do you sail from?*
 Three options each showing *LTSC, R Lym YC, KYC, HCSC, BRSC* and *Other* were offered together with a text box for other clubs. The data below is for the first option.

Primary Club							
Category	LTSC	R Lym YC	KYC	HCSC	BRSC	Other/Unknown	Total
Number	3	44	18	7	11	15	98
%	3.1	44.9	18.4	7.1	11.2	15.3	100

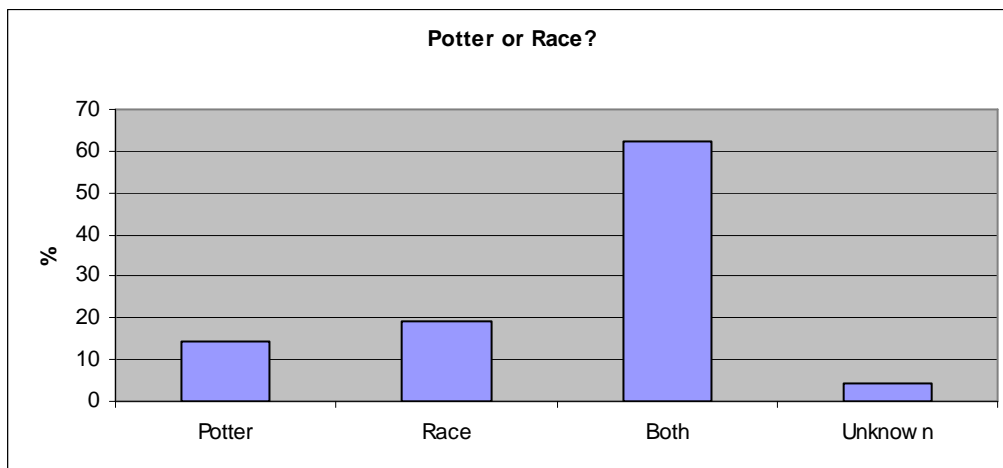


Unsurprisingly this is dominated by the R Lym YC followed by KYC.

5. Potter or Race?

Question: *Do you a) race b) potter or c) both?*

Potter or Race?					
Category	Potter	Race	Both	Unknown	Total
Number	14	19	61	4	98
%	14.3	19.4	62.2	4.1	100



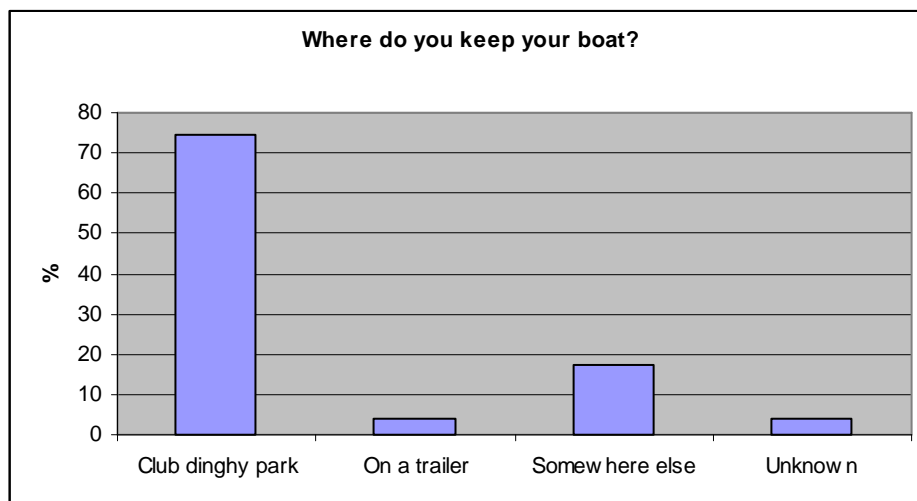
It would appear that LR Scows are genuinely dual purpose!

Noting that racing is held every week at most Clubs but regular organised pottering only at some Clubs, it would seem that a greater emphasis on pottering might be in order.

6. Boat Storage

Question: *Where do you keep your boat?*

Where do you keep your boat?					
Category	Club dinghy park	On a trailer	Somewhere else	Unknown	Total
Number	73	4	17	4	98
%	74.5	4.1	17.3	4.1	100

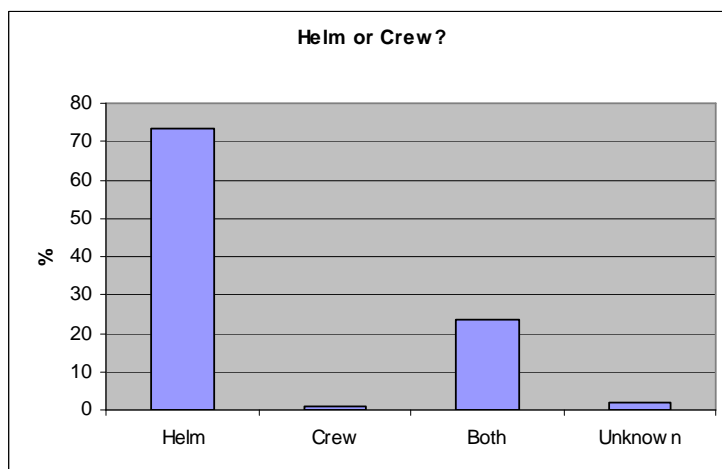


The questionnaire then asked whether those who did not have a dinghy park space would like one. Of 21, 9 (43%) replied that they would. This confirms factually what we already know anecdotally: dinghy park space is at a premium.

7. Helm or Crew

Question: *Do you helm, crew or both?*

Helm or Crew?					
Category	Helm	Crew	Both	Unknown	Total
Number	72	1	23	2	98
%	73.5	1.0	23.5	2.0	100

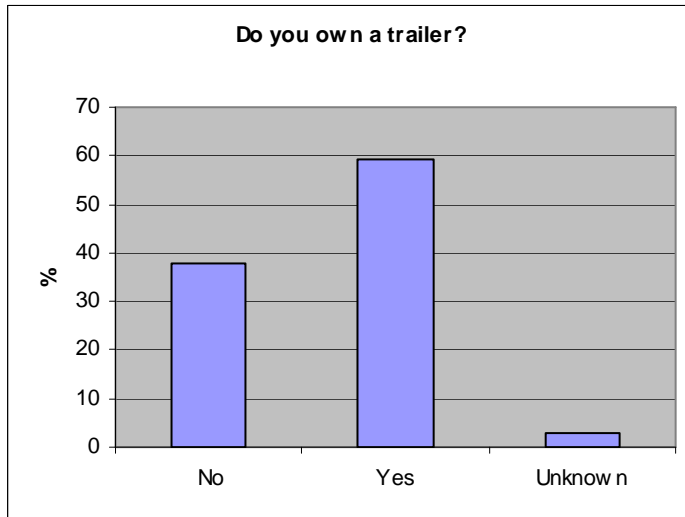


We have attracted more responses from helms than from crews. Given that boats are generally owned by their helms, this is not illogical.

8. Trailer

Question: *Do you own a Scow trailer?*

Do you own a Trailer?				
Category	No	Yes	Unknown	Total
Number	37	58	3	98
%	37.8	59.2	3.1	100



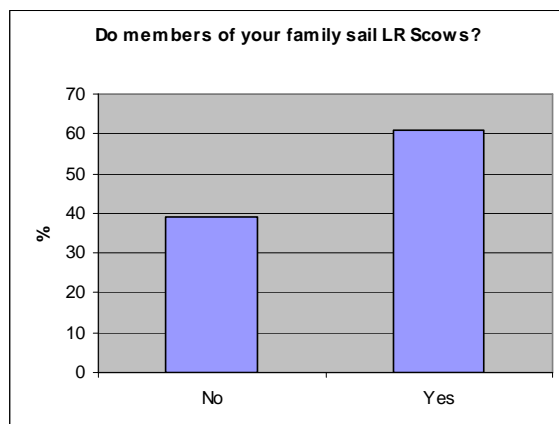
With just shy of 60% of respondents telling us that they own a trailer, there is plainly a significant market for Scow trailers. The fact that the LR Scow trails easily is a significantly beneficial selling point.

Of the 58 trailers, all but 3 were reported as Claridge trailers. This tells us that a well designed, easy to use, trailer sells readily. This information will be of value to John Claridge in his current negotiations with trailer manufacturers to replace the current model.

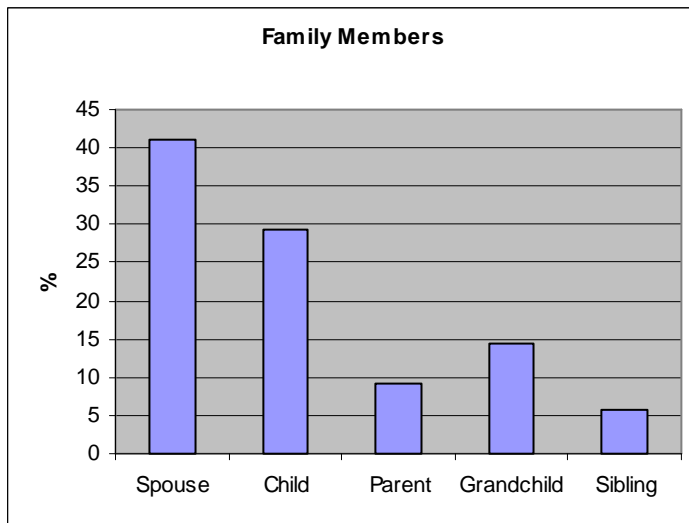
9. Family Sailing

Question: *Do members of your family sail LR Scows?*

Do members of your family sail LR Scows?			
Category	No	Yes	Total
Number	38	60	98
%	38.8	61.2	100



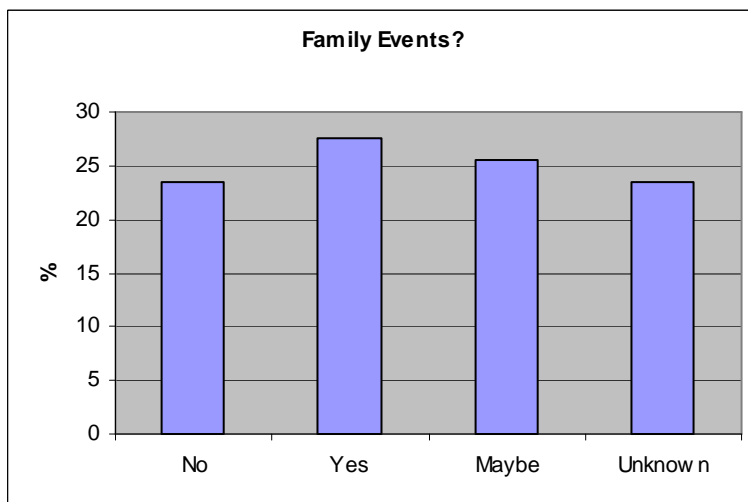
Family Members						
Category	Spouse	Child	Parent	Grandchild	Sibling	Total
Number	49	35	11	17	7	119
%	41.2	29.4	9.2	14.3	5.9	100



Plainly, the Class is very attractive to families!

Question: *Would you be interested in family oriented events?*

Family Events					
Category	No	Yes	Maybe	Unknown	Total
Number	23	27	25	23	98
%	23	28	26	23	100



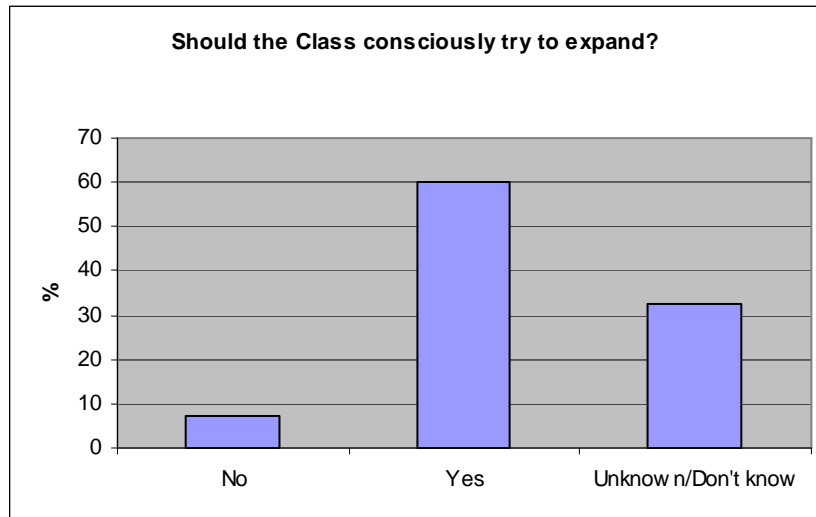
With 28% 'yes' and 26% 'maybe', this indicates a significant in supporting family events.

Suggestions as to the type of events included 'mucking about', passage race with a picnic, cruise in company, child friendly races, something for grandparents and grandchildren, a seamanship race, BBQ, adventure sail around the marshes, social, orienteering. Lots of options.

10. Class Growth

Question: *Do you consider that the Class should consciously try to expand?*

Should the Class consciously try to expand?				
Category	No	Yes	Unknown/Don't know	Total
Number	7	59	32	98
%	7.1	60.2	32.7	100



By a large margin, respondents think that the class should consciously try to expand.

Comments included:

Unless we try to expand, we will decline. All classes decline over time, but we have a chance of emulating the XOD fleet and surviving for a long time.

I enjoy sailing occasionally in different places. It's easier and more pleasant to sail at a different place if there are other LRSCA members there.

it's a splendid little boat for those not in the first flush of youth to continue to enjoy dinghy sailing.

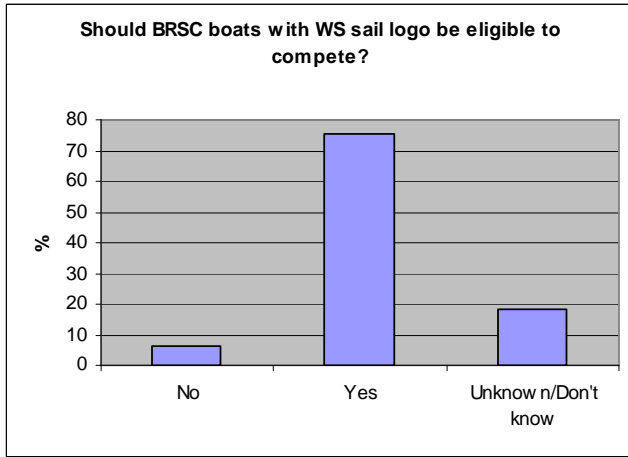
To keep the builder interested he needs to keep making boats. Room for bigger fleets at some venues.

Things tend to wither if they don't grow

11. WS Sail Logo

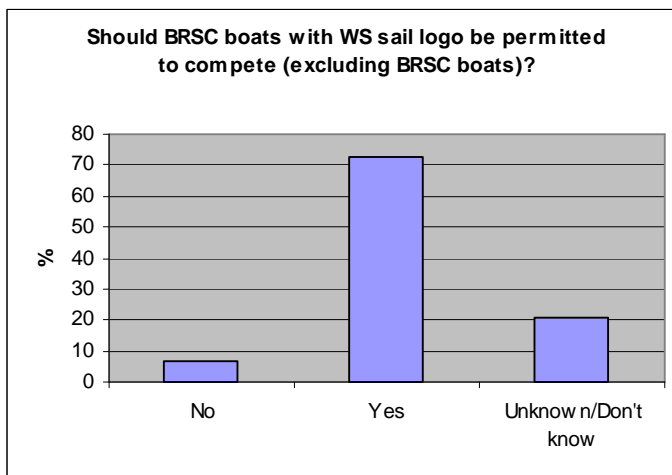
Question: *Many BRSC Scows use the sail logo 'WS' but are otherwise identical. Should they be permitted to compete in LRSCA events?*

Should BRSC boats with WS sail logo be eligible to compete?				
Category	No	Yes	Unknown/Don't know	Total
Number	6	74	18	98
%	6.1	75.5	18.4	100

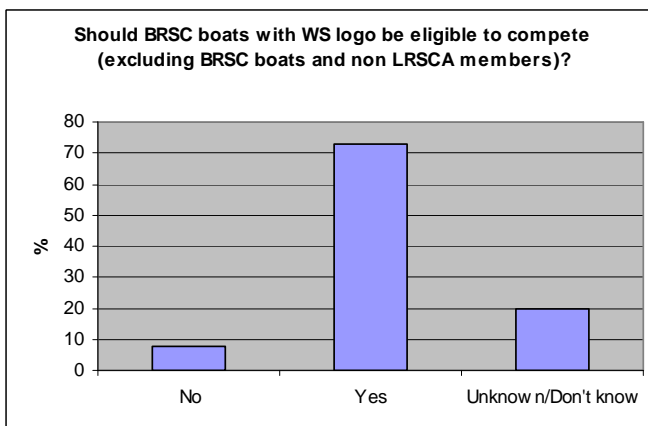


Before drawing conclusions from an apparently overwhelming 'yes', we should be sure that this answer is not being driven by either BRSC members and/or non LRSCA members:

Should BRSC boats with WS sail logo be eligible to compete (excluding BRSC boats)?				
Category	No	Yes	Unknown/Don't know	Total
Number	6	63	18	87
%	6.9	72.4	20.7	100



Should BRSC boats with WS sail logo be eligible to compete (excluding BRSC boats and non LRSCA members)?				
Category	No	Yes	Unknown/Don't know	Total
Number	6	59	16	81
%	7.4	72.8	19.8	100



In percentage terms, the differences caused by excluding these two groups are very small. The fundamental conclusion is that 72.8% of respondents who are LRSCA members and who did not give their primary club as BRSC support that the WS sail logo should be permitted with only 7.4% actively opposing this.

The subsidiary question 10a (*Would you consider a change to the class logo ('LR') if that permitted BRSC Scows to compete with LRSCA Scows?*) is therefore largely irrelevant.

Comments included:

Sails of any colour are permitted. This being the case, why should we be concerned about the logo on the sail, provided the fleet doesn't include duplicate sail numbers. Maybe include a dispensation in the class rules to permit variations in logos.

For me, the point of one design racing is that the boats are all 'equal' on the water, and everything is apparent in 'real time'.....the logo has no impact on that aspect of the race and so anything which allows a larger one design fleet is good in my opinion.

The boats are identical every way, it is non-sensical to make this a barrier to joint participation between clubs. It is only two letters.

I associate the logo LR with a Lymington River scow. If other scows are indeed identical to a LR scow, they should have the LR logo. We are not the WSRSCA!

They chose to sail a different boat from a LRScow. It is their choice if they wish to make a small change to also be a LRScow. I see no reason why I should change my sail to accommodate them. I see no obstacle to them sailing in LRSC events, but as a different class. If they wish to sail in the LRScow class, then use a boat that complies with the class rules, has a current LR Scow certificate, just the same as everyone else (and as required by the RRS) and every other class in the World that I know about. You cannot sail a Laser in a Laser event with a non Laser certified sail. You can sail in a handicap fleet and be given the same handicap, but you are NOT a Laser.

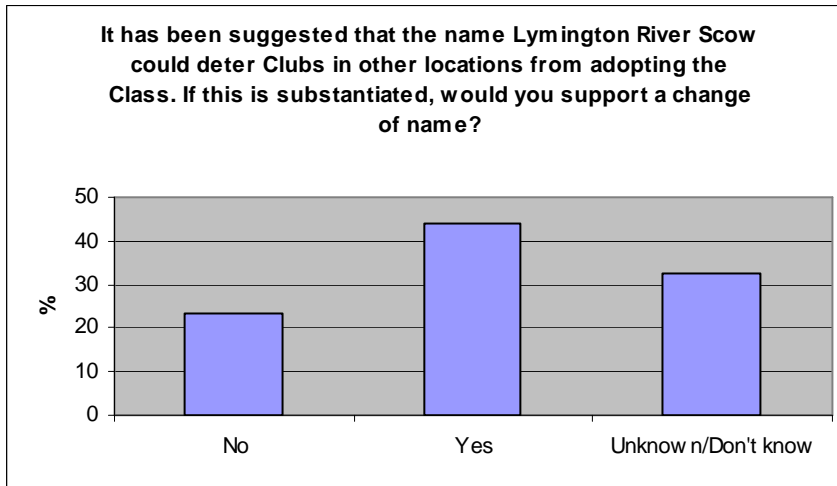
There should be some pride in the one design class. My suggestion is that clubs can be identified after the boat number on the sail.

If the BRSC boats comply to LR class rules other than the sail logo then I would support a class rule change that allowed the boats to have either logo so they can race as one design.

12. Class Name

Question: *It has been suggested that the name Lymington River Scow could deter Clubs in other locations from adopting the Class. If this is substantiated, would you support a change of name?*

<i>It has been suggested that the name LR Scow could deter Clubs in other locations from adopting the Class. If this is substantiated, would you support a change of name?</i>				
Category	No	Yes	Unknown/Don't know	Total
Number	23	43	32	98
%	23.5	43.9	32.7	100



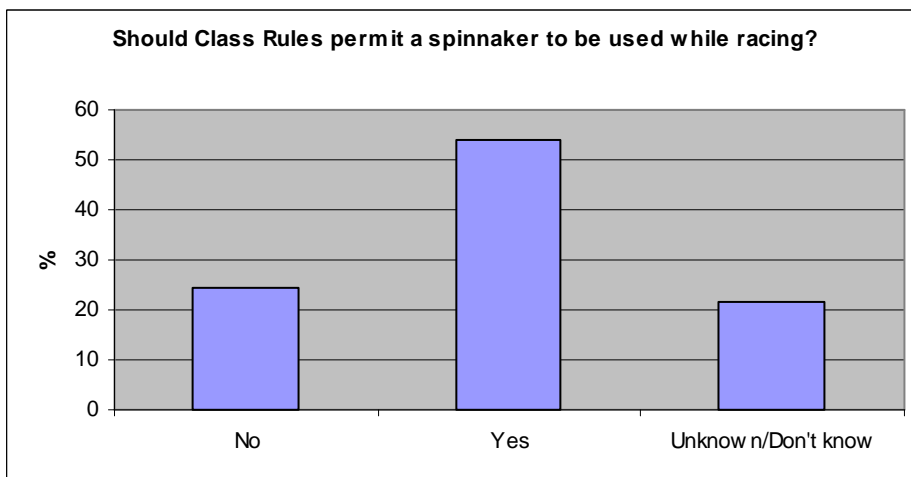
The response to this is far from clear-cut with unknowns/don't knows not far below Yes's and significantly more than No's.

Noting also that nothing in this questionnaire directly addresses the Class name is a deterrent to other Clubs, the response to this question does not appear to offer any clear mandate to change the Class name.

13. Spinnaker

Question: *Should the Class permit spinnakers to be used while racing?*

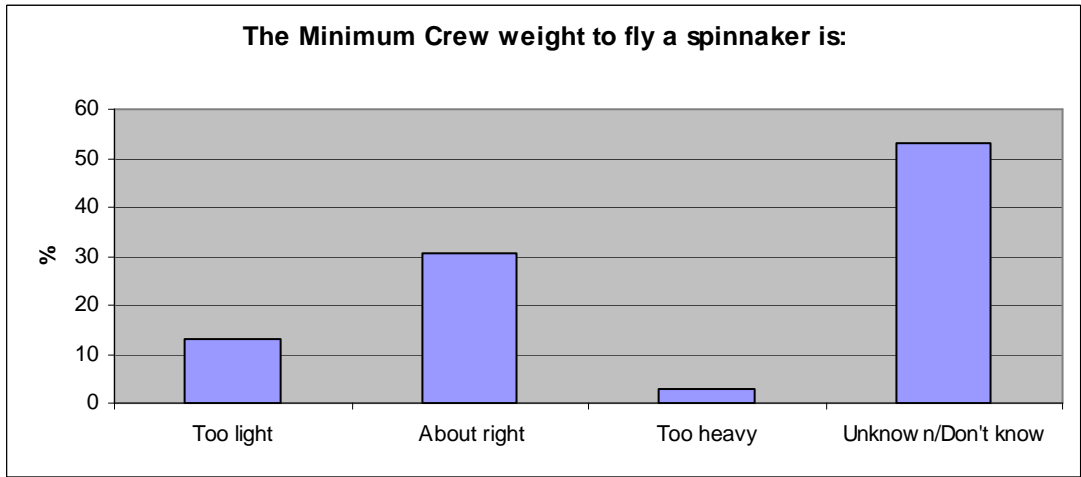
Should Class Rules permit a spinnaker to be used while racing?				
Category	No	Yes	Unknown/Don't know	Total
Number	24	53	21	98
%	24.5	54.1	21.4	100



In excess of 2/3 of respondents who expressed an opinion were in favour of permitting a spinnaker.

Question: *If yes, is the minimum crew weight of 22 stones (140 kg) in order to fly a spinnaker too light, about right or too heavy?*

The minimum crew weight to fly a spinnaker is:					
Category	Too light	About right	Too heavy	Unknown/Don't know	Total
Number	13	30	3	52	98
%	13.3	30.6	3.1	53.1	100

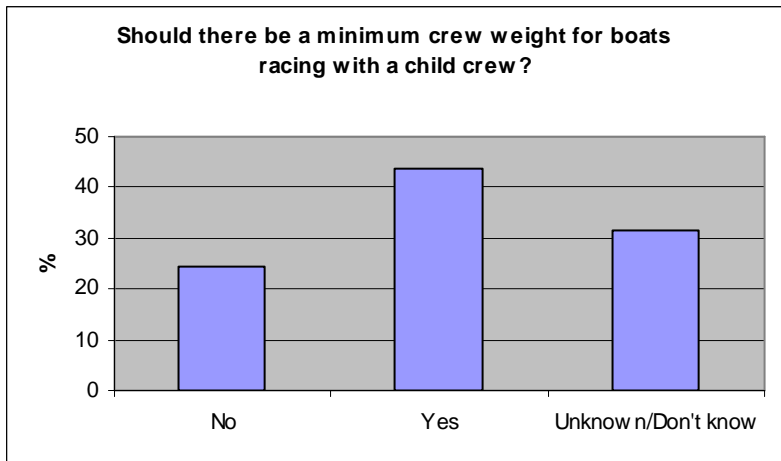


With in excess of 50% of respondents not offering an opinion, it is hard to draw any conclusion from this except to note that there does not appear to be any great groundswell for change.

14. Crew Weight

Question: *A number of boats race with a child as crew. Should there be a minimum combined helm and crew weight?*

Should there be a minimum crew weight for boats racing with a child crew?				
Category	No	Yes	Unknown/Don't know	Total
Number	24	43	31	98
%	24.5	43.9	31.6	100



On the basis of the above, there appears to be some support for this.

Suggestions for an appropriate weight ranged from 12 stones (76 kg) to 22 stones (140 kg), a wide range, with no real consensus shown.

15. Class Rules

By an overwhelming majority, the Class Rules were considered to be satisfactory.

Suggestions for changes included (No. of times suggestion made in brackets):

Permit toestraps. (1)

Minimum age (not weight) for child crews.	(1)
Remove the requirement to carry oars.	(1)
Remove the requirement to carry an anchor.	(1)
Permit singlehanders to use the jib.	(2)
No minimum age for crew at the national championships.	(1)
Possibly jib cleats	(1)

16. Class Appeal

The appeal of the boat to owners ranged very widely. Reasons included: easy to sail, versatility, close tactical racing, economic, 'no fuss' sailing, large local fleet, sociable members, child and family friendly, ease of maintenance, a well made classic boat, ease of sailing solo and double, easy to handle, difficult to capsize, etc, etc, etc.

17. Other Comments

A very wide range of other comments were received. These will be considered in the WP's report.

Mike Urwin
February 2017.

Appendix1 Questionnaire

Lymington River Scow Class Development and Growth Working Party Questionnaire

Thank you for completing this questionnaire.

Please save the questionnaire onto your computer before answering the questions. When you have finished, please return the completed questionnaire to: mikeurwin@rorcrating.com.

Some of the questions are personal. This is so we can try and detect any trends. Your answers will not be shared with any third parties and will be anonymised.





There are 18 questions (scroll down to see them all) some with one or more sub questions. Some questions (eg Q1) ask you to enter the information in the red box to the right. Other questions (eg Q2) ask you to select your answer from the range offered in the red box.

If you have any queries, please contact me on 01590 626601 or mikeurwin@rorcrating.com.

We look forward to receiving your response. Thank you for your time in completing this short questionnaire.

1	Your name.	
1a	Are you a member of the Lymington River Scow Class Association?	Please select ▼
2	Your age.	Please select ▼
3	Do you own a Lymington River Scow?	Please select ▼
3a	If yes, for how many years have you owned a LR Scow?	
3b	If yes, boat name	
3c	If yes, sail number	
3d	Is the boat jointly owned by another LRSCA member?	Please select ▼
4a	Which Club(s) do you sail from.	Please select ▼
4b		Please select ▼
4c		Please select ▼
4d	Other clubs	
5	Do you a) race b) potter or c) both	Please select ▼
5a	How often do you race; never, occasionally, once/month, once/week?	Please select ▼
5b	How often do you potter; never, occasionally, once/month, once/week?	Please select ▼
5c	Do you enjoy 'event' potters, up the Yar for example.	Please select ▼
6	Where do you keep your boat	Please select ▼
6a	If 'Somewhere else', where?	
6b	If you do not have a club dinghy park space, would you like one.	Please select ▼
7	Do you helm, crew or both	Please select ▼

8	Do you own a Scow trailer?	Please select
8a	If so, is it a Claridge trailer or another make?	Please select
8b	If Another Make, please state manufacturer and model.	
9	Do you consider that the Class should consciously try to expand?	Please select
9a	Please explain why.	
10	Many BRSC Scows use the sail logo 'WS' but are otherwise identical. Should they be permitted to compete in LRSCA events?	Please select
10a	Would you consider a change to the class logo ('LR') if that permitted BRSC Scows to compete with LRSCA Scows?	Please select
10b	Please explain your answers to these questions.	
11	It has been suggested that the name Lymington River Scow could deter Clubs in other locations from adopting the Class. If this is substantiated, would you support a change of name?	Please select
11a	If either Yes or Maybe, might you support Lymington Scow? Solent Scow? Something else?	Please select
11b	If 'Something else', suggestions please.	
12	Do members of your family sail LR Scows?	Please select
12a	Spouse / Partner	Please select
12b	Child	Please select
12c	Parent	Please select
12d	Grandchild	Please select
12e	Sibling	Please select
13	Would you be interested in family oriented events?	Please select

13a	If so, what sort of event?	
14	Should the Class permit spinnakers to be used while racing?	Please select 
14a	If yes, is the minimum crew weight of 22 stones (140 kg) in order to fly a spinnaker too light, about right or too heavy?	Please select 
14b	If you think the crew weight is wrong, what do you think it should be?	
15	A number of boats race with a child as crew. Should there be a minimum combined helm and crew weight?	Please select 
15a	If so, what do you think the minimum combined crew weight should be?	
16	Do you think that the Class Rules are satisfactory? To see the Class Rules, click the link to the right.	Please select 
16a	If not, what do you think needs changing?	
17	What is the particular appeal of the Lymington River Scow to you personally?	
18	Please add any other comments or thoughts that you may have.	