



**The Twenty-fourth Annual General Meeting  
Of the Lymington River Scow Class Association**

**Held at the Royal Lymington Yacht Club on**

**Saturday 10 September 2022**

**At 1800 hours in the Island Room**

**2022 ANNUAL GENERAL MEETING**

**MINUTES**

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**Present (from Attendance Sheets and membership database)**

**Full members**

Chris Knox (CK), Sebastian Chamberlain, David Linsell (DL), David Carslaw (DC), Nick Griffin, Philip Gossage, Jose Nieves (JN), John Claridge. (JC), Jennifer Helfrecht, Dunlop Stewart, John Evans (JE), John Doerr (JD), Claire Bridge, Robin Taunt (RT), Sylvia Pepin, Roger Wilson (RW), Carolyn Howden, Peregrine Bruce (PB), Jane Wilford (JW), Meriel McCarthy

**Associate members**

Jenny Wilson, Bill Helfrecht, Jeremy Vines

**Non members**

Peter Scholfield, Rob Nieves

**1. WELCOME**

CK welcomed everyone to the meeting and declared that it was quorate, having at least 15 full members present. CK read a short statement from JN saying that she was now unable to stand as Hon Sec.

The meeting stood to hold a minute's silence to honour her late Majesty, The Queen.

## **2. APOLOGIES FOR ABSENCE**

Stephen Boyd, Carol and Chris Channing, Jane and Jonathan Cook, Jay Devonshire, Joanna Edwards, Lesley Froud. Michael Hampton, Allan Hill, Mike Latimer, Nigel Lang, Brendan Nellis, Amanda Otway, Rory Paton, Sarah Richards, Dubbie Robinson, Gordon Stredwick, Wendy Stickley, Mike Urwin, Bill Vance, Richard Wall, Nick and Sandy Walford, Chris Watts, Chris and Jane Willard

## **3. MINUTES OF THE LAST AGM: 24 SEPTEMBER 2021**

The minutes were unanimously approved. Proposed by Nick Griffin, seconded by Dunlop Stewart

## **4. MINUTES OF EGM HELD ON 12 FEBRUARY 2021**

The minutes were unanimously approved. Proposed by John Evans, seconded by Nick Griffin.

## **5. MATTERS ARISING FROM 3 AND 4**

There were no matters arising and the minutes were signed off by CK as Chairman

## **6. THE CHAIRMAN'S REPORT**

This had been circulated in advance and is attached to these Minutes as Appendix One. CK thanked the Royal Lympington Yacht Club for, in conjunction with the Association, running the Association's annual Championships last weekend. Peregrine Bruce proposed to adopt the Chairman's report. Jeremy Vines seconded the proposal.

## **7. HON TREASURER'S REPORT**

The Hon Treasurer, David Linsell, has only recently been appointed and so the previous Hon Treasurer, David Carslaw, reported on the Accounts. This report is attached to these Minutes as Appendix Two. The accounts have been inspected and signed off by Tony Miles. The acceptance of the accounts was proposed by John Claridge, seconded by David Carslaw

DL explained that a question had been raised about a possible mismatch in the accounts of £50. This was due to the fact that some members paid their dues early, which meant that their payment showed up in the figures for an earlier year, and also some members had accidentally paid twice in the one year. This causes the figures to show liabilities against the account. DL was working to eradicate the problem. DL had transferred money from the current to the deposit accounts, with the net result that the Association was now receiving 5pence interest a month, as opposed to only 4pence.

## **8. ELECTION OF EXAMINER OF ACCOUNTS**

It was confirmed that Tony Miles had agreed to act again this year and he was duly elected.

## **9. MOTION ONE: APPROVAL OF INCREASE IN FEES**

This was proposed by DL and seconded by CK. DL explained that the fee for registration (which was incurred when you bought a new boat or a second hand one which has not previously been measured) would rise from £35 to £50 and that for a lost certificate of measurement would rise from £5 to £10.

DL explained that the membership fees would at some stage have to rise but that he was unwilling to initiate this when he was still new to the position. JC mentioned that he did not think that such a rise would deter people from buying a scow.

A simple majority was necessary to pass this motion.

		VOTES FOR	VOTES AGAINST
Those at meeting		14	1
Proxy votes held by attending Full member (All at his discretion)		3	0
Proxies held by Chair	Discretionary	6	
	Stipulated by member	18	1
<b>Total</b>		<b>41</b>	<b>2</b>

## 10. ELECTION OF OFFICERS

### 10.1 Honorary Secretary

JN would hold the fort until a successor was appointed

### 10.2 Honorary Treasurer

David Linsell was proposed by Jose Nieves and seconded by Chris Knox. There being no other candidates, David Linsell was declared elected as Honorary Treasurer.

**10.3 Committee Members:** Rory Heron was co-opted onto the Committee during the course of the past year. It was now suggested that he be proposed as a committee member. This was proposed by Allan Hill and seconded by Chris Knox. Bill Vance of Beaulieu proposed by Jay Devonshire and seconded by Allan Hill. There being no other nominations, they were duly elected to the Committee.

CK thanked Nick Griffin and Jay Devonshire for all their hard work on the Committee during the past three years.

## 11. ANNUAL CHAMPIONSHIPS 2023

These would take place at Keyhaven in 2023 on the weekend of the 2/3 September. LTSC had confirmed that they were no longer interested in holding them.

## 12. 2023 AGM AND ANNUAL DINNER

These would take place on Saturday 16 September 2023

**13. RESOLUTIONS (which need a 2/3rd majority of those eligible to vote and voting, including proxies but excluding abstentions.). The wording of the Resolutions can be found at Appendix Three to these Minutes.**

**(a) PREAMBLE. Proposed by Mike Urwin and seconded by John Evans. (To be clear: to vote for this Resolution was to vote in favour of the Class Rules remaining open)**

- JE explained that this was to clarify that the Class Rules were neither closed nor open. At the moment, the Scow fell between the two stools, with some of the fixtures and fittings left to the builder's discretion. However, this flexibility had worked well in the past.
- DL suggested that a one design class such as the Lymington River Scow should, fundamentally, have closed class rules, so that changes could not be introduced until they had been discussed
- JD explained that unless Class Rules stated they were closed, they were regarded as being open. When the class was created, the concept of Open and Closed Class Rules didn't exist. Now there is a World Sailing template which requires a statement somewhere in the Rules about whether they are open or closed. Even if the Rules were open, they can still specify certain things if necessary. JD felt it unwise to close them completely as this would reduce the flexibility.
- RW mentioned that only about 1/3 of LymR Scows were now raced and that it would be a shame to close the Class Rules and thereby possibly disqualify some of these from racing simply because they had modifications such as a board for an outboard motor.

		VOTES FOR	VOTES AGAINST
Those at meeting (Absentions: 2)		16	1
Proxy votes held by attending Full member (All at his discretion)		3	0
Proxies held by Chair	Discretionary	6	
	Stipulated by member	18	1
<b>Total</b>		<b>41</b>	<b>2</b>

Resolution carried by more than 2/3rds majority

**(b) Scow Class Rules - amendments. Proposed by Mike Urwin and seconded by John Evans**

Copies of these suggested amendments attached at Appendix Two

**(b)j-vii** The first seven of these amendments were merely tidying up what already existed and, as they brought no substantive changes, were voted on in one block.

		VOTES FOR	VOTES AGAINST
Those at meeting (Absentions: 2)		18	1
Proxy votes held by attending Full member (All at his discretion)		3	0
Proxies held by Chair	Discretionary	8	
	Stipulated by member	17	1
<b>Total</b>		<b>46</b>	<b>2</b>

Resolution carried by more than 2/3rds majority

**(b)viii**

The eighth amendment, which concerns the specification for the sails was widely discussed and the importance of resurrecting the Measurement Committee in this respect was regarded as vital. Consequently, this amendment was withdrawn for later consideration.

**(b)ix The Claridge** This is not defined, or even mentioned, in the Class Rules.

- JC said that he did not see a lot of merit in defining the Claridge, as it was accepted that you can tie the boom, or not, as the case may be. He was not sure that it could be adjusted during a race in any case and felt that this should be discouraged.
- PB said that he did sometimes adjust it because he found it helpful to do so in lighter airs - but he hardly ever did so.
- RW had seen people with adjustable Claridges, but had not seen any one adjust them during racing.
- JD suggested that the problem had arisen because we have Open Class Rules but he feels that the first alternative amendment (“a rope or webbing Claridge of any length, diameter or material may be used which shall not be adjusted while racing”) tidies the problem up.

		VOTES FOR	VOTES AGAINST
Those at meeting (Absentions: 3)		16	1
Proxy votes held by attending Full member (All at his discretion)		3	0
Proxies held by Chair	Discretionary	9	
	Stipulated by member	16	0
<b>Total</b>		<b>44</b>	<b>1</b>

Resolution carried by more than 2/3rds majority

**(b) x The Final Mainsheet block.**

- JE said that this was carried over from last year's AGM. As supplied by the builders, the mainsheet block is on a mounting block on the aft end of the centreboard case. However, it is accepted practice for singlehanded boats to re-position the block on top of the centreboard case aft of the cleat. This, it is suggested, should be formalised. In addition, in a few cases, the block is attached to a rope loop, allowing the block to be quickly and easily repositioned. The suggestion is that a new sub-clause, 6k, be inserted - 'the final mainsheet block shall be attached to the centreboard case not further forward than the aft end of the centreboard slot'.

		VOTES FOR	VOTES AGAINST
Those at meeting (Absentions: 1)		15	4
Proxy votes held by attending Full member (All at his discretion)		3	0
Proxies held by Chair	Discretionary	8	0
	Stipulated by member	16	1
<b>Total</b>		<b>42</b>	<b>3</b>

Resolution carried by more than 2/3rds majority

**(b)xi Gybing Strop**

- JE explained that there had been a recent move to have a fixed strop on the centre of the boom, to help with gybing. He said that there is no demonstrable need for this but it can, obviously, be used to fan or to plump -several pulls on the gybing strop can move you forwards. The proposal is that a gybing strop should not be permitted to be fitted. JE felt it was a dangerous introduction.
- JC said that he had fitted such a strop this year; he said that the problem with Scows in heavy seas is that they have a lot of sail up and can go over easily and a gybing strop can help to prevent this. He would rather have a rule to prevent pumping than to prevent the strop, which he felt was a

safety issue. He felt it would be very easy to see if anyone was using the strop for pumping or fanning reasons rather than for gybing.

- JD said that pulling a pumping strop was not immediately breaking a rule; it is permitted in order to initiate surfing or planing, although he has never seen a Scow plane. He said that the gybing strop definitely made gybing easier but, on the down side, it also becomes easier to break the rules by pumping more than once per wave. To ban pumping would necessitate altering rule 42. He felt that this issue needed more thought.

The decision was made to defer this amendment.

**(c) the length of the painter. Proposed by Gordon Stredwick and seconded by John Claridge**

- CK explained that the 2021 AGM adopted a rule in respect of the minimum length of the painter. This is an amendment to that rule.
- JC said that having a painter which was only 5m long did not provide enough length for towing. The 8m painter which was agreed last year is too long for normal painter uses. He felt it would be best to remove the stipulations relating to the length of the painter and say instead that every boat must carry an 8m long towing line which may or may not be used by the owner as a painter as well. His issue is that if the painter was used as a towing line in a multiple tow, the loading weight of all the boats would fall on the front cleat of the front scow and this would be too much; something would break.
- JD said that the towing line needed to be long enough to attach to a safe place on the boat and still provide enough length to tow.

		VOTES FOR	VOTES AGAINST
Those at meeting (Absentions: 0)		20	0
Proxy votes held by attending Full member (All at his discretion)		3	0
Proxies held by Chair	Discretionary	5	0
	Stipulated by member	15	5
<b>Total</b>		<b>42</b>	<b>5</b>

Resolution carried by more than 2/3rds majority

**(d) Headsail cleats. Proposed by Mike Urwin and seconded by John Evans. (Voting for this amendment would mean that jamming headsail cleats would be banned)**

- JE said that an innovation has been creeping onto scows without consideration by the Association. This may be something which the measurement group looks at before it becomes widespread. Instead of the horn cleat, a cam or similar cleat is installed. This means that it is much easier to cleat in the jib. It allows double handed sailors to have a very light or inexperienced crew because it means the helm can deal with the

jib as well but has the advantage of two sails. This should not be something that should be encouraged, especially in racing.

- JC said that, originally, there was no really good cleat which could be used. The change came when his wife, Midori, did not have the strength to use the horn cleat and so JC fitted jammers to allow her to continue to sail. He felt it gave an advantage to young sailors as well as to the less strong sailors and thought it was a good idea because he thought we were in the business of encouraging new and young people to take up the sport. It makes the crew's life easier, allows people to sail for longer and gives only a tiny advantage.
- DL said that he had looked at the Mirror Class Rules and they were very similar (jamming headsail cleats may be used.)
- JD pointed out that, because the Class Rules were open, no amendment to these was necessary.

		VOTES FOR	VOTES AGAINST
Those at meeting (Absentions: 0)		4	17
Proxy votes held by attending Full member (All at his discretion)		2	1
Proxies held by Chair	Discretionary	0	5
	Stipulated by member	10	9
<b>Total</b>		<b>16</b>	<b>32</b>

Resolution rejected.

**(e) LRSCA Crew Membership for Racing. Rule 2(f). Proposed by Robin Taunt, seconded by Jose Nieves. (To vote for this would be to vote to alter the rule so that it was only when Scows raced in LRSCA organised, or part organised, races that at least one of the crew needed to be a member of the LRSCA)**

- RT explained that the last AGM inadvertently introduced a rule which made Scow racing very restrictive; unless the Notice of Race excluded the rule, it is currently not permissible to race a Scow without a crew who was also a member of the LRSCA. He said that we had been told that every other Class had this rule but he had looked it up and this was not so. RT said that JD has proposed a very sensible amendment to this proposal, making the wording clearer. If accepted, this amendment would mean that the crew of a Scow which was entered into a race only needed to be a member of the LRSCA if the race was organised by or partly organised by the LRSCA.



- JD said that, if it was helpful - most Classes do not have this phrase in their Rules but just stipulate crew membership in the Notice of Race.

		VOTES FOR	VOTES AGAINST
Those at meeting (Absentions: 0)		22	0
Proxy votes held by attending Full member (All at his discretion)		3	0
Proxies held by Chair	Discretionary	5	0
	Stipulated by member	16	4
<b>Total</b>		<b>46</b>	<b>4</b>

Resolution passed.

#### 14. DRAFT TRUST DEED. Proposed by Chris Knox and seconded by Allan Hill

- CK explained that the Association was an unincorporated body and so was not allowed to hold any assets other than money. It had been suggested that it would be best to establish a Trust to look after the other assets. The Committee wanted the authority to sort out a final draft to be put into the 2023 AGM Agenda for voting on. Trustees would be appointed with the authority of the AGM
- DS asked if the Association had indemnity insurance, as the draft deed which had been sent out mentioned that the Association would indemnify the Trustees. CK said that this would be something which the Association would need to obtain.
- BH (a Trust lawyer) said that it was possible to have ordinary individuals as Trustees, so that to do this would save money.

		VOTES FOR	VOTES AGAINST
Those at meeting (Absentions: 0)		20	0
Proxy votes held by attending Full member (All at his discretion)		3	0
Proxies held by Chair	Discretionary	7	0
	Stipulated by member	18	0
<b>Total</b>		<b>48</b>	<b>0</b>

Resolution passed.

## 15. THE HONORARY PRESIDENT OF THE ASSOCIATION (Sebastian Chamberlain)

The President thanked the Chairman and the Committee for their work during this, the 25th Anniversary of the Association. It was a tough job. He gave a particular thank you to Nick Griffin for all his work on the Agreement with the buildings and to John Evans and Mike Urwin for sorting out the specification.

## 16. ANY OTHER BUSINESS

- The Travellers Trophy was won by Nick Griffin, who was presented with a bottle of wine.
- Jane Wilford asked if Beaulieu Sailing Club might be asked to take over the Nationals if LTSC was not going to carry on. CK said he would take it up with them but the main problem was with the tides. JC asked if the Town had been approached to combine the Traveller's Trophy with their annual regatta. RW pointed out that we do the Scow course for that anyway, so it would end up being a Royal Lymington responsibility anyway. JE said that the Traveller's Trophy began about five years ago but needs much more support; it is a very good three way race and he would like the Committee to promote it. CK said that it would be on the agenda for the next Committee meeting.

***The Formal Business of the meeting ended here. 1940.***

*Informally.*

- *CK and DL mentioned that the Yearbook had cost quite a lot of money to produce and send out this year and the Committee wondered what the AGM thought about giving members the option to have it sent to them as a pdf. The meeting generally agreed that, as long as receiving a printed copy was still possible for those who were not so keen on technology, it was a good idea.*
- *CK said that the Trail Sail Trophy and the Junior Trophy seem both to have gone missing. They are both on our list of assets but no one can find them. It was suggested that we should contact the Committee members for the year when they went missing, to see if they had any idea where they might be.*

## APPENDICES

- 1 Chairman's Report
- 2 Treasurer's Report
- 3 Resolutions

DRAFT