

## Lymington River Scow Class

### Proposed Rule Changes To Take effect 1<sup>st</sup> January 2024

**Proposed by: John Evans**  
**Seconded by: Mike Urwin**

#### Structure of this document

With the exception of paragraph headings, a word used as defined by the Equipment Rules of Sailing (ERS) is printed in **bold**.

A word used as defined by the Racing Rules of Sailing is printed in *italics*.

Proposed additions are printed in blue.

Proposed deletions are printed in ~~struckthrough red~~.

Original version : 1.  
This version: 8.  
Changes: Proposals re-ordered to minimise the potential for confusion..

## 1. Headsail Cleats

Reason for change: At the AGM in 2020, members rejected a proposed change to ban cam type cleats for the headsail sheets. Cleats of this nature are therefore permitted. The fitting supplied by the boat builders is mounted on a swivel base and incorporates the headsail sheet fairlead. It is essential therefore that the fitting and its mounting and position are controlled. If an owner proposes to retrofit cleats to an existing boat, the fitting used should be approved by the boat builders to ensure that it is securely attached into the existing reinforcing pads in the buoyancy tanks

Add: 6 l) Cam type **headsail sheet** cleats, as approved by the LRSCA, may be fitted. They shall be fitted to ensure the **headsail** sheeting position is the same as the fairlead only fitting. If not fitted by the boat builder they shall be fitted in consultation with the boat builder to ensure correct positioning and also the integrity of the buoyancy compartment.

Effect of change: Control of the type, location and attachment of headsail sheet cleats and, if appropriate, integral fairleads.

## 2. Yard

Reason for change: Class rules 7 a) and d) refer to **gaff**. Properly, in accordance with the Equipment Rules of Sailing, this should be **yard**.

Amend: 7 a) **General**

The **spars**, with the exception of the whisker pole, shall be buoyant, nominally circular in cross-section and fabricated from aluminium alloy which shall be anodised or may be powder coated for protection, except that the **gaff yard** may be glass reinforced polyester resin moulded over a class approved mandrel.

Amend: 7 d) **Gaff Yard**

Effect of change: In practical terms, none.

### 3. Yard

- Reason for change: In late 2022, the Class Builder, John Claridge, advised that the continued manufacture of GRP yards was uneconomic and proposed, as an alternative, a tapered carbon fibre tube. The LRSCA Technical Group reviewed the properties of this proposed yard and are content with this choice of replacement.
- Class rules 7a) and d) define the materials and physical properties of the spars. Boats first certified in 2023 were granted dispensations by the LRSCA Committee on first certification from compliance with these rules in respect of their yards. These two rules therefore need appropriate amendment.
- Additionally, the wording relating to anodising/powder coating is unclear and has been amended for clarity.
- Delete:: **7 a) General**
- ~~The spars, with the exception of the whisker pole, shall be buoyant, nominally circular in cross-section and fabricated from aluminium alloy which shall be anodised or may be powder coated for protection, except that the gaff may be glass reinforced polyester resin moulded over a class approved mandrel.~~
- Insert: **7 a) General**
- The **spars**, with the exception of the **whisker pole**, shall be buoyant and nominally circular in cross-section.  
The **mast** and **boom** shall be fabricated from aluminium alloy which may be either anodised or powder coated for protection.  
The **yard** may be fabricated from
- i) aluminium alloy which may be either anodised or powder coated for protection, or;
  - i) glass reinforced polyester resin moulded over a class approved mandrel, or;
  - iii) carbon fibre reinforced epoxy resin.
- The **whisker pole** may be fabricated from any material.
- Amend: **7 d) Yard**
- i) Outside diameter shall be 49 mm tapering to 26 mm for anodised aluminium alloy, or 55 mm tapering to 30 mm for glass reinforced polyester resin, +/- 1.5 mm, **or 58 mm tapering to 26 mm for carbon fibre reinforced epoxy resin, +/- 1.5 mm.**
  - ii) Minimum tube length shall be 2970 mm.
  - iii) Minimum weight of complete **spar** shall be 1.95 kgs.
  - iv) Distance from the large diameter end to the bearing point of the lacing eyes securing the rings shall be 1095 mm +/- 5 mm and 1370 mm +/- 5 mm.
- Effect of change: To formally permit the carbon fibre reinforced yards approved under dispensation by the LRSCA Committee in March 2023 and to clarify unclear wording.

#### 4. Buoyant Spars

Reason for change: Rule 7 a) requires that, with the exception of the whisker pole, all spars shall be buoyant. In practice, the mast has a drainage hole at the heel and despite good practice by the boat builders, achieving watertightness is problematic. There is also no realistic method for testing. The current requirement is therefore impractical and unenforceable and should be deleted.

Members should note that this deletion will have no practical effect on the methods used to manufacture the spars which will therefore remain as 'watertight' as historically.

Amend: **7 a) General**

The spars, with the exception of the whisker pole, shall be ~~buoyant~~, nominally circular in cross-section and fabricated from aluminium alloy which shall be anodised or may be powder coated for protection, except that the gaff may be glass reinforced polyester resin moulded over a class approved mandrel.

Effect of change: Deletion of an impractical and unenforceable requirement.