

Class Rules (2023)

Changes of substance since the previous version of these rules are highlighted by a left marginal bar.

Preamble

Class rule 3 b), new for 2023, states:

- 3 b) The **boat** shall conform to the Lymington River Scow Construction and Materials' Specification contained within the LRSCA Constitution.

The Specification makes clear that some items are required and that some are optional. While rowlock fittings for rowing the boat will never be used while racing, they are nevertheless required equipment. A self bailer is however optional. If an optional fitting is fitted, it shall comply with any restrictions imposed by the Specification.

Fittings are defined by (in some cases) their position and by their use, not by manufacturer and/or part name/number. Within reason therefore, another similar make/model of fitting may be substituted for the original make/model provided that this substitution does not substantially change the use of the original fitting. Attention is however drawn to any consequent weight reduction which must be accounted for.

While additional fittings and equipment are not specifically prohibited, the boat builders and owners of LR Scows are strongly advised to seek clarification from the LRSCA, the **Class Authority** before adding any additional fittings or equipment, particularly anything which might affect the performance of the boat.

This Preamble forms a part of the Lymington River Scow Class Rules.

Terminology

Other than paragraph headings, a term printed in **bold** type is used in its sense as defined in the ERS.

1. Objectives

The purpose of the **class rules** is to

- a) Provide a mechanism to determine if a particular **boat**, with all its racing equipment, is indeed a Lymington River Scow.
- b) Provide racing on as equal terms as possible.
- c) Minimise the advantages of spending an excessive amount of money.
- d) Minimise administrative time and costs.
- e) Ensure the Class remains attractive to a wide range of crews.
- f) Maintain the value of existing boats.

2. Administration

- a) The class administration authority is the Lymington River Scow Class Association (LRSCA).
- b) The **class authority** and the **class rules authority** are the LRSCA.
- c) Amendments to these **class rules** shall be made in accordance with the LRSCA Constitution.
- e) Certification

The Class will issue certificates for boats that comply with the Class Rules and keep a register of them in a manner approved by the Royal Yachting Association.

f) Sail Numbers

Sail numbers will be issued in sequence.

g) Fee

There will be a fee for certification, which will be set to cover administrative costs.

h) Boat Identification

Each hull will be identified by a plaque fixed by the builder.

i) Class Rule Interpretation

Rule interpretations will be determined by the **class authority**, taking advice from the builder and the class measurer. Its decisions shall be recorded in numerical sequence and reported to members at the next General Meeting of the Class. An owner can seek an interpretation by submitting a question in writing to the **class authority** before implementation of any modification. These questions and interpretations will be made available to the whole Class and reported to the next General Meeting.

j) **Class Rules** Measurement Tolerances

In the event of a *protest* concerning **class rules**, RRS 64.4 shall apply. Additionally:

- 1) Dimensions and/or weights defined in the **class rules** shall be maxima or minima as appropriate after taking account of any tolerance specified in the **class rules**.
- 2) For dimensions and/or weights of equipment not defined in the **class rules**, compliance shall be judged by taking samples of 10 other boats measured using identical techniques. The dimensions of the disputed boat shall be equal to, or between the maximum and minimum dimensions obtained from these 10 boats. If the boat in question is outside these dimensions the matter, together with any relevant information, shall be referred to the **class authority** which shall give a final ruling.

k) LRSCA Membership

When an event Notice of Race names the LRSCA to be the organizing authority or a member of the organizing authority, at least one member of the crew of a Lymington Ricer Scow shall be a full, associate or honorary member of the LRSCA.

3. General

- a) Mouldings for boats and foils shall be made only by a licensed boat builder from registered moulds taken from the Association's master plugs.
- b) The **boat** shall conform to the Lymington River Scow Class Construction and Materials Specification contained within the LRSCA Constitution.
- c) When a boat does not conform to a Class Rule, especially one built before September 1998, the **class authority** may consider issuing a dispensation for it. In arriving at its decision, the **class authority** shall consult with the class measurer. Generally, an unlimited dispensation will not be issued if it is reasonable for it to be modified to comply with the Class Rules. The dispensation may also specify that some modification to the boat be completed. Any dispensation shall be recorded on the boat's measurement form. All dispensations issued shall be included in a **class authority** report to the next General Meeting.
- d) All boats shall carry the following when racing

- i) A towline of floating rope of nominal minimum diameter 8mm and minimum length 8m which shall be attached to the boat. The towline may be used as a painter; alternatively, there may be a separate painter.
 - ii) A pair of oars with a minimum weight of 3.0 kgs.
 - iii) Rowlocks.
 - iv) A large hand bailer or bucket.
 - v) An anchor of minimum weight 1.5 kg and 10 m of anchor warp of nominal minimum diameter 6 mm.
- e) A self-bailer may be fitted.
 - f) A compass of any type may be carried or fitted.
- g) Buoyancy shall be checked by a pressure test using a method and equipment approved by the **class authority** taking advice from the class measurer. The test shall be conducted by a class measurer or buoyancy tester, who shall sign that it has been completed satisfactorily. The buoyancy shall be tested annually and a boat shall not race unless her certificate is updated and signed accordingly within the previous 12 months.
 - h) Spare (see Rule 2 j).
 - i) The builder shall declare each hull to have been built in accordance with the Class Rules, including drawings, diagrams and specifications.
 - j) The minimum weight of the hull without spars, sails, sheets, oars, rudder, anchor and warp and other loose gear but including painter, downhaul, kicking strap, rowlocks and self bailer if fitted shall be 100 kgs. A maximum of 5 kgs of corrector weights, or 10 kgs for boats built before September 2003, shall be secured under the thwart. Corrector weights shall be stamped with their weight and this shall be endorsed on the boat's certificate held by the owner and which shall be available to members.
 - k) Not less than 0.028 m³ of solid foam buoyancy or an acceptable equivalent (e.g. sealed plastic bottles) shall be equally distributed around the sides and fore tanks.

4. Rudder

- a) The rudder assembly shall conform to Class drawings.
- b) The tiller extension may be of any length or material.
- c) The blade shall be foam sandwich construction to the Class specifications from an approved mould.
- d) The combined minimum weight of the rudder blade, stock, tiller and extension shall be 3.5 kgs.
- e) The rudder shall be secured to the boat by a rudder retaining clip to prevent loss in the event of capsizing.

5. Centreboard

- a) Centreboards shall be of foam sandwich construction to Class specifications from an approved mould and shall weigh 2.5 kgs +/- 0.5 kgs.
- b) The weight of the foil shall be engraved on the handle.

6. Equipment

- a) Mainsail and headsail sheets shall be of nominal minimum diameter 8 mm. Spinnaker sheets shall be of nominal minimum diameter 4 mm. The main halyard shall be of nominal minimum diameter 6 mm. Headsail and spinnaker halyards shall be of nominal minimum 5 mm diameter. Halyards may not have a mechanical advantage. Shrouds and forestay shall be of nominal 3 mm x 1 x 19 stainless steel wire. Lanyards shall be of minimum nominal diameter 2.5 mm.
- b) Headsail and spinnaker sheets and halyards are optional equipment.
- c) The following may not be adjusted while racing – mainsheet bridle, standing rigging, mainsail foot outhaul, mainsail head outhaul and jib tack position.
- d) The downhaul shall have a maximum purchase of 6:1 and only one cleat.
- e) The kicking strap shall have a maximum purchase of 4:1 and only one cleat.
- f) Hiking straps are prohibited.

- g) It is permitted to fit one or two stirrups to lines attached to the boat to aid recovery in the event of capsize.
- h) The mainsheet bridle shall be wire of finished nominal diameter not less than 5 mm or rope of any type of nominal diameter not less than 6 mm. The height of the underside of the bridle at its centre point when pulled firmly upwards above the forward edge of the transom on the centreline shall not be greater than 235 mm. This rule does not apply to unaltered builder supplied wire bridles supplied before 25/9/2015.
- i) A block or blocks and cleats may be fitted to the boom to facilitate reefing.
- j) A rope or webbing Claridge of any length diameter or material may be used which shall not be adjusted while racing.
- k) The final mainsheet block shall be attached to the centreboard case no further forward than the aft end of the centreboard slot.

7. Spars

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.

b) Mast

- i) Outside diameter shall be 50 mm +/- 1 mm.
- ii) Wall thickness shall be 1.6 mm +/- 0.1 mm.
- iii) Maximum tube length shall be 3330 mm.
- iv) Maximum height of pole eye from tube bottom shall be 840 mm.
- v) Minimum weight, including standing rigging and fittings but excluding halyards, shall be 2.9 kgs.
- vi) All fittings, except the spinnaker crane, shall be secured to the alloy tube.
- vii) Maximum extension above alloy tube shall be 45 mm.
- viii) Maximum extension of alloy tube base shall be 15 mm.

c) Boom

- i) Outside diameter shall be 50 mm +/- 1 mm.
- ii) Wall thickness shall be 1.6 mm +/- 0.1 mm.
- iii) Minimum tube length shall be 3020 mm.
- iv) Take-offs for mainsheet blocks measured from outboard end shall be 785 mm +/- 20 mm and 1830 mm +/- 100 mm.
- v) Kicking strap take-off measured from inboard end shall be 630 mm +/- 20 mm.
- vi) Minimum weight shall be 2.6 kgs.

d) Gaff

- 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.
- 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.

e) Spinnaker Pole

- i) Outside diameter shall be 25 mm +/- 1mm.
- ii) Wall thickness shall be 1.6 mm +/- 0.1 mm.
- iii) Maximum length shall be 1300 mm.
- iv) Minimum weight shall be 0.5 kgs.

f) Whisker Pole

There are no restrictions on the whisker pole.

8. Sails

a) General

- i) Anything not specifically permitted by these Class Rules for **sails** is prohibited.
- ii) The **mainsail** and **headsail** shall be constructed of Polyant 170 gms (4.0 oz) in Touring finish or Contender 4.0 oz. If tan or cream fabric is required Haywards 6202 may be used. The **spinnaker** shall be constructed of Contender Ni-lite or Dimension Polyant 32 gm. Equivalent fabrics may be nominated by the Measurement Group.
- iii) No **sails** other than the approved **mainsail**, **headsail** and **spinnaker** shall be used. Modifications to **sails** after certification, other than repairs, are not permitted.
- iv) Each Scow may acquire in any manner no more than one **mainsail**, one **headsail** and one **spinnaker** in each calendar year unless loss or damage occurs and the Measurement Group agree replacement.
- v) The body of the **sails** shall consist only of the same material throughout. Cloth colour is optional. Reinforcements shall have a top covering (secondary) of the same material as used in the body of the **sail**. Under reinforcements can be of a heavier construction but shall be woven polyester or nylon.
- vi) Measurements shall be taken in accordance with the World Sailing (WS) Equipment Rules of Sailing (ERS).
- vii) The sail number shall be displayed on the mainsail only.

b) Mainsail

- i) The construction shall be **soft sail, single ply** with five horizontal seams (no vertical seams are permitted).
- ii) The sail shall have two **batten pockets** in the **leech**. The centrelines of each **batten pocket** shall be within +/- 50 mm of the **third** and **two-third leech points**.
- iii) The following are permitted – stitching, glues, webbing, woven and PTFE tapes, bolt ropes, corner eyes, reefing points, sail numbers, class insignia and tell tales.
- iv) The **foot** and **head** of the **sail** shall be attached to the **spars** by means of a boltrope for at least 95% of their respective lengths.
- v) There shall be a reef of minimum height 300 mm and maximum height 600 mm. A minimum of three eyelets shall be fitted between the leech and luff eyes.
- vi) Dimensions shall be

		Maximum
A	Luff length	1.06 m
B	Foot length	2.92 m
C	Head length	2.92 m
D	Leech length	4.33 m
E	Clew diagonal (clew point to throat point)	3.20 m
F	Throat point to half leech point	2.30 m
G	Three quarters leech point to half head point	1.22 m
H	Head point to aft head point	0.035 m
I	Batten length	0.395 m

c) Class Insignia and Sail Number

- i) With effect from 1st March 2022, the class insignia shall be either of the two insignia shown below.

WS



- ii) Each **boat** shall display on her mainsail one of the class insignia and her sail number.
- iii) The insignia shall not be placed back-to-back.
- iv) The sail numbers shall be 300 mm high and spaced 60 mm apart.
- v) The colour of the insignia and sail numbers is optional but shall contrast with the body of the sail.

d) Headsail

- i) The construction shall be **soft sail, single ply** with three horizontal seams (no vertical or diagonal seams are permitted).
- ii) The following are permitted – stitching, glues, webbing, woven and PTFE tapes, corner eyes, hanks or clips and tell tales.
- iii) Dimensions shall be

	Maximum
A Luff length	2.25 m
B Foot length	0.970 m
C Leech length	2.12 m
D Head point to aft head point	0.202 m
E Foot median (head point to mid foot point)	2.20 m

e) Spinnaker

- i) The construction shall be **soft sail, single ply** with three horizontal seams. One vertical seam is permitted in the head with a maximum length of 300 mm.
- ii) The following are permitted – stitching, glues, webbing, woven and PTFE tapes and corner eyes.
- iii) Dimensions shall be

	Maximum
A Leech length	2.95 m
B Luff length	2.95 m
C Foot length	2.16 m
D Half luff point to half leech point	1.95 m
E Foot median (head point to mid Foot point)	3.05 m

9. Crew and Sail Configurations

- a) Boats may be crewed by either a helm or a helm and a crew.
- b) Helms racing alone shall use a **mainsail** only.
- c) A helm and crew of any weight may also use a **headsail**.
- d) If the total weight of a helm and crew, wearing shorts and shirt, exceeds 140 kgs (22 stone) a **spinnaker** may also be used.
- e) This **class rule** may be amended by a Notice of Race.

10. Advertising Code

- a) When racing in Lymington River Scow Class races or handicap races, advertising chosen by the competitor displayed on hulls, spars and sails is restricted to advertising permitted by WS Regulation 20, Advertising Code, paragraph 20.7 only.

Note: WS Regulation 20, Advertising Code, paragraph 20.7 limits advertising to sailmakers, boat builders, and equipment manufacturers' marks only. No further advertising is permitted.

End.
23 March 2023.
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