

NEWSLETTER OF THE LR SCOW CLASS ASSOCIATION



2023 - ISSUE THREE

A MESSAGE FROM THE CLASS ASSOCIATION CHAIRMAN, CHRIS KNOX.

DATES FOR YOUR DIARY 2024

June	Travellers' Trophy Leg One. Keyhaven YC.
Sun 21 July at 11am (hw 11.50)	Travellers' Trophy - Leg Two. Beaulieu - Needs Ore.
August	Travellers' Trophy Leg Three. RLymYC - combined with Figure of 8.
Sat - Sun 7-8 September	LRSCA Championships at RLymYC.
Saturday 14 September	Annual General Meeting and Dinner

Dear Members,

I am writing this with Autumn now upon us. Unlike some other classes, our Scows were still racing, pottering and going out solo in October, a tribute to the resilience and hardiness of our members.

We can look back on a very successful year for the Association. We have a record number of members and it will not be long before LR/WS 600 will be built, measured and on the water. Inter-club relations have been fostered and it is very good to see new boats going to the Chichester clubs as well as to those in the West Solent.

The Annual Championships, held this year at Keyhaven, were a great success, with racing possible on both days. Thanks to Keyhaven Yacht Club for acting as our hosts. Also thanks to Stuart Rowney, his sub-committee and Dorinda Nellis for their excellent organisation. Thanks, too, to Cy Grisley and his race team, all the volunteers both on and off the water and to Fiona Bruce and her helpers for a spectacular afternoon tea on both days.

We are giving some thought to the Travellers' Trophy. The Beaulieu Leg was well supported and was a most enjoyable event. Both the Keyhaven and the Lymington legs had fewer entries. The committee is looking at ways to encourage greater participation and will welcome all suggestions.

Have a good winter, keep safe and well and see you on the water in 2024.

Best wishes,

Chris Knox.

COMPOSITION OF THE CURRENT LRSCA COMMITTEE.

Honorary President: The Honourable Mary Montagu-Scott.

Chair: Chris Knox (until 2024)

Jane Corden

Vice-Chair: Allan Hill (until 2024)

Richard Griffiths

Honorary Secretary: Josie Nieves (until 2024)

Stuart Rowney

Honorary Treasurer: David Linsell (until 2025)

Bill Vance

Class Measurer: William Newton.

New Honorary members: Dan and Merial McCarthy recognising their long and valued service as Class Measurers.

HIGHLIGHTS FROM THE SEPTEMBER ANNUAL GENERAL MEETING.

There was a strong turnout for the AGM (over 20 members) and dinner on 16th, September 2023 held at the Royal Lympington Yacht Club. The Chairman's report was very positive on both finances and membership. The full report is on the website. The Technical Group (John Doerr, John Evans and Mike Urwin) have been very helpful in addressing several



questions regarding modifications to the Scow as well challenges posed by the introduction of yards/gaffs made from new materials in addition to other measurement issues. Some of these changes were dealt with by alterations in the Class Rules. Other resolutions dealt with ownership of the LRSCA assets and an agreement to communicate with all members using e-mail and the website. Our much appreciated Honorary President, Sebastian Chamberlain, has retired after 5 years of loyal service. We are delighted that the Honourable Mary Montagu-Scott has kindly agreed to assume this role. As a farewell gift, Sebastian was presented with this picture of Scows sailing which was kindly painted by Carolyn Howden.

Nine resolutions had been presented to the Committee for discussion and there was a lively exchange of views before eight of them were passed and one left for further consideration. The ensuing changes to the Rules are as follows:

1. Previously, the Rules specified that only owners of Lympington River Scows which remained identical to the building specifications (something which is necessary only if the scow is to be raced) would be eligible to be voting members of the LRSCA. The Association recognises that many Scow owners do not want to race and so the change to the rule allows anyone who has a Lympington River Scow but has in some way altered it to fit their purposes (e.g. adding a block for an outboard motor) is still eligible to be a voting member of the Association.
2. Cam cleats for the headsail are now allowed, as long as they are fitted in the same position as the original fairlead fitting.
3. In order to be absolutely accurate in our nomenclature, the word 'gaff' has been replaced by 'yard'.
4. The yard can now be made from carbon fibre reinforced epoxy resin, as well as the aluminium alloy and glass reinforced polyester which were previously allowed.
5. As the Association is not allowed to hold any assets apart from cash, it has been agreed that the other assets of the Association (such as the moulds for the boats) will be held on behalf of the Association by the Chairman and Vice Chairman of the Association.
6. It was agreed that sending emails to members is a valid way of communicating with them. It is also valid to post documents on the website and then to email members to let them know that they can be viewed there.
7. The Committee updates all members details as and when they are communicated to it. It was agreed that the Committee, by using the contact details held by the Association at that time, will be deemed to have communicated

properly even if these contact details are out of date. It is the responsibility of the individual members to update their contact details via the Secretary.

TRAVELLERS' TROPHY.

This event, sailed at the Beaulieu River Sailing Club on 17th June, at Keyhaven Yacht Club on 6th August and at the Royal Lymington Yacht Club in combination with the Club's Figure of Eight race on 20th August, attracted only nine entrants and only one boat which sailed all three races. Nick Griffin and Anne O'Brian (Hurst Castle Sailing Club) sailing Scow LR 569 *Scarlett* sailed all three races and won with two firsts and a second. He was duly announced as the winner at the AGM but unfortunately there was no trophy to reward his outstanding efforts! The Committee is hoping to address this failing.

More concerning is the low number of entries with only one entry sailing in all three locations. Not all of us are as intrepid as Nick Griffin and Angus Raby in being ready to sail their Scows from Keyhaven to Beaulieu to race (see photos in Newsletter no 2)! The Committee would be delighted to hear from our members about the future of this event and suggestions about ways to entice members to race in locations which are not their home waters.

TRAIL SAIL TROPHY.

This year we had three very different entries for this trophy. The winner was once again David Linsell, our Honorary Treasurer, for his account of his intrepid voyage in the Norfolk Broads in his Scow Blue LR 508 with his wife Susan. The full account is on the Association website.

A second entry of a very different nature was a contribution by Maria Claridge which is a moving tribute to Midori Claridge whom we all miss very much. We publish this here in full since it is a very touching and personal account of the development of the Scow fleet and the family story behind the builder, John Claridge and his late wife, Midori.

Midori Claridge and the early history of the Scows.

For anyone who sails a Scow or owns a Scow often knows the maker of the Lymington River Scow, John Claridge, making me the Scow maker's daughter, Maria Claridge. I grew up sailing Scows with my brother Robbie and we have so many good memories learning to sail the boat at the Salterns and sailing the Scow over to Keyhaven or Hurst beach for family picnics and swims. As young as four, I would often race with my mother, my brother in another Scow with my father. I could be found lying down at the front asleep, one time waking up to say "Mum, look I can touch this big orange buoy!" with my mother quickly saying "No no, don't touch" in Japanese. My father would often build my mother a Scow, which she would name and sail, until my father would sell her Scow to someone who was looking for a second-hand Scow, with intent to build Mum a new Scow, in which she would sail for a bit, and then he would sell and repeat the same thing again so that it became a running joke!

I believe we have had boat names such as *Hot and spicy*, *Hot and Spicy 2*, *Kappa*, *Mine*, and *Mine Again* all named by my mother. It's a shame that the last two names didn't work but the last Scow my father built for my mother was by far my favourite Scow *Kai* meaning shell in Japanese.

I remember helping my mother choose the colour and when *Kai* was ready, we would go sailing together. On the water we would laugh, we would talk or we would sail the boat in silence just listening to the wind, waves, and the sound of the boat chugging along the water. These are memories I hold very close to my heart. My mother loved sailing *Kai*, and when she was still physically able, she would often be do the potter with my father or one of her friends. On the days I could, I liked going down to the slipway and watch my parents launch and sail off together. Individually my parents are both such great sailors, and seeing their love and partnership is something I have always admired.

It's been over a year since my mother sadly passed away and I miss her so much. But when I sail her Scow *Kai*, I can't help but feel my mother's spirit. I feel her energy and our shared love for sailing, and I can't help but smile. My life sailing started with the Scow and here I am at 32, still loving and sailing the Scow. My mother's boat *Kai* will forever be my way of feeling close to her, especially on the days I miss her most. For those of you who didn't know her, she truly was an amazing human.

Maria Claridge.

THE TELL TALE TROPHY.

This trophy was awarded to Carolyn Howden for her unique entry entitled “I saw three ships...”. We reproduce this here with permission. Carolyn also painted a lovely picture for presentation to Sebastian Chamberlain on his retirement as Honorary President of the Association. We are lucky to have such talented artists as well as original contributions to our Associations activities!



Entries for both the Trail Sail and the Tell Tale trophies are invited for next year.

If you take your Scow away to sail elsewhere, please write about your experiences for the Trail Sail Trophy. If you simply have a great story to tell about life with your Scow, please tell the tale and enter the Tell Tale Trophy. This year's winners will be announced at the next AGM. Please send your entries, stipulating the appropriate Trophy, to Jose Nieves at LRSCA.sec@gmail.com

The original Trail Sail Trophy, designed and made by the late Jane Pitt-Pitts, has sadly gone missing but the Chairman commissioned a handsome replacement shown in the previous Newsletter.

TECHNICAL GROUP: PROGRESS REPORT .

The Technical Group (TG) has recently updated the Rules following changes approved at the 2023 AGM and these should be available on the web site soon. The TG is currently working on the process and procedures by which Scows are issued with a certificate. This means following the documentation from the initial order until the boat receives its certificate and involves discussions with those involved.

As well as challenges with the appointment of a new Measurer, William Newton, the TG will be involved in helping ensure a smooth handover and will take the opportunity, when a new boat next becomes ready for measurement, to look at the measurement process including any templates and the documentation.

Group comprises John Doerr, John Evans, Mike Urwin with contributions by John Claridge.

NEWS FROM THE CLUBS.....

NEWS FROM CHICHESTER HARBOUR.

West Wittering Sailing Club and Emsworth Sailing Club have the largest Scow fleets in Chichester Harbour, we are so near yet so far away, the logistics make a meeting problematic without resorting to road trailers which many owners do not have! As a village club, we pull our boats home at the end of the season – trailers, who needs one! We did however have a very enjoyable few days with visitors from the West Solent who trailed over to us, we had the pleasure of introducing them to the delights of tidal sailing and the beautiful Chichester Harbour. WWSC has a fleet of 14 LR Scows, most of them race though some more enthusiastically than others! We have shown the faster classes at West Wittering how competitive our races can be, and some are envious of the close racing that a one design allows. However, I can't see the younger members giving up their Lasers – yet!





Ann Carnegie. LR Scow 453 *Nellie*.

BEAULIEU RIVER SAILING CLUB.

Saturday 23rd September 2023 – Up River Race Short Report.

The forecast was for a fairly light SW wind, but as we launched, the breeze was fresh and the omens were good. With our launching trailers gone, (a huge thank you to Vova Karavan and Keith Hutton for these vital logistics), it meant squelching in the mud to get the boats into the rising water. The weakish neap tide was enough to push any of the fleet over the line, so Ginna, ably assisted by June didn't have to call anyone back; actually a large part of the 21-boat fleet was fairly cautious, then paying the price by having to spend much of the race catching up – in the case of Camilla and Pippa Sellars, from last to third in the end.

The wind held for the reach to Gins, with the fleet stretching out, then dropped as we bore away toward Gilbury. The early leaders were wound back in by the Peleton and places began to change – continuing to change until the line was in sight. Light-air Lizzie made huge gains as the wind became a zephyr; Canny Jay Devonshire tried all his tricks and gained the lead for a while; Symon too has his time in the lead, as did Ned and I; many of us had rather too much contact with the mud. Red and Cleo were in close pursuit, before seemingly dropping out of contention.

With the wind coming and going, Lucy Markby picked her way skilfully through the fleet to join the leaders and almost at the end, Red and Cleo found an extra burst of speed making it to the front of the fleet, taking the gun and winning the Pleydell-Bouverie Oar, and with it the dilemma of which wall to hang it on. Camilla was the first woman home, with Pippa, winning the Toddy Spoon and a huge congratulations to Henry Nurton and Natasha Sellars with a combined age of less than 20, who squeezed into the top ten – they have many years of BRSC success ahead of them!

Full report with results on BRSC website: <https://brsc.site/announcements/>

Charles Nicholson LR 493 *Tubby* and LR 585 *Chubby* RLYMJC.

KEYHAVEN YACHT CLUB / HURST CASTLE YACHT CLUBS.

Hurst Castle Sailing Club and Keyhaven Yacht Club jointly organise Longer Distance Potters and in 2023 made trips to Newtown Creek and to “Thread the Needles.”



Sixteen dinghies, mostly LR Scows, took part in the Longer Distance Potter to Newtown Creek on 6th June in a F3-4 ENE breeze, the fleet tacked along the Northern side of the Solent until past the RLYC Starting Platform before heading off towards Hamstead Ledge and the entrance to Newtown Creek. The boats landed on the inside of the beach for a rest and picnic lunch after the 2hr sail.

After about 3/4hour, the fleet launched and sailed down Clamerkin Lake where numerous Harbour Seals were seen basking in the hot sun before sailing back across the Solent with a strong ebb tide and light breeze, returning to Keyhaven through Little Hawkers.



On the reserve date of 10th August to “Thread the Needles” the weather perfectly fitted the plan with a calm period overnight allowing any previous swell to die down and a F3 coming from a SSE direction.

With five Support Boats, the fleet of 25 dinghies had a good sail up to Alum Bay. The fleet was split into two groups, with the scows led by Richard

Griffiths, sailed around the light house and into Scratchell’s Bay.

After a brief wait for some wild swimmers to go through, the whole fleet successfully navigated the gap between the Needles and the two submerged rocks. The fleet sailed back through the Narrows to land on Hurst Spit for a picnic lunch and for some to have a swim in the sunshine, whilst waiting for the tide to flood a bit more before returning home and enjoying some cake at KYC.

Nick Griffin LR 569 *Scarlett* HCSC.



FOR SALE AND WANTED.

We are ready to advertise Scows for sale or wanted by members and non-members with one proviso – the Scow on offer must conform to the specifications of a Lymington River Scow – see Class Rules for details at: (<https://lymingtonriverScow.org/Class-Rules.php>.) We can also post boats for sale on our website usually for up to 3 months or until sold.

The Association takes no responsibility for the details provided and the sellers and the buyers must make their own agreements. Note that John Claridge offers a low cost brokerage service too. See: <https://www.johnclaridgeboats.com/666808/Second-Hand-Boats-Trailers>.

Buyers and sellers are asked to notify the Association of any transfers so we can keep the boat list up to date.



Contact us: LRSCA.sec@gmail.com