

NEWSLETTER OF THE LR SCOW CLASS ASSOCIATION



The Scow Championships 2024. Photo by Paul French, Coolhat Photography.

2024/ ISSUE 2

A MESSAGE FROM THE CLASS ASSOCIATION CHAIRMAN, CHRIS KNOX.

For those who prefer sailing in gentle breezes, this has been a frustrating season. Due to strong winds, many races and Potters have been cancelled or postponed. However, all has not been lost. There has still been plenty of activity on the water, with some lovely racing and pottering when the weather has permitted. As I write, legs two and three of the Travellers' Trophy have been completed, highly successfully – details below.

DATES FOR YOUR DIARY

1 March 2025: subscriptions due!

6-7 September 2025: Annual Championships, Keyhaven Yacht Club.

The class continues to flourish, with new Scows being built and membership at a record level. Relations between the Chichester Harbour clubs and those in the West Solent continue to blossom.

The results from the Championships, sailed in trying conditions, are available on the Royal Lymington Yacht Club website – see below for the link. A full narrative report by Mike Urwin is included in this Newsletter.

Off the water, Allan Hill has been working very hard on setting up a new website; this should allow Brendan Nellis finally to retire as webmaster. The Technical Group has been very busy; amongst other matters, it is producing a manual containing all the details of build, measurement, buoyancy, etc. This will provide all the technical details that lie behind the class rules.

Our next Newsletter will contain full details of the deliberations and decisions at the Annual General Meeting of the Association held on 14 September 2024.

Enjoy the rest of the season, on and off the water.

Best wishes,

Chris Knox.

COMMITTEE MEMBERS: CHANGES.

Jose Nieves, our Honorary Secretary, has for some time wanted to be released from her LRSCA responsibilities. We are very grateful to her for her many years of service. We are delighted that Jeremy Vines has stepped into this role and so future secretarial communications will be coming from him. He can be reached on the Class e-mail address which is still lrscasec@gmail.com. A full report on Committee member changes following the AGM on 14 September 2024 will follow in Newsletter 3 together with details of the decisions taken at the meeting.

THE 2024 CHAMPIONSHIPS: SCOWS BEAT THE WEATHER.

Some 28 competitors split into 15 double-handed and 13 single-handed boats competed for the Lymington River Scow Championships over the weekend of 7th and 8th September hosted by the Royal Lymington Yacht Club. Aside from local boats from both the Royal Lymington and Lymington Town SC, competitors from Beaulieu River SC, Keyhaven YC and Hurst Castle SC were welcomed.

The weather on Saturday didn't play ball and only one of the three planned races was completed. Even this was far from satisfactory with most boats failing to complete the course within the time limit. Sunday dawned calm and a long delay ensued before racing got underway in a light westerly breeze. Slick race management by Vince Sutherland and his team allowed 3 more races to be completed with the final race starting just three minutes before the deadline!

In the single handers, Robbie Claridge continued his winning ways from Saturday with three further wins. Comfortably second overall was Jay Devonshire who also took home the single handed Masters trophy.

In the double handers, it was a similar story with Tom Hebbert sailing with his daughter Ava winning all 4 races. Second were Amy Morris and Lindsay Breeze closely followed by the only Junior competitors Alex Breese and Sienna Mordaunt. Winners of the double handed Masters were Jeremy and Max Vines.

Prizes were presented by Carolyn Derrick, wife of the Royal Lymington's Commodore, followed by an announcement from Andy Ash-Vie, Commodore of Keyhaven YC that next year's Championship would be hosted at his Club.

The full results are available on the website of the Royal Lymington Yacht Club at:

https://rlymyc.org.uk/Afloat/Racing/LRSCA_Championships where supporting photographs by Paul French can also be found.

Mike Urwin / Organiser and RLymYC Scow Division.

TRAVELLERS' TROPHY 2024.

The aim of the Travellers' Series is to promote contact between the various clubs racing the Lymington River Scow and to provide an informal opportunity to enjoy some racing in different venues and against different competition. To encourage wider participation, thought is being given to allow sailors to borrow boats from the Clubs hosting each leg to avoid the need to trail the boats from one site to another.

The second leg of the Travellers' Trophy was sailed on Sunday 18 August 2024 in bright sunshine with a steady and fresh breeze. Five LRSCA competitors joined eight Keyhaven YC Scows for two races. Philip Gossage had the misfortune to lose the blade of his rudder in the second race but the results were as follows:

Sail Number	Boat Name	Helm	Crew	Race 1	Race 2	Overall
569	Scarlett	Nick Griffin	Anne O'Brien	1	1	1
473	Zacsynthia	Jeremy Vines	Max Vines	2	2	2
508	Blue Bottle	David Linsell	-	3	3	3
353	Coracle	Allan Hill	-	4	4	4
278	Owl	Philip Gossage	-	5	RET	5

The third leg at Lymington was combined with the Scow Figure of Eight race. The double-handed fleet was won by Sarah Richards and George Richards, second was Jeremy and Max Vines and third was Nick Griffin and Anne O'Brian. In the single-handed fleet, the winner as Mike Urwin, second was Lawrie Draper and third was Claire Sowry. Taking all three events into consideration, the **winner of the Travellers' Trophy for 2024 was Nick Griffin with Anne O'Brian.**

Our warmest thanks to the Race Officer, Ian Sanderson, and to all the members of the Race Team at Keyhaven which allowed the LRSCA boats to join the regular Sunday race series. Mike Urwin, Jane Corden and Vince Sutherland with the support of many helpers made the Figure of Eight leg at the Royal Lymington an enjoyable event.

LRSCA WEBSITE.

After much deliberation, the Association is moving to a new Association management system which will generate a new website as well as managing our membership, subscriptions and boat owners' list. The tool is called 'Sailing Club Manager' and is supported by the RYA and so is in use by many Clubs including Keyhaven Yacht Club. Their site provides a foretaste of what the new site can offer.

We are so grateful that Brendan Nellis is still able to help us with the transition to Sailing Club Manager. We shall continue to use the old website until the new one is up and running but certainly we shall maintain it until after our Annual General Meeting on 14 September 2024.

Allan Hill/ Vice-Chair.

THE TREASURER WRITES:

Membership.

On 10 September 2024, our Membership stood at 201 Full Members, with 57 Associate Members and two Honorary Members. The Full Member numbers represent 201 of the 350 L^R Scows built to date. It would be good to get some of the 'missing' Scows into the Association.

Payment of Subscriptions.

Thank you to Members who pay their subscriptions on time, the 1st of March. This year, 70% of subscriptions were paid on 1st March and a further 19% were paid by the end of March which is the cut-off date for inclusion in the Yearbook.

Looking through another lens, 83% are paid by Standing Order and 16% by Bank Transfer.

To make management of the Association accounts as easy as possible, subscriptions should be paid by Standing Order and be paid on 1st March each year. Please will members check these points and, if possible, change their subscription payment to come in line with payment by Standing Order and be paid on 1st March each year.

Please do not pay your subscriptions before 1st March as this somewhat complicates the preparation of the end of year Accounts.

The LRSCA finances remain in good order, the 2023-24 Accounts statement was issued with the 2024 AGM papers.

In this year, 24-25, while remaining well in the black, our overall expenditure will increase largely due to the new Membership Management System and Website which is being adopted.

David Linsell/Honorary Treasurer.

A TRAIL SAIL ENTRY FROM OUR HONORARY SECRETARY...

This is by no means a tale of daring-do. It relates to no exploits of high adventure and no sails were raised or lowered in the creation thereof; in fact - although a Scow was instrumental to its telling – this is really a tale of trail and no sail. More of an account of ‘How not to start a sailing holiday’ than of anything else.

The background to this account is that our family keeps a sailing boat on a swinging mooring upstream from Mylor Churchtown, near Falmouth. This year we decided also to keep our West Solent Scow there for the summer months, with dreams of balmy sailing trips along the Fal , picnics on the shore and the occasional sortie across the Carrick Roads to go shopping in St Mawes.

On the day when we trailed our Scow Down West, through no real fault of our own (although admittedly we did have a very good lunch en route) we arrived at the marina just in time to see the water taxi man, our ticket to an easy passage out to the boat, pack up for the evening and leave. Our entreaties were in vain. We were on our own.

So, there we were, three hungry humans with two tired dogs, stuck on shore as the day began to fade into evening, separated from our night’s lodging by a few hundred yards of strongly ebbing tide. We needed transport and there, beside us, was our doughty Scow. Although beautiful to us, she in no way resembles a sleek Olympic rowing boat. Her paddles are more suited to moving the boat gently towards the shore when the wind has died than to propelling two sturdy adults against the ebb and through several trots of vessels moored in the Fal Estuary. And she is a trifle elderly. Nevertheless, she does HAVE oars and we didn’t think she would leak... and, anyway, everyone knows that sailors are meant to be flexible and adaptable, don’t they....?

Well, here was our chance to prove it. After all, we enjoy rowing as an activity. We felt – in any event, as we stood there on the shore with the decision made – moderately fit, we like exercise and our swinging mooring, although hidden behind several large boats on other swinging moorings, surely wasn’t SO far away. Leaving dogs and son on the pontoon we launched the dinghy and set out.

The short, efficient and direct row towards our boat which we might have envisaged in our dreams and reckonings was, alas, anything but. We found ourselves negotiating our way tortuously, carefully and often rather stressfully around the lines, mooring buoys and anchors of a succession of depressingly perfect looking boat hulls which glowed in the fading light and loomed above us like so many warships anchored in preparation to go and fight Napoleon. We puffed and wheezed as we pulled against the stream towards our destination, the tide generously providing us with even more exercise by effortlessly shooting us backwards every time we stopped to take our bearings. We saw our destination grow closer and closer ... and then recede into the gloom.

When, after rather more exercise than we felt we needed, we reached our boat, we clambered aboard with a happy sense of achievement. Fate took a hand; the arrival of a sudden gust of wind before we could tie her up and our doughty saviour, our faithfully little dinghy, was whipped away from us, floating swiftly towards the side of the largest and (naturally) the most expensive looking vessel for miles around. Fortunately, our boat’s engine started at first attempt and we managed to capture her before she hit anything. We finally reached the pontoon, dinghy (this time) tied safely to our stern. It was here that we found a rather grumpy son. Exhausting though our trip in the dinghy had been, it had been eventful and strangely enjoyable. For us, at least, time had flown... all two hours of it. Unfortunately, two hours on a pontoon with two small dogs and nowhere to sit isn’t quite so interesting. We therefore made haste to the nearest pub....

The moral of this story? Sadly, there isn’t one! unless it is that, please, for next year, could there be some rather more exciting entries for the Trail Sail Trophy.

Jose Nieves/ retiring Honorary Secretary.

ENTRIES FOR TRAIL SAIL AND TELL TALE TROPHIES ALWAYS WELCOME!

DO CONSIDER SUBMITTING NEWS AND VIEWS FOR OUR NEXT NEWSLETTER EARLY IN 2025!

NEWS FROM THE CLUBS.....

West Wittering Sailing Club – Ann Carnegie writes:



The annual, hotly contested, Scow Trophy was held at West Wittering on Sunday 1st September. The Scows race as part of a Class Championship in which Lasers, Laser 2000s and Toppers also compete.



As a rarity this summer, the day was warm and the wind was a perfect force 4. Early tactics meant that the boats that managed to stay in the making tide on the windward leg to the first mark, had an advantage. LR 453 'Nellie' was first away closely followed by 492 'Pootle' and 506 'Grey Matter'. There was some close racing on a course that took us on all points of sailing. The change of the tide caught some boats out as the tide ebbed and swept the unwary onto the racing marks.

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We were racing for a coveted trophy donated by Jac Mavity LR Scow 506 in memory of her Mother Joan, who was a keen Scow sailor in the 1960s. It is a beautiful half model of a Scow as pictured below:



The winners were:

- 1st Ann Carnegie and Sam Wells in 'Nellie'.
- 2nd Roz Haynes and Clare Benda in 'Florrie'.
- 3rd Roger Mavity and Ginny Russell in 'Claridges'.

Hurst Castle SC and Keyhaven YC join in with the Scow 100 celebrations with Yarmouth SC.

During July, Hurst Castle SC and Keyhaven YC took part in Yarmouth SC's Scow 100 celebrations. The first part of YSC's celebrations had originally been scheduled on June 14th for YSC to visit HCSC & KYC for breakfast on the spit and then sail to RLYC and LTSC for lunch, but unfortunately this had to be cancelled due to poor weather.



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"Elevenses on the Spit" was then planned for July 15th when YSC sailors could meet up with those from KYC & HCSC. On the day, YSC were not put off by steady rain and a gusty SE wind, and 15 boats set off from Yarmouth to be met near Hawkens by 10 boats from HCSC/KYC. Instead of having soggy cake on the spit, the visitors from YSC were escorted up the Keyhaven river to come ashore out of the rain.

After rafting up on the pontoon "Yarmouth-Style" we all retired to HCSC's club house for tea/coffee, cake and a chat.



The main part of the celebrations of 100th anniversary of Scows being built in Yarmouth was on Sunday July 21st. Six Scows each from KYC and HCSC, including a pre-WWII Berthon Scow, set off early to wait outside Yarmouth to be towed through the harbour with our 2 support boats and 2 from YSC) to wait for the bridge to open.

YSC treated us to a welcome beverage and biccies before we all re-boarded our Scows to set off on a circuit around the river as a sail past celebration to salute the Isle of Wight Lord-Lieutenant. It was quite a sight - wonderfully colourful sails as always and some pretty close shaves as 40 + Scows zipped about a tight course. Crews lost track of how many circuits they had done and were grateful when they were finally moored up to go in for the feast YSC had laid on for lunch. We always receive such a friendly welcome at YSC and this exceeded all expectations; there was even live music.





Our thanks go especially to Pete Giles at YSC who organised the whole thing and had been liaising frequently with HCSC and KYC since early 2024. Sadly, we had to leave to be towed back through the harbour and then put up our sails for an exhilarating wind against tide trip back over the Solent to sail back up the river safely home. Although the weather looked a bit gloomy, the conditions were, in fact, nigh on perfect.

It's hard to imagine a better day sailing and socialising.

Liz MacEwan (KYC) & Nick Griffin (HCSC).

FOR SALE AND WANTED.

Ex-WJS Scows for sale by the Royal Lympington Yacht Club.



Seventh Haven 467. Stormy Haven 427. Thanks Haven 484. All with Mark II stainless trolleys. PVC covers. All standard equipment. Refurbishment and buoyancy testing by manufacturer John Claridge. All-inclusive price - £6500 o.n.o. Contact the Club at: training@rlymyc.org.uk

Other new and refurbished Scows on sale through our builder – contact John Claridge and visit his website for full details. <https://www.johnclaridgeboats.com/>

Contact us: LRSCA.sec@gmail.com