

LR SCOW NEWS

Newsletter of the Lymington River Scow Class Association



Summer 2011



Scene while sailing up the River Yar

July saw our **National Championships** held in beautiful weather at Lymington. The sunshine and a fair breeze made ideal sailing for me, though perhaps not windy enough for some, and the smooth race organisation, fantastic cakes and super BBQ in the evening from our hosts the Royal Lymington Yacht Club all made a fantastic weekend. More details and many photographs are in this issue. But why did only 28 of the 140 members' boats take part? Those Association members who didn't, do think about it for next year.

Another notable event of the weekend was the hand-over by John Claridge of the landmark 500th LRScow to David Barnett from the Axe YC. More about David later.

And it didn't stop there; John also handed over the 505th boat and LR505 went straight from first rigging that morning to compete successfully in the Championships. Very smart!



LR505 'Smartie'



LR500 'Mahaba'

Meanwhile, the headline picture above shows yet another advantage of a Scow over larger boats; one can get low and close to other water-lovers while pottering.

I hope to see you at the Annual Dinner in September.

John editor

July 2011

Association matters

Annual Dinner & Annual General Meeting Friday, 23rd September

The Association's AGM will be held at the Royal Lymington Yacht Club followed by the **Annual Dinner**. This is our main social event of the year so the Committee hopes you will come. The notice of the AGM and the booking form for dinner will be sent six weeks beforehand to all members. Nominations will be requested for members to serve on the Committee for next year.

New Members

We warmly welcome nine new members of the Association and seven new boats:

Maddy Coates	Red Herring	338	KYC
Sue Grimwood	Haraka <i>formerly Dainty</i>	396	KYC
Mr. P. Graham	Starling	496	
Mr. P. Marling-Roberts	Eterlou	497	BRSC
Rupert Branot	Tudobem	498	
Patricia Mills	Pipit	499	BRSC
David Barnett	Mahaba	500	AxeYC, Devon
Chris Cecil-Wright	Smartie	505	
Mr. P. Woodman	Blue Bottle	508	

Association Website www.lymingtonriverscow.org

This has helpful information about the Association, news, summaries of Committee meetings, adverts for used LRScows, the Newsletters and useful links to other relevant information.

National Championships 2nd & 3rd July 2011.



Procession from the Lymington River to the start

All five programmed races were held successfully in the Solent to the west of the Lymington River mouth in sunshine and mainly Force 3 winds over the weekend. Everything ran seamlessly thanks to the organisers, the Race Officer Toffer Blachford, Safety Crew and helpers from our hosts the RLymYC and the Association volunteers who handled registration.

There was some exciting and close sailing. Visitors needed to learn from the locals the best use of an incoming tide on Saturday and ebb on Sunday and of the reputed wind lift close to the sea wall. An interesting course had the double-handed fleet, starting after the single-handers, performing a scissors movement upwind across the downwind solos but it went off with the precision reminiscent of a RSC motorcycle display team.

In the double-handers the Juniors showed up their elders by their skill and practice (or some said lighter weight) and the Marsh brothers helming separately took first and

second places. Some dignity was preserved by also presenting the results without Juniors, when Dubbie Robinson and Christine Hughes took first and second places respectively.



*Henry Marsh & Freddy Collins
winners of Double-handers*



*Dubbie Robinson & Ann Blacoe
winners of Double-handers (Seniors)*

The lead amongst the single-handers was closely contested between Robbie Claridge and Mike Urwin, each winning two races and coming second in two. The result, with Robbie taking the trophy, was decided only by taking into account their discarded races in which Robbie was 3rd and Mike 5th



Robbie Claridge in "Scrumpy" (1st Single-handed) Mike Urwin in "Nutshell" (2nd Single-handed)

Sebastian Chamberlain excelled himself by one inspired start, going to port ahead of the rest of the starboard-tacking fleet, and the one capsize of the event was gallantly performed deliberately to avoid a collision after a gear failure rather than due to the wind.

Three things were notable from near the centre of the fleet: the windward lean downwind and the bow-down attitude adopted by the 'experts' (i.e. the winners, must practice these) and the varied choices of 'to Claridge' or 'not to Claridge' when sailing single-handed (see later).



Robbie Claridge leans 'Scrumpy' to windward



James Marsh & Beth Milledge keep 'Challenger II' bow down

High praise is also due for the organisation that had the results on display even as competitors came ashore, achieved by e-mailing directly from the committee boat to the office. The social side of the weekend was equally enjoyable. Tea and scrumptious cakes were provided by R Lym volunteers immediately after Saturday racing and the barbeque later in the evening sunshine was excellent and extensive. On Sunday Sebastian Chamberlain introduced Annie Littlejohn to present the prizes and Mike Urwin gave a vote of thanks to the R Lym for hosting the event.



not to be forgotten – thank you to all support crews

The full results and more photographs are at the end of this Newsletter and on the Association's website. The photographers were Julian Caldwell and John Claridge, many

thanks to you both. Further photos are on the websites of the RLymYC and John Claridge Boats, where there is also a 10 minute video of the races.

The 'Claridge' loop.



the 'Claridge' in use



...and hanging loose

The 'Claridge' is the loop of cord, or boom loop, that can be used to secure the boom against the mast. The man who famously gave his name to this 50cm piece of rope advises that it should not only be used when a jib is hoisted, which seems the most obvious, but also when under mainsail alone. By pulling the boom back this raises its clew end and so increases the effectiveness of the sail. However our Association Handbook [p. 35 of the 2007 edition] recommends that when there is no jib the rearmost downhaul eye should be used, which would not be possible if the 'Claridge' were attached. [Which is right? Please give your comments in a letter to this Newsletter.](#) (Thanks to those whose boats are featured above; between them they took the first 3 positions.)

The 500th Lymington River Scow

Yes, it's reached that total. David Barnett became the delighted owner of LR Scow number 500, "Mahaba" this month. An exciting decision for him and surely a notable landmark for John Claridge Composites Ltd and John and his team.

David lives in Seaton, South Devon where Scows are not well known so your editor asked him how he'd come to make this choice. Like many of us he started sailing many years ago, in his case with the RAF in Cyprus on Fireflies, Bosuns, Albacores and the like, before finding that other priorities took him away from sailing. Then when he retired to Seaton he was attracted by the sailing on the River Axe and out across Lyme Bay to Bere so visited the Southampton Boat Show 2010 to see what was available. Lasers, he said, looked a bit wet for what he wanted now and he was advised there to have a look at Claridge's stand. Either the boat or John's enthusiasm and charm, probably both, did the rest.

It seems that conditions at Seaton are not unlike Lymington or Keyhaven, with options of river and estuary sailing or the open sea. David says he is most impressed with the design and finish of his boat together with its integrated trolley and trailer (taking the boat home was the first time he had towed). He is also thinking of a small outboard for the boat and I was able to tell him that a 2.3HP Honda suits my own Scow very well. And next year he may be persuaded back to the Solent for the Nationals 2012.

And ‘Mahaba’? It’s a friendly ‘Hello’ in Turkish and was one of David’s contributions to harmony when serving in Cyprus at the time of partition.

Requiem for a lost love

by Peter Carolin, past member.

Her name is lost in the mists of time. It was September 1952. She was a little clinker scow based at the Island Sailing Club at Cowes. I was about to turn 17 and spending the last part of a magical summer holiday in a boarding house in Cowes. She was in the charge of a kindly elderly fellow guest who, hearing that I longed to get back on the water, asked if I’d like to borrow her. I didn’t think twice.

My sister and I used to sail her through the anchorage, up and down the Medina, past some old ‘J’ class hulks, and over to East Cowes where two of the great Princess flying boats lingered on the slips. But we kept clear of the Solent where the other Princess would take off daily for Farnborough and the great transatlantic liners would sweep by to and from Southampton. Those were the days before buoyancy aids - and I can’t even remember any tanks or bags in the scow. We must have had a pair of oars but I cannot recall ever using them. And the cotton sails – remember them? – had to be carefully hung in the boathouse after each outing to prevent mildew.

Years later – after sailing in naval whalers and RNSA 14s and owning a couple of Gulls, a Wanderer (bought from Margaret Dye herself) and a Drascombe Lugger (bought in the days when I felt flush) – the time had clearly come to get something smaller. A boat I could load on and off its trailer, rig, launch and sail – by myself. The trailer was essential because, by then based in land-locked Cambridge, sailing was restricted to a fortnight a year in Devon or, occasionally, Norfolk, and the odd day on the Broads or Rutland Water. The single-handed element was necessitated by guilt at always having to press-gang my long-suffering wife into helping me manoeuvre and rig larger boats.

It was time to regress – and what better than to a scow? I located all the scow builders, perused their literature and came to the obvious conclusion, a John Claridge-built Lymington River scow. Contacting him, I learnt that No. 255 was for sale. It had been built for his sister and named *Poppy* after, I seem to remember, their father. Appropriately, she had a poppy red hull and tan sails. There was just one condition, I couldn’t change the name. I didn’t want to but I did ask that it be altered from gothic script to something rather more architectural. It was – and I took ownership.

She was a beautiful little boat with timber spars. For some years John used a photo of her being sailed with a very small child onboard in his advertisement. As I write, I can see a copy of it on the pinboard above my computer. The only slight problem was the lack of any comfortable sitting-space forward of the thwart for any grandchildren accompanying two adults. After a few years I discovered that John’s latest scows had extended side tanks – thus correcting the ‘problem’.

By now I had retired but an unexpected consultancy enabled me to commission John to build a new scow for me and to sell *Poppy*. The new boat was called *Dainty*. An odd name you might think. It’s a traditional name for small warships and recalled the beautiful Daring class

destroyer of the same name that I remembered from my time in the Navy. I'd always been amused by the name on her crew's cap bands: they used to get ribbed about it quite a lot!

396 *Dainty* had a dark blue hull, white spars and cream sails, a very elegant combination. Wherever I sailed her, as with *Poppy*, people would lean over yacht rails or stop me on the seashore, remark on her beauty and ask about her.

For years my annual sailing fortnight had usually been at Dittisham in Devon. The Dart is a staggeringly beautiful river with, both up and downstream of the village, a splendid variety of sailing areas. There appear to be at least two other Lymington River scows permanently based there. It's a splendid place in which to unwind and Dartmouth itself is a lively town.

But scows are small and I am tall – and cramp would occasionally creep in. My crew, freed of the hassles of unloading and loading, enjoyed the occasional sail but was finding the constrictions of the 'cockpit' too much. OK – call it age. It would have been different had we sailed more regularly over the years but that was not a possibility. With huge regret we trailed *Dainty* back to Lymington.

Dainty now has a new owner and I hope she enjoys her as much as we did. A huge thank you to John Claridge for producing and perfecting a truly beautiful little craft and being such an approachable and efficient Class builder. And another thank you to the Class Association for its excellent handbook, website and lively newsletters.

Fleet Notes

Contributions are welcome from all LR Scow fleets.

Other Clubs have clearly been so busy sailing that no Notes have been sent in. Where am I going wrong? However I can report briefly that **Keyhaven YC** Scows have been racing and pottering whenever possible and we enjoyed a successful trail/sail on the Beaulieu River in June. The entry to our Scow Regatta was however down on last year, possibly due to the earlier poor weather although it was fine on the day.

John Turner, Scow Captain

'Tell Tales' & Letters

None this issue, perhaps fortuitously as the Nationals rightly take up most attention. but not all scow sailors are racers so do please think about submitting something for the winter issue.

If your Club has events open to other LR Scows or you know of any such event that might be of interest to members please let the editor know. Or write an article, share some tips, report on a meeting, send in a photo or just a letter.

Articles or photographs by Association members of 'happenings in Scows' may be submitted to the Secretary for publication in the Newsletter and consideration for the annual award of the unique 'Tell-Tale' Trophy.

Please send contributions for the Newsletter to the editor, preferably at annejohn@waitrose.com or to 2 Hawks Lea, Milford on Sea, SO41 0FR.

More from the National Championships 2011

Someone said why do you only print pictures of the winners? Not entirely accurate but the point is taken. So here's a 'colour supplement' covering every entrant; after all, taking part is what it's about. Again, an acknowledgement and thanks to Julian Caldwell and John Claridge for these excellent photographs and for permission to use them.

Having indexed photos of every boat, in most cases several of each one, copies can be e-mailed to you if requested from the editor.



275 Saucy Mrs Flobster



282 Snoopy



287 Valmai



292 Bobbin



300 Clarissa



315 Goshawk



324 Boo



339 Spindrift



344 Northern Dipper



353 Coracle



367 Piccini



379 Jester



382 Lucy



393 Black Magic



408 Skedaddle



420 Sky



424 Nutshell



427 Stormy Haven



432 Annie



439 Scrumpy



455 Challenger II



467 Haven Sent



473 Zacynta



484 Thank Havens



485 Charisma



489 Scorchin



495 Selkie

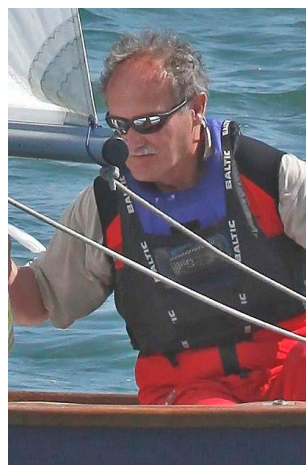


505 Smartie

And now for something different. Largely because of the high quality and resolution (or do I mean large file size?) of the photographs from Julian Caldwell and John Claridge, it has been possible to cut and paste close-ups of nearly all the participants in action – for better or worse. I hope you find these interesting. Again, e-mailed copies are available by request to the editor.



Cathy Ash-Vie [3rd S]



Jeremy Austin



Stephen & Harry Boyd



Jayne & Peter Burchell



Melissa Carrell



Chris Cecil-Wright



Sebastian Chamberlain



Robert Claridge [1st SJ]



Will Davies & Charlie Dodd



Chris Harris



Alan & Megan Hill



Christine & Melanie Hughes



Chris Knox



David Lines & Meriel McCarthy



Neil McGrigor



Henry Marsh & Freddy Collings [1stD] James Marsh & Beth Milledge [2ndD] Andrew Pearson



Angus Raby Dubbie Robinson & Ann Blacoe [3rdD] Will Smith & Alex Kermish



Dunlop & Diana Stewart Sue Sutherland & Sarah Unsworth Richard Tromans



John Turner & Marigold DeJongh



Mike Urwin [2nd S]

Results

taken from the RLYM YC website (with a couple of name corrections)

Sailed: 5, Discards: 1, To count: 4, Entries: 17, Scoring system: Appendix A

Single Handed Fleet

Rank	Boat Name	Sail No	Helm	R1 Sat	R2 Sat	R3 Sat	R4 Sunday	R5 Sunday	Total	Nett
1st	Scrumpy II	439	Robert Claridge	2.0	1.0	2.0	(3.0)	1.0	9.0	6.0
2nd	Nutshell	424	Mike Urwin	1.0	2.0	(5.0)	1.0	2.0	11.0	6.0
3rd	Black Magic	393	Cathy Ashvie	(4.0)	3.0	3.0	2.0	3.0	15.0	11.0
4th	Smartie	505	Chris Cecil-Wright	(8.0)	4.0	1.0	4.0	4.0	21.0	13.0
5th	Lucy	382	Angus Raby	3.0	(7.0)	4.0	5.0	6.0	25.0	18.0
6th	Charisma	485	Neil McGrigor	6.0	5.0	6.0	6.0	(8.0)	31.0	23.0
7th	Boo	324	Jeremy Austin	7.0	(13.0)	7.0	9.0	5.0	41.0	28.0
8th	Zacyntha	473	Sebastian Chamberlain	5.0	11.0	8.0	(14.0)	7.0	45.0	31.0
9th	Jester	379	Melissa Carrell	(13.0)	6.0	9.0	8.0	10.0	46.0	33.0
10th	Northern Dipper	344	Zissa Davidson	(12.0)	9.0	10.0	7.0	9.0	47.0	35.0
11th	Bobbin	292	Richard Tromans	10.0	8.0	(12.0)	10.0	11.0	51.0	39.0
12th	Piccinin	367	Andrew Pearson	9.0	10.0	13.0	13.0	(14.0)	59.0	45.0
13th	Goshawk	315	Chris Knox	(14.0)	12.0	14.0	12.0	13.0	65.0	51.0
14th	Skedaddle	408	Chris Harris	11.0	(18.0 DSQ)	11.0	18.0 DNC	18.0 DNC	76.0	58.0
15th	Scorchin	489	John Evans	(18.0 DNC)	18.0 DNC	18.0 DNC	11.0	12.0	77.0	59.0
16th	Tubby	493	Charles Nicholson	(18.0 DNC)	18.0 DNC	18.0 DNC	18.0 DNC	18.0 DNC	90.0	72.0
16th	Flying Turtle	321	Chris Willard	(18.0 DNC)	18.0 DNC	18.0 DNC	18.0 DNC	18.0 DNC	90.0	72.0

Double Handed Fleet (excluding Juniors)

Note that the points are based on the results that include the Junior Competitors, as per the Sailing Instructions

Rank	Boat Name	Sail No	Helm	Crew	Total	Nett
1st	Clarissa	300	Dubbie Robinson	Ann Blacoe	18.0	12.0
2nd	The Saucy Mrs Flobster	275	Christine Hughes	Melanie Hughes	30.0	21.0
3rd	Sky	420	Jayne Burchell	Peter Burchell	30.0	21.0
4th	Annie	432	John Turner	Marigold DeJongh	33.0	25.0
5th	Spindrift	339	Stephen Boyd	Harry Boyd	40.0	27.0
6th	Selkie	495	Dunlop Stewart	Diana Stewart	44.0	34.0
7th	Coracle	353	Alan Hill	Megan Hill	53.0	42.0
8th	Snoopy	282	David Lines	Meriel McCarthy	61.0	48.0
9th	Scott Bailer (Valmai)	287	Sue Sutherland	Sarah Unsworth	62.0	49.0

Double Handed Fleet (including Juniors)

Rank	Boat Name	Sail No	Helm	Crew	R1 Sat 2nd July	R2 Sat 2nd July	R3 Sat 2nd July	R4 Sunday 3rd July	R5 Sunday 3rd July	Total	Nett
1st	Stormy Haven	427	Henry Marsh	Freddy Collings	1.0	(2.0)	1.0	1.0	1.0	6.0	4.0
2nd	Challenger II	455	James Marsh	Beth Milledge	3.0	1.0	3.0	(5.0)	2.0	14.0	9.0
3rd	Clarissa	300	Dubbie Robinson	Ann Blacoe	2.0	5.0	(6.0)	2.0	3.0	18.0	12.0
4th	Haven Sent	467	Will Davies	Charlie Dodd	4.0	6.0	2.0	6.0	(7.0)	25.0	18.0
5th	The Saucy Mrs Flobster	275	Christine Hughes	Melanie Hughes	8.0	3.0	4.0	(9.0)	6.0	30.0	21.0
6th	Sky	420	Jayne Burchell	Peter Burchell	6.0	4.0	(9.0)	7.0	4.0	30.0	21.0
7th	Annie	432	John Turner	Marigold DeJongh	7.0	7.0	7.0	4.0	(8.0)	33.0	25.0
8th	Spindrift	339	Stephen Boyd	Harry B	9.0	10.0	(13.0)	3.0	5.0	40.0	27.0
9th	Thank Havens	484	Will Smith	Alex Kermish	5.0	9.0	5.0	(11.0)	9.0	39.0	28.0
10th	Selkie	495	Dunlop Stewart	Diana Stewart	(10.0)	8.0	8.0	8.0	10.0	44.0	34.0
11th	Coracle	353	Alan Hill	Megan Hill	(11.0)	11.0	10.0	10.0	11.0	53.0	42.0
12th	Snoopy	282	David Lines	Meriel McCarthy	12.0	(13.0)	11.0	13.0	12.0	61.0	48.0
13th	Scott Bailer (Valmai)	287	Sue Sutherland	Sarah Unsworth	(13.0)	12.0	12.0	12.0	13.0	62.0	49.0

Finally

That must be the biggest Newsletter yet, I hope you found it interesting. If you've read this far, don't forget the AGM and Annual Dinner on 23rd September (invitations will be posted soon) and maybe submit some words of wisdom or fun in time for the winter issue of the LRScow News.

Happy Sailing

2010/11 Committee: *President Roly Stafford; Chairman Richard Linaker; Vice Chairman Mike Urwin; Hon. Secretary Jennie Lennox; Hon. Treasurer Dunlop Stewart; Measurement Andrew Tyrell; Other members Brian Buckingham (website), Meriel McCarthy, John Turner (LRScow News editor*), Jane Wilford.*

* contact annejohn@waitrose.com or 01590 643966

Newsletter by e-Mail Your Committee is happy to post hard-copies of this Newsletter to those who prefer it this way. However if you are able and would rather have it sent by e-mail, quicker and also of course cheaper and more convenient for us, please let the Secretary or Editor know.