

Technical Group Report to the Class Association - 2025-2026

Introduction

The Technical Group (TG) has continued to meet regularly over the last twelve months since the last LRSCA Annual Meeting and has submitted reports to the Class Committee as needed. The TG has found that measurement and related issues occupy the discussions and has therefore included the Class Measurer in all its meetings. The TG has met with the Class Builder from time to time.

The TG has:

Data Base

Maintained the Class Technical Data Base with on-going inputs from the Class Buoyancy Testers. This has meant that a Scow's compliance with the Rules can be checked almost immediately and without reference to paper certificates. Certificates are now held as a PDF file. This means that there has been a saving to the Association for postage and printing.

During the recent season the Technical Group took the opportunity to remind the Training Division that the Club Scows of the Royal Lympington Yacht Club should be tested. These boats are not only used for training but also for Club racing and should remain within the Rules. This applies equally to the Clubs with Club boats.

The TG thanks the Class Buoyancy Testers for their diligent approach to testing and the Measurer both for buoyancy testing Scows and maintaining the Technical Data Base

The Class Rules

Inspected Scows at the Class Championships and informally from time to time. This gives an opportunity to check, in particular, that the boat has:

- An 8m painter of nominal 8mm floating rope
- An anchor of the correct weight and a 10m warp of nominal 6mm diameter
- A Pair of oars.

The TG reminds all members that they are responsible for the condition of their boat even if used only occasionally for racing.

The Painter

Responded to a suggestion that the painter should be increased to 10m in length saying that, at this time, it saw no need to propose a change in the existing Rule.

Weight of a Scow

Following the purchase of the calibrated load cell the TG has spent considerable time drafting the proposal that is being presented to you at the AGM for consideration.

In summary, the TG observed the weighing of two Scows and concluded that there was a need, particularly with the purchase of the Association's calibrated load cell, to revise the status under which Scows are weighed.

Working with the Builder and the Measurer the TG defined the fixtures and fittings that are standard at the time the boat is weighed - this has not been the practice in the past leading to possible minor discrepancies in the weights recorded.

With the increased accuracy of weighing equipment and the clear definition of the status of the boat being weighed, the TG recommends that the Rule on weighing be amended so that the measured weight of a Scow be 99kg.

Full details of the discussions and work carried out are in the proposal before the AGM.

The TG stresses that this change makes no difference to existing boats which were weighed with a compensating weight of 1kg.

TG Group
September 2026