

Lymington River Scow Class

Proposed Rule Changes To Take effect 1st January 2027

Proposed by: Mike Urwin

Seconded by: John Evans

Structure of this document

With the exception of paragraph headings, a word used as defined by the Equipment Rules of Sailing (ERS) is printed in **bold**.

A word used as defined by the Racing Rules of Sailing is printed in *italics*.

Proposed additions are printed in blue.

Proposed deletions are printed in ~~struckthrough-red~~.

Original version :	1.
This version:	3.
Changes:	Final.

1. Hull Weighing Condition

Reason for change:

Class rule 3. j) specifying the conditions for hull weighing is defective in several respects. Firstly a number of items which may be included are missing, secondly the excluded and included items could be more clearly expressed, thirdly the final clause "... held by the owner and which shall be available to members. ..." is unnecessary and finally that there is no stated requirement to carry when racing all the equipment listed.

In arriving at the changes proposed below, the Technical Group (TG) discussed with the builder and the measurer whether the class should adopt the practice common in other classes of weighing boat hulls empty. Noting the small total weight of items not permanently fitted to the boat, that the class has a single builder and measurer reducing substantially the likelihood of error, that including the loose items results in a more efficient build schedule and finally that re-weighing boats would be simpler if unfitted items were included, the TG concluded that there was no significant benefit to changing the weighing condition.

Delete entirely: ~~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.~~

Insert:

The minimum weight of the **hull** excluding:

spars
running and standing rigging
sails
oars
rudder assembly
anchor and warp

but including:

centreboard
any **fitting** attached to the **boat** by adhesives or fixings that needs tools to remove
painter
downhaul assembly
kicking strap assembly
rowlocks
3 off shock cords for attaching oars and **rudder** assembly

and included if fitted:

self bailer
storage bags attached to the centreboard case by shock cord
screwed to the case

shall be 100 kg. 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.

Any item included when weighed shall be carried on board at all times while racing.

Effect of change:

None. Completeness and consistency only.

2. Hull Weight

Reason for change:

In the class's early days, hulls were weighed on a steelyard owned by the builder. This still exists but is no longer useable. After some years and when in excess of 100 boats had been built, the builder acquired an electronic load cell which became the standard hull weighing equipment. This was delivered with a calibration certificate. It was immediately clear to the builder that there had been an unsuspected error in the steelyard resulting in all previously weighed hulls being lighter by 1 kg. ie, 99 kg rather than 100 kg.

In consultation with the then measurer, the builder agreed that all future boats would be weighed with an "error compensation weight" of 1 kg included when they were weighed but then removed from the finished boat. This then resulted in all hulls from that point on still having recorded weights of 100 kg. ie, they were completely consistent with all the previous boats, actually weighing 99 kg, and no change was made to the class rules. This procedure was a perfectly reasonable solution to the error which had been discovered. It has continued unchanged to the present time.

The Technical Group and the current measurer were unaware of the use of an error compensation weight until recently. While perfectly content that there is no problem at all with any past hulls, we nevertheless consider that the proper solution is to cease using the 1 kg error compensation weight and to reduce the minimum hull weight by the same amount from 100 kg to 99 kg. While the process could continue unchanged, the possibility of confusion and error in the future is high particularly at the (unknown and hopefully long in the future) point when the builder retires and a new builder is appointed.

We therefore recommend that the minimum hull weight stated in the class rules should be reduced to 99 kg.

It must be stressed that this is best described as an administrative change and there will be absolutely no changes required to any boats. Specifically, boat owners must note that removal of any corrector weights from their boats will result in their boats being underweight and invalidating their class certificates. No action whatsoever is required.

Amend: Class rule 3. j) by the deletion of ~~100~~ kg and the insertion of 99 kg.

Effect of change: None. Reduction in the likelihood of error in the future.