



BRSC Rules for the Administration of the Scow Class

-2024-

- (1) The BRSC shall appoint a Scow Class Captain and on an ad hoc basis, a Class Measurer and Buoyancy Tester.
- (2) The BRSC will identify boats entitled to enter club races and hold or have access to master templates, drawings and other design materials that define them. It will also hold/or acquire appropriate weighing apparatus as required.
- (3) The Class Captain shall have the authority of the BRSC Committee to propose changes regarding hull specifications and fittings. All changes are to be ratified by the BRSC Committee.
- (4) Only Scows complying with these Specifications shall be eligible for BRSC races. The BRSC shall appoint a Scow Class Captain and on an ad hoc basis, a Class Measurer and Buoyancy Tester.

Scow Class Rules and Specifications.

1. EFFECTIVITY:

- (1) These rules supersede those of 2021 and are to be effective from the BRSC AGM 30th November 2024.
- (2) Boats commissioned or acquired after this date will be required to meet all the criteria set out in this document.
- (3) Any older scow that deviates from these rules will be accepted, if, in the opinion of the Class Captain, it does not deviate significantly from the requirements of Rules 2.1, 2.2 & 2.3 and/or has an historic entitlement to a place in the Beaulieu fleet.

All modifications to Scows will be required to maximise conformity to these rules.

2. OBJECTIVES:

- (1) To ensure that no boat has an unreasonable advantage over others (whilst also acknowledging that the BRSC encourages open class racing between Scows of differing eras and builds, so some unavoidable variations are accepted).
- (2) To restrict the class to boats with a hull design and profile matching that of the original Palace Quay Scow. This includes John Claridge built boats of sail number 250 or later.
- (3) To ensure that any boat that, in the opinion of the BRSC, is not within the spirit of Rules 2.1 and 2.2 will not be eligible to enter for BRSC Scow Class races.

3. CONTROL

- (1) The Class Captain should always advise on admissibility prior to the acquisition or purchase of new/secondhand boats. Owners should also discuss any proposed modifications to their boats to ensure they comply with these rules.
- (2) The BRSC reserves the right to introduce a handicapping system if deemed in the interests of maximising participation and reducing disadvantage across the fleet.
- (3) Boats currently within the fleet that do not have a Palace Quay hull profile will be given dispensation to continue to race. The BRSC Committee has the authority to award exemptions to non-conforming Scows, however the intention is that, over a reasonable period of time, the acquisition of new boats will lead to full compliance with the P.Q. hull restriction.
- (4) The BRSC reserves the right to decide not to award major trophies in its sailing calendar to non-conforming boats.
- (5) The BRSC will convene Scow Class General Meetings when significant changes to the rules or other scow-related matters are proposed.
- (6) Any suggested changes to these Rules or Specifications must be submitted to the Class Captain in writing. Changes will be approved if a majority of two-thirds of owners (or part-owners) at any properly convened Scow Class General Meeting are in favour of the proposals, providing a minimum of twelve owners are present. Approved changes will then be presented to the BRSC Committee for ratification.

4. CONSTRUCTION

- (1) **Hull:** All Palace Quay built Scows are accepted. All GRP scows in other series production, including John Claridge builds are accepted, provided they are within the Class templates and measurements below.

Any traditional wooden scow is acceptable. New wood construction must be to the lines plans held by the Club (1993 drawings by Carol Greenwood) and may be glued and coated with epoxy resins. Hull laminates must be uniform in all areas. No core materials, sandwich construction, vacuum bagging or oven curing of resins is allowed.

- (2) **Measurements:**

Length maximum overall:	3.44m (11'4")
Beam:	1.40m (4'11")
- (3) **Bilge Runners:** of wood, GRP, metal, or any combination must be fitted, no less than 1.2m in length and may be tapered for 5cms at each end. Between the tapers the minimum depth and width shall be 2cms.
- (4) **Gunwales:** shall not be more than 7cms wide, nor project more than 7cms from the hull. Transom cut-outs are not permitted.
- (5) **Deck:** the height of the deck above the inside of the hull just forward of the mast step shall not be more than 56cms. A coaming no more than 8cms, nor less than 5cms high, shall be fitted to the aft edge of the foredeck.
- (6) **Floor boards** may be fitted. If fitted when weighed, they shall be fitted whilst racing.
- (7) **Centreplate and its case:**
METAL: If the centreplate is of zinc galvanised or electroplated mild steel plate, it should be between 2-3mm thickness. It may be faired or polished but the edges must be cut square, not tapered. The shape shall conform to the Class underwater

template. Its movement shall be so restricted that its lowest point is no more than 65cms vertically below the keel of the boat. It shall be pivoted on a pin and restricted so that the forward edge makes an angle of not more than 45 degrees to the adjacent hull.

FIBREGLASS: If a Fibreglass centreboard is fitted it must conform to John Claridge's template and mould. The draft will vary between 15cm (6ins) fully up and 61cm (24ins) fully down.

5. SPARS

- (1) Mast, boom and gaff spars are to be of wood, alloy, or GRP. Carbon fibre or other materials are not allowed. A wooden boom and gaff may be grooved to accommodate bolt ropes. Alloy booms or GRP gaffs may be fitted with an alloy external track.
- (2) **Boom and Gaff:**
Maximum length 3.20m. The Cross section shall be more than 5cm and less than 6.5cms.
GRP gaffs may taper from 55mm diameter to 30mm. Alloy gaffs may taper from 49cms to 26cms diameter.
- (3) **Mast:**
Maximum length: 3.25m from heel to the top of the halyard sheave. If wood, it may be tapered, but over the lower 2/3rds the minimum cross section shall be 6cms. In the way of the sheave this shall be not less than 5cms. Alloy tube shall be 5cms diameter with a wall thickness of 1.6mm.
- (4) **Whisker Poles** are now accepted.
- (5) All scows **MUST** be equipped with an 8 metre floating (polypropylene) painter.
- (6) A set of accepted measurements for Claridge built boats is shown in Appendix A.

6. RUDDER

Traditional Construction

- (1) Traditional Rudders shall conform to the Class drawing.
- (2) The blade may be made of wood or GRP moulding, from an approved mould.
- (3) The minimum weight of blade, stock, tiller and it's extension, is 2.5kgs.

Fibreglass

- (1) Rudders must be of foam sandwich construction conforming to the Claridge template.
- (2) The combined weight of modern rudders, including blade, stock, tiller and extension shall be 3.5Kgs.

A tiller extension may be of any length or material. It is advisable to secure the rudder to the boat using a retaining cord to prevent loss.

7. WEIGHT

The boat and all its equipment (spars, sails, oars, rudder, running and standing rigging [excluding jib & its equipment] and other loose gear) shall weigh no less than 100Kgs. Compensating weights shall be fixed to the underside of the thwart.

8. RIG

- (1) The rig will be the traditional balanced lugsail rig.
- (2) The forward end of the boom may be attached to the mast by a lanyard.

- (3) A wire forestay and two shrouds must be fitted. The shrouds shall be attached aft of the foredeck coaming by taut lanyards (minimum 2.5mm diameter).
- (4) The distance from the gaff lower lacing eye to the halyard hoisting point shall be between 1.095m and 1.370m +/- 5mm.
- (5) The tack downhaul and the kicking strap shall have a maximum purchase of 4:1.
- (6) All sheets and halyards shall be minimum 6mm diameter. Shrouds and forestay shall be of 3mm wire.
- (7) The following shall not be adjusted whilst racing: Mainsheet horse/bridle; standing rigging; mainsail lashings to boom or gaff.

9. EQUIPMENT

- (1) The following must be carried when racing: Two oars (minimum weight 3.0Kgs); two rowlocks; a bailer (5 litres minimum is recommended) or bucket; a painter (minimum 5m length and 8mm diameter).
- (2) An Anchor (min weight 1.5Kg), with at least 10m of warp (min diameter 6 mm).
- (3) A reinforcing pad for an outboard engine may be fitted to the transom.
- (4) A ratchet block and/or jammer is permitted in the mainsheet fall.
- (5) A self-bailer and transom drain flaps may be fitted.
- (6) The following are NOT permitted: toe straps, flexible centreboard slot seals and any other fitting that contravenes Rules 2.1, 2.2, or 2.3.

10. SAILS

To ensure sails are as identical as possible, the BRSC reserves the right to appoint an approved class Sailmaker. Should this rule be enacted members will be required to commission new sails from this appointed source.

Sails shall be of single ply, 4oz Terylene or Dacron throughout the body of the sail. See Appendix B for recommended materials.

Re-enforcement adjacent to Lacing Eyes is permitted.

Luff and bolt ropes are to be within the measurements.

When racing with a crew of two, a jib may be set.

Measurements:

(1) <u>Main</u> :-	Luff	1.06m	<u>Jib</u> :-	Luff	2.25m
	Foot	2.92m		Foot	0.97m
	Head	2.92m		Leech	2.12m
	Leech	4.33m.		Centre line	2.2m
	Clew to throat	3.20m			

- (2) The mainsail may be battened. Batten pockets must be located and constructed in accordance with the sail template held by Sanders Sails. Batten length 0.395m.
- (3) The main shall be fitted with a minimum of three equally spaced reefing eyelets. These must be between 30 and 60cm above the foot.
- (4) The main shall have a unique WS sail number in contrasting colour on both sides, minimum height 13cms.
- (5) The BRSC has traditionally adopted the WS (West Solent) sail identifier and intends this to be the class standard. Unless dispensation is granted by the Class Captain all boat numbers should include the WS prefix.
- (6) BRSC members who are active participants of another club may use sails displaying the numbering system of that club to avoid the expense of having to purchase two sets of otherwise identical sails.

11. BUOYANCY

- (1) Buoyancy must be fitted; either built in or as securely located inflatable bags. The latter must be certified to exceed 114 kgs (250lbs) of buoyancy. Eligibility to enter into competition with other clubs may require valid, annually renewed, buoyancy certification. The BRSC will undertake buoyancy tests for those of its members interested in such events.
- (2) All boats must be capable of floating awash with one adult aboard.
- (3) Bow buoyancy shall not extend aft of the foredeck coaming. Side and transom tanks shall not be more than 30.5 cms wide, nor be higher than 15.25 cms below the sheerline. Double bottoms are not allowed.
- (4) Personal buoyancy must be worn for BRSC events. Failure to comply will lead to disqualification.

12. INSURANCE

Dinghy insurance is a requirement to sail or launch your Scow from any of the Beaulieu River Sailing Club locations. As a minimum you should take out third party liability cover in case you cause damage to another boat or injure a person. Usually £3 million cover is adequate but some locations require £5 million so you will need to check before you race at other clubs. Some policies, like Noble Marine's dinghy insurance automatically provide £5 million so you don't need to worry about getting stopped from sailing or entering a competition. Also be aware what your level of excess might be and what should happen if you lend someone your boat.

Appendix A: Claridge built boats

Accepted measurements:

Mast

- (1) Outside diameter shall be 50mm +/- 1mm.
- (2) Wall thickness shall be 1.6mm +/- 0.1mm.
- (3) Maximum tube length shall be 3330 mm.
- (4) Maximum height of pole eye from tube bottom shall be 840mm.
- (5) Minimum weight, including standing rigging and fittings but excluding halyards, shall be 2.9Kgs.
- (6) All fittings shall be secured to the alloy tube.
- (7) Maximum extension above alloy tube shall be 45mm.
- (8) Maximum extension of alloy tube base shall be 15mm.

Boom

- (1) Outside diameter shall be 50mm +/- 1mm.
- (2) Wall thickness shall be 1.6mm +/- 0.1mm.
- (3) Minimum tube length shall be 3020mm.
- (4) Take-offs for mainsheet blocks measured from outboard end shall be 785mm +/- 20mm and 1830mm +/- 100mm.
- (5) Kicking strap take-off measured from inboard end shall be 630mm +/- 20mm.
- (6) Minimum weight shall be 2.6Kgs.

Gaff

- (1) Outside diameter shall be 49mm tapering to 26mm for anodised aluminium alloy, or 55mm tapering to 30mm for glass reinforced polyester resin, +/- 1.5mm.
- (2) Minimum tube length shall be 2970mm.
- (3) Minimum weight of complete spar shall be 1.95Kgs.
- (4) Distance from the large diameter end to the bearing point of the lacing eyes securing the rings shall be 1095mm +/- 5mm and 1370mm +/- 5mm.

Whisker Pole

No restrictions on design or measurements, permitted by BRSC Class rules from 2024.

N.B. Further specifications for Claridge built boats can be found within the LRSCA class rules:
<http://lymingtonriverscow.org/documents/ClassRules2012FinalMJU111011.pdf>

Appendix B: Sail Materials

The mainsail and jib construction: Polyant 170gms (4.0 oz) in Touring finish or Contender 4.0 oz. Tan or cream fabric Haywards 6202.