

**“What is needed is a wind slightly opposed to the ship, for then tension can be maintained, and juices can flow and ideas can germinate, for ships, like men, respond to challenge.”**  
(from “Chesapeake” by James Michener)

The Newsletter of the  
Sailing Club of Washington

## February 2015

### Commodore’s Log

Luis Rivas, Commodore

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content and photographs  
for next month’s issue to  
[editor@scow.org](mailto:editor@scow.org)

Hi SCOW,



We are off to a great start for 2015 and it all started with the Afterglow party! It was great seeing old members and meeting new ones at the event. Help me extend a big THANK YOU to our Social Director, Amy Deckelbaum, for organizing the event and to the many volunteers who helped to make it a great evening.

It mustn’t go without mention that much gratitude must also be extended to Dick Vida for organizing and running a well-stocked bar all night long!

As January comes to an end, I hope you have had an opportunity to attend one of our two SCOW seminars. Our Vice Commodore, Dave Becket, conducted two great sessions, and Julian Mallet, Racing Director has done a fabulous job organizing a great line up of guest speakers on many topics well into February. If you missed the January offerings, try to make at least one of the February ones. More information on these events can be found on the SCOW calendar on the [home page](#) of the website. Also, note that this year we extended an invitation to our DISC and PRSA friends to attend. The invite was well received and several of their members have

attended a number of seminars. In kind, DISC has invited SCOW members to attend their lectures. The first will be by Bill Davenport on February 19 and the second will be sometime in March. More information on these events will be sent out shortly.

Looking ahead, the Re-Up Brunch is around the corner! Not to be missed, this will be your opportunity to renew your

membership and sign up for training, if needed. It also serves as a fun social event for catching up with SCOW friends, old and new, prior to the sailing season. As always, volunteers are needed to make this successful. If you would like to help in any way, please [reach out](#) to Amy. Hope to see you there!

Lastly, a significant announcement will be unveiled before summer rolls around. As it turns out, SCOW shares something in common with a professional sport played here in the States and in Europe. More clues will be shared in next month’s issue. If you happen to decipher the riddle, send me an email. The announcement and winner of the riddle will be revealed at the same time via this publication.

Fair winds, Luis



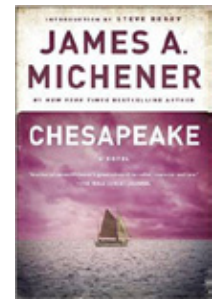
## Next Membership Meeting NEW VENUE!

Monday, February 9th, 2015  
Teaism, 682 North Saint Asaph  
Street, Alexandria, VA 22314, ([map](#))

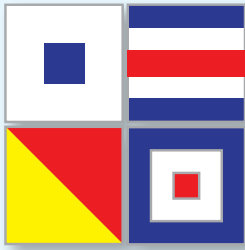
Social hour & dinner: 6:30 - 7:30pm  
Program: 7:30 - 9:00 pm

5 weeks until  
Daylight Savings Time!

## Book Review Chesapeake by James A. Michener



A classic, Chesapeake tells the story of the creation, settlement and historical significance of our lovely Chesapeake Bay. Originally lowlands, this body of water that would become so pivotal in the colonial’s fight for independence, was the product of melted ice delivered by the Susquehanna River. Highly recommended book, made all the more vivid with many many trips to Google Maps for geographic reference : )



## Training Available:

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**If you didn't get onboard with training through the U.S. Coast Guard Auxiliary yet this winter, here an upcoming opportunity right here at SCOW headquarters**

The Coast Guard Auxiliary is offering a **Boating Safety** class at the Washington Sailing Marina. This Wednesday night class begins on April 29th and continues on May 6th, 13th and 20th, in the Charleston Room from 7:00pm to 9:00pm. The cost is \$25.

In addition to federal regulations, class will cover DC, VA and MD regulations. Passage of the final exam on May 20th confers a Boating Safety Certificate. **This certificate will satisfy the requirement for your SCOW skipper certification!**

To enroll, interested members should contact Ginny Ivin at [flotilla22@hotmail.com](mailto:flotilla22@hotmail.com) or by phone: 202-547-8558.

Ginny Ivin is a SCOW member and member of the US Coast Guard Auxiliary.

For a complete list of USCG classes in this area visit [http://www.cgaux.org/boating/class\\_finder/index.php](http://www.cgaux.org/boating/class_finder/index.php)

## SCOW's Winter Seminar Series Continues

The first two of our club's winter seminars have brought out good sized crowds. The subject and speakers for the next six seminars can be found on page 12 of this newsletter, as well as on the [scow.org](http://www.scow.org) calander. It's not too late to register for one or all of the upcoming topics. Visit <https://sites.google.com/a/scow.org/seminar-registration/> and register today. For more information contact Julian Mallett, Racing Director (617) 943-7884 or email [racing@scow.org](mailto:racing@scow.org)

## DISC Will Host Seminars Too!

Bill Davenport is going to present a seminar, titled: Sail Fast - Tune your boat properly. This is tentatively scheduled for February 19th. Check the Daingerfield Island Sailing Club's website, <http://discsailing.org/calendar-2/> for more details.

## Visit the SCOW Forum, Found within the Member's Log In Area at scow.org

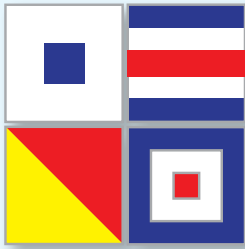
The Forum was created last fall exclusively for SCOW Members. It's the place to get answers to sailing questions, discuss sailing challenges, share sailing ideas, and learn from other sailors' experiences. Since its inception last November, Forum topics have included:

- Physics of Sailing and Sail Trim;
- Best Practices in Rigging a Flying Scot;
- Dealing with Wing-Tip Vortices Created by Airplane Landings;
- Recommendations for Books on Sailing; and
- Ideas for SCOW Activities in 2015.

A new area specifically for racing discussions was created just a few days ago.

If you're starting a new topic on the Forum, let other members know by announcing your topic on SCOW's email list ([scow-all@googlegroups.com](mailto:scow-all@googlegroups.com)). Then, continue the conversation on the Forum. To subscribe to the Forum, enter your SCOW id and password, then click on the Subscribe/Unsubscribe toggle at the top right side of the web page.





## From the Training Director's Igloo

Jonathan Thron, Training Director

Photos by Jonathan Thron

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**Greetings SCOW! They tell me that the spring thaw is just around the corner, which means that we will soon be sniffing the bacon from the Re-Up Brunch!**

**And also doing some sailing!**

**As your 2015 Training Director, I wanted to take a minute to introduce myself and to address four (4) categories of SCOW members:**

### 1.) Newbies

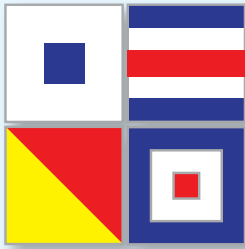
If you're brand new to sailing or are a new SCOW member, welcome! You've stumbled across an absolutely awesome club, and we look forward to sailing with you. The Potomac River isn't often featured in Sailing World magazine, but we make up for that with our great people, fun fellowship and fast boats. We want to get you out of the water as quickly and as much as possible, so make sure you're on the SCOW listserv so you know what's happening. In years past we encouraged members to send "All-SCOW" emails to connect for sailing excursions, but with the advent of the SCOW email forums, we may have a more streamlined procedure. Whichever method we select as the season gets underway, be sure to use it to connect with fellow club members and get out sailing. If you mostly enjoy the social aspects of the sport and you're not particularly interested in skippering your own boat, that's totally fine and you're in the right place. If you want to be a skipper, you're also in the right place. Send me an email at [training@scow.org](mailto:training@scow.org) and we can talk about our certification program.

### 2.) Almost Skippers

If you've taken the basic sailing class or have been out sailing with club members and are confident in your skills but haven't yet gotten skipper-certified, 2015 is your time. More specifically, early 2015 is your time. I'd encourage you to make it happen as soon as you're able in the springtime--before vacations, hot weather and diminishing winds put a damper on your plans. If you've passed the written test, you're eligible for our free tutoring program as you polish your skills before your checkout. Send an email to [tutor@scow.org](mailto:tutor@scow.org) and get out on the water to practice. Also consider our 2015 Sailing Goals Form, explained below. Let me know what you need to finish that ticket, and we'll do everything we can to make it happen!

*Continued...*





## From the Training Director's Igloo

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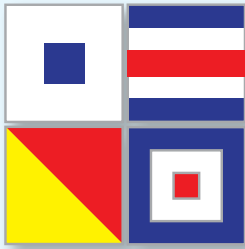
### 3.) New Skippers

If you're skipper-certified on Flying Scots, congratulations! You're now authorized to use SCOW's boats to learn how to sail! Hint: If you're not making minor mistakes and sustaining small bruises to your ego every time you go out, you're doing something wrong. Follow the rules, keep an eye on the weather, take experienced crew with you, and watch the paint job-- but have fun! And always be thinking about how to improve for next time. I tell new Scot skippers that they should be mindful of three (3) priorities, which I'll repeat here: First, make sure you maintain (and improve) your skills. Docking is one area that seems to be a perennial challenge, and one that we'll seek to address with some training during the year. Second, consider taking your sailing career to the next level by learning to sail cruisers, getting involved in racing, or expanding your horizons to the Chesapeake Bay. Take some courses in Annapolis or ask a sailor that you respect to teach you a new skill. Wise mariners are constantly improving, and you should seek to be one. Third, make an effort to engage prospective skippers who are preparing for their checkout, non-sailing family members, or others who may not have experienced the joy of sailing. The summer Special Olympics program that SCOW assists with every year is an awesome way to contribute. Skippering at Social Sail is another way. It's a great privilege to take someone sailing for the first time and to hear stuff like "This is awesome!" or "Wow!" or "I'll definitely be back!"

### 4.) Seasoned Mariners

Those of you who are cruiser skippers and/or highly experienced Scot skippers should be thinking about joining SCOW's tutor or training programs. We need your technical expertise to train the next cadre of sailors. Talk with me about how to get involved, and know that it doesn't have to be a huge commitment right off the bat. We're happy to get you incorporated slowly and in a way that's comfortable for you. We also know that teaching is not for everyone, so there's absolutely no pressure if you decide it's not for you. But consider giving it a try. To those of you who are already in our training program-- some of you have several years of service-- thank you for your commitment to paying it forward and sharing your love for our sport.

*Continued...*



## From the Training Director's Igloo

*Continued some more...*

### February 2015

### Additional Notes in Conclusion:

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1.) Signups for classes will start at the Re-Up Brunch on Sunday, March 1 and will still be first come/first served, but we hope to be able to skipper-certify everyone who wants to get certified this year and who demonstrates the required skills. More information on classes will be forthcoming before Re-Up so you know what's available when and how much it costs. If we need to add a class to avoid waitlisting folks, we'll consider doing that. If we can't get you in a class, we'll get you involved with our tutoring program or will otherwise get you the practice you need to succeed. Part of this will be your responsibility, and one thing that will help you is a 2015 Sailing Goals Form (see below).

2.) New in 2015 will be a "Sailing Goals Form" (SGF), which will be available online and also at the Re-Up Brunch. The SGF will be an opportunity for you to document what you want to accomplish in 2015. There are many possibilities, and what you put down is up to you. Examples could include:

- Get skipper certified on [type of boat]
- Develop racing skills by crewing in Scot races
- Crew on cruisers in Tuesday DISC races
- Learn how to fly a spinnaker
- Develop local knowledge and study Potomac River navigation
- Get better at docking
- Skipper a cruiser to National Harbor

If you take a few minutes to complete a 2015 SGF, you will automatically become one of my top priorities as the Training Director, and I'll do everything I can to help you meet your objective(s). If you don't have a form on file, you're still a priority-- but I'll probably ask you to fill out a form. The SGF is not a "contract" per se and does not imply any obligation on your part, but it will help me to help you get to the next level.

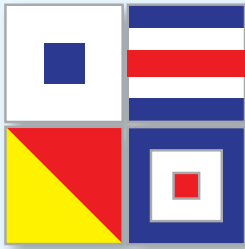
3.) Also new in 2015 will be an award (or several) to honor outstanding achievements in training. If you set goals early in the year, put in the time to accomplish them, and can document your journey at the end of the season, we want to recognize your efforts at our 2015 Hail & Farewell Gala. You don't have to be the World's Greatest Sailor, but if you're much-improved, we want to congratulate you.

SCOW is a fantastic organization, and one of its strengths is its outstanding training program. I'm looking forward to an awesome 2015 season, and I'm excited to see you take your sailing to the next level. Let me know what I can do to help!

See you on the water,

Jonathan Thron  
 Training Director  
 Sailing Club of Washington  
[training@scow.org](mailto:training@scow.org)





## Flying Scot Sail Storage Procedures

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Last year, SCOW purchased new sails for our Flying Scot fleet. These high quality Dacron sails are expected to last through several years of use and enjoyment with our careful handling and storing. Skippers and crew, please review the following instructions and diagram, and make it your intention to help keep our sails in the best condition possible, for as long as possible. New procedures take practice to become second nature, but like all fleet equipment and our fleet itself, good care = longevity + good times for all!

### Storage Procedure

Sails should be rolled, not folded or creased in any way. When removing the sails, roll them from the head following down the leech so that the battens are kept parallel. After rolling, be sure to stow the sail bags high under the benches to keep them as dry as possible.

**Mainsail** – Lower the sail into the boat, keeping it attached at the clew and tack. Disconnect the halyard and roll from the top all the way to the foot, with the sail still on the boom. Roll the sail down the leech keeping the battens parallel. Temporarily hold the sail to the boom with a sail tie. Undo the clew and outhaul, then slide the rolled mainsail straight in to the sail bag.

**Jibsail** – Leave the tack and sheets connected. Disconnect the halyard and start rolling from the head, parallel to the leech, keeping the battens parallel and releasing the clips as you go. This will keep the jib under control so it doesn't blow or fall of in to the water. When it is fully rolled tie it with a sail tie, disconnect the tack, free the jib sheets then slide the jib directly into the sail bag.

**DO NOT FOLD, BEND OR CRUNCH YOUR NEW SAILS**  
Be sure to store the sail bags high under the benches to keep them as dry as possible.

1. Roll the sail in this direction

*Not just for skippers, good crew rolls too!*

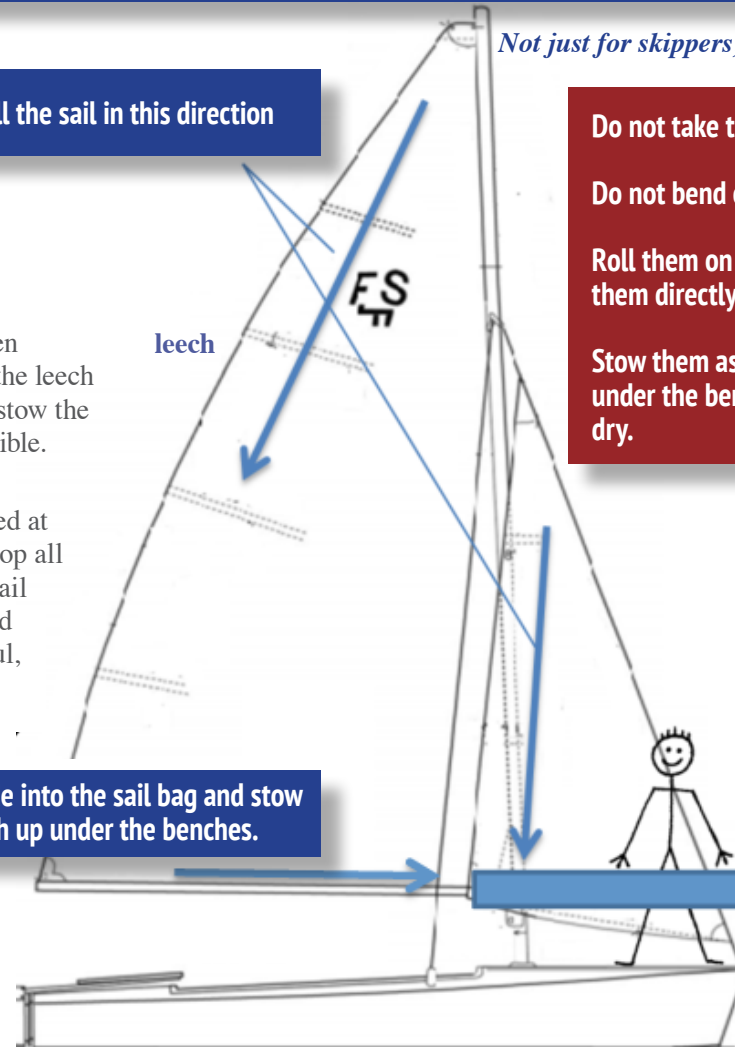
Do not take the sails off the boat.

Do not bend or crumple the sails.

Roll them on the boat and slide them directly into the sail bag.

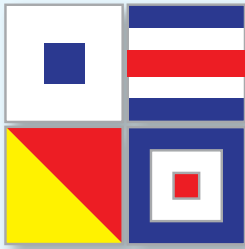
Stow them as high as possible up under the benches to keep them dry.

2. Slide into the sail bag and stow high up under the benches.



Instructions and illustration by Julian Mallett.





## Skipper Notes

Rob Reuter, Skipper Director



Ahoy Fellow Skippers and rising ones as well. I'd like to take a minute to introduce myself and to highlight the upcoming Rub-off-the-Rust event, as well as a staid old SCOW tradition, the Crew Overboard – Quick Stop maneuver.

My name is Rob Reuter and I am this year's Skipper Certification Director. It is my responsibility to ensure that all Skippers are qualified to use SCOW boats in a safe and skillful manner. For those who are rising skippers, that means you must complete the required steps as described clearly on the SCOW website. For those who re-enlist from last year, your requirements are to keep your skills razor sharp by attending maintenance days, and Rub-off-the-Rust. (This is not intended to be an article on the basics of how to become and remain a SCOW skipper.)

**This year's Rub Off The Rust is scheduled for March 21st (rain-date 3/22) and will feature:**

**Rigging and Launching Reviews!**

**New Sail Handling Procedures!**

**COB Drilling!**

For those who might not know, SCOW's Rub-off-the-Rust event is just what it says; a chance to rub off the rust of those long winter night's where SCOW procedures and other sailing skills may not have been foremost on your mind. This year's Rub-off is scheduled for March 21st, with the 22nd reserved for rain.

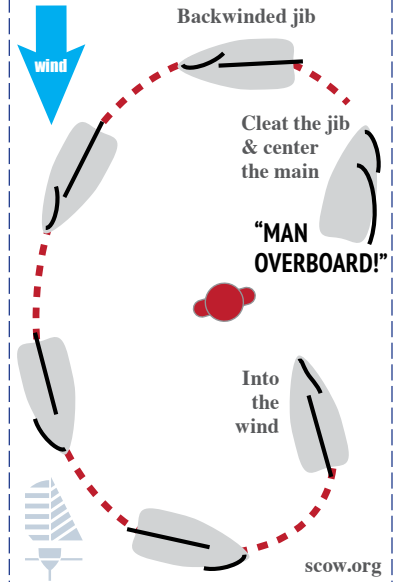
In addition to a review of rigging and launching procedures, including the new Flying Scot sail handling procedures described on page 6, I'd like to have a review and demonstration of the SCOW preferred maneuver in the case of a crew member falling overboard, the COB drill. SCOW prefers the Quick Stop maneuver (see Figure at right) as opposed to others for two reasons. First, the Quick Stop maneuver keeps you closest to the COB as shown. The boat is essentially circling the COB. This is advantageous, since it is very easy to lose sight of a head bobbing in the water once even a small distance from the COB. And second, there are very few sail changes that need to be executed, thereby making the maneuver simple and hopefully, automatic.

So, study up on this diagram as well as the detailed write-up on the next page. I will be asking for a volunteer demonstration crew, so if you have this maneuver nailed, [throw me a line.](#)

Rob

**Print, trim, fold and laminate this wallet sized reference card!**

## Crew Overboard - Quick Stop



This is an excellent method for recovering a COB. Nothing has to be done to the jib sheets and only the mainsail needs to be centered. The advantage to this maneuver is that you are always circling the COB and therefore reduce the chances of losing sight of the COB. In heavy winds and seas this method of recovering a COB presents a few more problems in that the boat will catch a lot of wind at the top of the tack and the bottom of the gybe creating a lot of heeling.

## Crew Overboard - Quick Stop

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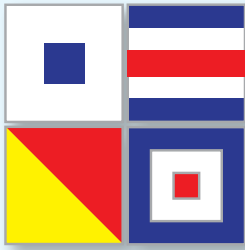
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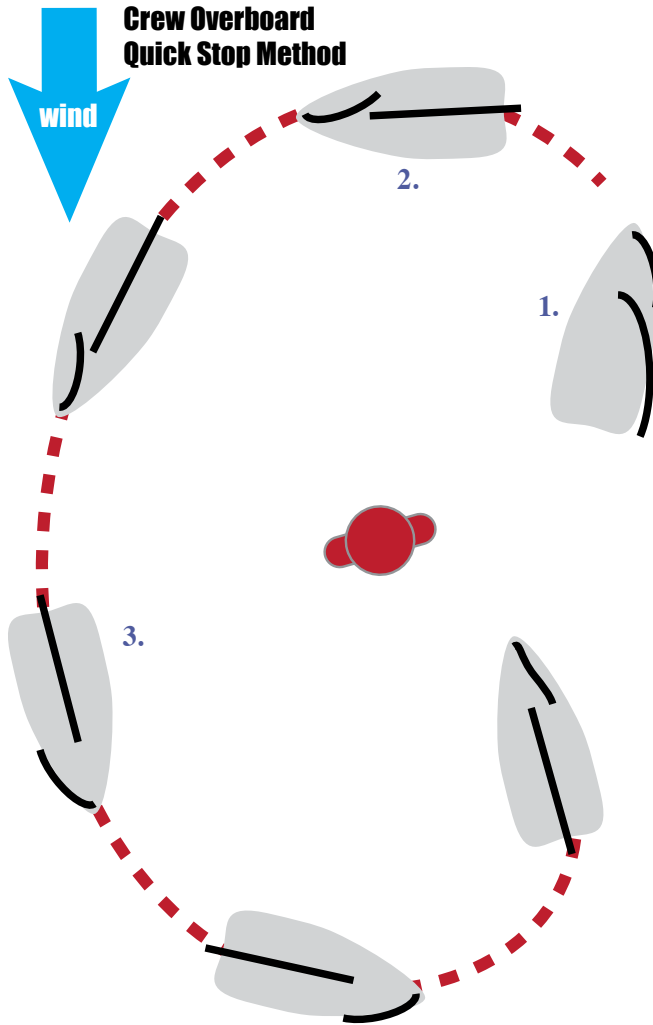
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**Crew Overboard Quick Stop Method**

If you are short of crew, this is an excellent method for recovering a COB. Nothing has to be done to the jib sheets and only the mainsail needs to be centered.

In heavy winds and seas this method of recovering a COB presents a few more problems in that the boat will catch a lot of wind at the top of the tack and the bottom of the gybe creating a lot of heeling.

1. Once the helmsman hears the shout, "Man Overboard", he will immediately call for a tack.

2. Unlike a standard tack, the jib sheets will not be touched which means that as the boat comes about, the jib will back on itself.

The mainsail, as the tack is initiated, should be pulled into the centerline position of the boat. This will slow boat speed and the backed jib will help swing the bow down through the turn.

The sheets are not touched and with the rudder turned in the same direction the boat will continue to sail in circles around the COB until such time as you can pull up to the COB from a leeward position and stall the boat beside the COB.

3. Since you will be approaching the COB from a leeward position, once below the COB you will need to gybe to head back up to the COB. Again, the sails are not touched. The mainsail is already secured over the centerline so there will be no swing of the boom.

**The advantage of this maneuver is that you are always circling the COB and therefore reduce the chances of losing sight of the COB.**

**Ring around the floatie,  
Gotta get em back in the boatie.  
Tackin', Two Backin', turning  
Up into the wind!**

This adulterated poem, sung to the tune of Ring Around The Rosie, is desgined to help you remember the basic steps to the Quick-Stop COB maneuver.

**(Ring around the Floatie)** The over-arching principle of the Quick Stop is that it keeps you close to the COB and brings you to a quick stop by encircling the COB.

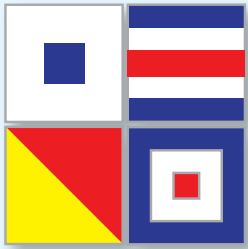
**(Gotta get em back in the boatie)** It's dangerous, even in warm water, being overboard. Water can be deceptfully cold. Other dangers include mud, vegetation, waves, current, heavy clothes and shoes.

**(Tackin', Two Backin, Turning up into the wind)** First step is to tack, keeping the jib backed, and then heading down with the wind at your back. Two Backing, the jib and the main, then finally turning up into the wind to pickup the COB.

This is just an easy tune to give you the basics, or a picture in your head. Study the steps and the diagram to understand some of the finer points. But, remember, the whole point is to get back to the COB in a timely and safe manner.



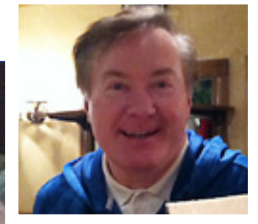




## Afterglow Report

The Afterglow, SCOW's answer to the cold dark days of winter, was held on January 10th. Almost 70 members gathered to reconnect and have fun. Two-thirds of the attendees brought a dish to share, and football, games, billiards and music were all available to enjoy. The roaring fire in the fireplace added a very nice touch to the overall ambiance at The Colonies.

This evening was made possible by the volunteer efforts of some very dedicated members. A special shout-out goes to Mike Rothenburg, who came early and stayed late, and found countless ways to be of service. On behalf of the entire membership, an extra thank you is also extended to Dick Vida for his extensive search and rescue mission, resulting in the successful recovery of the official SCOW blender... now we're ready for Re-Up! [Contact Amy](#), our new Social Director and let her know how you can help make Re-Up a blast too!



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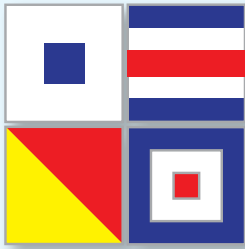
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## Bringing Kalypso Home

Henry Cheng

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By the end of 2010, I had realized I'd outgrown Prophecy, a Cherubini Hunter 27. She had been a great boat and did well in the DISC fleet, and even took a second in her class at Leukemia Cup. But it was time to move on. Before coming across Kalypso, I had made a full offer on an S2 27, the cruising version of S2 7.9, but the offer was turned down by the seller. Maybe he had a better offer, or maybe he saw what the potential of that boat could be when we took her out on a sea trial. Either way, I sincerely wished that seller luck in bringing out the potential of that S2. I was not discouraged since I knew in my heart there was something better around the corner which would bring me years of joy and excitement, roaming around the Potomac. Late in 2010, I came across a Beneteau First 26 on a listing site, sitting on the hard at Herrington Harbour North. Knowing that the Beneteau First line had the reputation of being competitive, I had to check it out. The First 26 is a vintage version, and required some TLC to bring her back to life. I did remember seeing her at one of the KISS races the year prior, and after looking at her, I decided to make an offer after the survey. By November of 2010, Kalypso was officially part of the team.

In the next ten months, with the help of my crew, Charles Gilbert and Doug Peterson, we re-did the bottom of Kalypso. Karin and Bryan Porter helped on making repairs and the boat delivery. Doug and I took out the old traveler track and resized for a new one. New

Photo by Alice Starcke, 2012

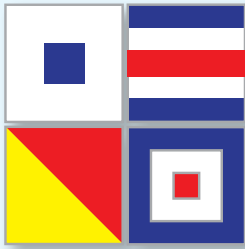


used sails were cut and purchased from Bacon. The furling was taken down from the forestay, and a new shaft and cutlass bearing were put in. The goal was to make it back to WSM during Labor Day weekend and participate in 2011 Leukemia Cup.

Three weeks before the voyage the exhaust connection to the through hull broke as it was all rusted out. I contacted Cooks Marine on site, and the word was not sure if the job could be completed in a week to be ready to launch. Two weeks before hand, hurricane Irene hit the area and the marina contacted me that the boat may not be able to splash down as they were overwhelmed by hurricane preparation and the holiday ahead. Only a few days before Labor Day that I learned the boat was safely floating

in the water. Karin and Bryan graciously took on the provisioning task and prepared for the voyage home. Charles helped out on the shake down sail Friday evening after I finished installing the traveler, and the 10 hp Volvo diesel performed well during the brief sea trial.

We loaded up on Saturday morning and pulled out from Herrington Harbour North at 1:00 pm and headed to Solomons Yacht Center, where my friends Andy and Lisa of ASA school Sail Solomon helped us to find a slip. They were so gracious and offered me the use their own slip in case SYC was full because of the air show that weekend. The wind was 10-15 from the south, gusting to 20+ with a strong adverse current, and it was as choppy



## Bringing Kalypso Home

*continued*

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as it can get. We arrived at SYC at 9:30 pm but all the dinner establishments were already closed by the time we put the boat away, so we ended up at a hot dog/hoagies place for dinner.

Sunday morning we put the main sail and jib sail on, fixed the self-tailing winch's jaw, cleaned the anchor locker and re-fueled the fuel tank and the auxiliary tank with diesel. We pulled out from SYC at 1:30 pm as the air show at the Naval Station was in high gear. Wind from S, 5-10, and soon increased to 15+ after Point No Point. Swells of 1-2 feet increased to 4-5 foot after Point No Point, with an adverse current. We lost the baby stay's turnbuckle between the leg of Point No Point and Point Lookout. We had the real "shake down" cruise for that leg.

We reached Point Lookout 6:30 pm to Potomac. As we turned, the wind was behind and the tide was incoming. We rode the wind and the tide and made good progress. I noticed the weather forecast was not so good on Monday with high chance of T-storm. I got a consensus from my crew to continue to push on instead of anchoring. We were going to fire up the grill but it could not be mounted successfully. Luckily, we had some cold but tasty pasta and some chicken nuggets for our dinner. We continued to motor up river, and the engine finally ran out of fuel after 15 hours battling the elements. We refueled it with the auxiliary tank's 6 gallons of diesel early Monday morning around three o'clock.



Photo by Alice Starcke, 2011

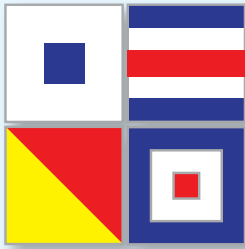
We lowered the engine RPMs to cruising speed to conserve fuel because we had been pushing hard before entering the Potomac and continued to push hard to make up time. I fixed up a big pot of coffee as we passed Quantico and I also made a mental note that we just missed a rainstorm south of us on the river. We crossed the Woodrow Wilson Bridge right before noon and arrived at home port around 12:30 pm Monday and dodged another incoming T-storm.

The following week, Kalypso participated in her first Leukemia Cup Regatta, pictured

directly above, she's on the right, and took second in her class. The crew roster was Bryan and Karin Porter, Jonathan Thron on foredeck and myself. It was the first time we sailed her with the jib and main, and without using the diesel engine.

It's been four full seasons since Kalypso has been in DC water, from sitting on the hard. Incremental improvements are being made continuously and she has proven to be a fun and spirited little boat. My crew and I are looking forward to enjoying her in the years to come.





## Upcoming Events

The [SCOW website](http://www.scow.org) posts all events year round.

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### Membership Meeting

**\* NEW VENUE! \***

**Monday, February 9, 2015**  
**6:30 pm – 9:00 pm**  
 Teasm, 682 North Saint Asaph Street,  
 Alexandria, VA 22314, ([map](#))  
 Social Hour and dinner is from 6:30 - 7:30pm  
 Program is held from 7:30 - 9:00 pm

### Re Up Brunch

**Sunday, March 1, 2015**  
**11:00 am - 3:00 pm**  
 The Colonies of McLean ([map](#))  
 7681 Provincial Dr., McLean, VA 22102  
 Renew, sign up, join, eat, drink, be merry!  
 Watch for a message from More details to  
 come.

### Membership Meeting

**Monday, March 16, 2015**  
**6:30 pm – 9:00 pm**  
 Teasm, 682 North Saint Asaph Street,  
 Alexandria, VA 22314, ([map](#))  
 Social Hour and dinner is from 6:30 - 7:30pm  
 Program is held from 7:30 - 9:00 pm

### Rub Off The Rust

**Saturday, March 21, 2015 and**  
**Sunday, March 22, 2015**  
**10:00 am - 11:00 am,**  
**WSM**  
 Skippers, here's your opportunity to review  
 skills. See page 7 for more details.

### Winter Seminars:

Wednesday evenings through March 11th  
**6:30 pm - 8:30 pm**  
 Indigo Landing Restaurant,  
 Charleston Room, WSM  
[sign up here!](#)

### Sail Tuning and Performance

by Brian Hayes  
 Wednesday, February 4, 2015  
**6:30 pm - 8:30 pm**  
 Indigo Landing Restaurant, Charleston  
 Room, WSM

### Strategy (Fleet Racing)

by Mike Callahan, Head Coach,  
 Georgetown University  
 Wednesday, February 11, 2015

### Tactics (Fleet Racing)

by Kristen Berry, Director, JWorld,  
 Annapolis  
 Wednesday, February 18, 2015

### FSSA Racing, Regattas and Championships

by Dave Neff, District Governor, FSSA  
 Wednesday, February 25, 2015

### Race Committee Orientation

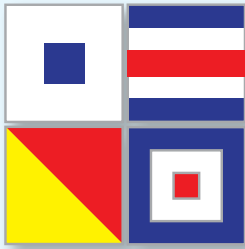
by Nabeel Alsalam, Terry Mallett & Peter  
 Stenzel  
 Wednesday, March 4, 2015  
**6:30--7:30** Nabeel Alsalam (PRO—PRSA)  
**7:40--8:00** Terry Mallett (SCOW)  
**8:05--8:25** Peter Stenzel (SCOW)  
 How to Pronounce Gunwale and Other  
 Things You Need to Know to Run the  
 SCOW Race Skiff.

### Skiff Orientation

by Julian Mallett  
 Wednesday, March 11, 2015

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Pictured here is founding member **Woodie Woodside**, for whom our annual award is named, along with Thom Unger. Together with other members, they represented SCOW at the Alexandria Red Cross Waterfront Festival in 2008. To see more, visit <https://picasaweb.google.com/Sailing.Club.of.Washington/AlexandriaFestivalYear2008>.

Thank you Thom for identifying Woodie in the pic, and George Clark for your continuing efforts to archive our club's past and present on *Picasa!*

**Do you have pictures or stories from the past?**  
**Please help us develop The SCOW Story.** [editor@scow.org](mailto:editor@scow.org)

### 2015 Officers

Commodore ..... Luis Rivas.....[commodore@scow.org](mailto:commodore@scow.org)  
 Vice Commodore ..... David Beckett .....[vice@scow.org](mailto:vice@scow.org)  
 Secretary ..... Barbara Thacker .....[secretary@scow.org](mailto:secretary@scow.org)  
 Treasurer ..... Mike Hooban.....[treasurer@scow.org](mailto:treasurer@scow.org)

### 2015 Board Members

Training Director ..... Jonathan Thron.....[training@scow.org](mailto:training@scow.org)  
 Skipper Director ..... Rob Reuter.....[skipper@scow.org](mailto:skipper@scow.org)  
 Social Director ..... Amy Deckelbaum...[social@scow.org](mailto:social@scow.org)  
 Maintenance Director ..... Jim Talley .....[maintdir@scow.org](mailto:maintdir@scow.org)  
 River/Bay Director ..... Kristine Sadusky ....[river@scow.org](mailto:river@scow.org)  
 Racing Director ..... Julian Mallett.....[racing@scow.org](mailto:racing@scow.org)  
 Membership Director ..... Elisabeth Graham...[membership@scow.org](mailto:membership@scow.org)

### 2015 Board Appointees

Chair, Training & Skipper Certification Committee . John Rodgers .....[TSCC@scow.org](mailto:TSCC@scow.org)  
 Chair, Boat Assets Committee . Alex White .....[BAC@scow.org](mailto:BAC@scow.org)  
 Chair, Investments Committee . VACANT.....[investment@scow.org](mailto:investment@scow.org)  
 Chair, Audit Committee ..... VACANT.....[audit@scow.org](mailto:audit@scow.org)  
 Channels Editor ..... Barbara Thacker .....[editor@scow.org](mailto:editor@scow.org)  
 Membership Coordinator..... Henry Cheng .....[members@scow.org](mailto:members@scow.org)  
 Email Administrator..... Jeff Teitel .....[postmaster@scow.org](mailto:postmaster@scow.org)  
 Picasa Pictures..... George Clark .....[pictures@scow.org](mailto:pictures@scow.org)  
 Web Editor..... Luis Rivas.....[webmaster@scow.org](mailto:webmaster@scow.org)

Hang in there, only five more weeks until daylight savings time.

