

Chanels

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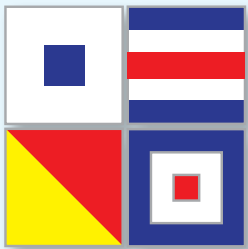
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“No winter lasts forever;
no spring skips its turn.”
- Hal Borland

Photo by Richard Lawrence



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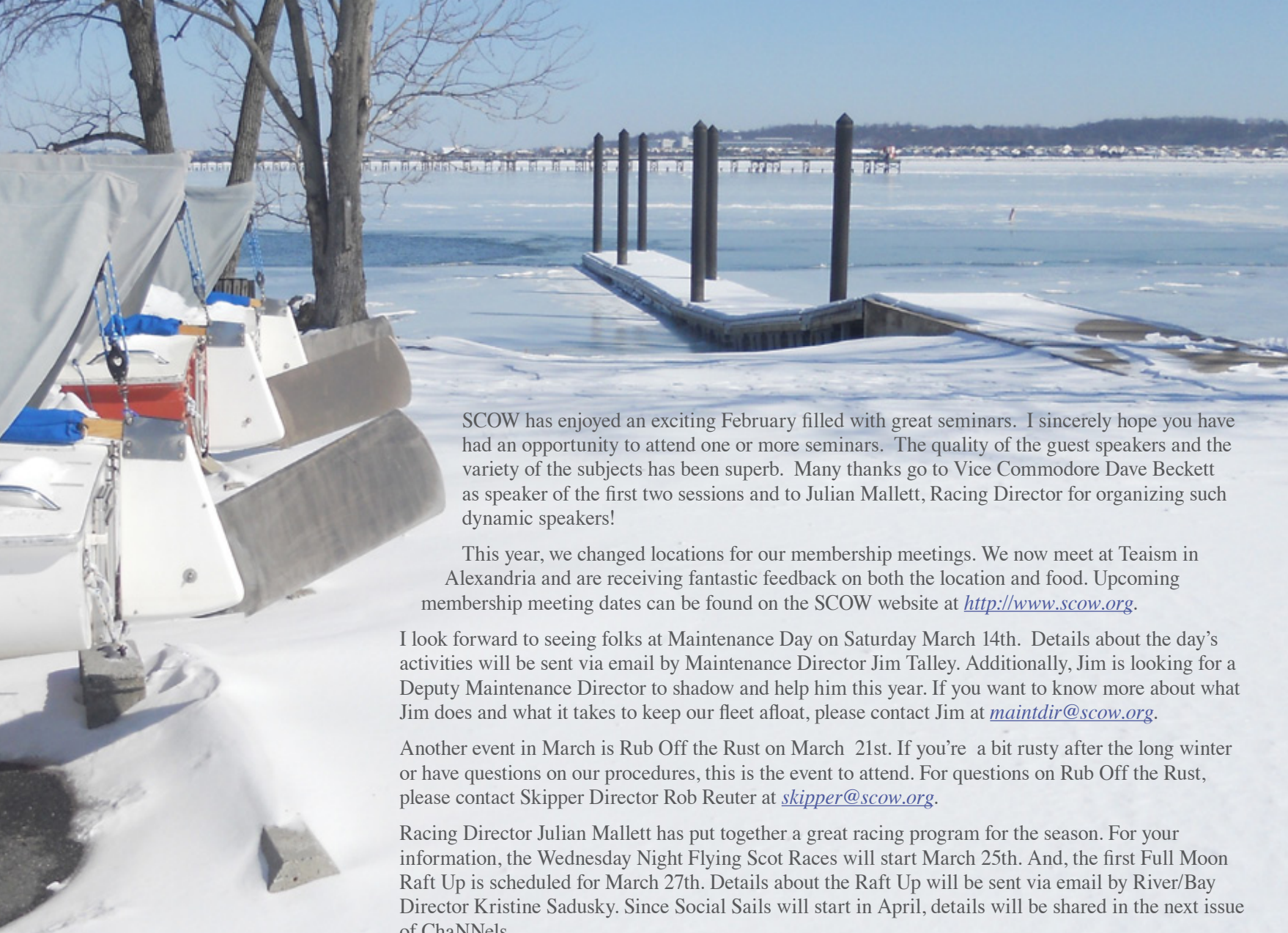
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Commodore's Log

Luis Rivas, Commodore
commodore@scow.org

Photo by Richard Lawrence

SCOW has enjoyed an exciting February filled with great seminars. I sincerely hope you have had an opportunity to attend one or more seminars. The quality of the guest speakers and the variety of the subjects has been superb. Many thanks go to Vice Commodore Dave Beckett as speaker of the first two sessions and to Julian Mallett, Racing Director for organizing such dynamic speakers!

This year, we changed locations for our membership meetings. We now meet at Teasm in Alexandria and are receiving fantastic feedback on both the location and food. Upcoming membership meeting dates can be found on the SCOW website at <http://www.scow.org>.

I look forward to seeing folks at Maintenance Day on Saturday March 14th. Details about the day's activities will be sent via email by Maintenance Director Jim Talley. Additionally, Jim is looking for a Deputy Maintenance Director to shadow and help him this year. If you want to know more about what Jim does and what it takes to keep our fleet afloat, please contact Jim at maintdir@scow.org.

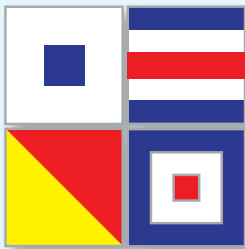
Another event in March is Rub Off the Rust on March 21st. If you're a bit rusty after the long winter or have questions on our procedures, this is the event to attend. For questions on Rub Off the Rust, please contact Skipper Director Rob Reuter at skipper@scow.org.

Racing Director Julian Mallett has put together a great racing program for the season. For your information, the Wednesday Night Flying Scot Races will start March 25th. And, the first Full Moon Raft Up is scheduled for March 27th. Details about the Raft Up will be sent via email by River/Bay Director Kristine Sadusky. Since Social Sails will start in April, details will be shared in the next issue of ChaNNels.

Last but not least, I hope some of you have been able to watch the Volvo Ocean Race. The weekly TV shows are filled with exciting footage of this great race. As you may know, this time around is not about the Boat (Volvo Ocean LXV) but the teams. Since all the boats are built to the same specifications, the race will be won or lost by the athletes.

This month's clue is toward the end of this article. If you don't know what I am talking about, please refer to my February 2015 ChaNNels article.

Fair winds, Luis



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Spring Maintenance Day Saturday, March 14th

9:30 am Coffee, donuts & juice;
10:00 am - 2:00 pm: Maintenance tasks
12:00 pm: Lunch
Watch your email for a list of tasks in a week or so!

Our Fleet Bosuns:

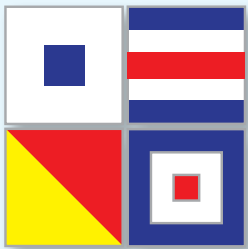
- Caroline – Julian Mallett
- Elisse – Jim Klein
- Ms. Ellie – Vincent Penoso
- Selkie – Sean Hollowood
- Sunset Song – Marty Branham
- Susie Q – Dick Vida
- Hiatus – Luis Rivas
- Rebecca – Steve Youngblood
- Skirmish – Laura Scandurra

It may be hard to believe, but our 2015 sailing season is about to begin. As usual, we'll be having three Maintenance Days this year. All club members are expected to attend these events. You do not need to have any particular skills. They are on Saturdays, from 10:00 – 2:00. Please put the following dates on your calendar now: March 14th, July 25th and October 17th.

I'm looking for a Deputy Maintenance Director to assist me this year, so you can learn maintenance policies and procedures. You'd be expected to assume the role of Maintenance Director next year. No particular skills are required. Just an interest in learning and helping the club. Let me know if interested.

I'm looking forward to a wonderful 2015 sailing season. Thanks. Jim Talley, maint@scow.org

Photo by Richard Lawrence



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Rub Off The Rust Saturday, March 21st, 10:00 am - 2:00 pm

Hello Skippers,

Rub Off The Rust (ROTR) is scheduled for Saturday, March 21st. Rain date is Sunday, March 22nd.

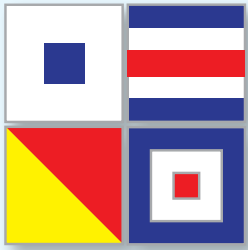
This is an unusually important ROTR since SCOW has initiated new Flying Scot sail handling and reefing procedures. Several Skippers will be on hand to demonstrate these new procedures. Keep a watch on your email from SCOW. We are contemplating a sign up, reserved time process so that skippers can get a good look at the new procedures, plus, weather permitting, a spin around the lagoon, with a Quick Stop and Docking Demonstration.

On the last matter, I am looking for a few volunteers to demonstrate the Quick Stop and head-to-wind docking procedures. Email me at skipper@scow.org if you are interested in taking a few established skippers out for a spin and demonstration at Rub-off-the-Rust day on March 21st.

Rob Reuter, Skipper Director
skipper@scow.org

Photo by Richard Lawrence





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Being Gentle With The Boats

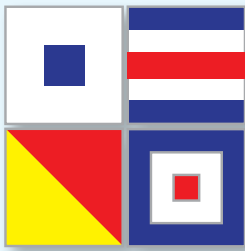
Dave Beckett, Vice Commodore

Hello SCOW. Sailing season is basically here. We have Maintenance Day, Rub Off the Rust, Training and Social Sail, as well as, Wednesday evening races upon us or right around the corner, all signaling the arrival of a new sailing season. If you haven't done so already, now is the time to take an inventory of your personal "sail lockers", both mentally and physically. If you have worn out gloves or shoes that don't protect you like they should, now is a good time to replace them. Your mind and knife should both be sharp. It's a good time to attend to your gear and sailing knowledge. The winter seminars hopefully stimulated some thought. The membership meetings will continue to present sailing and nautical knowledge that should be useful for a wide range of sailors. Sailors never stop learning about sailing. Every sailor should take the initiative to continue their own education. There are many good books and articles on just about every aspect of sailing.

I'd like to say a few words on sails and centerboards.

(continued)

Photo by Richard Lawrence



Sails

Last year we invested in high quality general purpose North Sails for the Flying Scots. They were inspected by the sailmaker over the winter and some minor repairs were made and a clew slug was added. You'll notice the sails are still in great shape and they should last for years. You'll hear a lot more about this in detail from the Training and Skipper Directors as the year progresses but I want to start getting the word out now. Our training and Flying Scot Skipper Information File will be updated to reflect a slightly different approach to raising the jib, but also the mainsail. Our jibs are what they call "snug rig" jibs. It's the way all sailmakers are making Flying Scot jib sails now. We'll make some modifications to the forestay that will be transparent to most of our sailors to accommodate this modern cut. The important thing for skippers and crew to know is that from now on the forestay tension will be preset by our maintenance crews and remain independent of the tension you put on the jib halyard. What does this mean to you and your crew? Simple answer. From now on, ignore the "toggle bar" when setting the jib. Simply raise the jib gently. You don't need to put a lot of tension on the jib halyard. In fact the proper set of the jib in light to moderate wind should leave small horizontal wrinkles in the cloth emanating from the luff. As the wind increases, you may want to tighten the halyard a little. This same "gentle" approach should be taken when raising the mainsail. There is no need to crank down on the halyard until the winch handle snaps. Adopting this gentler attitude toward raising the sails will save a lot of wear on the sails, the halyards and winch boxes, as well as the halyard sheaves (block/pulley) at the top of the mast.

Centerboards

The club just invested \$1600 on centerboard maintenance. We sent six centerboards to the Flying Scot Inc. factory to be repaired after many years of use. Three of the boards were repaired and the other three were so badly damaged that they were beyond repair. Those three boards were replaced with three used reconditioned centerboards at a cost of about a quarter of what it would cost to purchase brand new centerboards. For our purposes, we are starting out the year with what look like brand new boards on all of the Flying Scots. We can make these boards last indefinitely by taking care of them through a program of regular inspections and repair when needed. But the first and biggest factor in taking care of the centerboards is for skippers and crews to minimize damage done to the boards while sailing. Grounding on sand, rock or other hard surfaces will chip or grind away the boards, which leads to deterioration. There are two things that we all need to strive to do in this regard. 1) **Avoid grounding as much as possible by avoiding restricted areas where the bottom is hard, gravel, sand, or rock. These areas should be known, per SCOW policy, to all SCOW certified skippers.** 2) **At the very first indication of grounding, immediately raise the centerboard as far as necessary to keep it clear of the bottom.** These are two simple things but they require vigilance on the part of every skipper and crew member on every boat. Every Flying Scot skipper sailing out of Washington Sailing Marina will touch the bottom at some point, some more than others. The silted in channel can be tricky especially with the tidal variation. There are even spots out in the middle of the river that can sneak up on you. The key to avoid getting stuck and/or damaging the centerboards is to pay attention and react immediately at the slightest indication that your board is dragging along the bottom. When unsure, it's better to raise the board than let it grind along the bottom to remove all doubt. This immediate action of raising the board will be made a lot easier for anybody, anywhere in the boat when SCOW installs a swivel cam cleat for the centerboard pennants on each Flying Scot in the coming months.

There isn't much time between the time you start to go aground and when you're really stuck or causing damage to the centerboard, which means there isn't time to think. Reaction must be immediate and instinctive. My advice is to remember this simple phrase and when you hit bottom do it automatically. **Centerboard up and tack or jibe out of trouble.**

See you on the water, Dave

Membership Directory

Did you know that you can search for fellow members in SCOW's **online Membership Directory**? It's at the top of the drop-down menu when you click on the Members Section link. To use the basic Search function, just enter a member's first or last name. The **Advanced Search** function will let you look for crew, other skippers, or members whose interests match your own. And if you're new to SCOW and trying to find skippers to sail with, searching the Membership Directory can give you a list of skippers you can contact directly. If you're a skipper looking for race crew, it can give you a list of members who've listed Racing among their priorities.

The more information you put in your Profile, the more easily other Members can find you when they're looking to fill a crew spot for a Sunday race series or someone to join them for a picnic cruise on the Potomac. You might want to highlight your snack-providing skills along with your sailing experience.

Later this spring, we'll be producing a limited number of copies of a printed Membership Directory. Please review your Profile before April 1 to ensure that the information is current and correct.

And definitely let us know, **before April 1**, if you don't want to be included in the printed Directory. **Send your request to be EXCLUDED from the printed Directory to membership@scow.org.**

Elisabeth Graham, Membership Director membership@scow.org



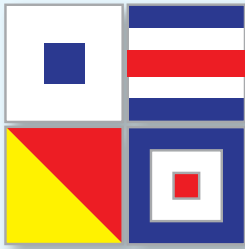
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The word Catamaran...

originated near modern day Chennai, India.
Chennai was known as Madras when India was
ruled by the British. Chennai is located on the
Bay of Bengal side in southeast India.

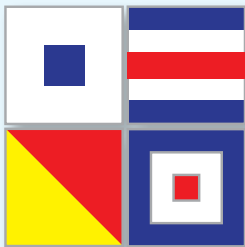
So Catamaran is actually made up of two words
of Indian origin: Kattu + Maram.

Kattu means tie - like tie a knot;
Maram means wood.

Catamaran means "tie the wood."

Contributed by new member Shyam Pappu





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The Best Safety Training a Boater Can Buy - Don't miss this opportunity!

The Annapolis Safety at Sea Seminar is held at the United States Naval Academy in Alumni Hall.

The Annapolis SAS offers the following options and certification:

- ISAF Racing certificate, valid for 5 years, is available to a limited number of attendees (the first 80 to enroll). The cost is \$325; the course is 2 full days.
- A US Sailing Certificate, valid for 5 years, can be obtained by attending Saturday only. The course is a full day and the cost is \$175.
- A Cruising Track is available as a 2 day seminar. Saturday's course is the same as above, Sunday includes a more in-depth look at safely cruising with the option of 'Interactive' – small group discussion sessions or 'Practical' – in pool life raft and safety equipment training. The cost is \$225 for this two-day option.

On Saturday all training includes:

- Damage Control,
- Care and Maintenance of Safety Equipment,
- Weather Forecasting,
- Handling Heavy Weather,
- Emergency Medical
- MOB Prevention and Recovery
- USCG Communications and SAR



Watch and learn as Navy Midshipmen perform man overboard demonstrations.



See a United States Coast Guard rescue demonstrated (weather permitting)

**All Registration Information
can be found at
MTAM.ORG**

Sunday training includes 3 options:

- The US Sailing ISAF "Personal Safety Course" course for offshore racing sailors. Includes in-pool life raft boarding
- An Advanced Cruising Practical Course (includes in-pool life raft boarding)
- An Advanced Cruising Interactive Training Course for small group discussions with the experts on systems, weather, oceanography and cruise preparation.

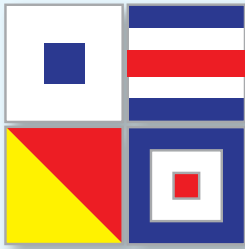


Participants board liferafts in the pool

A note about certificate:

Most Category 1 and 2 offshore races that originate in the US require a US Sailing Safety at Sea certificate for a percentage of the crew, ie Newport-Bermuda or the Transpac. This requirement is typically posted in each event's Notice of Race. The ISAF certificate is usually required for Category 1 and 2 offshore races that originate OUTSIDE the US, i.e. Fastnet and Sydney-Hobart. Please check your Notice of Race to determine what certification you need. Both US Sailing certification and ISAF is good for five years.





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Vice Commodore	David Beckett	vice@scow.org
Secretary	Barbara Thacker	secretary@scow.org
Treasurer	Mike Hooban	treasurer@scow.org

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Skipper Director.....	Rob Reuter.....	skipper@scow.org
Social Director	Amy Deckelbaum.....	social@scow.org
Maintenance Director	Jim Talley	maintdir@scow.org
River/Bay Director	Kristine Sadusky	river@scow.org
Racing Director	Julian Mallett	racing@scow.org
Membership Director	Elisabeth Graham.....	membership@scow.org

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Chair, Boat Assets Committee	Alex White	BAC@scow.org
Chair, Investments Committee	VACANT.....	investment@scow.org
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Picasa Pictures	George Clark	pictures@scow.org
Web Editor	Luis Rivas	webmaster@scow.org

It was really great to see everyone at the Re-Up Brunch yesterday. Stay warm and safe in these last few weeks of cold weather.

No winter lasts forever, it just feels like it does!

Barb.

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