

"One takes what the river offers, both good and bad. The joy of living by running water far outweighs the sorrow." — [Matthew Goldman](#), [The Journals of Constant Waterman: Paddling, Poling, and Sailing for the Love of It](#)



*The Newsletter of the
Sailing Club of Washington*



SOCIAL SAIL - GOOD FRIENDS AND SHORTER DAYS AS THE SUMMER SEASON WINDS DOWN

September - October 2016

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Commodore's Log

By Rob Reuter, Commodore

A TREMENDOUSLY ACTIVE SUMMER

Hello Friends and fellow club members. Summer is drawing to a close and it was a very active one for the club. Looking back over the July – August – September time period makes me dizzy and indeed proud of the club and all its members, and especially its board

and volunteers, who have helped make the season great! Here is a list of some of the many activities that took place this summer:

- ✚ Special Olympics for ten weeks including a Regatta!
- ✚ Wednesday Night Racing every week
- ✚ Thursday Night Social Sails every week
- ✚ Summer Basic Training
- ✚ SCOW 50th Anniversary Picnic
- ✚ Capsize Class
- ✚ SCOT Rookie Regatta
- ✚ SCOT Women's Regatta

- ✚ SCOT Falls Racing Series
- ✚ The Leukemia Cup
- ✚ The Presidents Cup
- ✚ Fall Basic Training
- ✚ Fall Cruiser Training
- ✚ Countless Raft Ups

And the list goes on. With a list so long, who can blame me for missing a few? I think as members we tend to focus on the activities we participate in and forget the rest of the portfolio of activities and events that SCOW conducts on behalf of its members. Please note that the list does not include the everyday ongoing tasks such as

maintenance, board meetings and planning, individual director tasks like training, skipper certification, treasurer, social, and all the board positions, as well as those of the standing committees. It is truly fascinating to see how the club functions and flows through all of its tasks through the direction of a set of by-laws written many years ago.

GREAT BOARD MEMBERS AND VOLUNTEERS

I want to take a brief opportunity to thank all of our board officers and directors, but especially two of them in this article. First, **Richard Kaiser** our Social Director has done a tremendous job facilitating Social Sail every week this year. I think he has only missed one. That is an incredible record. Our members and guests seem to be very happy with these events. He has seen to it that the every-other week picnic schedule works well. My special thanks for his hard work, and that of his volunteers.

Second, **Gregory Prather** our training director has done an incredible job this season. **Greg** and his trainers have navigated the logistically heavy course load involved to provide our membership quality training this year. He and his trainers have done a tremendous job this year and strengthened our training program for future years. My special thanks to him and his volunteer trainers for having a very well-run, safe, and complaint free year!

Speaking of Directors, SCOW reluctantly had to accept the resignations of two; first **Steve Ochenkoski**, Maintenance Director, and then **Csilla Gal**, Racing Director. We would like to thank both of them for their tireless work and wish them the best in their new endeavors as they relocated from the Washington area. We would also like to thank **Dick Vida** and **Vincent Penoso** for stepping in to take over as SCOT and CRUISER Maintenance Directors, and for **Jeremy Goucher** for stepping in as Race Director. Please give all three your cooperation and assistance going forward this year.

A NOTE ON COMMUNICATIONS

The Board decided to communicate directly to the email addresses of its membership as opposed to via the ALL SCOW email list serve. Many members have told me that the number of emails they receive from ALL SCOW in which they have no interest, have grown so large as to make them weary. In response, many members have opted out of the ALL SCOW list serve. As a result, the board has decided to not use ALL SCOW for important club information. Thanks for your acceptance of the board using a direct email address. We feel it is important to separate high level membership information from the joyful, funny, sometimes terse emails that have become the hallmark of ALL SCOW. Remember ALL SCOW is self-policing. Items must relate to sailing or be of interest to the club membership.

*“The purpose of the list [ALL SCOW] is to discuss sailing, SCOW events, and other information of interest to members of the club. Please try to keep submissions to the list on-topic.....When replying to a message on the list, please reply to the whole list **ONLY** if your response is relevant to everyone, not just the author. Otherwise, please reply only to the author.”*
(SCOW Email List Policy)
(<http://scow.org/resources/Documents/EmailPolicy.pdf>).

NOMINATIONS AND ELECTION FOR THE 2017 BOARD OF DIRECTORS

By now all members have received an email asking for nominations, either for themselves or for others, for the 2017 SCOW Board of Directors. These nominations should be sent to the Nominating Committee at nominating@SCOW.org. The nominations will be presented to the BOD on October 5th, and to the membership shortly thereafter. Floor nominations can be made at the Membership Meeting on October 17th. Elections will follow immediately and will be completed at the November 9th Membership meeting. The new Board will be installed at the Hail and Farewell event on November 12th.

CHANNELS EDITOR

A special thanks for member **Dan Sandhaus** who has stepped up to volunteer to be ChaNNels editor. He has also provided many articles of interest to the club in this and past issues. Thanks **Dan!**

SCOW 50th ANNIVERSARY PICNIC

About 90 hearty souls braved the heat and attended this monumental event on July 16th. Many thanks to the organizers, **Chris Tindal, Elizabeth Graham, Alice Starke, Elaine Shall, Amy Deckelbaum, Mary Alex, and Johnathan Thron**. Folks generally had a good time, and we just beat the torrential thunderstorm that cut short the social part of the

event. Special thanks to **Jonathan**, who presented the club with an engraved ships bell

commemorating our 50th anniversary.



Cake by the ocean!



SCOW 50th Anniversary Picnic participants - by Alice Starke

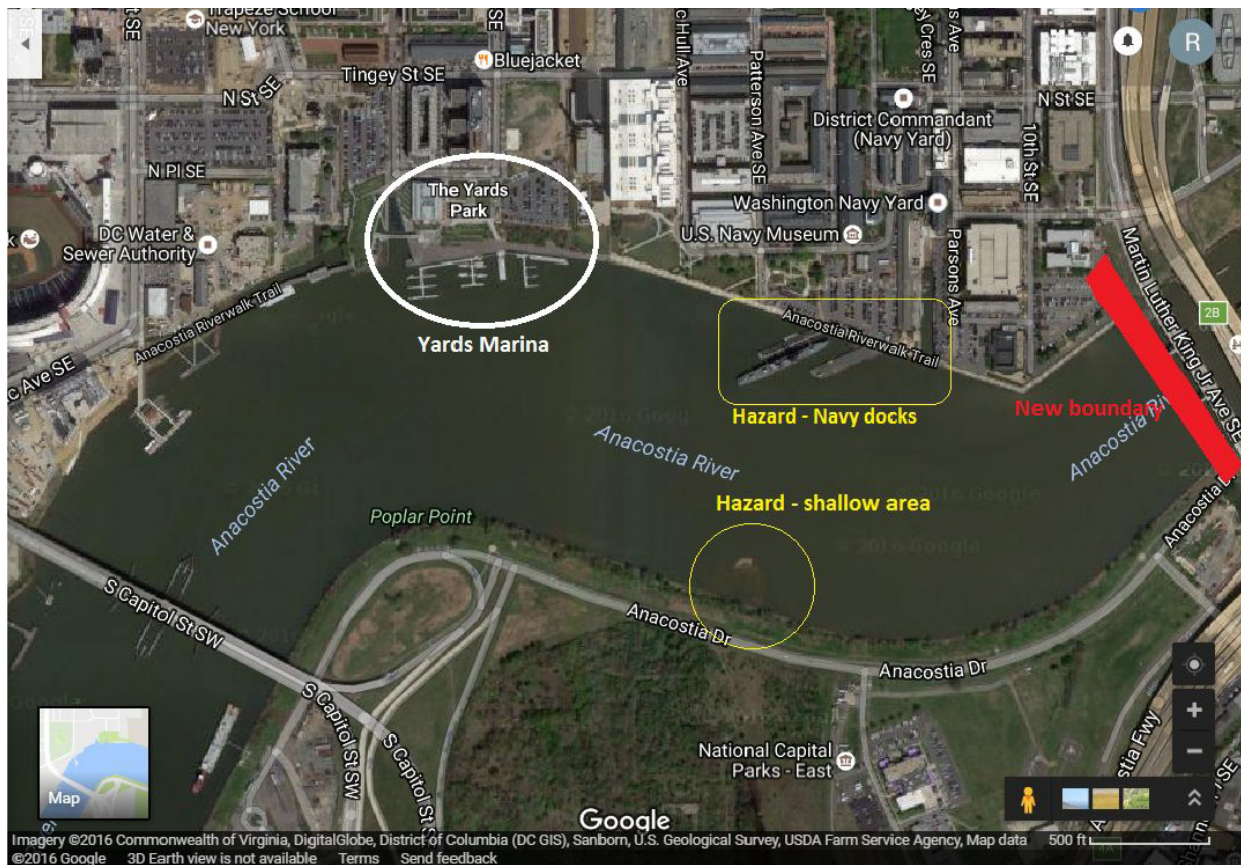
River and Bay Activities Update

By Joe Leoncio, River/Bay Director

There have been a couple of exciting developments in the River and Bay department.

First, I'm happy to report that the sailing area boundary on the Anacostia River has been extended for cruisers so that we now have access to Yards Park and Nat's

stadium. I'm very proud of everyone who contributed their personal time and energy to measure masts, research charts, check bridge clearances and tides, and to actually sail up the river for reconnaissance. The Anacostia River familiarization sheet is posted on our website at:



(Source: Google Earth Imagery)

[http://scow.org/resources/Skipper%20information%20file/Anacostia FamiliarizationSheet.pdf](http://scow.org/resources/Skipper%20information%20file/Anacostia%20FamiliarizationSheet.pdf) for anyone interested in sailing up there, or you can just contact me (river@scow.org) and I'll brief you on the procedures. While the list of members who worked on this is too long to post here, I know who you are and on behalf of the entire SCOW community, I extend our gratitude to you for your contributions. This positive development will benefit members for years to come!

Second, a few months ago I thought it would be a good idea to connect people who were available to sail during the workweek, such as part-time workers, retirees, workers who can work remotely, and random slackers. It generated a lot of interest and e-mail chatter resulting in an informal lunch

gathering, a shared list of contacts, and the creation of a new Google group. While the program is still in its infancy, it has already achieved its objective in connecting people to go sailing with one another, and to increase our mid-week boat utilization. I'd like to recognize and thank skippers George Clark and Jack Schwartz for using this to take other members sailing. Their care and consideration for others demonstrates precisely the culture that makes SCOW such a great organization to be a part of.

Looking ahead, Columbus Day weekend is Oct 8-10th, and I've got ideas about that:

- The U.S. Sailboat show is Oct. 6th-10th. Through the SCOW-All Google group, I've posed the idea of going on the 9th. I've had at least 7 responses from

members who are interested in going. If you're also interested in joining, please contact me (river@scow.org).

- That weekend would also be a great weekend to charter a cruiser and to explore the Eastern Shore. I encourage anyone who has boat access or who is willing to charter and skipper a cruiser on the Chesapeake Bay to get in touch with me. Even if we don't do anything in the near future, we can look forward to plenty of opportunities next year.

As usual, I'll continue to put on raft-ups and dinner cruises. These are highly dependent on the availability of skippers, and we are fortunate enough to have the flexibility and enthusiasm amongst us to be able to simply pick a date

when the weather is nice and to execute quickly. I'll e-mail you all as these events are planned.

As the days are getting shorter and darker, let us "rage, rage against

the dying of the light." And by rage, I mean sail. Let's go! 😊

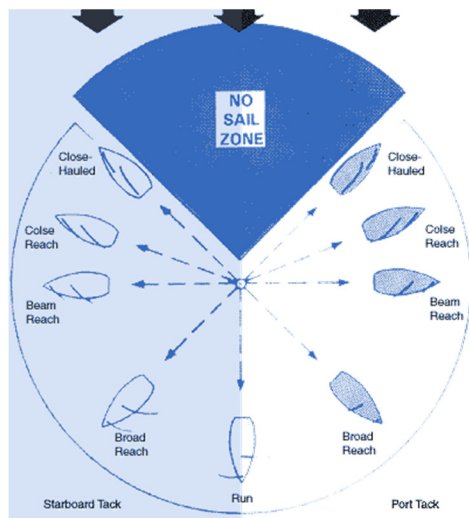
Towards, Towards...Away, Away

By Dan Sandhaus, SCOW Trainer

Towards, Towards and Away, Away. This simple phrase is one of the first and most important things that I teach my basic sailing students. Then I go on to explain what this means. So here we go:

Move the tiller **TOWARDS** the sail to turn the boat **TOWARDS** the wind. Move the tiller **AWAY** from the sail to turn the boat **AWAY** from the wind.

Turning the bow of the boat towards the wind is also termed "**heading up**". Turning the boat away from the wind is also known as "**falling off**".



Beginning sailors, and sometimes even more experienced sailors, are sometimes confused about which way to turn the boat in order to turn into or away from the wind. This simple phrase provides the answer. By memorizing this phrase and with experience, the skipper's response eventually becomes automatic. And this can be critical in situations such as when the boat suddenly heels excessively, or to prevent an accidental jibe when on a run. In both of these cases, the quick response should be to head up – move the tiller towards the sail.

Note that this phrase does **NOT** say anything about how you move the tiller in relation to your body. Why is that? Because you as the skipper might be sitting on either the windward or the leeward side of the boat, and therefore which way you move the tiller (in relation to your body) depends on your position. While, in general, I instruct student skippers to sit on the windward side of the boat (the high side, opposite the sail) there are circumstances when the skipper might want to be on the leeward (low side) of the boat. Reasons to sit on the low side might include (1) to increase the heel of the boat in low wind conditions, (2) to have better visibility behind the main sail, or (3) for racing maneuvers.

Sailing is all about the position of the boat in relation to the wind. So when a student asks me "do I turn right or left" for example, I have to explain that the correct question is "do I turn towards the wind or away from the wind". Heading up and falling off are all about the position of the boat in relation to the wind, and this relationship is described in the ever popular diagram "Points of Sail". Students need to learn and understand the Points of Sail diagram. Although the diagram looks simple, people generally really do not **GET IT** from seeing it on paper alone. I believe understanding the points of sail is the key to becoming a good sailor, and the phrase I provide here is one step towards that goal. Maybe in a future article I will explain how I make the points of sail diagram come alive during on-the-water classes.

In the meantime, everybody repeat after me: **Towards, Towards ... Away, Away.**

Perseid Meteor Shower - Trip Report

By Dan Sandhaus

Although many of you could not make it to the Perseid Meteor shower trip on Thursday August 11th (I understand – it was a school night), it was a spectacular event. We had about 20 people signed up; 5 cancelled in advance, and in the end, only 6 of us showed up.

The starting point for the trip was the first meeting spot at Fair Oaks Mall. Only Donna Davis and Dan Sandhaus showed up there. Dan and Donna proceeded to drive to the swimmin' hole, a reservoir park run by the town of Luray. It was a nice spot and good for swimming. The highlight of this part of the trip was when the septic tank truck came to empty the port-a-potty. Also, some kids were slinging mud at each other in the water. It reminded me of the presidential elections.

Donna and I then drove to the Big Meadows visitor center in Shenandoah National Park, where we met up with Jim Haynes and Liz Wellborn. We watched deer frolic in the Big Meadow for about an hour and then headed to the Big Meadow Lodge for dinner. There we met up with David and Carla Richter. The six of us enjoyed a great dinner at the Big Meadows lodge and a beautiful sunset over the mountains to the west.

While some of the group were hoping to make it to the ranger program at the nearby campground, we finished dinner too late for that. So after dinner, we proceeded to the sky viewing area on the Big Meadow.

Surprisingly, it was not too crowded and parking was available. We got out our blankets, lawn chairs, etc. and settled in at Big Meadows, where there was a pleasant crowd of fellow astronomy enthusiasts. (Later, driving home. We saw many people parked along Skyline Drive and in the overlooks to view the show.)

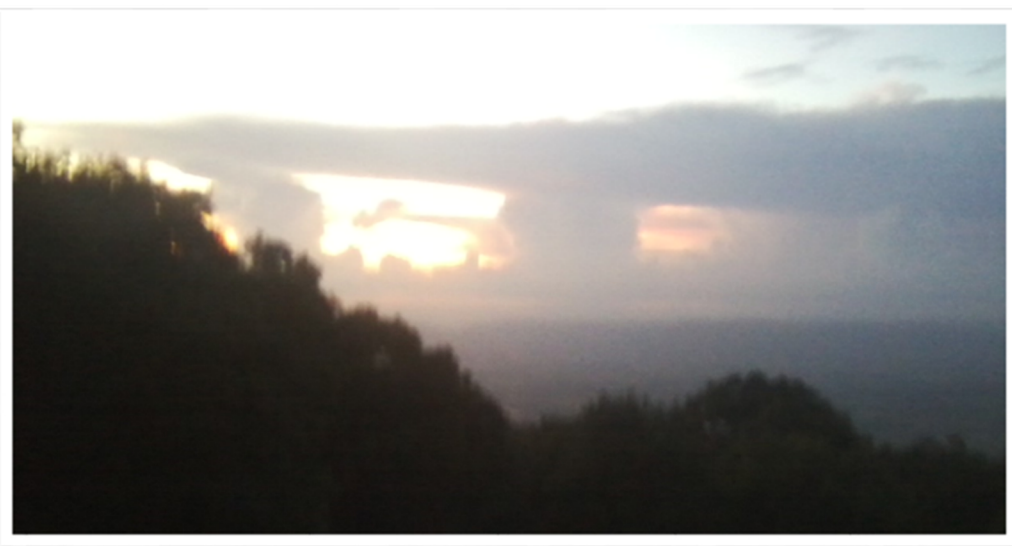
As the sky darkened, the stars came out and we began to see some shooting stars. Even though the moon was out until about 12:30 AM, the sky was dark enough to see the Milky Way; yet I could see the ground beneath my feet to see where I was walking. After the moon set, the sky got spectacularly dark, and I could no longer see where I was walking. The sky was cloudless and the weather was a

pleasant ~70°, with a light breeze. It was truly as good a dark night sky viewing as I have ever seen. I saw 50 to 100 meteors over about a 3 hour period. Sometimes they came in quick succession and sometimes we would go 10 minutes without seeing any.

My wife got me a really comfortable lawn chair (it was like a portable dentist's chair). So I was sitting back at just the right angle. I put my headphones on and had a transcendental experience as I watched one of nature's great shows.

On the way home at 3 AM, we were passing through Warrenton and I was falling asleep at the wheel. I brought a 5-hour Energy shot just in case, and after a quick stop and the energy shot, I was completely revived and we made it back home by 4 AM.

I am often asked "what is a meteor shower, why does it recur annually, and what is the best way to view one"? Answers to all of these questions can be found here: www.google.com.



Thunderstorms to the west made for a spectacular sunset at Big Meadows Lodge. My cell phone camera does not do it justice.

Racing Director's Report – The Thrill of Racing

By *Jeremy Goucher, Racing Director*

This year over fifty members have participated in numerous events through the SCOW racing program including the Wednesday Night Racing, spring and fall Racing Series, Rookie Regatta, Women's Regatta, Leukemia Cup Regatta, President's Cup Regatta, and various other local events. They have been young and old, new and seasoned. They have been skippers, crew members, race committee members, and some have even been spectators! There is no doubt that there is something for everyone come race day!

If you've never been in a dinghy class sail boat race, allow me to describe the experience. First, close your eyes... No wait, this isn't an audio recording... open your eyes, keep reading!!



Photo by Alice Starcke

This is the story of John Smythe. Like many of you, John is a

moderately experienced sailor, but he has never been in a race before. John has been offered a crew position aboard a Flying Scot in the prestigious Flying Squirrel Regatta, a large multi-class, one design regatta with over 35 total competitors.

When John first arrives at the starting line, he's a little overwhelmed by the number of boats sailing in such a small area. They are everywhere! And they are moving fast, right in his direction! And there is constant noise. Boat noises like the sound of the sails luffing or the sound of hardware snapping in place as boats tack and jibe.

There is also a lot of human noise. Skippers are talking to their crew. "Sheet in, let's speed up," or, "Let it out, we need to slow down," or maybe, "Get ready, where going to tack alongside this boat." Crew members are calling out other boats to their skipper, "There's one on starboard crossing your bow. There's another, port tack, fifty meters!"

In the distance John hears five short horn blasts, then ten seconds pass, and another horn goes off. "No worries John. That's not us, but we're next," Skipper Mike says, noting that the flag being displayed on the committee boat has a picture of a lightning bolt rather than the distinctive FS for the Flying Scot class.

After a few more minutes of sailing around, John is starting to get the hang of things. "Albacore coming at you on starboard, thirty meters," John tells his skipper. "Thanks John. We're going to tack right behind her and come back across the line" Skipper Mike replies.

Five more horn blasts, followed ten seconds later by a single horn, and Skipper Mike says, "That's us!" John and Mike both hit the start on their watches so they can stay in sync with the five-minute countdown to their first race. A minute later another horn is heard. The preparatory flag has gone up on the committee boat and both John and Mike check their watches to validate their timing. Three more minutes of sailing and John hears a long horn blast signaling one minute to go.

Things start to get intense for our friend John. Skipper Mike is positioning for their final run to the starting line. All of the sudden, six other Flying Scots have closed in on John and Mike's position. John can hear various skippers yelling, "Heading up!!" as each tries to secure their space at the start. John's mind is racing with various racing rules and right of way rules... are we on starboard tack, do we have right of way, she's going to hit us! Though the competitors' boat comes within only two inches of John's boat, collisions don't happen.

Suddenly, Mike says, "sheet in, let's go!" John notices their bow is fast approaching the line and he's

sure they are going to be over the line early! Without warning a horn blast and the words, “ALL CLEAR!” can be heard far in the distance, even though in reality both sounds came from only a few feet away.

Then... quiet. Nobody says a word. All seven Flying Scots are lined up on starboard tack side-by-side, at top speed, no more than 12 inches between each one. When John glances down the line at the

skippers and experienced crew members, he sees intense, piercing eyes staring straight ahead. It's time for John to calm his mind and gather his thoughts. The race has started and John's work has just begun.

Stay tuned for the next channels article where we continue the saga of John Smythe's first regatta. If your interest in racing has been peaked, please take a look at the

Race with SCOW page on our website or reach out to me directly at racing@scow.org. And remember, the racing program is a benefit to our members; something to think about if you are thinking about joining!

Editor's Note: More information on SCOW racing, and racing results, can be found on the SCOW Websites at <http://scow.org/race-with-scow>.

Social Director's Report – Is Your Social Calendar Full?

By Richard Kaiser, Social Director

One of the best things about the Sailing Club of Washington (SCOW) is the chance to meet new people, while doing the fun things that we all love – like sailing.

Over a thousand people have attended SCOW's many social events this year – from Social Sails, to Winter movie nights, After Glow, to Re-Up Brunch - 2016 has been a

great year and if I do say so, not bad for 50 bucks.

With fall quickly approaching and the days getting shorter and the hydrilla getting taller, we're approaching the end of the sailing season. But, with some great events to cap off 2016, let's celebrate 2016 in SCOW-style!

Join us for the next three Thursday nights at the marina for the two remaining Social Sail evenings and a super fun Oktoberfest on October 6th with grilled favorites, music, trivia, and more. The best Oktoberfest themed costume [editor's note: Does lederhosen shrink when wet?] will win a prize. Bring your own food on the September 22nd and 29th, and let us cook for you on October 6th.

Our final event of the year is quickly approaching on November 12th when we celebrate a year of SCOW volunteers with our Hail & Farewell dinner banquet held at the wonderful Ft. McNair Officers Club. Some tickets are still available, so go to <http://www.scow.org/H&F2016> to get your tickets while they last.

Hail & Farewell tickets include a cocktail hour, followed by an elegant sit down dinner, awards ceremony thanking the best volunteers that a Club could possibly have, the introduction of SCOW's 2017 Board of Directors, and a heartfelt thank you and farewell to the 2016 Board of Directors, followed by dancing the night away.



July 7th Pizza Party with Dockmaster Carol Bartl, Assistant Dockmaster Kris Paul, Chef Jonathan Thron, members, and guests.

Tags: Gilligan; The Skipper; Bunny Ears (or is that a peace sign?)

