



The days pass happily with me wherever my ship sails.
- Joshua Slocum



*The Newsletter of the
Sailing Club of Washington*



April 2017

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Check out the new racing page at <http://scow.org/race-with-scow>.

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Commodore's Log

SCOW is the DC metropolitan area's best kept secret. When I look back at all the programming that we had for March, a month which isn't even part of our normal sailing season, I can't believe that we got all that value out of just one month for only \$50 a year!!! March was indeed a busy month of planning and executing on these events:

- Re-Up brunch
- Maintenance Day
- Rub off the Rust
- Membership meeting at Hard Times Cafe with guest speaker Erin Houpt from Dream Yacht Charter
- A seminar on local marinas from Jonathan Thron and Marie Brennan
- A seminar on race committee orientation by Nabeel Alsalom of Potomac River Sailing Association
- Racing orientation by Dave Beckett

There are many volunteers who work behind the scenes to make all of this possible. They're putting in hours at the marina to maintain our fleet. They're on their keyboards and smartphones at all times throughout the day and night planning, coordinating, and brainstorming with others on how they can create more value for their fellow members. More often than not, they are learning on the job, or courageously pioneering something completely new that no one has ever done before.

What strikes me is that we all start at the same level. Whether someone is a new member or a member who has been with SCOW for years, the level of one's engagement with SCOW is a personal choice. Your value here isn't determined by the number of years of sailing experience that you've got under your belt, but by the value that you create for others by volunteering and by participating in our community.

April kicks the real sailing season off with a flurry of SCOW activities. I encourage all hands to get involved and to participate in our club events, e.g. social sails, races, and river and bay events. If all you did was just show up, we would love to include you. My sincere hope is that you make friends and that you keep coming back week after week so that you fully integrate into the community. You'll soon realize that your \$50 annual membership is the best \$50 you have ever spent!

Sincerely,
Joe Leoncio
Commodore
Sailing Club of Washington
703-314-7583

US Coast Guard Auxiliary Boating Safety Class at WSM

The Coast Guard Auxiliary is offering a boating safety class at the Washington Sailing Marina. The class meets on April 26, May 3, May 10 and May 17 from 7:00 to 9:00 PM in the Charleston Room of the Indigo Landing Restaurant. The cost is \$25. The class covers a broad range of topics including boating terms, trailering, navigation rules, aids to navigation, anchoring and DC, MD and VA regulations. Passage of the final exam on May 17 confers a boating safety certificate. This certificate will satisfy the requirement for your SCOW skipper certification and the requirement to have a boating safety certificate to operate recreational boats in most states. To enroll, interested persons should contact Ginny Ivin at flotilla22@hotmail.com or by phone on 202-547-8558.

The 2017 SCOW racing season is underway. Get in on the fun.

By Dave Beckett
Racing Director
racing@scow.org



Race with SCOW Webpage. Everything you need to know about racing with SCOW is on the club website. There are many resources for sailors and racers, including guides, tips, and links to instructional videos on everything from tactics and strategy to sail trim and spinnaker techniques. This year's seminar presentations are also posted.

Wednesday Night Racing is On. If you want to learn to race or just start learning how to sail, Wednesday nights are a great opportunity to get out on the water and have fun and learn, regardless of your skill level or experience. We have skippers and crews of all levels of experience. If you show up, you will get on a boat. See the website for details.

Flying Scot Spring Series is Around the Corner. There are ten boats registered for Spring Series I so far in a very competitive fleet. Skippers have thrown their name in the hat for Spring II, but it's still early.

Flag of the Month



The "Lima" or "L" flag, when displayed by the Race Committee Boat, means "come within hail." Normally the flag will be raised accompanied by one sound signal. When you see this flag flying from the Committee Boat before the first warning signal of the day, it means the Race Committee is ready for all boats to check in. Sail past the stern of the Committee Boat on starboard tack and check in with the Race Committee Score Keeper by stating your sail number, boat name, and skipper name. If you see this flag displayed on the Committee Boat between races, approach the Committee Boat as described above to receive instructions.

Racing Rules Corner - From "Definitions"

Room: The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 (When Boats Meet) and Rule 31 (Touching a Mark), while maneuvering promptly in a seamanlike way.

Keep Clear: A boat *keeps clear* of a right-of-way boat

- (a) if the right-of-way boat can sail her course with no need to take avoiding action and,
- (b) when the boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact.

Race Committee

The Race Committee sets up the course and runs the races. It's a vital function that makes racing possible. There is no mandatory requirement, but racing skippers and crews are encouraged to serve on the Race Committee to support their own sport. Some of the positions on the Race Committee require some experience, but most do not. If you're not a racer, but would like to get out on the river and watch some races and catch a beautiful sunset, we welcome you. Regardless of your experience level, we have training to make you comfortable in whatever role you fill on the Race Committee. For questions or to book a spot on the committee boat for a sunset cruise, contact the Race Director at Racing@scow.org.

The Flying Scot, Sandy Douglass's Crowning Design Achievement, Celebrates 60 Years

By Debbie Cycotte, FSSA Historian, courtesy of Dave Beckett, SCOW Racing Director

This year the Flying Scot celebrates its 60th anniversary, which seems like a great time to celebrate its designer, Gordon K. Douglass, or Sandy, as he is known to thousands of sailors who own one of his boats. Sandy is considered one of the best small boat helmsmen this country has produced and a brilliant boat designer.



He is best known as the designer of three different one-design dinghies, in addition to the 19-foot Flying Scot, he also designed the 17-foot Thistle (launched in 1945, with about 4,000 boats built so far), the 20-foot Highlander (launched in 1951, 1,100 boats built so far). All three classes are boat names that reflect Sandy's Scottish heritage.

Sandy was a colorful, energetic man who lived his life in pursuit of excellence and was unafraid of innovation. He said of himself, "If it can be done, I can do it better." He brought the concept of a planing hull to the United States and the Thistle, the Highlander and the Flying Scot all reflect that.

Sandy believed that the more specialized anything becomes, the fewer people will enjoy it. So his goal was to build boats with a broad appeal, and that included family use.

By the time Sandy designed the Flying Scot, he had had 20 years of experience building wooden boats. The Flying Scot was one of the first one-design boats made from fiberglass. Sandy only designed a new boat to fill a void. With the advent of fiberglass, which was lower maintenance than wood and had greater design potential, Sandy now saw a reason to build an attractive alternative to the Lightning.

Designing the hull was no problem for Sandy because he had a clear idea of what was needed for a planing family boat. Such a boat should have the safety of wide side decks and also a roomy cockpit. Wide side decks help keep the boat from filling up in a knockdown but leaves little cockpit space. Sandy conceived the idea of having both wide side decks and a roomy cockpit by lowering half of a wide side deck and giving it the shape of a comfortably inclined seat, which provided for a roomy cockpit. He "wondered why no one had thought of this before".

Unfortunately, it turned out that none of the salesmen or engineers of fiberglass who called on Sandy knew much more than he did. Sandy had to teach himself how to build with this new material. Sandy, the gregarious, optimistic and supremely confident and accomplished man he was, stepped right up.

Sandy's goal was to design and manufacture a boat that was well built, but exciting and able to be sailed by a wide range of people, in size, number and skill level. He always felt that a strict one-design boat was in the best interest of all purchasers, past and future, and was the truest test of one's sailing skill.

Advertised as the "culmination of the best features of the other Douglass designs," the Flying Scot quickly caught the eye of small-boat racers. The Flying Scot is larger, has more beam and is more stable than the Thistle. The prohibition of hiking straps was an effort to make the boat more competitive for smaller-sized people, like Sandy and his wife, Mary, who crewed for him for 30 years.

With more than 6,100 boats built and a continuous primary builder throughout its history, the Flying Scot is one of the leading one-design classes in the US. A strong class association ensures strict one-design competitive racing to attract top-caliber sailors. The class also enjoys family camaraderie and teams are often comprised of family members. They are the only one-design class to host a Wife-Husband National Championship each year.

The Flying Scot was inducted into the American Sailboat Hall of Fame in 1998.

Cruiser Mainsail Reefing

By Steve Youngblood, SCOW Training Director

Ahoy Sailors!

Spring offers some of the best sailing of the year—pleasant weather, longer days of sunshine, and good wind. Often, however, the wind can build and before you realize it, you are over-powered. It is extremely important to check the weather conditions before you leave the dock, so that you have a good understanding of the possible changes in wind strength and direction.

SCOW Skipper Requirements and Boat Use Policy states that "SCOW boats shall not be taken from slip during severe or unsafe weather conditions, including high winds and lightning. Even in lower wind or fair weather, no skipper should take a boat out in conditions in which he or she feels that the safety of the crew and boat could be at risk...." Cruiser cannot be taken away from the docks if the National Weather Service forecasts winds (sustained or gusts) exceeding 25 knots (29mph), and Flying Scots when winds are forecast to exceed 20 knots (23mph). For Flying Scots, when winds are forecast to exceed 15 knots, they must be reefed and remain in the lagoon. If you know the winds may build, you may want to consider reefing the main prior to leaving the dock. It is always easier to reef at the dock than when out sailing, fighting heavy winds.

The *Flying Scot Skipper Information File* contains detailed instruction on reefing. Below is a concise guide for reefing the mainsails of each of the Cruisers. I would like to thank John Kaufman for drafting the guide and Jay Weitzel, Joe Leoncio, Vincent Penoso, Chris McGraw, John Rogers, and Bill Davenport for their contributions.



CRUISER REEFING

General Procedure to Reef

1. Brief crew on tasks, the need for secure footing, "one hand for the boat," don life jackets, check surroundings, check safety equipment (cushion, life sling), radio on, engine on.
2. The boat should be brought bow to wind, i.e., in irons. It is preferred to perform tasks standing port side so easy to view vessels approaching from starboard.
3. Ease the mainsheet.
4. Drop main about 1 meter. On skirmish the boom will drop so prepare to support it.
5. Attach reefing tack (as below).
6. Tighten reefing outhaul (as below).
7. Re-hoist main to tight.
8. Tie reefing lines loosely for the sole purpose of managing the folds of sail across foot. Reefing lines should never be under pressure from the sail.

Boat Specifics

	Tack	Clew	Boom Support
Hiatus	Wrap the Cunningham line half-way around the front of the mast and insert hook from port into cringle. The wrap provides force to keep the tack taught to forward.	Reefing outhaul permanently installed. Runs to deck.	Supported automatically by topping lift.
Rebecca	Gooseneck has ram's horn (hook) to hold reefing cringle. Align cringle with red stripe on mast. Boom downhaul can be used to tighten luff.	Second reefing outhaul permanently installed. Runs to forward position on starboard side of boom.	Topping lift will support boom vertically and allow swing horizontally to lee to bleed power (good). Do not use pigtail as sail can't swing (bad).
Skirmish	Use the hook on the short leader loop that was installed.	Second reefing outhaul permanently installed. Runs to forward position on starboard side of boom.	There is no topping lift—the boom will fall if not supported. Do not use pigtail as sail can't swing (bad).

Remember the reefing points (small lines in the sail) should be tied loose, just enough to keep the foot-folds from flapping. Many sailmakers have put their kids through college on the profits from repairing tears caused by reefing lines too tight.

Reefing can change a dangerous situation into a controllable and exhilarating ride. To keep up your skills put in a reef once a month while you are sailing in fair weather.

SCOW April Calendar

Monday, April 3

7:00pm Board Meeting

Wednesday, April 5

5:00pm Wed. night racing

Thursday, April 6

6:00pm Social Sail

Saturday, April 8

9:30am 29th Annual Potomac Watershed Cleanup

Wednesday, April 12

5:00pm Wed. night racing

6:30pm Basic Sailing 1 Land Class 1

Thursday, April 13

6:00pm Social Sail

6:30pm Cruiser Sailing Land Class 1

Wednesday, April 19

5:00pm Wed. night racing

6:30pm Basic Sailing 1 Land Class 2

Thursday, April 20

6:00pm Social Sail

6:30pm Cruiser Sailing Land Class 1

Saturday, April 22

8:00am Basic Sailing 1 Water Class 1

8:00am Cruiser Sailing 1 Water Class 1

Sunday, April 23

8:00am Basic Sailing 1 Water Class 2

8:00am Cruiser Sailing 1 Water Class 2

4:00pm Spring Series I/1

Wednesday, April 26

5:00pm Wed. night racing

6:30pm Basic Sailing 1 Land Class 3

Thursday, April 27

6:00pm Social Sail

Saturday, April 29

Lake of the Woods Regatta

8:00am Basic Sailing 1 Water Class 3

8:00am Cruiser Sailing 1 Water Class 3

Sunday, April 30

8:00am Basic Sailing 1 Water Class 4

8:00am Cruiser Sailing 1 Water Class 4

4:00pm Spring Series I/2

SCOW 2017 Proposed Budget

Budget Categories	2016 Actual (a/o 10/31/16)	2016 Budget (as amended)	2017 Budget (Suggested)
Income:			
Boatique Sales	\$ -	\$ -	\$ -
Interest Income	\$ 279	\$ 400	\$ 400
Member Dues	\$ 20,580	\$ 22,500	\$ 22,500
Other Income	\$ 277	\$ 100	\$ 100
Skipper Fees	\$ 19,440	\$ 19,500	\$ 19,500
Social activities:			
Afterglow party	\$ 188	\$ 250	\$ 200
Hail and Farewell	\$ 4,585	\$ 4,000	\$ 4,000
Re-up Brunch	\$ 303	\$ 200	\$ 200
50th Anniversary	\$ 915	\$ -	
Miscellaneous			
Social Sail & Other		\$ -	
Total Social Income	\$ 5,991	\$ 4,450	\$ 4,400
Training	\$ 16,457	\$ 16,000	\$ 16,500
BAF Transfer			\$ 5,400
Reserve Fund Transfer			\$ 3,500
Total Income	\$ 63,024	\$ 62,950	\$ 72,300
Expense:			
Administration:			
Miscellaneous	\$ 226	\$ 600	\$ 600
Bank Charge	\$ 1,468	\$ 700	\$ 1,500
Bonding	\$ 359	\$ 400	\$ 400
Supplies	\$ 42	\$ 500	\$ 500
Total Admin:	\$ 2,095	\$ 2,200	\$ 3,000
Awards	\$ -	\$ 1,000	\$ 1,000
Communication:			
Meeting Room, etc.	\$ 26	\$ 1,000	\$ 1,000
Printing (Directory)	\$ -	\$ 200	\$ 200
Publicity/Door Prizes, etc.	\$ 196	\$ 500	\$ 500
Web Site	\$ 1,404	\$ 1,200	\$ 1,500

Budget Categories	2016 Actual (a/o 10/31/16)	2016 Budget (as amended)	2017 Budget (Suggested)
Total Communication:	\$ 1,626	\$ 2,900	\$ 3,200
Fleet Operations:			
Boat Maintenance	\$ 5,774	\$ 15,000	\$ 10,000
Boat Acquisition		\$ -	
Capital Improvements		\$ -	
Insurance	\$ 8,269	\$ 8,500	\$ 8,750
Registration	\$ 150	\$ 500	\$ 500
Slip Fees	\$ 16,464	\$ 19,700	\$ 17,500
Fleet Memberships	\$ 347	\$ 300	\$ 350
Other		\$ 200	\$ 200
Total Fleet Ops:	\$ 31,004	\$ 44,200	\$ 37,300
Tax	\$ 245	\$ 200	\$ 300
Member Services/Social:			
Afterglow party	\$ 714	\$ 1,100	\$ 1,100
Hail and Farewell	\$ 1,423	\$ 9,000	\$ 10,000
50th year anniversary party	\$ 3,526	\$ 3,400	\$ -
Re-Up Brunch	\$ 1,774	\$ 1,700	\$ 1,800
River Activities	\$ 80	\$ 200	\$ 200
Maintenance Day	\$ 504	\$ 750	\$ 750
Social Sails	\$ 2,618	\$ 3,000	\$ 3,000
Rookie Regatta	\$ 283	\$ 300	\$ 300
Total Social Activity	\$ 10,922	\$ 19,450	\$ 17,150
Racing	\$ 1,734	\$ 2,350	\$ 2,500
Training	\$ 1,896	\$ 2,000	\$ 2,000
BAF Transfer			\$ 5,400
Reserve Fund Transfer			\$ 3,500
Total Expense	\$ 49,522	\$ 74,300	\$ 75,350
Net Income minus Expenses	\$ 13,502	\$ (11,350)	\$ (3,050)
Possible Boat Purchase			\$ 20,000

Budget Categories	2016 Actual (a/o 10/31/16)	2016 Budget (as amended)	2017 Budget (Suggested)
Revised Expense			\$ 95,350
Revised Net Income			\$ (23,050)

