



The Newsletter of the Sailing Club of Washington

SCOW Membership Meeting

September 12, 2017

Hard Times Café Old Town

Meeting Time 7pm - 9pm

- Social Hour 6pm - 7pm
- Director Reports
- BOD Election Preview
- Open Forum Q & A
- Door Prizes/Raffles



August 2017

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Commodore's Log

My friends,

Don't let the summer get away from you! During the earlier, frigid months of the year, we all yearned for the warm sailing days which I bet most of us -including me- are probably taking for granted. I commend and admire those who show up every week to our Wednesday night pick-up races or Thursday night social sails. They're truly making the most of the SCOW experience through their volunteer service and participation in the community. They're sailing at least once a week, and indulging in the sailing season while it lasts. It won't be long until we're all sequestered indoors, and yearning again for warm weather. So I repeat: *Don't let the summer get away from you!*

To our students and rookie sailors, *Don't let the summer get away from you!* I strongly encourage you to continue your development with a sense of urgency. It takes hours spent on the water to develop your sailing skills. Try to come up to at least one of our weekly racing or social sail events, or proactively coordinate some tiller time with a skipper or tutor. Remember why you joined the club or took the basic sailing or cruiser class in the first

place, and don't let your SCOW membership succumb to the fate of too many gym memberships soon after the beginning of the new year.

We've got the rest of this month and September before sailing starts winding down, but that doesn't mean that SCOW winds down. Our community will remain active all the way up to the end of the year with monthly meetings, a Halloween party, and our formal Hail & Farewell event. There's a lot going on behind the scenes to plan these upcoming events thanks to my leadership team and the support of many dedicated SCOW volunteers. I strongly encourage all members to participate because they're a lot of fun and each individual contributes to the camaraderie within the club.

For now, while the weather is nice, *don't let the summer get away from you!*

Sincerely,

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

Membership Meetings to Start Up in September

By Richard Kaiser, Vice Commodore

After a brief hiatus for summer sailing, SCOW's Membership meetings will begin again in September. We're looking for your suggestions for meeting topics and possible meeting locations.

If you haven't been to a SCOW Membership Meeting in the past, they usually have a consistent format, starting with SCOW's Board of Directors introducing themselves and sharing short reports from their specific areas of focus; Then one or two speakers/presentations; Followed by general questions and answers from the membership; and oh, I forgot – raffles for SCOW swag and other fun things. There's always great socializing, food and drink with your friends at SCOW.

In past years we've had speakers, panel discussions sailing games and sailing product demonstrations. We want to hear from you with your ideas and interests.

The Membership Meetings have recently been held at the Hard Times Café in Old Town. Let us know if you know of a better venue for our meetings. What makes a great venue? Good food, plenty of room for 50+ attendees in a private or semi-private space and of course no charge for the venue, all make for a great venue. This is your Club, let us know what you want to see and where you would like to attend your next SCOW Membership Meeting. See you in September!

Send your suggestions to: Richard Kaiser Vice@SCOW.ORG

Not Too Late To Sign Up For the Leukemia Cup Regatta

By Nancy Brown

There's still time to sign up for the Leukemia Cup Regatta, which takes place on Saturday, September 9th, and is always great sailing! The events start Friday night with a picnic at the marina, where you can check in and pick up your race T-shirt and swag bag. Racing starts Saturday morning, followed by a party late in the afternoon with a silent auction (think baskets with alcohol and mixers; use of condos for a week; sailing school courses; etc.) and the awards ceremony.

To participate in the regatta, there are two steps involved. First, register for the race by going to the Yacht Scoring Website <https://yachtscoring.com/emenue.cfm?eID=1684>. If you have any questions, contact Joanna Hatch, Campaign Manager for Special Events, at The Leukemia & Lymphoma Society (703-399-2958 or Joanna.Hatch@lls.org). There is a minimum contribution of \$100 per boat, which covers the costs of the parties, organization, and race T-shirts for participants. But this is also a fundraising event to fight blood cancer and everyone is encouraged to raise more to support the work of The Leukemia & Lymphoma Society (LLS). Joanna can help you set up a fundraising webpage and has template text for email and Facebook fundraising. Boats raising more than \$150 will have their team name printed on the T-shirts.

The second step is to sign up for the use one of SCOW's boats. You can register on SCOW's website at the "Race with SCOW" link. Racing Director Dave Beckett will be allocating boats later this month based on the teams fundraising: the more you raise, the better your chances of getting the boat you want for race day! LLS offers other incentives for fundraising – including a fantasy sail with Gary Jobson – and you can read all about them here: <http://www.leukemicup.org/what/incentives/>. The Leukemia Cup Regatta series topped its previous records by raising over \$190,000 last year! Our own Team Tartan was the top fundraising team for the Leukemia Cup Regatta in 2016 and has raised over \$186,000 since 2012! Together SCOW members raised over \$72,000 last year!

What could be better than racing AND having an impact on cancer?? So get your team lined up and register for some great sailing events the weekend of September 8-9. Hope to see you there!



Team Tartan.

SCOW Racing Program

By Dave Beckett, SCOW Racing Director

Wednesday Night Races

With the Fall Racing Season starting on 20 August, now is the time for new members and prospective racers to get out on the water with racing skippers and develop those relationships that lead to well performing teams and friendships. Skippers invariably will be seeking crew right up to the last minute before races so get out there and meet them.

Flag of the Month



The "First Substitute" Pennant is used by the Race Committee to signal a general recall of the fleet immediately after the start of a race.

Racing Rules Corner

29.2 General Recall

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line, or there has been an error in the starting procedure, the race committee may signal a general recall (by displaying the First Substitute pennant with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute pennant is removed (one sound).

[Triple B Represents SCOW and Fleet 203 at the Sandy Douglass Memorial Regatta.](#)



Deep Creek Yacht Club on a rainy Friday afternoon

On the last weekend in July, 52 Flying Scots converged on the south end of Deep Creek Lake, in the panhandle of Maryland, the home of the Flying Scot, for the annual Sandy Douglass Memorial Regatta. Gordon "Sandy" Douglass was the designer and first builder of the Flying Scot, as well as the designer of the Thistle and Highlander sailboats. Stuart and I hit the road despite flash flood warnings amid a torrential downpour that lasted all day Friday and into Saturday morning.



Deep Creek Yacht Club one of two mooring areas

Three races were scheduled for Saturday and two on Sunday. The PRO postponed racing one hour on Saturday but we still started in the rain in full rain gear, soaking wet. It was all about managing body temperature, not staying dry. The fleet was split up into Gold (Expert), Silver (Intermediate) and Masters (60+ years of age) divisions. We raced in the Gold Division. Gold Division had 25 boats and to give an idea of the quality of the competition, the regatta was won by the guy who placed third (Zeke Horowitz) at the FS North American Championships (NAC) and the guy who took second (Tyler Andrews of FS Inc.) also took second at the NAC. We had good starts in all but one race and were consistently in the top ten around the first and second mark. We mysteriously seemed to give up a lot of boats in the latter legs of the races, without understanding why. Late Saturday night while reflecting on how the day went, it occurred to me that perhaps we should henceforth cover the boats behind us to protect our position at that point, rather than trying to reach for the boats ahead of us that we had little chance of catching. In the last race on Sunday we did that and didn't lose any spots on the last couple legs and actually passed some boats on the finishing upwind leg and had our best finish in 12th. **Lesson learned: you have to cover the boats behind you even when you're not in the lead.**

Deep Creek Lake is known for its gusts and unpredictable wind shifts and it lived up to the reputation. We had everything from 3 kt to around 20 kt in the same race and there were a couple of those sudden big shifts that backed the jib and forced us to tack. We had our traditional first race bad start, due to not understanding the starting sequence (gotta be joking right? Not!); one of those local quirky things that wasn't mentioned in the sailing instructions or the competitors' meeting. They did a single horn blast at six minutes as the warning to the warning at five minutes. We thought it was the five minute horn and started the countdown. We had a great

start, but somewhere in the midst of wondering why there weren't more boats right there with us, I realized that there was still a minute to go. We weren't far above the line but far enough that when the wind died in the last minute of the sequence, as ritual dictates, we had a hard time getting back into position and ended up with a bad start. Frankly, we blew off the flags. We were so busy maneuvering among the large fleet that we had ignored the flags and were relying on the sound signals only. **Lesson learned: watch the flags.** The funny thing is that during the course of the five race regatta, the Race Committee used three different warning sound signals without notifying the fleet of any change, so the flags were critical. We finished 22nd in the first race after that botched start. We had a good start in the second race and finished 17th. You had to be very aggressive in the start sequences in order to have a chance at a good front row start. The line was short and crowded. The third race saw two general recalls because a lot of boats were over early due to the line being skewed. That was a relief for us because on the first attempt, we had a fantastic pin end start in the works, on starboard tack and were fouled by a port tack boat who couldn't make the pin on starboard and had tacked onto port in desperation right in our way. We came head to wind right at the gun to avoid him. We were then fouled by another boat to windward of us and ended up in a sandwich dead in the water watching the top guys sailing way. What a bad feeling. But what a good feeling when they sounded the horn and hoisted the first substitute pennant for the general recall. Finally on the third sequence we had a great start and at the top mark were in fifth or sixth place and got fouled really badly by a boat that had tacked in the zone about a boat length from the mark. We and another affected boat ended up head to wind watching boats go around us before we could bear away and get around the mark. We ended up finishing 14th and were happy with the upward trend. Not that we were counting at the time, but looking back, including the recalled starts, Triple B got hit (bumped) three times in that race by some outstanding sailors. No marks.

Sunday was sunny and very windy for the most part with patches of no wind and big wind shifts out of nowhere. The starting line was in the mouth of a cove causing it to be very short for the number of boats, which necessitated a front row start to have any chance to have a good race. We had another good start in Race 4 and ended up 16th. In the start sequence for the 5th and final race, we checked the line. Stuart and I noted 90 degree oscillations less than 60 seconds apart. I checked the line and the boat end was heavily favored. Less than a minute later I checked again and the pin was heavily favored. At 1:40 left in the countdown, I still didn't have a plan and remember saying "we need to figure out what we're gonna do! The left end of the line and the left side of the course were favored at the moment so I decided to go with the port tack approach from the pin end and try to tack onto starboard around the middle of the line. We did that and had a really good start. **Lesson reinforced: aggressive start technique absolutely required to get off the line in decent air with a large fleet.**



Gold Fleet Start (Race 5)

The racing was aggressive, very tactical and at very close quarters. Coming upwind on the third leg, we had to deal with the Silver Division boats running down the course as we tacked back and forth trying to stay in clear air and deal with our competitors.



Ducking a starboard tack boat and asking for room from red boat (Rule 19)



Looking for clear air on the beat (Race 5)

Every mark rounding was crowded and contested. I noticed that some guys who are outstanding technicians when it comes to pointing and speed, play loose with the rules when it suits them. **Lesson reinforced: it pays to know the rules and in a gentlemanly sort of way, not allow yourself to get pushed around.**



Approaching crowded starboard tack layline (above). Ready to duck and tack (below)



Tacking onto layline at windward mark (Race 5)



Downwind passing purple spinnaker (Race 5)



Starting to pull ahead (Race 5)



Overlapped heading toward the leeward mark (Race 5)



FS 5341 taking more room than he's entitled at the leeward gate. We are on starboard tack (right of way boat). He's on port (keep clear boat). He's entitled to room to sail to the mark, but not room to go wide and make a tactical rounding. Lots of water between him and the mark.



On the second beat, some Gold Division Spinnakers and Silver Division in background (Race 5)

My goal was to finish at least one race in the top ten. We didn't quite get there. We finished 12th in the last race, but it was a well-earned 12th and we were not disappointed with it. In the final analysis, we finished 17th of 25 in the Gold Fleet. We got fouled four or five times over the course of the regatta. We never fouled another boat. We had really good starts. We were in the top ten around the top mark in four of five races and finally figured out how to not throw away points late in the race. We had no equipment failures. The new spinnaker pole works beautifully. We noticed that we couldn't point as well as other boats when side by side. That's the second consecutive regatta where we've had pointing issues, so we need to do some rig tuning. We measured before the races. It was off a little but it was crowded and we didn't want to lower the mast again and figured it wouldn't make much of a difference, so we just went with it. **Lesson learned: don't be lazy. Get the mast rake right.** We met a lot of great people up at Deep Creek and reunited with friends from our Selby Bay adventures, as four boats from Fleet 42 showed up.

Full regatta results here: <http://www.fssa.com/content/2017-sandy-douglass-memorial-regatta-o>



Fleet 42 friends from Selby Bay



The podium. Top seven boats. Champions Zeke Horowitz (ball cap) and crew (to his left)



Saturday sunset from the deck of Deep Creek Yacht Club

