



The Newsletter of the Sailing Club of Washington



July 2017

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SCOW FLYING SCOT RACING.

IN THIS ISSUE

Commodore's Log

My friends,

The Board met on July 11th, and there were some important decisions to make. We had an incident involving a skipper who ran Hiatus aground on June 11th. The damage was extensive, and it will cost several hundred dollars and volunteer hours to repair. Even more heartbreaking is that the boat won't be back into service until July 27th depriving the club of its favorite cruiser for a month and a half in the busiest time of year. The subsequent investigation revealed that the skipper-in-command was negligent, and so the Board has terminated the skipper's boat privileges for the remainder of the year and will require re-certification if the skipper wants to skipper boats in next year.

After a lengthy discussion, myself and the Board will take a more hardline and strict position in dealing with similar incidents in the future in order to deter negligence and reduce the time that the boats are out of service. Club assets are a communal benefit which we must protect.

Another decision that we made was to mandate towing insurance for all new cruiser skippers for the remainder of this year, and it will be required for all skippers, new and renewing, from now on. If you already have your cruiser privileges this year, this will not affect you until you renew next year. By default, I'm personally against any increase in my sailing costs, but I was more open to the decision when I realized that the increase is a mere \$5.25/month (\$48 unlimited freshwater towing + \$15 BoatUS membership = \$63/year).

This only affects about 64 cruiser skippers. For the rest of us, it's still business as usual if you're into racing, social sail, Special Olympics, or training. As much as I don't like being out in the heat and humidity during this time of year, I feel that is a small price to pay for the benefit of being out on the water with friends.

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

Fear of Capsizing??? Fear no More!!!

By Steve Youngblood, SCOW Training Director

Thom Unger and Stuart Ullman have perfected training for capsize recovery for our Flying Scots through decades (yes, DECADES) of training SCOW sailors. On Saturday July 15, they again conducted the class describing in great detail the procedures for making a Flying Scot capsize and then how to recover and sail away. (If you are trying to capsize a Scot, it is rather easy. But, in reality, Scots do not capsize so easily if you keep in mind a few simple principles--see the hints at the end of the article.) The class began by swapping out SCOW's good sails with old ones to prevent unneeded wear and possible discoloration, and then by removing the Windex at the top of the mast of each boat. You'll notice that even when a Scot is on its side, water does not enter the boat because of the wide gunnels and seat configuration.



Removing the Windex

Using Skirmish and Rebecca we towed Miss Ellie and Caroline to the cove at National Harbor where we anchored for the practice. After explaining safety precautions and the steps to take when the boat has capsized, Thom and Stuart took students out and practiced safely recovering from a capsize and sailing away.



Capsize beginning!



Everyone in the water!

In the picture below, the sailors are beginning to get into position to right the boat. But first, the skipper yells: Is everyone ok? All crew respond AYE! Then the skipper orders the crew to take specific positions, and perform specific tasks as discussed prior to setting sail. They make sure that the sheets are uncleated to keep the boat from sailing away after it is righted. Moving from right to left in the picture below, one person (in the water off

the bow) has the painter and is helping bring the boat head-to-wind. Another person is holding onto the centerboard and will begin pulling it down, on command from the skipper. The third person (head barely showing, closest to the foot of the sail) is practicing a special maneuver Thom discussed in the briefing (more on that in the next picture). The fourth person, visible because of the orange-colored PFD, is holding up the top of the mast, which he will begin lifting on command from the skipper.



Begin Recovery

Successful capsized recovery! Notice the water spilling off the sail—if the main had been cleated the sail would have been full of water adding a tremendous amount of weight that would have prevented the boat from coming up. The person at the bow still has the painter. The person pulling down on the centerboard is safely away from the hull. The third person (the closest to the foot of the sail in the previous picture) is successfully onboard, having completed the maneuver that can be used to help an individual get into the boat—using the boat’s movement—as the boat is coming up. The fourth person who was at the top of the mast is swimming toward the boat.



Successful capsize recovery!

Here are several reminders to help prevent capsizes:

- Check the weather conditions before setting sail. When in doubt about the wind strength—REEF!
- Balance the crew weight to the windward side of the boat
- Watch the water for signs of wind shifts or gusts
- If hit by a gust, let out the main and/or jib, head up into the wind
- In strong, gusty winds, avoid cleating the mainsheet, and always have your hand on the sheet ready to release it. Advise your crew to do the same with the jib sheet.

Remember to brief your crew on safety procedures and emergency procedures for crew overboard and for skipper overboard prior to setting sail!

The next Capsize Class is scheduled for August 12, and still has openings! Check SCOW.ORG for more information.

SCOW Racing Program

By Dave Beckett, SCOW Racing Director

Wednesday Night Races

June 20 came and all of a sudden summer was here, and we had 80 degree water and 80 degree air with a beautiful breeze on the river. We ventured out and ran a bunch of nice long races in a southerly breeze. Wednesday nights are the time when anybody that wants to, can get some time at the helm and it's the prime time for skippers and crews to meet. With the Fall Series starting in August, now is the time to establish those relationships for people who want to race.



Sunset Song and Little Michael



Bob



Ram



Bob and Ram



Wednesday night sunset

Spring Series Championship Regatta - Great Racing and a Party

SCOW closed out the 2017 Spring Series on Sunday, June 11th, with a Championship regatta in which the top boats from Series I and Series II duked it out for line honors.

Seven boats raced in 8-12 kt southerly winds while a spectator fleet of two cruisers and a Flying Scot looked on. The racing was extremely close on the water and even closer on the score sheet. After the last race there was a tie for first place and a tie for fourth place. Mike Hooban/Brian McPherson (Green Hornet) had the exact same scores as Jim Klein/Steve Youngblood so we had to go to the second level tie breaker, which is the last race. In the final race, Jim and Steve got off to a good start and held off the hard charging Hornet to take the win and the regatta. Top three finishers were:

1st - Jim Klein/Steve Youngblood - Susie Q

2nd - Mike Hooban/Brian McPherson - Green Hornet

3rd - Chris McGraw/Esther Yong McGraw - Elisse

Flying Scot Spring Series Championship Regatta 11 June – Final Results

| Rank | Boat | SailNo | HelmName | CrewName | R1 | R2 | R3 | R4 | R5 | Total | Nett |
|------|--------------|--------|---------------|-----------------------|-----|-----|-----|-----|-----|-------|------|
| 1st | Susie Q | 4643 | Jim Klein | Steve Youngblood | 2.0 | 1.0 | 5.0 | 3.0 | 1.0 | 12.0 | 12.0 |
| 2nd | Green Hornet | 2324 | Mike Hooban | Brian McPherson | 5.0 | 3.0 | 1.0 | 1.0 | 2.0 | 12.0 | 12.0 |
| 3rd | Elisse | 5773 | Chris McGraw | Esther Yong McGraw | 1.0 | 2.0 | 4.0 | 4.0 | 4.0 | 15.0 | 15.0 |
| 4th | Sunset Song | 5323 | Dick Kerr | Dana Howe | 4.0 | 5.0 | 2.0 | 2.0 | 5.0 | 18.0 | 18.0 |
| 5th | Selkie | 3723 | Baris Ornarli | Jonathan Weller | 3.0 | 4.0 | 3.0 | 5.0 | 3.0 | 18.0 | 18.0 |
| 6th | Caroline | 5016 | Becky Cole | Luis Rivas/Jen Barnes | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 30.0 | 30.0 |
| 7th | Ms Ellie | 2619 | Greg Prather | Teresa Fralish | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 35.0 | 35.0 |

Sailwave Scoring Software 2.19.8

www.sailwave.com

All racers are to be commended for clean and spirited competition and outstanding sportsmanship fleet-wide. A short trophy ceremony and great party with lots of good food and drink followed racing. Photos of the day's activities are below compliments of Julie Pixler and Jennifer Beckett.

Acknowledgements:

Sincere thanks and appreciation to the following people for making an enjoyable event for close to 50 participants.

Spectator fleet captains - John Kauffman and Brian Cullen

Special on-water and shore support - Richard Kaiser, Bernadette Yu, Stuart Beckett, Eleanor Krause, Stephanie Samoska, and Julie Pixler

Julie Pixler for SCOW Dhow set up/cleanup and the pizza

Food Committee: The Becketts

Race Committee: Scott McConnell, Ram Ramalingam, Jennifer Beckett, Dave Beckett

Spring Series Championship Regatta Photos:



Race Committee



A lively start seen from the Committee Boat



A close finish as four boats converge on the Committee Boat end of the finish line



The hardware – a little something for the top three crews



The Feast – Everybody won!



The Champs checking in

Flag of the Month



The "Charlie" or "C" flag is used by the Race Committee to signal a change in the next leg of a race. It means that the position of the next mark has been changed.

Racing Rules Corner

Rule 33 CHANGING THE NEXT LEG OF THE COURSE

The race committee may change a leg of the course that begins at a rounding *mark* or at a gate by changing the position of the next *mark* (or the finishing line) and signaling all boats before they begin the leg. The next *mark* need not be in position at that time.

Swashbuckling Adventure at 2017 Selby Bay Summer Solstice Regatta - Triple B Makes a Podium Appearance

After Stuart and I had the dubious honor of winning the mid-fleet award last year in our first appearance at the Summer Solstice Regatta, Ethan and I set our goal to make the podium for the 2017 edition over Father's Day weekend. The forecast was stormy and we weren't sure we would even get to race. With Sunday looking improbable, the Race Committee got in four races on Saturday in a fresh breeze ranging from 8-14 kt at SSE and a lot of wind driven chop due to the long fetch. At that angle, the Bay has many miles to work up the whitecaps. The venue was set between Thomas Point and Saunders Point where the South River opens up into the Chesapeake Bay, about 45 minutes sailing time from Selby Bay Sailing Center. It was rough enough that the number of recreational boaters was nominal compared to last year, which we welcomed because that meant not getting knocked around so much from wakes coming from all directions. All of the races were conducted on a windward-leeward course with the finish at the windward mark between the chase boat and the mark. Each race each had five legs. We counted 13 boats on the water Saturday.



Triple B tacks and bears away quickly to duck behind a starboard tacker in the first race.

In the first race we thought we'd go for an easy "safe" starboard tack approach a quarter to half the way down the line from the Committee Boat. It turned out to be our worst start of the regatta. We thought we were in a decent spot, but I was deeper in the box than I should've been. All it takes is one boat coming over the top and getting on your air and your "safe and easy" start turns into one of those subtly evolving debacles where you gradually see the rest of the fleet sailing away while you wallow in quicksand and swirling air. That one boat in this case was Len Guenther, winner of three of the last four Summer Solstice Regattas and who's name I remember seeing at least two or three times on the list of recent Flying Scot Atlantic Coast Champions. The windward mark was set about $\frac{3}{4}$ of a mile upwind from the starting line. It took us at least half that distance and a lot of maneuvering to finally feel like we had some clear air. We worked our way up from the bottom of the

fleet to finish seventh. We felt like we sailed well, but with a start like that against a competitive fleet, getting near the top isn't going to happen. A podium finish was not out of the question but would now require finishing consistently near the top of the fleet. Lesson learned (that we already knew) from Race 1: Be aggressive to get a good start in a competitive fleet.



Spinnakers flying on the run in the early going.

In the second race, we came in from the left (pin end) on port tack and tacked onto starboard on the lee bow of the fleet about $\frac{1}{3}$ of the way up from the pin end. We killed some time, then bore away and started at the favored pin end with decent speed and clear air. It was good start, not a great one, but it was good enough to give us a fighting chance among the leaders coming off the line. We rounded the first windward mark in second behind Frank Gibson and just ahead of Len Guenther. Downwind, Gibson went right, Guenther went left, and we went down the middle. At the leeward mark, we rounded in the lead with Len, the Ghost, as Ethan was calling him, on our heels followed by Gibson. We tacked onto starboard and crossed the Ghost and then he tacked under us. He got an overlapped to leeward and we sailed side by side working up and down on each other on starboard tack for much of the second beat, at times with no more than a foot or two between us. I wanted to head off a little for speed but had to stay clear as the windward boat. When I carved up to put some lateral space between us, he bore away and pulled ahead. Then I would bear away to gain speed and catch back up to him. We didn't want to let go of him, but eventually got so close to him that we were eating his bad air with no room to maneuver and getting concerned that we were giving the rest of the fleet a chance to catch up while we dueled the Ghost. We reluctantly decided to tack away and Len stayed in the lead for the rest of the race. We thought we had second place locked up but an unlucky wind shift as we approached the finish allowed Frank Gibson, who we ascertained is a bit of a local legend, to slip past so we ended up in third. We would like to have taken second but weren't too disappointed with third, knowing we could race with these guys and a podium finish was possible if we kept finishing well.



Tacking and heading down the line toward the pin just before the gun in second race.



Trying to keep the lead with the Ghost to leeward

In the third race, we rounded the top mark in the top half of the fleet and went for the spinnaker hoist. Then I notice the green spin sheet had disappeared over the bow and was making its way quickly under the boat toward the stern. I immediately told Ethan to untie the sheet from the spinnaker clew and he did. It was his first time on the boat with the new the spin sheet rigging under the seats. Attempting to retrieve the sheet from the water, he inadvertently pulled the wrong end of the line and the whole thing came out of all the blocks. I had to get under the seat and re-reeve it. With no spinnaker flying, by the time I came out from under the seat and

looked up, there was only one boat behind us. We picked off a few boats over the next couple legs, but ended up 10th. So much for consistency. With no throw-out race, visions of making the podium suddenly faded, but we had actually sailed well so far except for a few seconds; one bad start and the inexplicable spinsheet debacle.

I don't remember much about the 4th race except that we crushed it. The wind was ripping at 15-18 kt and we had another decent port tack approach on the start, won the pin again, and out-sailed everyone except for the Ghost to finish 2nd in the last race of the day. The wind picked up even more and we surfed the entire downwind run back toward home with the wind at 21+ kt. We were screaming downwind and it was fun but we had to be constantly vigilant and sit as far aft as possible to keep the bow from burying in the waves we were overtaking. At the end of the day Saturday, we were in fifth place overall with two really strong finishes, one middle of the fleet, and one debacle. We had sailed well against some real hotrods and up to this point, had not made any strategic or tactical blunders that cost us the regatta. I felt like we had good upwind boat speed, which was a new and welcome feeling for us against that level of competition. Except for that one equipment fiasco moment that cost us a lot of points, we were having a good regatta. With heavy weather in the forecast for Sunday, the big question was whether or not we'd have another day to improve our standing. It would be disappointing to finish in fifth without another race, knowing that we were settling in and getting our act together. Ethan pointed out to me that we had beaten everyone except for the Ghost in at least one race.



Coming in from the left on starboard toward the leeward mark with some boats to catch

Thankfully, against the odds, we got a chance to race on Sunday. The winds were 14-19 kt at SSE and forecast to build. After much consideration, the Race Committee decided to set up closer in and in slightly more sheltered water in case we had to abandon racing and make a run for the marina. We knew going in that the podium was barely within reach. We figured we needed to finish no worse than second in as many races as possible and we also had to put boats between us and the next two boats ahead of us in the overall standings.

We went for another port tack approach near the pin end, intending to tack over to starboard immediately, but I started my approach a little too late and there was no room to tack near the pin so we ducked Guenther (the Ghost) and FS 566 (one of the two boats ahead of us in the standings) and went off on a well lifted port tack in good position relative to the rest of the fleet. The Ghost had done to 566 what he did to us in the very first race, going over the top and taking his air, and as we slipped astern of 566, he was actually sliding backwards a bit and we barely cleared him. FS 566 had won two races on Saturday, but was now stalled out on the start line. The Ghost had a great start at full speed, in clear air, and heading toward the favored side of the course. We never really had a chance to pass him but we steadily gained on him as the race wore on. We did a lot of tactical maneuvering on the first upwind leg to stay in clear air and get where we wanted to be. On the first two upwind legs, we and the Ghost ended up on the left side of the course and all the other boats approached the windward mark from the right side on the starboard tack layline. It was close, but we crossed everyone and tacked onto the starboard layline and rounded at planing speed behind Guenther.



After crossing the fleet on the layline - Ready to put the afterburners on at the windward mark rounding in 14-19 kt in last race of the regatta

We were in command of second place starting the last downwind leg of the race. Everything was looking good as we hoisted the spinnaker on the starboard side when I noticed the guy fall out of the outboard end of the spin pole. I got Ethan's attention and he put it back in and started to trim, and the darn thing fell out again. That could easily cause the line to go under the boat like what happened the previous day. As Ethan tried to fix the problem, he noticed the pole would not release from the mast. The pole was broken. The jaws on one end wouldn't stay closed and the other end wouldn't open. The regatta was on the line with the wind in the high teens and getting stronger by the minute. We assessed that we needed to fly the spinnaker to hold onto second place but the pole was out of the game. We free flew the spinnaker, wrestling to keep it under control, until we felt like we were close enough to the leeward mark that the risk of being overtaken by the trailing boats was less than the risk of losing control of the chute and broaching. Then we took it down and stowed the monster. We didn't need the spinnaker for the rest of that race but we wondered what we were going to do in the next race.

The last upwind leg was a high speed, spray filled, sprint and cover exercise. We noticed that the rest of the fleet had caught on to our secret of the left and now they all came over. We gained on Guenther the Ghost but he was out of reach, so we concentrated on staying on top of anyone who could possibly steal second place from us. Once we tacked onto the port layline for the upwind finish, we knew nobody could pass us as long as we kept the boat upright. By now the wind was up near 20 kt and the Race Committee told us to head home as we crossed the line.

It was a close reach on the way in. The wind was blowing so hard that we were nearly close hauled with the centerboard all the way up while surfing and going almost upwind at the same time. We jokingly said "hey you want to put up the spinnaker?" Then we noticed that the boats that stood between us and third place in the standings had finished well down in the fleet and some of the bottom dwellers from the first day were way up. We had done exactly what we needed to do. We had a great race despite a significant equipment failure and now finishing on the podium was a possibility despite only having one race. We had to wait a couple hours, putting away the boat, to get to the awards ceremony to find out, but it was a happy suspense that came with knowing we had held our own against some really good sailors. They announced third place and called our name. The underdogs from the Potomac had put one on the board. Triple B finishes for the regatta: 7-3-10-2-2. It was a great finish to Father's Day. After a close inspection of the 28 year old spinnaker pole it was retired and a new pole was ordered from Flying Scot Inc.



The "Hardware" or in this case the software

