



The Newsletter of the Sailing Club of Washington



June 2017

Commodore's Log	1
SCOW Racing Program	3
Marine Forecast and UV Index.....	10

SCOW FLYING SCOT RACING.

IN THIS ISSUE

Commodore's Log

My Friends,

As Commodore, I am humbly and faithfully at your service. During this month's Commodore's log, I'd like to give a mid-year review on the state of the club.

Leadership team. First off, 9 out of 12 members on the Board of Directors were brand new to their roles this year. We had attrition early on for the roles of Membership and Racing Directors, which we moved very quickly to fill with Talya Mallin and Dave Beckett, respectively. Many of the rookie Directors had to learn on the job with very little guidance and a whole lot of pressure from the club to get things done. Thanks to their hard work behind the scenes, their personal initiative, and their positive attitude, their performance has been exceptional. As Commodore, I'm very proud and honored to work with a team that is as united and supportive of one another as this one.

Maintenance. As a club, our biggest threat is ensuring the proper care and maintenance of our fleet. It seems like half the time, the issues come from skippers not being current on our club policies and procedures. The

other half of the time, skippers aren't reporting maintenance issues or even bothering to resolve the issues themselves.

Most recently, one of our Flying Scots had capsized in winds that were beyond the level of the crew. The skipper had not reported the incident. As a result, the Flying Scot had a broken wind indicator for weeks and the mainsail is now permanently stained with mud. Remember, "When in doubt, don't go out." Sail within your limitations and within the limits of our policies. If you encounter any maintenance issues, try fixing it yourself and report up through the proper channels, i.e. e-mail the appropriate bosun team at [name of boat]@scow.org and e-mail the appropriate Maintenance Director at scotmaint@scow.org or cruisermaint@scow.org.

The maintenance teams are doing everything they can to keep our boats in good seaworthy condition, but we need EVERYBODY to do their part. Please be familiar with the rules and procedures, and please communicate to the bosuns and maintenance directors if you see anything wrong with the boats.

Membership forms and skipper agreement forms. The administration of all of the membership forms and skipper agreement forms falls upon the responsibility of only two people: Membership Director Talya Mallin and Skipper Director Brian McPherson. The process that has been used for years is extremely labor-intensive, and it's asking a lot from just two volunteers with full-time jobs. Thankfully, both Talya and Brian have risen up to the challenge and learned on the job. We're working on automating our administrative processes to save everyone time.

Currently, each person's membership and skipper status is updated manually. Brian recently cleaned up our skipper agreement records and removed skipper privileges for anyone who hasn't submitted updated skipper agreement forms. If you're having issues reserving a boat, it's probably because you haven't submitted the forms for 2017. The forms are important legal documents that we need to have on file in order for you to reserve boats.

Boat purchase. After a great deal of discussion and internal debate, the Board has moved to replace *Skirmish* with a Catalina 250, which is the same model as *Hiatus*, our most popular cruiser. I've appointed John Kauffman as the Chairman of the Boat Assets Committee, and he is literally test sailing a prospective boats right now as I write this. With any luck, we will have a new cruiser this year.

We looked at a Colgate 26 earlier this year, but missed out on it due to the timing. There was a previous report in 2015 from the Boat Assets Committee which recommended this boat and which drove the decision to go for it. When we missed out, we started looking at alternatives to the Colgate because we felt that the club might be waiting a very long time before another boat came on the market. Meanwhile, we've got *Skirmish* whose slip fees we are paying for, and skippers barely use her. (A recent survey of our boat utilization rates in 2016 revealed that she's only used 10% of the time compared to our other boats, *Hiatus* (50%) and *Rebecca* (40%).)

Cigar Roll. We have updated our procedure for stowing the mainsails on our Scots. The issue was that the old method using the PVC pipe proved to be more difficult than was necessary. It took a lot of work behind the scenes from many members to make the necessary change, but the club is much better off now as a result.

Kudos to Elaine McLaughlin for being one of the primary drivers behind this effort. In gratitude, we let her coin the term "cigar roll" for all posterity. Lynn Durbin and John Rogers also contributed to this effort. I know there were many more, and too many to list.

Call for Skippers and Volunteers. None of SCOW's operations are possible without the generosity of time and altruism of skippers and volunteers like you. Our social sails rely heavily on dockmasters, assistant dockmasters, chefs, and Flying Scot skippers. Our races rely on cruiser skippers and volunteers for race committee. I can probably count on two hands the number of trainers that are active in our training program. What is particularly

remarkable is the fact that it only takes a few people to make such a large impact on so many people. If we can just tap into the rest of the club and get everyone involved, we would be able to achieve so much more.

Each one of us has the potential to create *real, meaningful value* in the lives of others by volunteering with SCOW. For example, Richard Lawrence, a fellow SCOW member, came up with the idea of organizing skippers and crews for pick-up sailing on Tuesday nights. It's simply SCOW members wanting to get together to go sailing outside of our other club-organized events. Richard had a vision to create value for the club and he took the initiative to lead. The SCOW experience continually improves because of members like Richard, Elaine Mclaughlin, and others who take ownership of the club.

Conclusion. We're fully underway in the sailing season, and all systems are GO. As we encounter challenges throughout the year, we're in a very good position to meet them head-on by continuing to work collaboratively with one another. Our biggest threat is maintenance, but it's also an opportunity for all members to get involved by reporting maintenance issues before they worsen and/or coordinating solutions with the bosuns and Maintenance Directors. Our volunteers are our greatest resources, and if we can increase the levels of participation among all members, we will be able to enhance the SCOW experience for all so that the majority of operational tasks do not fall upon a minority contingent of volunteers. With increased participation, we also increase the creative dialogue within the club for new ideas to be vetted and implemented with a positive benefit for all.

Thanks for reading. I'll see you on the water!

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SCOW Racing Program

Wednesday Night Races

Wednesday nights are in full swing and taking advantage of high water and no Hydrilla choking the lagoon yet. Many new sailors and first time racers have been showing up to crew or drive under the tutelage of more experienced skippers. Everybody gets on a boat and plays an active role in sailing the boats. Wednesday nights are the best opportunity for new members to meet skippers and get on the water. Just show up between 5pm and 5:45pm.

Spring Series I

Sunday afternoon, 4 June, provided the best sailing conditions of the year for sailing to date for the final day of Spring Series I. Winds were steady out of the south at 8-10 kt under blues skies. The Race Committee set up a very long windward leeward course with a downwind finish. The fleet was packed together coming downwind in very close and fast racing. There were many lead changes and a different boat won each of the four races. At the end of the day, Jim Klein and Steve Youngblood edged out Chris and Esther McGraw to finish first overall, followed closely by Mike Hooban/Brian McPherson and Dick Kerr/Dana Howe. Dick and Dana had already qualified for the Playoff by placing second in Series II, so Baris Ornarli will join the line-up as the wild card for the Playoff.

Flying Scot Spring Series I Final Standings

Sailed: 8, Discards: 0, To count: 8, Entries: 10, Scoring system: Appendix A

Rank	Boat	SailNo	HelmName	R1	R2	R3	R4	R5	R6	R7	R8	Total	Nett
1st	Susie Q	4643	Jim Klein	4.0	2.0	2.0	1.0	6.0	1.0	3.0	2.0	21.0	21.0
2nd	Caroline	5016	Chris McGraw	1.0	1.0	8.0	3.0	3.0	3.0	2.0	1.0	22.0	22.0
3rd	Green Hornet	2324	Mike Hooban	5.0	3.0	4.0	5.0	2.0	6.0	1.0	3.0	29.0	29.0
4th	Sunset Song	5323	Dick Kerr*	3.0	6.0	6.0	2.0	1.0	4.0	4.0	6.0	32.0	32.0
5th	Selkie	3723	Baris Ornarli	6.0	5.0	3.0	6.0	4.0	2.0	6.0	4.0	36.0	36.0
6th	Firth Lady	5296	Joe Warren	2.0	4.0	5.0	9.0 RET	5.0	5.0	5.0	5.0	40.0	40.0
7th	Elisse	5773	Jonathan Thron	7.0	8.0	1.0	4.0	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	64.0	64.0
8th	Ms Ellie	2619	Elliot Long	8.0	7.0	7.0	7.0	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	73.0	73.0
9th	Blown Away	5432	Greg Beckwith	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	88.0	88.0
9th	Triple B	4450	Dave Beckett	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	11.0 DNC	88.0	88.0

Sailwave Scoring Software 2.19.8

www.sailwave.com



A well run Race Committee executed crisp starts with no down time. Committee Boat, Hiatus, seen with flags flying during the start sequence.

Race Committee:

RC Skipper: Becky Cole
Deckhand: Teresa Fralish
PRO: Greg Prather
Scorer/Timer: Jen Barnes
Signaler: Caroline Cobb
Skiff Crew: Ronnie Lewis/Dave Beckett/Jennifer Beckett



Caroline and Green Hornet lead the fleet into the windward mark



Dick Kerr and Dana Howe on Sunset Song with the lead and the win in the first race.



Mike Hooban/Brian McPherson in the lead downwind followed closely by Klein/Youngblood, Kerr/Howe, and the McGraws. Each of these boats won a race on the final day of Series I.

Spring Series II

Becky Cole, with crew Jen Barnes and Pablo Jimenez found themselves in a tight battle with Dick Kerr and Dana Howe for Day 3 honors. They each won two races, but Becky and crew won the day and the series with a consistently strong overall performance. Becky Cole (Caroline), Dick Kerr (Sunset Song), and Chip Lubsen (Elisse), as the top three boats, advance to the Spring Playoff. Chip won't be able to race on Playoff day so Greg Prather, as the next boat in the standings, will sail in the Playoff.

Flying Scot Spring Series II Final Standings

Sailed: 10, Discards: 0, To count: 10, Entries: 8, Scoring system: Appendix A

Rank	Boat	SailNo	Helm Name	Crew Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total	Net
1st	Caroline	5016	Becky Cole	Jen Barnes/Pablo Jimenez	3	2	1	1	1	1	2	1	2	1	16.0	16.0
2nd	Sunset Song	5323	Dick Kerr	Dana Howe	DN C	3	4	3	2	2	1	2	1	3	31.0	31.0
3rd	Selkie	3723	Chip Lubsen*	Scott Mcconnell	2	RDG a	RDG a	RDG a	RDG a	RDG a	6	4	4	5	42.0	42.0
4th	Susie Q	4643	Greg Prather	Teresa Fralish/Ricardo Abella	DN C	4	3	RET	RET	RET	4	3	5	6	53.0	53.0
5th	Unsinkable 2	4968	Brian McPherson	Missy McPherson/Mike Hooban	DN C	1	2	2	3	3	DN C	DN C	DN C	DN C	56.5	56.5
6th	Firth Lady	5296	Joe Warren	Christopher/Gabe Gersten	DN C	DNC	DNC	DNC	DNC	DNC	3	5	3	2	67.0	67.0
7th	Ms Ellie	2619	Elliott Long	Craig Connelly	DN C	DNC	DNC	DNC	DNC	DNC	5	6	6	4	75.0	75.0
8th	Triple B	4450	Dave Beckett	Artem Kuznetsov	1	DNC	DNC	DNC	DNC	DNC	DN C	DN C	DN C	DN C	82.0	82.0

Sailwave Scoring Software 2.19.8

www.sailwave.com



Dick Kerr/Dana Howe (Sunset Song) with the yellow and blue spinnaker lead a tight pack downwind.



Becky Cole, Jen Barnes, and Pablo Jimenez (Caroline) in control nearing the finish line.

2017 PRSA Spring Regatta 27-28 May

After 25-30 kt winds all day on Friday, there was nothing on Saturday. PRO, Nabeel Alsalam, wisely issued a postponement ashore; a popular move. Eventually, there was eating but no sailing on Saturday for the Scot fleet. Sunday was promising and the fleet headed out in 7-10 kt winds from the ESE and got in two races on an Olympic course set in an east-west orientation. A strong ebb tide made current the overriding factor in decision making throughout the day. Halfway through the third race, the fleet was becalmed as the southeasterly wind died out and was replaced by a breath of wind from the north. The reach/run to the jibe mark became a beat and the PRO shortened course at the leeward mark and called it a day. The Flying Scot Fleet was competitive and racing was close on the water and the scoresheet. Dave Beckett and son, David, finished first overall. Steve Young and Molly Lynn Westrate, visiting from Fleet 42 in Selby Bay, finished second. Stuart Beckett and his brother Ethan finished third overall.

Flying Scot (7 boats) PRSA Spring Regatta Standings - 3 races scored

Pos	Sail	Boat	Skipper	Yacht Club	1	2	3	Total
1	4450	Triple B	David Beckett	Sailing Club of Washington	2	1	1	4
2	5301	Project Mayhem Deux	Steve Young	SBSC	1	2	5	8
3	5323	Sunset Song	Stuart Beckett	SCOW	3	3	4	10
4	5016	Caroline	James Pokorski	PRSA	5	4	2	11
5	5773	Elisse	Chip Lubsen	SCOW	4	6	3	13
6	5296	Firth Lady	Joseph Warren	SCOW	6	5	6	17
7	4968	Unsinkable II	BRIAN MCPHERSON	SCOW	7	7	8/DNS	22

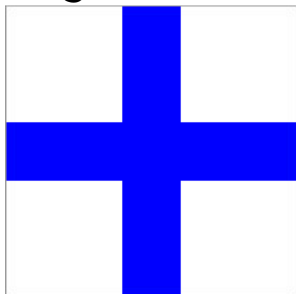


Beckett boys trying for a 1-2 finish in second race of the PRSA Spring Regatta (Photo by Becky Cole).



Flying Scot podium finishers from left to right: Team Mayhem, Team Triple B, and Team Sunset Song.

Flag of the Month



The "X-ray" or "X" flag is used by the Race Committee to signal an "Individual Recall" when a boat crosses the starting line too early.

Racing Rules Corner

Rule 29.1 Individual Recall "When at a boat's starting signal any part of her hull, crew, or equipment is on the course side of the starting line...the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line or one of its extensions...*but no later than four minutes after the starting signal or one minute before any later starting signal.*"

If you are pushing it and are so close to the starting line at the start signal that you think you might be over early and you hear a horn and see this flag, you probably were over early. Dip back down completely on the pre-start side of the line and start again. Don't keep sailing upwind another 200 yards waiting for the flag to drop. The Race Committee is not obligated to yell out sail numbers or chase down boats that are over early. Finishing a few positions lower is better than being scored OCS.

Marine Forecast and UV Index

By George Clark

Anyone who enjoys outdoor fun, such as sailing, should monitor the "UV index" as closely as they monitor wind speed. The Environmental Protection Agency (EPA) defines UV index at this web page:

<https://www.epa.gov/sunsafety/uv-index-scale-1>

Our website, SCOW.org, does not display UV index as part of its marine forecast. So, you should base your decision on whether to wear sunscreen at Washington Sailing Marina, according to the "UV Report for Alexandria" at this web page: <https://www.theweathernetwork.com/us/forecasts/uv/virginia/alexandria>

People are increasingly distrustful of traditional sunscreens because they contain unnatural chemicals that may be carcinogenic. As a consequence, there has been a whole market created for a new generation of sunscreen products that avoid unnatural chemicals.

Thinksport Sunscreen SPF 50+ is the brand that I decided upon, based upon its natural ingredients and its 5-star consumer reviews at Amazon.com: <https://www.amazon.com/gp/product/BookK3JQO9Y>

Wearing a hat is important, too, because you are at risk of skin cancer on your scalp from sun exposure.

And as you already know, sunglasses are necessary, too, to protect eyes from UV light.

In summary, air temperature is a poor indicator of whether outdoor protection from UV exposure is necessary. In particular, all-the-above applies to outdoor fun in the winter as much as in the summer. So, don't ignore the UV index, just because temperature is forecast to be mild.



SCOW Social Sail (Picture collage by Julie Pixler).

