



*The Newsletter of the
Sailing Club of Washington*



March 2017

Commodore's Log	1
River & Bay Report	3
US Coast Guard Auxiliary Boating Safety Class at WSM...	3
2017 SCOW Racing Program	4
The Magnetic Navy	5
Training Director's Report	8

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

IN THIS ISSUE

Commodore's Log

Ahoy, fellow SCOW members!

As many of you all know, my intent this year is to promote and celebrate our club's values. When we volunteer, strengthen our community, and act with integrity, we can do no harm. I ask all hands to join me in celebrating and promoting our values throughout the year.

Volunteers in the Spotlight

There's a lot of work that goes on behind the scenes to ensure that our club operates as smoothly as possible, and so I want to publicly recognize and thank a few of you who have stepped up into leadership and volunteer roles when the club needed you most:

- Talya Mallin, our new Membership Director
- Dave Beckett, our new Racing Director
- Luis Rivas, our new Web Editor
- Becky Cole, Hiatus bosun team

- Kevin Longenbach, Ronnie Lewis, Rob Reuter, and Jithesh Prabhakar for helping lift the cruiser engines off of the boats for maintenance
- And there are many more that have helped through our winter seminar series, our social events, and other administrative tasks that all deserve our thanks. You know you are, and I appreciate you.

SCOW is in the March 2017 Spinsheet Magazine on page 72

Fellow SCOW member Rhonda Glassmann connected Spinsheet writer, Leslie Toussaint, to me. Leslie said she was doing an article on local sailing clubs in the area. She had heard about SCOW and pressed me for information about the club. I gave her my personal story and highlighted our club's values, i.e. volunteer service, community, and integrity. I then put her in touch with veteran member, Thom Unger, and new member (and skipper) Art Kuznetsov.

Coincidentally, they both identified with the values that make this club such a great organization to be a part of. Art described how his connections with other SCOW sailors helped him progress in his skipper development. He took the SCOW basic sailing course last year, and he volunteered regularly at Social Sail every Thursday. With no prior sailing experience, Art became a fully certified Flying Scot skipper within one year because of his active participation in the community and through his volunteer service during Social Sail.

Thom, on the other hand, has been with the club for 27 years. He comes back year after year because of the friendships that he's made here at SCOW. He has served the club with distinction as a former Commodore, trainer, and Social Sail skipper for many years.

Between Art, Thom, and myself - and this goes for many of you already - you get out from the SCOW experience what you put in. Check out Leslie's article at the following link:

<http://spinsheet.com/cruising/all-are-welcome-sailing-club-washington>.

Please Wear Your Life Vests

A headline from the Washington Post on Feb. 27, 2017, reads: "Maryland Man Found Dead Near Capsized Boat Near Patuxent River Bridge." Aside from this being a fatal tragedy, what stands out to me is that, according to the article, "Authorities said he was not wearing a life jacket."

I know the feeling during the winter season when we get these sunny and warm days every once in a while. They just beg you to go spend some time on the river. But when the water temperatures are still in the mid-40's to low-50's, wearing life vests is the responsible thing to do and reflects on your seamanship.

SCOW policy mandates that we wear our life vests when on the water between October 1st and April 30th. As responsible skippers and crews, we have to hold ourselves and each other accountable to this safety standard. I ask that everyone uphold this safety standard with the integrity that is becoming of a SCOW sailor.

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

River & Bay Report

By Marie Brennan
River/Bay Director
river@scow.org

Hi fellow SCOW members- Happy almost spring! With warm weather around the corner, I am excited to start planning all the fun activities we will be doing this year on the river and bay! In addition to the monthly Friday raft-ups, we will have additional raft-up and sailing opportunities for those that can't make it Fridays. This will include some brunch raft-ups, and other special occasions. The first two will be Earth Day Raft-up on April 22, followed by a Cinco de Mayo raft-up. Stay tuned for more details!

As in past years, SCOW will also be participating in the 29th Annual Potomac River Watershed Cleanup! Volunteers are wanted to help clean up Dangerfield Island so that we have a clean place to sail and to help keep debris and trash out of the river. This will take place April 8th; stay tuned for more details about time.

I am very open to other ideas for raft-ups or bay activities so please feel free to send me an email with your wishes and ideas! I am also trying to coordinate more bay activities with our new friends at Cobb Island Yacht Club, which is just a short 1 hour drive from here for some beautiful sailing! As in the past, raft-ups this year will give first priority to active members, and then guests, as slots are available. If you are a cruiser skipper and interested in volunteering to skipper some of the raft-ups, please contact me! We are always in need and appreciate your help!

I am looking forward to another great year of sailing, and hope to have lots of fun with you on the water!

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.

2017 SCOW Racing Program

By Dave Beckett

Racing Director

racing@scow.org



We are looking forward to an exciting racing season in 2017 on the Flying Scots and the cruiser, Rebecca. Registration is open for the Flying Scot Spring Series and the PRSA Spring Regatta on the 'Race with SCOW' webpage. Also on the website, you'll find all of the SCOW racing documents updated for 2017. If you are going to race with us this year, please review the governing documents, specifically the Racing Policy, Racing Handbook, Race Committee Handbook, and the Racing Rules of Sailing. Everything you need to know about racing with SCOW is on the 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.

Our informal Wednesday Evening Races start on 5 April and run the whole season. 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. Sailing is a lifetime sport and it's never too late to start, so come on out and have some fun. See the website for more details on Racing with SCOW.

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 Magnetic Navy

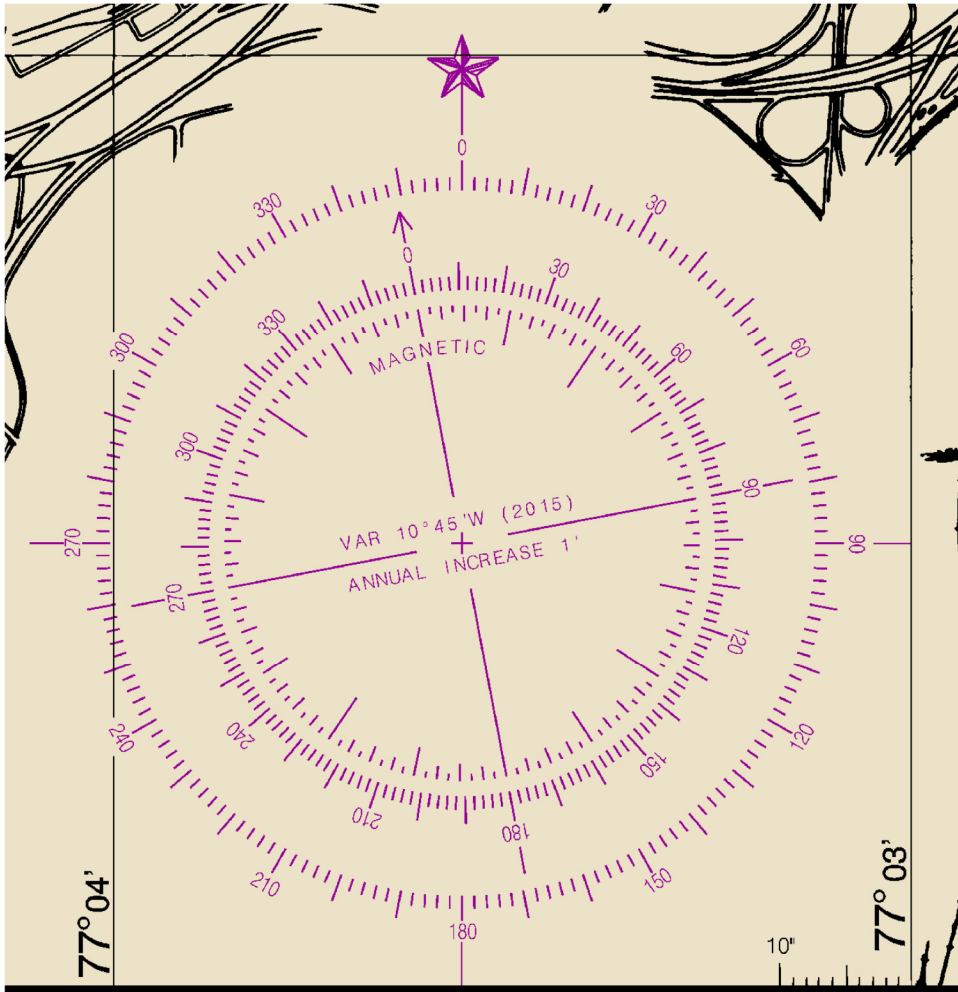
By Ronnie Lewis

Almost all of us are fiberglass sailors. Aside from a compass, we give little thought to magnetism. Sailors of metal ships care a great deal about magnetism.

The Earth has a magnetic field because it has a solid iron core surrounded by molten metal; the solid iron core is spinning. Generally this is a good thing, without it the solar wind of charged particles would kill all life on the planet. Those particles are instead either deflected or are directed toward one of the poles where they create the aurora borealis and aurora australis.

About those poles, the magnetic poles are near, but not collocated with the planetary poles. The magnetic poles also wander, that is they move around their known locations. Every few hundred thousand years the poles flip and the north becomes south.

The magnetic field is not perfect, unlike a small magnet, the magnetic field lines are not "smooth". Substantial deposits of iron in the crust of the Earth and global effects from the non-spherical shape of the Earth (Oblate spheroid – pumpkin shaped) produce slowly changing variations in the field.



On nautical charts there is a compass rose which both states and indicates how much the magnetic field varies on that chart. As of 2015, the magnetic variation at the Washington Sailing Marina is 10 degrees 45 minutes West; with a projected annual increase of 1 minute. In practice what this means is that when the compass points NORTH it is actually pointing 10 degrees 45 minutes to the west of the true North Pole.

In addition to variation which is constant in location, there is magnetic deviation which is due to local effects, like metal on a ship. A binnacle on a ship is traditionally

where the compass is mounted. The common depiction of the binnacle is with two spherical iron balls are mounted upon it. These iron balls are moveable, they can be adjusted to negate the ship's magnetic deviation. Doing so means only magnetic variation needs be accounted for in navigation.

That's a lot of background just to get to the point of the Magnetic Navy. Steel ships are unintentionally magnetized during construction. Molten steel takes on the magnetic field of the location where the metal cools. Steel plates take on another magnetic field when they are welded together; deck plates, hull plates, frame members, braces and supports. A metal ship is a collection of different magnetic fields.

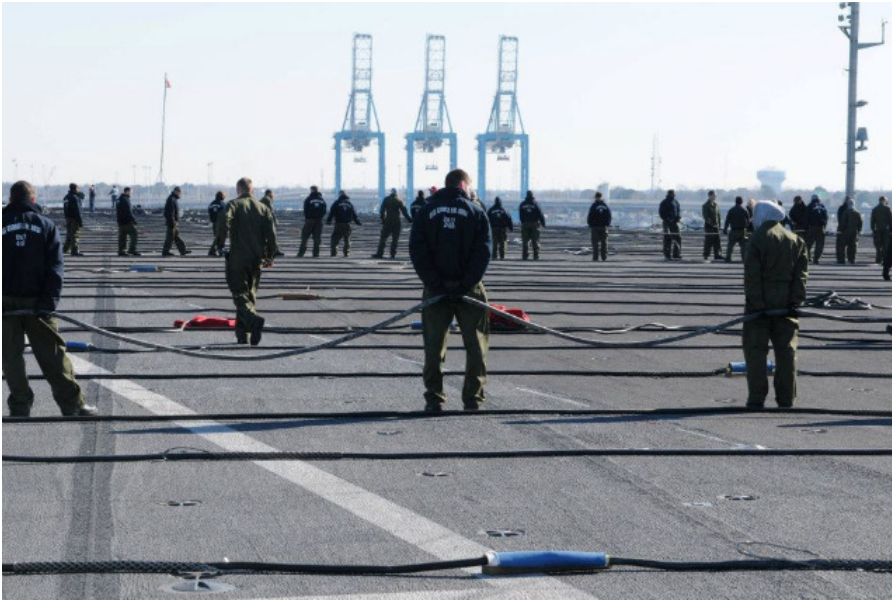
The Navy doesn't want magnetized ships. They make navigation difficult. They are targetable, and the movement of a magnetized



object through a separate magnetic field creates electricity. On an aircraft carrier sized object the electric charge would be considerably larger than the shock you get on a dry winter day after moving across a wool rug.

During commissioning the Navy performs a process called “de-perming” which is to say they make all the magnetic fields on board uniform and then minimize them. For the Atlantic Fleet this process is conducted at the Lambert’s Point De-perming station in Norfolk.

De-perming involves surrounding the ship with heavy copper cables; more like a net. Large currents, up to 4000 amps, are pulsed through the cables. It is possible to reset the magnetic field to the local field. It is also possible to set the ship’s field to any place on Earth by the actions of the pulsing current. De-perming is typically performed once in the life of a ship.



For Submarines it’s a bit easier



De-perming doesn't eliminate the magnetic field but it minimizes it, makes it constant and predictable. For the sake of crew safety, navigation, and performance, controlling the magnetic field prevents the United States from having a Magnetic Navy.

Training Director's Report

By Steve Youngblood

Training Director

training@scow.org

Welcome to Spring!

SCOW's Basic Sailing and Cruiser Training Schedules have been set. Becoming a SCOW Skipper allows you to reserve and sail SCOW sailboats. Whether you are a new or experienced sailor, before you can reserve and skipper our boats, you must demonstrate you can sail safely and know our procedures by passing both written and on-the-water tests. The Basic Sailing program (available to SCOW members) includes four 2-hour land classes and six 4-hour on-the-water classes. The Cruiser Training includes two 2-hour land classes, four 8-hour daytime classes and one nighttime class.

If you are new to sailing, to qualify for the Flying Scots:

1. Become a SCOW member.
2. Take the SCOW Basic Sailing Training.
3. Familiarize yourself with the SCOW Skipper Requirements and Boat Use Policy and Flying Scot Skipper's Information File (SIF). These are part of the SCOW Basic Sailing Training materials.
3. Complete the OPEN BOOK written exam (no time limit) and return to the Skipper Director for grading.
4. Complete a boating safety course and get a Boating Safety Certificate, required by DC Harbor Police for all boat operators. The Coast Guard Auxiliary offers courses at various locations. DC Harbor Police also offers courses.
5. After passing the written exam (85 percent minimum), complete the on-the-water checkout showing you can launch and handle the boat safely. There is a big emphasis on safety.
6. Fill out the Skipper Agreement and sign it. Submit these along with a copy of your Boating Safety Certificate and check for \$100 payable to SCOW (for the Flying Scot skipper fee) to the SCOW Skipper Director.

If you already know how to sail, to quality for the Flying Scots or the Cruisers:

1. Become a SCOW member.
2. Familiarize yourself with the SCOW Skipper Requirements and Boat Use Policy, Flying Scot Skipper's Information File (SIF), and/or the Cruising Boat Skipper's Information File (SIF).
3. Familiarize yourself with the rigging, launching and sailing of the type of boat you wish to check out on.

Flying Scots: come to Social Sail on Thursday evenings at 6:00 p.m. and help launch and rig the Scots. Go for a 20 minute sail with a SCOW skipper. Help unrig and put away the boats. Crew on the Wednesday evening Flying Scot races at 6:00 p.m.

Flying Scots and Cruisers: after passing the OPEN BOOK written test (85 percent minimum), you can request a tutor (tutor@scow.org). Per SCOW's Training Policy, tutoring is offered to allow individual members to practice boat handling skills, generally before taking the on-the-water exam. Tutoring is not intended to replace training classes. You must be able to demonstrate your ability to competently skipper a sloop-rigged daysailer or cruiser (e.g., sailing a figure 8; safe boat handling; docking). If the Training Director determines that you need more formal training, you will be requested to take sailing lessons.

4. Pass the on-the-water tests.

5. Complete a boating safety course and get a Boating Safety Certificate (see above).
6. Fill out the Skipper Agreement and sign it. Submit this along with a copy of your Boating Safety Certificate and check for the skipper fee (\$100 Flying Scot, \$140 Cruisers, \$180 for both) to the SCOW Skipper Director.

If you have any questions, please contact the Training Director training@scow.org

Basic Sailing: Cost \$400	<i>Land Sessions</i>	<i>Water Sessions</i>
<input type="checkbox"/> Basic Sailing 1 - Spring Class size 12	April 12, 19, 26 & May 3 Wed. 6:30pm - 8:30pm	April 22, 23, 29, 30, May 6 & 7 Sat. & Sun. 8:00am-12:00 or 12:00-4:00pm (Makeup May 20 & 21)
<input type="checkbox"/> Basic Sailing 2 - Summer Class size 12	June 7, 14, 21 & 28 Wed. 6:30pm - 8:30pm	June 10, 11, 24, 25, July 1 & 2 Sat. & Sun. 8:00am-12:00 or 12:00-4:00pm (Makeup July 8 & 9)
<input type="checkbox"/> Basic Sailing 3 - Fall Class size 12	September 6, 13, 20 & 27 Wed. 6:30pm - 8:30pm	Sept. 9, 10, 16, 17, 23 and 24 Sat. & Sun. 8:00am-12:00 or 12:00-4:00pm (Makeup Oct. 1 & 8)

Cruiser Sailing: Cost \$450	<i>Land Sessions</i>	<i>Water Sessions</i>
<input type="checkbox"/> Cruising 1 - Spring Class size 5	April 13 & 20 Thursday 6:30pm - 8:30pm	April 22, 23, 29 & 30 Sat. & Sun. 8:00am – 4:00pm (Makeup May 6 & 7) Night Class either May 23 or June 2; 5:30pm-12:00am
<input type="checkbox"/> Cruising 2 - Fall Class size 5	Sept. 14 & 21 Thursday 6:30pm - 8:30pm	Sept. 16, 17, 23 & 24; Sat & Sun 8:00am – 4:00pm (Makeup Oct. 1 & 8) Night Class either Oct. 10 or 13; 5:30pm-12:00am

Capsize: Cost \$50	<i>Land Sessions</i>	<i>Water Sessions</i>
<input type="checkbox"/> Capsize 1 Class size 10	N/A	Sat. July 15, 9:00am – 5:00pm
<input type="checkbox"/> Capsize 2 Class size 10	N/A	Sat. August 12, 9:00am – 5:00pm

Dates are subject to change. Makeup dates are only used for rescheduling classes canceled due to inclement weather.
Water training sessions are held at Washington Sailing Marina.
Location of Land training sessions is TBD.

2017 Winter Seminar Series (Continuing this month)

Time and locations for the remaining seminars are provided below. Many thanks to the organizers.

Subject	Speaker	Date	Location
Solo Sail from Annapolis to DC	Janelle Kennedy	Wed. 3/15	West Marine

Subject	Speaker	Date	Location
---------	---------	------	----------

Other Seminar Topics We are Working on:
 Maintenance, Navigation, Local Waters & Local Marinas, Weather (NOAA), CG Auxiliary & Safety, Movie Night "Wind", Racing Rules, Skiff Orientation

Time and Locations for Seminars

Time for all Seminars/Meetings	West Marine Address	Hard Times Cafe
6:00pm – 7:00pm Social Hour 7:00pm – 9:00pm Seminar/Meeting	601 S. Patrick Street Alexandria, VA 22314	1404 King Street Alexandria, VA 22314

Other Upcoming SCOW Events

Activity	Date	Time	Location
Maintenance day	Saturday, Mar. 18th	9:00 am – 3:00 pm	At the Marina
First Social Sail of the season!	Thursday, April 6th	6:00 – 9:00 pm	At the Marina

