



The Newsletter of the Sailing Club of Washington



# May 2017

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SPRING SERIES I DAY 1 – SIX BOATS ROUNDING THE LEEWARD MARK.

### IN THIS ISSUE

## Commodore's Log

As we head into May with our sailing season fully underway, now is the time to really maximize and fully embrace the *joie de vivre* that makes up the SCOW experience. On paper, we're a 501(c)(7), a non-profit, social club. To outsiders, we're the result of a Google search or just another Meetup group among many. But if you really want to understand who we are, you need look no further than to your fellow skippers and crewmates zig-zagging in boats on the lagoon. We come from all walks of life, and we are united by our common interest in the sport of sailing.

With such a broad diversity of personalities and perspectives coming together into close proximity with one another, it's only natural for friction and conflict to arise every once in a while. But what I'm seeing more often is the spirit of community, volunteer service, and friendship between SCOW sailors every single week. At each level of the organization, up here on the Board, in the training classroom, and down in the cockpits of our Flying Scots and cruisers, SCOW sailors come together to create value for others. It takes a lot of work to run a sailing club, but it sure is fun working together with you all every step of the way!

One of my favorite parts of the club is when individuals take the initiative to make positive changes. When members felt that the old mainsail rolling technique using the PVC pipe was too cumbersome, they took the initiative to start the dialogue and process that resulted in the new "cigar roll" method that we have now adopted. The new method is easy to learn, easy to do, and is a much better improvement over the old method. This was truly a team effort led by Elaine McLaughlin, Lynn Durbin, and Jan Earle with inputs from the Board of Directors and the Training & Skipper Certification Committee (TSCC). Thanks to all who had a hand in making this change.

The bottom line is that WE are SCOW. We directly influence the evolution of the club, and we directly impact the SCOW experience for ourselves and the rest of the community. In a way, every member is a Commodore and has the potential to lead change. As I've told my team on the Board of Directors in the beginning of the year and as I've written previously, the Commodore's intent this year is to lead with the values of community, service, and integrity. Anyone who does so can do no harm. I want all hands to be leaders in the club and to keep these values mind so that we can create the best version of SCOW for years to come.

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

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## SCOW Racing Program

The 2017 racing season has gotten underway with a bang. We've had an exceptionally strong turnout and great weather on Wednesday nights with as many as nine Flying Scots racing. All the boats are packed, so if you are a skipper or a boat owner come on down and get in on the action. There is no shortage of crew. The Flying Scot Spring Series has featured some close and spirited competition. We are always looking for Race Committee volunteers. We have had a great time running races this spring. No experience is needed for most positions, so come out on the water with us. Spring Series II is coming up and the PRSA Spring Regatta is May 27-28. Register on the Race with SCOW webpage.

### Spring Series I Day 1 Summary

The weather cooperated and Day 1 featured light air racing under cool overcast conditions with an eight boat fleet. The course was a windward leeward with a downwind finish. Wind was light and variable, generally from the East with minimal current.

Racing was close with six boats vying for position at one leeward mark rounding. There were multiple finishes where the difference between the bows of the finishing boats was less than six inches. Chris McGraw and Esther Yong dominated early with bullets in the first two races. However, Jim Klein, Steve Youngblood, and Scott McConnell sailed consistently, and are atop the leaderboard, followed closely by Chris, Esther, and the pup. It's close on paper as well. After four races, three different boats have won a race. There are two boats tied for third place and three boats tied for fourth place. Day 2 was blown out and will be rescheduled.

# Flying Scot Spring Series I Standings

## Overall

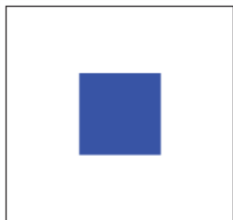
Sailed: 4, Discards: 0, To count: 4, Entries: 10, Scoring system: Appendix A

Rank	Boat	SailNo	HelmName	CrewName	R1	R2	R3	R4	Total	Nett
1st	Susie Q	4643	Jim Klein	Scot McConnell/Steve Youngblood	4.0	2.0	2.0	1.0	9.0	9.0
2nd	Caroline	5016	Chris McGraw	Esther Yong	1.0	1.0	8.0	3.0	13.0	13.0
3rd	Sunset Song	5323	Dick Kerr	Dana Howe	3.0	6.0	6.0	2.0	17.0	17.0
4th	Green Hornet	2324	Mike Hooban	Brian McPherson/Ana Areias	5.0	3.0	4.0	5.0	17.0	17.0
5th	Elisse	5773	Jonathan Thron	Holly Schroeder/Ricardo Abella	7.0	8.0	1.0	4.0	20.0	20.0
6th	Firth Lady	5296	Joe Warren	Duane Moore/Esther Massey	2.0	4.0	5.0	9.0	RET	20.0
7th	Selkie	3723	Baris Ornarli	Mohan Sud	6.0	5.0	3.0	6.0	20.0	20.0
8th	Ms. Ellie	2619	Elliot Long	Craig Connelly	8.0	7.0	7.0	7.0	29.0	29.0
9th	Blown Away	5432	Greg Beckwith	Betsy Beckwith	11.0	DNC	11.0	DNC	11.0	DNC
9th	Triple B	4450	Dave Beckett	Artem Kuznetsov	11.0	DNC	11.0	DNC	11.0	DNC

Sailwave Scoring Software 2.19.8

[www.sailwave.com](http://www.sailwave.com)

## Flag of the Month



The "Sierra" or "S" flag, signals that the Race Committee has shortened the course. This could be due to incoming weather or wind dying out. Normally the flag will be raised accompanied by two sound signals. When you see this flag, you are on the final leg of the race and the finish line will be located between the nearby mark and the boat on which the S flag is flying, which could be either the Committee Boat or the Chase Boat.

## Racing Rules Corner

Let's talk about "Barging" for a minute. It happens all the time, but it's not legal. We've all seen it and most of us have found ourselves in the unenviable situation of being the barging boat at least once, more than once for the slow learners. For the uninitiated, barging is when you are heading to the starting line at the Committee Boat end of the line from a position that is above the starboard tack layline. The rules pertaining to "mark room" may seem complicated, but we need only look at the preamble of Section C to see that this is a simple one. Think you can squeeze in there? DON'T GO IN THERE!

From the Racing Rules of Sailing:

### SECTION C – AT MARKS AND OBSTRUCTIONS

*"Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them."*

The Committee Boat is a starting mark. That's all you need to know. You're not entitled to that precious sliver of water you're trying to occupy between that boat to leeward of you and the Committee Boat. DON'T

GO IN THERE! The word “barging” does not appear in the Racing Rules of Sailing anywhere, but this preamble is why there is no “barging” allowed at the start. Expect to get yelled at if you barge because you earned it.

#### Tips to Avoid Disaster:

1. Avoid sailing down from above the layline at the right end of the starting line and trying to sneak in next to the Committee Boat at the last minute.
2. If you find yourself in that position, bail out early by tacking before you get to the Committee Boat and circling in behind the other boats.

#### How to Deal with a Would Be Barger:

1. Recognize the situation and start talking to the barger early to let them know you won't let them in. A lot of times just talking isn't enough and you need to communicate with your boat. See #2.
2. Dissuade them by shutting the door completely with a hard luff well before they have a chance to overlap the Committee Boat. You can literally go head to wind and block them from poking their bow in there. Do it early though. Once you let them overlap the Committee Boat, it's too late to shut them out.

Here is a video link showing some boats bailing out like you should and some taking liberties.

**Getting shut out at the start:** <https://www.youtube.com/watch?v=PJDE4r6zU6I>

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## Ahoy Cruiser Sailors!

Getting back on board on each of the cruisers may cause a bit of anxiety—remembering the differences in rigging (roller furling jib on Hiatus, headsail foil on Skirmish); battery switch positions (1, 2, or 1+2 on Rebecca, DON'T TOUCH SWITCHES on Hiatus; and no battery switch on Skirmish) not to be confused with the Switch Panel (where are they located on each cruiser?). These and many more idiosyncrasies can make any experienced sailor reach for the grog (but not aboard a SCOW vessel of course!). To ease your anxiety, the Pre- and Post-Sail checklists for each cruiser have been completely revised and updated. To make things even easier, the information from the Cruiser Familiarization Sheets has been incorporated into the revised Checklists consolidating the information for each cruiser from two different documents into one. These handy references for the unique characteristics of each cruiser, are now included in each cruiser's log book. For ready reference they are also aboard each cruiser, printed on separate water-proof and tear-proof sheets outside of the binders. If you cannot wait to read them before your next cruise, the Pre- and Post-Sail checklists are also available on the SCOW website, on the page with the Bylaws, Policies and Procedures. If you have any questions or suggestions, please let me know!

Steve Youngblood  
Training Director

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## SCOW Group BVI Trip Report

In early March, a group of four former SCOW Commodores, a former SCOW Skipper Director, a former Alexandria Yacht Club Commodore, and a family member spent a memorable week sailing the blue waters of the British Virgin Islands aboard a Sunsail 444 catamaran. High winds, choppy seas, and an occasional shower did not dampen crew spirits as they enjoyed fine food and visited historic locales.



Picture: 5 Commodores (l-r): Faith Rodell (SCOW 2011), Kim Weitzel (AYC), Jay Weitzel (SCOW 2000,2001), John Rogers (SCOW 2007), Jan Earle (SCOW 2006). Not pictured: Susan Berman (SCOW SkipperDir 2007), Larry Earle.

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## Flying Scot Care

Ahoy Sailors! Sailing season is well underway and there will be plenty of beautiful sailing weather ahead and opportunities to sail. In order to get the greatest enjoyment of sailing it is important to keep each boat in the fleet ship-shape and in service. We all must take responsibility for the care and upkeep of each and every boat.

Below is a list of little things that we all can be aware of and careful for, in order to take good care of the Flying Scots. Many thanks the Flying Scot trainers who contributed to these suggestions and problem solutions.

### **Problem and Solution**

#### Readying boat:

- ***Fittings and equipment broken or missing:*** Check all shackles and connectors on rigging and spars; make sure all equipment is present.
- ***Unnecessary wear on trailer and boat hull:*** When moving boat & trailer to cranes, avoid letting trailer tires slam against dock stops.

#### At the Cranes:

- ***Unnecessary dings on fiberglass and lost belly bands:*** When removing belly band, be careful not to drop or bang against boat, and leave on trailer.
- ***Broken center board trunk cap:*** After attaching crane hook to hoisting strap and before lifting boat, make sure strap is on the aft edge of the centerboard trunk cap. (*In class: Demonstrate how strap can be hooked on the centerboard trunk.*)
- ***Unnecessary damage/abrasions to boat rail when at dock:*** After lowering the boat into the water, prepare to tie boat to the leeward side of the dock.

#### Rigging the Jib:

- ***Do not shackle the jib tack to the forestay:*** This common practice causes wear and fraying of the sail.
- ***"Birds nest"/ kinking of halyard cable in winch housing:*** After attaching jib halyard and before raising jib, unwind remaining coiled cable on spool and rewind while holding halyard with your hand to keep it taut until weight of sail makes holding on unnecessary.
- ***Over tightening halyard:*** It is no longer necessary to check if the toggle (attached to the head stay below deck in the bow) is in a horizontal position.

#### Rigging the Mainsail:

- ***"Birds nest"/ kinking of halyard cable in winch housing:*** After attaching main halyard and before raising main, unwind remaining coiled cable on spool and rewind while holding halyard **with** your hand to keep it taut until weight of sail makes holding on unnecessary.
- ***Miscellaneous wear and tear:*** If too much effort is required to raise the mainsail, something is wrong. Check the following:
  - Halyard is wrapped around the mast
  - Mainsheet or boom vang are not released
  - Rope bolt in luff of sail is not in mast slot
  - Mainsail or batten is caught on something (e.g., batten caught under a seat)
  - Mainsheet is caught on something
  - Winch mechanism is snagged

#### Centerboard:

- ***Bent roller pins/axles:*** when lowering the centerboard, do not let the line go loose from your hands. The weight of the 105 pound centerboard crashing onto the centerboard trunk frame will bend the pins and



possible crack the top tip of the centerboard. (*In class: Demonstrate proper lowering of the centerboard—slowly—and identify the roller pin location.*)

### Derigging:

- **"Birds nest"/ kinking of halyard cable in winch housing:** Follow same procedure for operating winch and halyards as outlined above.

### Radio:

- **Radio is not working:** Before leaving the sail locker, make sure the radio in the safety bag has a battery with at least a 3/4 charge. If not, switch out the battery with a "charged" battery from the plastic container on the wall shelf on the right. (*In class: Demonstrate how to check battery and perform battery switch out.*)
- **Radio is not working:** When returning safety bag, again check battery charge and switch out if necessary. Place low charged battery in other plastic container right side wall.

### Miscellaneous:

- **Anchor:** Make sure the anchor is always stored by placing it in the steel eye strap as shown in the figure below, and that the rode is ready to deploy. The eye strap is located on the port side centerline under the foredeck, just aft of the bow flotation bag.



- Before deploying the anchor, make sure the loose end of the anchor line is run through the bow eye and then tied around the base of the mast.
- **Towing line:** Make sure that a line for towing is readily available. The rope (not chain) part of the anchor line may be utilized for towing by attaching one end to the towing vehicle and the other end of the rope fed through the eye of the bow fitting, then tied around the base of the mast on the Scot with a bowline. This allows the attached anchor and the trailing chain anchor rode to remain in the Scot.
- **What to do if accidents occur or equipment is malfunctioning when you are skipper or crew:** When accidents happen, and you/or your crew "think" something might be damaged or broken:
  - Notify the boat's boson and the Maintenance Director and let *them* determine the seriousness of the damage.
  - Make specific notes in the log book for the following skipper(s).

- o Take ownership of the boat while sailing, docking, and launching: With regards to upkeep and maintenance, be part of the solution and not the problem!

Dick Vida  
Flying Scot Maintenance Director

