

"I find the great thing in this world is not so much where we stand, as in what direction we are moving - we must sail sometimes with the wind and sometimes against it - but we must sail, and not drift, nor lie at anchor." - Oliver Wendell Holmes, Jr.



ChaNNels Monthly Newsletter – June, 2018

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Commodore's Log

By Joe Leoncio



4 boats out of 5 during our Memorial Day flotilla on the Chesapeake Bay

My friends,

By far one of the most valuable life experiences that I ever had was living and working in health education in a rural village in Zambia as a Peace Corps Volunteer. I lived in a mud brick hut with a grass-thatched roof, and had no running water or electricity. I learned the local language, and adopted a rugged, primitive life in what felt like the middle of nowhere. In that former life, I developed three beliefs that I know to be true:

1. You are only limited by the scope of your imagination.
2. Human beings are your most valuable resources.
3. Everything always works out.

It's with this lens that I process the world around me, and with which I'll give a brief mid-year review on the state of the club.

The flurry of activity since I first became Commodore in 2017 has been relentless all the way through the first half of 2018. Not only has the leadership team had to execute on all the responsibilities that the club expected us to, but our team also introduced innovations that we believed would leave the club in better shape than when we had first taken office.

Our most significant improvements this year include:

- Adopting an electronic procedure for our membership forms, skipper agreement forms, and basic sailing/cruiser written tests to reduce the number of volunteer hours to process them.
- Introducing an electronic process to register students for training classes.
- Purchasing cruiser insurance to reduce the risk of time out of service due to severe damage or costly repairs.

- Bringing Lions Paw into full service. We purchased her at the end of last year and have finally brought her seaworthiness to SCOW standards.

Under the lens of my 3 life lessons, I am so proud of what we have accomplished. This happened because numerous members *imagined* a better future than our previous state. Our *human resources, our most valuable resources*, collaborated on projects to achieve the collective vision. And while we may have hit a few metaphorical patches of hydrilla along the way, *everything worked out*. Where we failed, we learned and moved the entire organization forward.

So, I'm excited to see what we can do for the 2nd half of the year. Keep sending me your best ideas on how we can improve the club, and thanks again to all the volunteers that make this community such a wonderful experience!

See you on the water!

Joe Leoncio
Commodore
Sailing Club of Washington
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Training Program Update

By Jyoti Wadhwa and Chip Lubsen

Basic Sailing Sessions 1 and 2 and the Spring Cruiser Training are in the books and many new Flying Scot and cruiser skipper candidates are moving toward certification. Many thanks to our dedicated trainers! Flying Scot trainers are: Becky Cole, Lynn Durbin, Bill Gillespie, Joe Leoncio, Baris Ornali, Neil Shepard and John Rogers. Cruiser trainers include John Kaufman, Joe Leoncio, Vince Penoso and Jay Weitzel.

Basic Sailing Session 3 has been postponed to start in August. **Many openings remain for this class. If you are interested please contact Jyoti Wadhwa at training@scow.org or Joe Leoncio at commodore@scow.org.** More details will be forthcoming via email, as land and water class dates are finalized.

The fall cruiser training class, which begins in September, is full, reflecting a growing level of interest in the sailing opportunities provided by our recently upgraded fleet of three Catalinas.

The Capsize Class scheduled for July 21 still has openings. This is a great opportunity to gain hands-on and clothes-wet experience righting a capsized Flying Scot. Your instructors will be in the water with you and in a club cruiser anchored nearby. Again, if interested reach out to Jyoti or Joe via email.

SCOW is always searching for new trainers. Please consider joining our team of excellent trainers. While solidifying your sailing skills you will be making an incredibly valuable contribution to aspiring SCOW sailors. Interested? You guessed it – reach out to Jyoti or Joe.

Below are photos taken by training director Jyoti Wadhwa during a recent water class. Awesome trainers sharing their passion and expertise with eager students.



Trainer Neil Shepard – teaching “Optimal Angle of Attack”

Trainer John Rogers helping students prep for launch



Becky Cole confers with her students.



Training Director Jyoti Wadhwa, turned photojournalist – tagging along with Neil Shepard and crew



Becky Cole with crew down near the Wilson Bridge

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Failure to Launch: How to Avoid a Crash on Takeoff

By Jonathan Thron

If you've ever been asked to help launch a Scot, congratulations! You probably looked responsible, or maybe you were just standing on the dock at exactly the wrong time. Hopefully it went well, but if not, no worries-- the next nosedive into the boards will be entirely the skipper's fault, not yours.

To clarify, when we talk about "launching" we mean the person on the dock who gives that final push and sends the boat on its way. The launcher might be a crew member who launches and then hops into the boat, or it could be the Assistant Dockmaster at Social Sail or another helper who launches but stays onshore. Either way, the skill (or lack thereof) exercised by this critical individual can get a cruise off on the right foot or the very wrong foot-- so try to be nice, not nauti.

The most important takeaway for rookie launchers is that you DO NOT merely untie the painter and toss it into the boat. Many of us have been lucky recipients of this valuable service, which typically involves setting the boat free and simply walking away, leaving us adrift in between docks with zero boat speed and freaked passengers. Thank you so much. If they cut you loose and then wave at you and wish you well, bonus points.

There's a better way. To ensure a top-notch takeoff, remember the acronym "E-CAP."

END

Walk the boat to the end of the dock. Basically, as far as you can go. Like the very end. You don't jump from the middle of a diving board, so don't launch your boat that way either. Starting from the end will position you, the skipper and crew for success and increase the likelihood that your trip will last longer than 5 seconds. If you're inside another boat (e.g. #2 or #3 for takeoff, closer to the seawall), switch places with them and get to the end, unless you're really really good or you have excellent insurance or everyone is wearing elbow pads.

CONFIGURATION

You can be the world's greatest launcher, but if your skipper didn't drop the centerboard or clear the tangle in the mainsheet or designate someone to quickly trim the jib, the sail could be a very short (and sideways) one and end with a slam into the next dock over, followed by a slammin' gelcoat repair party.

As the launcher you're also the spotter, so do a brief visual check and make sure that nothing is amiss and that the vessel is configured properly. Because you're a short distance removed from the boat, you have a better view of the "big-picture" and can spot not-critical ("You're dragging a spinnaker sheet") and critical ("Your rudder's up") errors. Also make sure that nothing stands to get hooked on a cleat or otherwise snagged or snarled or smashed, which can ruin a sail before it begins.

A common cause of crashes involves the centerboard position. Is it down? The ol' Sideways Drift n' Slam, formerly available for breakfast at Denny's, has bruised a lot of boats and egos and is largely preventable. Late-summer hydrilla and other factors can affect configuration decisions, but generally speaking, make sure all your fins are in the water.

ASK

Ask the skipper what he or she wants you to do. The skipper's in charge, and (hopefully) knows exactly what is needed to affect a stellar launch. Is there an aiming point for the bow or a particular point of sail that the skipper has in mind? Are there special considerations in play due to conditions (i.e. "We need a really good shove this time!" or "Try to turn us to the right at least 45 degrees so we're not in irons!")? Communication is key, so make sure you know the driver's expectations and that you meet or exceed them. If the skipper seems indifferent or unsure and asks for a Professional Launch Consultation, happily oblige but let them know there's an extra fee.

PUSH!

Unless there's a good reason not to, push the boat like you mean it. The job of the skipper/launcher team is to get the boat clear of the docks and making headway ASAP. Also make sure you push in the right direction. A hard shove directly into irons or into an innocent SUP'er is amusing but not helpful or professional. If you're a crewmember and you plan to join the excursion, make sure you have a clear and safe path into the boat. If you do a great launch and then clothesline yourself on the shroud before snapping the tell-tale (it didn't support your weight...) and falling overboard, the judges are obligated by rule to deduct style points.

Remember E-CAP and you won't have to remember the recipe for the gelcoat repair mix.

Cheers to your successful takeoffs!

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SCOW Racing Program

By David Beckett

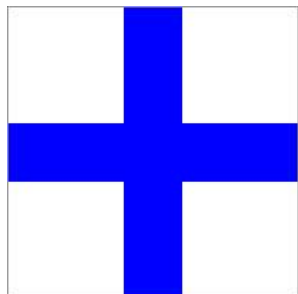
Wednesday Night Races

With the Spring Series a wash due to weather cancellations, Wednesday nights have saved the spring season. We've consistently had at least eight full boats. The abnormally high river gauge height due to flooding rains, and nice wind have made it possible to have some great racing in the lagoon even at low tide. We have a wide range of skill level among skippers and crews but the racing has been close and clean. The Flying Scots are reserved for racing on Wednesdays starting at 4pm, so come down early and beat the traffic. We start racing any time between 5-6pm as soon as we have enough boats on the water. For late arrivers, we don't leave anyone ashore. We even come back to the docks between races to check on stragglers. Wednesday nights truly are your gateway to sailboat racing regardless of sailing experience.

Spring Series

What Spring Series? Jim Klein got off to a good start on the first day but we have cancelled every other day for both Series due to weather. We might do a SCOW regatta sometime this summer if the river becomes navigable.

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.

Racing Rules – Real Life Scenario

Let's take a look at one of those situations that seems to present itself frequently at the windward mark. One boat, on starboard tack, is on the starboard tack layline and fetching the windward mark. Another boat, is approaching the mark on port tack and inside the three boat length zone and is vigorously asserting that they are entitled to room at the mark.

1. Is the port tack boat entitled to room?
2. What racing rule governs this encounter?

Wednesday nights provide a great laboratory for exploring the racing rules of sailing in a benign environment and an opportunity to illustrate scenarios with photos using a GoPro. In the photos below, the identities of a boat and crew are obscured to protect the dignity of the offenders.



On starboard tack fetching the mark, but blue boat barrels in on port inside the zone and is convinced they are entitled to room.



There's the mark. I'm the right of way boat, but time for me to maneuver to avoid collision. That's a foul.

Answer:

1. No, the port tack boat is not entitled to room at the mark.
2. Rule 10 Opposite Tacks and then Rule 14 Avoiding Collisions.

Explanation:

From the Racing Rules of Sailing (RRS)

18 MARK-ROOM**18.1 When Rule 18 Applies**

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*.

However, it does not apply

- (a) between boats on opposite *tacks* on a beat to windward
-

So - Rule 18 does NOT apply at the windward mark between a port tack boat and a starboard tack boat. Rule 10 (boats on a port tack shall keep clear of boats on starboard tack) applies; therefore, the port tack boat simply MUST keep clear.

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Vessel Safety Inspections - Another Way That SCOW Protects Its Members

By - Richard Kaiser

Did you know that all SCOW owned vessels get safety inspections each year? While, recreational vessels are not required to undergo Coast Guard safety inspections, SCOW voluntarily undergoes safety inspections for all of our 9 watercraft every year.

This is not a simple process, when you're dealing with 9 boats and over 100 Skippers that use these boats for pleasure sails and racing. We work our boats hard here at SCOW and I for one am very reassured knowing that each year they are safety inspected by the professionals of the Coast Guard Auxiliary.

Coordinating these inspections with the Coast Guard Auxiliary is one thing but getting and keeping our boats maintained and ready for inspections are another. We need to all thank our two amazing Maintenance Directors, Dick Vida and Vince Penoso, as well as their many volunteers for all of the work they do maintaining SCOW boats and prepping them for these annual Spring inspections.

What's involved in a vessel safety inspection, you ask? I'm glad you asked. I went through a vessel safety inspection of my own at the end of May and want to share a little about the process with you.

First, coordinate with the Coast Guard Auxiliary for a day and time to get together at your boat. You can bring your boat to them, but it is not usually convenient to do that.

When you first meet the Auxiliary members - three did my inspection - you feel like you were just pulled over for speeding! I get that way around para-military uniforms I guess. After breaking the ice, we were all smiles. I quickly learned that the vessel inspection not only checks the condition of my boat and equipment but is also a learning opportunity for the boat operator. The CG Auxiliary has a ton of helpful hints and suggestions for safety and boating in general - come prepared with questions and you'll receive tips and techniques that will certainly be helpful underway for many years to come.

As soon as we finished with the pleasantries, we walked around my power boat, which is docked at the Washington Marina, to check for hull damage and the appropriate display of registration numbers.

Display of Numbers:

The boat's registration number must be permanently attached to each side of the forward half of the boat. They must be plain, vertical, block characters, not less than three (3) inches high, and in a color contrasting with the background. A space or hyphen must separate the letters from the numbers. Place State tax sticker according to State policy.



Registration:

Next, we boarded my boat and looked at the state generated boat registration. Registration papers must be on board and available at all times.



Personal Flotation Devices (PFD):

Acceptable PFDs must be U.S. Coast Guard approved, in good serviceable condition, of suitable size for each person on the boat and readily accessible. Children must have properly fitted PFDs designed for children. Wearable PFDs shall be "readily accessible." Throw-able devices shall be "immediately available." PFDs shall NOT be stored in unopened plastic packaging. For Personal Watercraft riders, the PFD must be worn and indicate an impact rating. Boats 16 Feet or longer, must also have one Type IV, like a cushion or throw-able "O" ring. I'm glad that I had two standard PFDs and had two backup inflatable PFDs. The Auxiliary members were so thorough with their inspection that they opened up the inflatables and checked to make certain that the CO2 cartridge gauges were in the green area - meaning that they were ready to deploy. Having whistles and lights attached to my PFDs also showed the Auxiliary that I was serious about safety.



Now we were getting down to the nitty gritty of the safety inspections.

Visual Distress Signals (VDS):

Recreational boats 16 feet and over used on coastal waters are required to carry a minimum of either A) three day and three night pyrotechnic devices, B) one day non-pyrotechnic device (flag) and one night non-pyrotechnic device (auto SOS light) or C) a combination of A) and B). Recreational boats less than 16 feet on coastal waters need only carry night visual distress signals when operating from sunset to sunrise.



I had a mirror and an orange flag for the day devices and three night flares and a new electronic flare for both day and night.



Fire Extinguishers:

Fire extinguishers are required if one of the following conditions exists: (1) Inboard engine(s); (2) Closed compartments that store portable fuel tanks; (3) Double bottom hulls not completely sealed or not completely filled with flotation materials (4) Closed living space (5) Closed stowage compartments that contain flammable materials or (6) Permanently installed fuel tanks. I have permanently installed fuel tanks, so it was a must for me.



NOTE: Fire extinguishers must be readily accessible and verified as serviceable. I guess just having them is really not enough - you need to be able to get to them quickly and know that they will work.

Sound Producing Devices:

To comply with Navigation Rules and for distress signaling purposes all boats must carry a sound producing device (whistle, horn, siren, etc.) capable of a 4-second blast audible for ½ mile. *Boats larger than 39.4 ft. are also required to have a bell (see Navigation Rules.)



While I don't carry a bell, I do carry multiple whistles,

1 portable air horn and the boat's built-in horn. One can never be too careful. *Next time you see me, ask me about the time I was standing on the bow of a 60-foot trawler with an air horn in dense fog! Talk about fun!*

VHF Radios - learn how to use them and when to use them. It's easy and every crew member should know where the VHF radios are on your boat and how to operate them. If you don't know - ask. Social Sail is a great time and place to ask about proper operation of our VHF radios. Remember they're not iPhones or CB radios - Breaker-Breaker...

Navigation Lights:

All boats must be able to display navigation lights between sunset and sunrise and in conditions of reduced visibility. Common wisdom says display your lights one hour before sunset till one hour after sunrise. Boats 16 feet or more in length must have properly installed, working navigation lights and an all-around anchor light capable of being lit independently from the red/green/white "running" lights.



Yes, they have to work and the Auxiliary will test them to make sure!

State and/ or Local Requirements:

These requirements must be met before the "Vessel Safety Check" decal can be awarded. A boat must meet the requirements of the state in which it is being examined.

For example, I was asked to show local charts for the areas where I was boating. Having a chart plotter is good but having a backup of local paper charts is even better.

My inspection took about 30 minutes. Much of that time was spent learning about the local waters and some of the mistakes boaters frequently make, like casting off with less PFDs than the number of passengers or forgetting to apply new state decals.

It's very sad to learn that four boaters have already lost their lives this year on the Potomac. Your SCOW Maintenance Directors are doing their part for your boating safety - Now, do your part. Learn about ALL of the safety equipment on each of the different boats you sail and where the gear is located on your vessel. Do radio checks before casting off and remember to leave a float plan in accordance with your Boat's SIF.

Here's to great wind, safe boating and no hydrilla!

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BoatUS

By Chip Lubsen

BoatUS is of two varieties - .com and .org. BoatUS.com focuses on towing, insurance, boat loans and boat graphics while BoatUS.org concentrates on boating safety and the environment. While both seem slanted toward powerboating, they often provide information and training/education opportunities of interest to sailors. BoatUS.com posts regular articles, some sailing related, [HERE](#).

Logos for each, as links to their sites are below:



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Your Article Goes Here

By Any SCOW member willing to share content of interest to our community.

[At any time, please submit articles, or links to articles that you think would be meaningful to other SCOW members. Photos are always welcome – preferably with captions. Word format preferred but not necessary. Be informative! Be creative! Unleash your inner-writer (in a super safe forum). Be serious or funny! Please submit to editor@scow.org]



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Upcoming SCOW Events

July 2	Monday	5:30pm	Special Olympics
July 4	Wednesday	5:00pm	Wed. night racing
July 5	Thursday	6:00pm	Social Sail
July 9	Monday	5:30pm	Special Olympics
July 10	Tuesday	7:00pm	SCOW BOD Meeting
July 11	Wednesday	5:00pm	Wed. night racing
July 12	Thursday	6:00pm	Social Sail
July 16	Monday	5:30pm	Special Olympics
July 18	Wednesday	5:00pm	Wed. night racing
July 19	Thursday	6:00pm	Social Sail
July 23	Monday	5:30pm	Special Olympics
July 25	Wednesday	5:00pm	Wed. night racing
July 26	Thursday	6:00pm	Social Sail
July 27	Friday	6:00pm	Full Moon Raft-Up

Check SCOW.ORG for all membership events

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SCOW Board of Directors

Commodore	Joe Leoncio	commodore@scow.org
Vice Commodore	Richard Kaiser	vice@scow.org
Secretary	Steve Youngblood	secretary@scow.org
Treasurer	Mike Hooban	treasurer@scow.org
Training Director	Jyoti Wadhwa	training@scow.org
Skipper Director	Brian McPherson	skipper@scow.org
Social Director	Julie Pixler	social@scow.org
River/Bay Director	Marie Brennan	river@scow.org
Flying Scot Maintenance Director	Dick Vida	scotmaint@scow.org
Cruiser Maintenance Director	Vincent Penoso	cruisermaint@scow.org
Racing Director	Dave Beckett	racing@scow.org
Membership Director	Talya Mallin	membership@scow.org
Full Board	All Board Members	board@scow.org

All SCOW board members welcome your questions, comments and input.

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