

Chan Nels

The Monthly Newsletter of the Sailing Club of Washington

FEBRUARY 2019

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"...Smell the sea and feel the sky, Let your soul and spirit fly..."

Van Morrison ~ Into The Mystic

COMMODORE'S LOG

Richard Kaiser



Welcome to another sailing year at the Sailing Club of Washington (SCOW). It seems like just yesterday we were eating brats and soft pretzels at Oktoberfest and now we're getting ready for our first racing seminar of 2019. Time really does pass quickly.

I've had a lot of time to think about what we might accomplish in the New Year - I've also had time to look back over the past few years. My predecessor, that guy with the big smile and missing shirt, did a great job of unifying the Club and building a sailing community that we can all be proud to be a part. His mission also seemed to be - try it, it's fun. He was so right; and many of us learned by his example and got out on the water more often than we had in the past. Just get out there and as Nike drummed into us - Just Do It!



2018 Commodore Joe Leoncio, with 2019 Commodore Richard Kaiser at the annual Hail & Farewell Gala. Photo by Julie Pixler.



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In 2019, I would like to see more new sailors on the water, learning from SCOW instructors and our many experienced sailors. I would like to see our membership numbers grow by leaps and bounds. Did you know that less than 10 years ago our membership was hovering at around 500? I would like to see the demands for our boats go up too - maybe we can reach that number again. I would also like to see more diversity in our skippers and crew. There are so many women and men in the DC area that would marvel at the fun we have, which costs us so little.

Let's spread the word about SCOW and see what happens - should our goal be to have 15 boats out on Wednesday night races or how about 20?

Should we attract sailors that can sail more during weekdays? Our boats sit idle during most weekdays. There are so many opportunities to bolster our great Club - the rewards are simple: more sailing, more friends and more fun. Just Do It!

Here's a quick plug for our training program. SCOW's training program is another great deal and includes more tiller time and more learning than any other program on the river. And to ramp up our program, we're looking for a few additional instructors to give our current training team a hand. All the material is provided, and train-the-trainer programs are being developed to make this a breeze. You can pick the type of classes that you feel comfortable teaching - on

the water, classroom or special topics. If you're interested and just not sure what's involved, speak with our Training Director, Steve Youngblood (training@scow.org), for more information - you'll love giving back to the Club, sharing your passion for sailing, looking like a true SCOW hero and of course, getting more hours on the water.

If you have any suggestions for the Club or need more information, send me a note at commadore@scow.org - I'm looking forward to hearing from you and representing our Club. See you on the water.

Richard

PS. If you enjoy social media and can give the Board a hand with our Meet-Up marketing and other social media, send me a note or contact Barry Yatt, our Membership Director, at Membership@scow.org.



WSM providing harbor for an expanding clientele.

FEB 4

Board Meeting

Monday, 7pm-9pm

Royal Restaurant

*[visit scow.org](http://scow.org) for all
scheduled events' details!*

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HAIL & FAREWELL HIGHLIGHTS

Live music and a new venue made the November 2018 Hail & Farewell Gala a fabulous time for our members and guests. Special thanks and recognition go to our outgoing Social Director Julie Pixler, our incoming Commodore Richard Kaiser, and many other volunteers for all their hard work!

Hail and welcome to the incoming Directors for 2019, from left: Barry Yatt, Membership; Dana Howe, Flying Scot Maintenance; Carlie Smith, River & Bay; Marie Brennan, Social; David Beckett, Racing; Wayne Williams, Secretary; Mike Hooban, Treasurer; Brian McPherson, Vice Commodore; and Richard Kaiser, Commodore. Not pictured but also serving on the board this year: Vincent Penoso, Cruiser Maintenance; Steve Youngblood, Training; and Chip Lubsen, Skipper.



Photos by Julie Pixler.



Bill Gillespie was the recipient of the 2018 Ellie Abramson Award. Awarded annually for outstanding service to the club over an extended period.



Luis Rivas was the recipient of the 2018 Al Blankfield Award. Awarded annually for outstanding service to the club during the past year.



Dave Beckett was the recipient of the 2018 Woodie Woodside Award. Awarded annually to the SCOW member who has done the most to promote sailing by sharing his/her love of sailing through example, mentoring & service to the club.

Curious about the history of these awards?

Log in and visit

<https://www.scow.org/SCOW-Awards-and-Past-Commodores/>

Thanks to George Clark, more great pics can be enjoyed at <https://scowpictures.smugmug.com/Sailing-Photos-Grouped-by-Year/Year-2018/20181110-Hail-and-Farewell/i-4XVSd5w>



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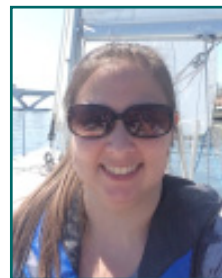
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SOCIAL

Marie Brennan



MAR 3
Tentative Date
Re Up Brunch!

I know its hard to think about summer and sailing when its windy and the temps are in the single digits but.... spring is just around the corner. Which means....Re Up Brunch! Save the date for March 3rd as we continue trying to secure the colonies for that date. This is a great time to wine about the harsh weather with mimosas in hand....renew your membership and skipper fees, and sign up for classes! Its also a great time to welcome some new faces into our club. I remember that Re Up was the first SCOW event I attended when I first joined 6 years ago and it was a wonderful way to meet people and learn about what the club has to offer.

Thanks again for a wonderful

AFTER GLOW PARTY!

Despite the snow we had 50 party goers! The food was amazing... and so was the Crockpot Regatta (which our newly appointed Commodore won!) After Re Up, we can look forward to our annual burning of the socks to kick start the sailing season! Look forward to seeing you all soon (in warmer weather hopefully)! Marie

See more event pics at <https://scowpictures.smugmug.com/>



Photos by Marie Brennan.





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MEMBERSHIP

Barry Yatt



Increasing membership is a priority for the coming year. As SCOW's new membership director, I am looking forward to doing my part. More members means more like-minded folks to sail with on a beautiful afternoon, to compete against in races, and to socialize with at events. It also means more revenues from membership dues and training fees to help offset the costs of maintaining our great organization. Social sails have always been a key way for us to connect with potential

new members, but we're also looking into getting word out through articles in Spinsheet, social media including MeetUp, outreach to local Sea Scout ships, and any other way we can.

Your ideas are welcome – please send them to membership@scow.org, or find me at most events. Every one of us is a SCOW ambassador, so please don't hesitate to talk us up with friends and coworkers – and invite them to check us out at social sails when it warms up.

Also – I'm guessing that we have a lot of social-media savvy people in SCOW – I'm just not one of them, without Facebook, Twitter, or Instagram accounts. To optimize the process of connecting us with potential new members, I'm looking for someone willing to assist, who has the expertise to help SCOW push our message to the wider DC-area social world via social media. If that might be you, please contact me.

Yours in sailing, Barry Yatt

Photo by Tim Bliss.



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RACING NEWS

David Beckett



The 2019 racing calendar is under construction. Wednesday Night Flying Scot Races (WNR) will open on April 3rd, weather permitting.

Five winter seminars are scheduled as seen below. The seminars will take place at West Marine in Alexandria, VA. SCOW seminar times are 6:30-9:00pm. Socializing and shopping at 6:30pm. Presentations begin at 7pm.

SEMINARS

30 Jan	Crew Development (SCOW)
06 Feb	Sailing Fast Techniques (SCOW)
11 Feb	Race Committee/PRO (PRSA) – Nabeel and Aaron*
13 Feb	Racing Rules (SCOW)
20 Feb	Tactics & Strategy: Starts and getting around the course (SCOW)
27 Feb	Tactics and Team Racing (SCOW) – Mike Callahan

*11 Feb RC seminar is presented by PRSA. It will be conducted at **Heavy Seas Alehouse, 1501 Wilson Blvd, Arlington, VA 22209**. Social hours from 5-7pm. Presentation begins at 7pm.

Photo by Tim Bliss.





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SKIPPER'S CORNER

Chip Lubsen



Congratulations to these
recently certified
SCOW skippers:

**Khaled Shami,
Flying Scots**

**Carlie Smith,
Cruisers**

Hello all you hibernating skippers. During the recent snow, sailing seemed pretty far off, unless you were able to get to After Glow to renew some sailing enthusiasm. As we prepare for the 2019 season I've been analyzing incident reports since 2016 and am working with the board and soon with the TSCC to figure out how to reduce future incidents. Increased skipper proficiency and accountability will be the theme for 2019. I invite your suggestions, as a member of the SCOW skipper community, as to how to best accomplish these goals. Please write to skipper@scow.org and title your email Skipper Proficiency.

The SCOW Skipper Prospect List currently names 9 Flying Scot and 8 Cruiser candidates. If you are planning to pursue certification in 2019, please send me an email so I can confirm you are on, or add you to, the list. Please write to skipper@scow.org and title your email Skipper Prospect.

Be well.



**“Increased skipper proficiency and accountability
will be the theme...”**

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FS MAINTENANCE

Dana Howe



Hello All,

As I write this the wind is howling outside and the temperature is plummeting. With these conditions it's hard to imagine how close we are to getting back out on the water!

Just a little update on some goings-on. On Tuesday morning December 18, Dick Vida, Bill Gillespie, Richard Kaiser and I pulled damaged centerboards from Caroline and Suzie Q so we could get them repaired.

Photo by Dana Howe.



Here's Dick Vida (below left) giving it his all as we get ready to pull the centerboard from Susie Q. I thought this was a much more fun image than a picture of a centerboard with a big chunk taken out of it!

As Richard was taking *Jeanette* back to Flying Scot in Oakland, MD for some sprucing up he volunteered to take the boards up with him and drop them off for repair. That's a good three hour drive that Dick Vida has made a number of times during his tenure as Scot Maintenance Director. We'll find out this month when the boards will be ready and get them back in the boats as soon as possible.

Other than that, not much to report on just now. I'm still getting used to the idea that I won the election to Scot Maintenance Director by a landslide. Thank you all for putting your trust in me.

A special shout-out thank you to Brian McPherson who went down to the marina and drained all our Scots on MLK Sunday. Jim Klein got together with Barbara, Pat, and Tim that same afternoon to make sure our fleet was staying put with all that wind out there.

Until next time,

Dana Howe

Flying Scot Maintenance Director

scotmaint@scow.org



Thank these and ALL the dedicated members who took time to check on our fleet during the cold and windy January weather.



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CRUISER MAINTENANCE

Vincent Penoso

REEFER MADNESS: WHY REEF?

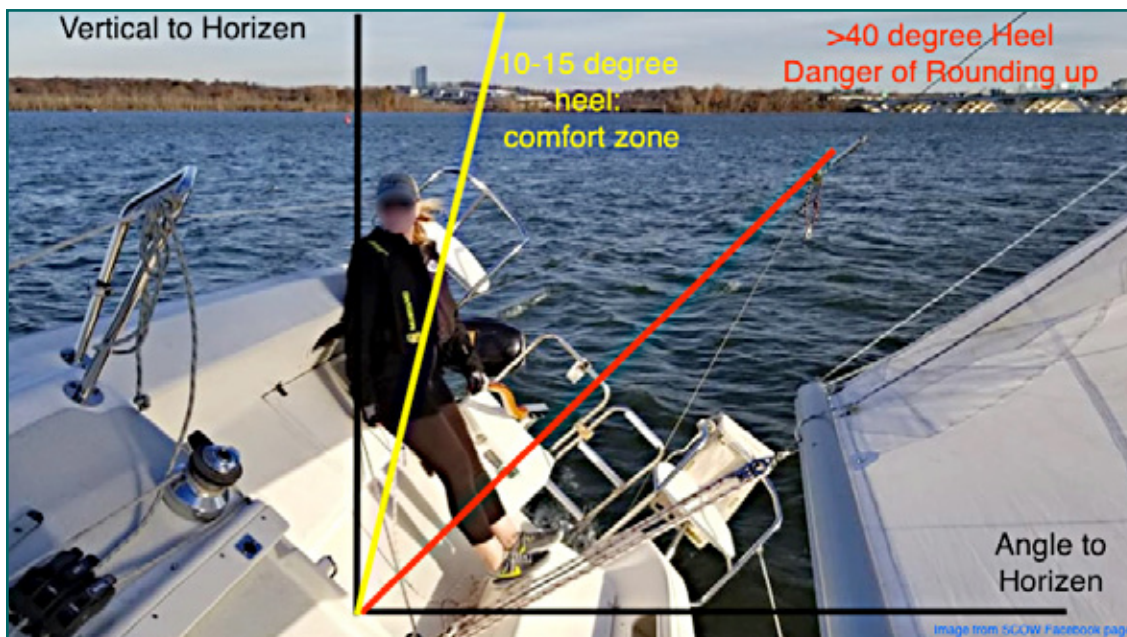
Wikipedia: “**Reefing**” is the means of reducing the area of a sail, usually by folding or rolling one edge of the canvas in on itself. The converse operation, removing the reef, is called “**shaking it out.**” Reefing improves the performance of sailing vessels in strong winds, and is the primary safety precaution in rough weather.

The three Catalina cruisers in our fleet are 25ft keel boats with significant freeboard and are not high performance watercraft. The cruisers sail comfortably in 14-16 knots of wind and attain good hull speed. The boat can heel 10-15, even 20 degrees and the crew can still enjoy some cheese and balance beverages with little effort.

Sailing in comfort is the goal to ensure a pleasant time for your crew. The cruisers sail better and most

efficiently when sailed with a few degrees of heel and a little bit of weather helm. As the wind picks up, you know when you are overpowered. With every tack, the mains'l all the way eased and is still not enough and you heel excessively, forcing you to fall off. It's a lot of work and the sailing experience is not nice.

Clouds darken, the wind builds and the crew finds itself in a fight with the sails through tacks and jibes; hold on as she heels beyond 20 degrees. Most dog cruisers would take a reef by the time the winds reaches 20 knots. It can be a rodeo, fun for a while. You might think it a blast to sail overpowered until the boat rounds up, but you lose the ability to steer while the boat is out of control as the bow goes to weather.



Reefing improves the performance of sailing vessels in strong winds, and is the primary safety precaution in rough weather.

Photo by Joe Leuncio.

Annotation by Vincent Penoso.



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WIKIPEDIA: **Rounding up** is a phenomenon that occurs in sailing when the helmsman (or tiller-handler) is no longer able to control the direction of the boat and it heads up (or “rounds up”) into the wind, causing the boat to slow down, stall out, or tack.

What is the big deal about rounding up? Besides the fact you broadcast the fact that you are overpowered by the wind. Either the crew waited too late to reef the sails or don't know how to reef while underway. More importantly, when the vessel heels excessively to leeward past 40 degrees or whatever magic number occurs when the rudder leaves the water and ceases to exert the force to keep the boat on course, the boat is out of control as it “rounds up” into the wind. So what. So what? If there happens to be an obstacle to windward, a day marker, a manatee, a speedboat with an inattentive skipper, not having control of your vessel can quickly turn into an accident situation.

The time to reef is when you first think about it, and it may still be too late; you should have reefed. Sometimes the wind can be unpredictable, should have reefed before you left....but fortunately on the SCOW C250s, it's a jiffy!

The first thing you can try is to reduce the heads'l by one size from 135% to 110%, with the roller furler. The Heads'l on Hiatus and Lion's Paw have a foam luff that allows you to reduce the headsail by one size (or any size in between-110-135%). These are marked on the newer heads'l on Lion's Paw with red piping. You can roll in the heads'l until boat's handling settles down.

If you are still overpowered, it is time to take a reef.

The first order is to explain to the crew the need to reduce the sail area. At this point, the crew will be happy to oblige. I have been in strong winds on the Potomac, where going head to wind was difficult to sustain. In high winds, the boat will not luff without a good amount of effort to remain in the eye. The crew will need to be instructed to work quickly and safely, but taking a reef is a simple task.

1. Position the Cunningham to round the front of the mast to the first reef cringle on the luff to hold the new foot in place when the main is lowered.
2. Go head to wind, to take the force from the mains'l.
3. Lower the mains'l so the reefing cringle/ Cunningham's hook are at the boom's goose-neck.
4. Tension the Cunningham and the jiffy reef line to draw the foot taut and secure the lines on the respective rope clutches.
5. Tie the reefing lines to the boom with square knots-with a fist of slack between boom and the reefing line-not too tight.
6. DONE-that's it.

The reduced sail area will bring relief to the excessive heeling. The boat sails more upright and your crew is rewarded with firm footing and better stance even if the decks are not wet. The boat handles better and it is not a wild rodeo on every tack. There is still enough sail left when tacking and you don't look like a gosh-dern fool rounding up, and heeling to the gunwales.

With practice, our cruisers can be reefed at will. I am happy to give a reefing clinic and demo for cruiser skippers and crew. Reefing is a jiffy!

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Steve Youngblood



Consider being a SCOW Trainer!

Qualifications:

Ability to explain basic sailing maneuvers to students
Familiarity with SCOW procedures and rules
Works well with others
Composed when things don't go as expected

Benefits:

SCOW Recognition
Contributing to SCOW
Personal satisfaction helping students
Improving your sailing skills

Time commitment:

Getting familiar with SCOW training material
Sailing with other trainers and students to review
procedures and practice training
Being an instructor for several 4-hour basic sailing
class sessions or Cruiser classes

Interested?

Contact the Training Director
or Commodore



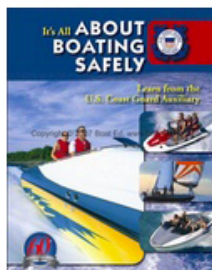
The U.S. Coast Guard Auxiliary holds a variety of low-cost classes throughout the year.

What a great way to spend these cold winter months! Visit their web site and see what they've got for you.

http://www.cgaux.org/boatinged/class_finder/index.php



Public Education Course Flyer: About Boating Safely



If you are interested in an exciting, in-depth boating safety course, check out the in classroom (seminar) version of our popular online boating course.

This beginner boating class will give you the knowledge needed to obtain a boat license or safety certification in many states. Many boat insurance companies will offer discounts on boating insurance to boaters who successfully complete *About Boating Safely*.

TOPICS INCLUDE:

Introduction to Boating - Types of power boats; sailboats; outboards; paddle boats; houseboats; different uses of boats; various power boating engines; jet drives; family boating basics.

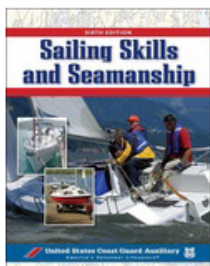
**Presented by Flotilla 054-25-08
Mt Vernon, VA**

Course:	About Boating Safely
Start Date:	Sat, 16 Feb 2019
Hours:	7:30 AM – 5:00 PM
Duration:	1 Day
Lessons:	1
Location:	Washington Farm United Methodist Church 3921 Old Mill Road Alexandria, VA 22309

Boating required to the marine requirements
Boat Safety extinguish first aid kit



Public Education Course Flyer: Sailing Skills & Seamanship



Sailing Skills and Seamanship is a comprehensive course that will prepare a sailor with the basic information needed to operate sailboats under a variety of conditions. The course book has been fully updated and the course is NASBLA approved.

Topics include: What is a sailboat; how a boat sails; sailboat maneuvering; legal requirements; aids to navigation; rigging; handling; tuning and heavy weather; navigation rules; marlinspike seamanship; sailboat engines; trailering; weather; radiotelephone; inland waterways, locks, and

dams; and piloting.

Many insurance companies will offer discounts on boat insurance to individuals who successfully complete this course and can present their course-completion certificates.

**Presented by Flotilla 054-25-01
One Washington, DC**

Course:	Sailing Skills & Seamanship
Start Date:	Tue, 12 Feb 2019
End Date:	Tue, 16 Apr 2019
Hours:	5:00 PM – 7:00 PM
Duration:	10 Weeks
Lessons:	10
Location:	Dc Harbor Police Station 550 Water Street, Sw Washington, DC 20024
Contact:	Peter Marks pwmmarks@earthlink.net (203) 815-3825
Course Cost:	\$40
Register By:	Mon, 11 Feb 2019
Comments:	10 week course



MEMBER CONTRIBUTIONS

SAILING

A. Simone

Sailing has its own terms
Every crew member needs to learn
A rope is a line
A tack is a turn, defined

The bow is the front of a boat
The stern is the back, a cushion to float
In the event of sailor overboard
The cabin is where everything is stored

Port is left, Starboard is right
Evening sailing need sufficient light
The mainsail and the jib
Sailors with lot of beer and wine like to fib

The toilet known as the head
Use with care and caution before bed
The tiller is used to steer
Away from rocks and to the dock that is near

Riding the wind, is a journey
Not a destination
An artistic sport,
Spectators view with fascination.



BOXING DAY IN ANTIGUA

Esther Petrilli-Massey

Whenever I get the chance, I love escaping to warmer climes. This Christmas holiday I flew off to Antigua to enjoy the sunny weather. Antigua and Barbuda are island countries in the Leeward chain of islands known as the West Indies. English Harbor is famous for Admiral Nelson's defense of the island. It provides an enormous expanse to dock some fantastical boats. I was lucky enough to be there during the yachting week, where every kind of yacht or sloop imaginable was on display.



Yachts in English Harbor--one with helicopter in center. Photo by Esther Petrilli-Massey.

During the turbulent 18th century, English Harbor served as a base for the British navy. As such, the harbor provided pillars for cleaning the sails between voyages. The area is now a national park and UNESCO World Heritage site and is described as 'the only working Georgian dockyard in the world.'¹

After a morning of scuba diving among some of the reef sharks, I met up with members of the Antigua Yacht Club. I had spotted the line of sails from the dive boat, signaling a race from the dive boat. It's a very active club that runs a race every week and a regatta once a month, taking advantage of the trade winds around the island. When I met them, the club had just completed its Boxing Day Race that was part of a series. I introduced myself as a member of SCOW and asked them about their race. The members were very forthcoming and willing to talk to a fellow sailor. I met up with them after the completion of

¹ https://en.wikipedia.org/wiki/English_Harbour

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Pillars for sail cleaning in English Harbor. Photo by Esther Petrilli-Massey.

the races as awards were being handed out. Robbie Ferron, the race director, was kind enough to answer some additional questions I had by email.

Unlike SCOW races, the races are not divided into boat classes. The winner is determined by CSA ratings. The 12 boats running ranged from a 12' Catalina to a 27' Vandenberg. Ten out of the twelve boats finished the series. The racers tended to be the youth who revel in the speed of downwind spinnakering while the older are pleased to focus on the tactics without the chaos of spinnaker hoisting. The club held two races off the south coast out of Falmouth Harbor on December 26. As part of the series, races were assembled on Thursday, December 20 and Saturday, December 22 with a mix of newer racers and older cruisers. The winner of the B class is over 80 years and the winner of the A class had a crew most of whom were under 21 thus making it clear that youth and seniors are looking for very different experiences in yacht racing.

They wanted to make sure that I noted that this series was dedicated to Joel Byerly, who was one of the first leaders in the charter yacht industry that is the basis of the yachting business of English Harbor. He was legendary at communicating the spirit of the Caribbean and also a very successful racer. He used his charm to get people out on the race course and that is probably his greatest, lasting legacy.

Robbie indicated that anyone was eligible to participate in the weekly races and could contact him at: Phone: 1.721.586.0529; Fax: 1.721.544-4409; Email: robbie.ferron@budgetmarine.com

More information about the club can be found at: <https://www.antiguayachtclub.com/>



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Please feel free to contact us for more information, your concerns and/or suggestions to improve the Club.

2019 OFFICERS

Commodore	Richard Kaisercommodore@scow.org
Vice Commodore	Brian McPherson.vice@scow.org
Secretary	Wayne Williamssecretary@scow.org
Treasurer	Mike Hooban.treasurer@scow.org

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Social Director	Marie Brennansocial@scow.org
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Flying Scot.	Dana Howe.scotmaint@scow.org
Cruisers.	Vincent Penosocruisermaint@scow.org
River/Bay Director	Carlie Smithriver@scow.org
Racing Director.	David Beckettracing@scow.org
Membership Director.	Barry Yatt.membership@scow.org

2019 BOARD APPOINTEES

Training & Skipper Certification		
Committee Chair.	John RogersTSCC@scow.org
Boat Assets Committee Chair	John Kauffman.BAC@scow.org
Investments Committee Chair.	VACANT.investment@scow.org
Audit Committee Co-Chairs	Luis Rivas	
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Meetup/Facebook Coordinator	VACANT	

Submit feedback, ideas, content and photographs for next month's issue to editor@scow.org

SCOW is a 501(c)(7) organization that was originally chartered on July 12, 1966
 “to provide the membership thereof with the opportunity and instrumentalities to become expert in the art of sailing for their individual and mutual education, benefit and enjoyment.”