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Commodore's Log

The sailing season is here! No need to count the days, it's here.

Maintenance day and Rub Off the Rust reminds me of the many things that we get from our group of sailors. Saturday was a very chilly morning - not a favorite to be outside, exposed to the elements. And like clockwork, our members started showing up before 9 this brisk morning, getting things staged for the day to come. It was a really busy SCOW morning with Cruiser Fleet Day at 0800, Flying Scot Maintenance Day at 0900 and a Cruiser Rub Off the Rust at 1100. It seemed like we had been practicing this all year - smooth as silk with many hands helping in all areas and a simply superb 7 station training session for the cruiser Skippers. My hats off to our Maintenance Directors, bosons

and the dozens of volunteers that braved the elements to pitch in and make it a great day.



However, it wasn't a perfect day as we all witnessed a sailing dingy's grounding, capsizing and rescue by a chase boat and other rescue vessels in our lagoon. Those of us on shore were in shock to see the crew of the small chase boat without PFDs and additional weather gear. The winds were up and the dingy didn't have much of a chance. A miracle that no one was injured.

Keep this in mind as we get back on the water - the Club has lots of great people and activities throughout the year, but safety has to be job one. Have a safe and fun sailing season, it all starts now.

- Richard Kaiser, Commodore

Rub Off the Rust for Cruisers

By John Kauffman

Even a few months away from boats leaves rust on your sailing skills. About 40 cruiser skippers shined up this spring at *Rub Off the Rust for Cruisers* on Saturday March 23rd from 11-1:00. This time was directly after the mandatory spring maintenance day. The format this year had 7 stations, each with a presenter doing a 10 minute talk. The skippers formed groups and circulated from station to station. Next time you see these skippers, give them a thanks for preparing and presenting at a station:

- * Chip Lubsen (Skipper Dir), Steve Youngblood (Training Dir), Dave Beckett (Racing Dir) and Rich Kaiser (Commodore) for help with planning
- * Thom Unger and Stuart Ullman – Heavy weather sailing
- * John Rogers – Crew OverBoard
- * Adam Dorius – Reefing Catalina 250
- * Captain Rob Reuter – Local knowledge
- * Jay Weitzel – New safety rules
- * Vincent Penoso – Engines
- * Baris Ornarli – Towing
- * Chris McGraw – Backup for all of the above

Please send you feedback to John@Kauffmans.org. We will see everyone again next March.



John Rogers presenting at the crew overboard session



SCOW Racing Program

Dave Beckett, Racing Director



The 2019 SCOW Racing Season Starts Now. Get in on the fun.

Build off of Last Year and Looking at the Season Ahead. We should have an exciting racing season in 2019, building off the momentum generated last year. In 2018, we had 11 SCOW boats on the line for our season culminating event, the Directors Cup Regatta. We have 14 boats that raced last year at one time or another and we hope to get them all on the line at the same time this year, providing unprecedented opportunities for members to crew. Wednesday Night Racing (WNR) consistently had at least seven full Scots racing and we look to continue that trend. Our racers are fresh off the winter seminar series and energized to get on the water and compete. The popular fun-run distance race, the Magellan Race, is back again in 2019. New in 2019, we are going to venture into some Team Racing. More details about that will be available later. Along with the usual local regattas SCOW will conduct a handful of regattas during the year on weekends. Our racing schedule is below.



Race with SCOW Webpage. Updated for 2019. Everything you need to know about racing with SCOW is on the club 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. If you know absolutely nothing about racing, you could teach yourself how to race with the resources available on this page. Go to <https://www.scow.org/>

Wednesday Night Racing Starts the First Week in April. 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. See the website for details.

Registration for 2019 racing events is open. Go to the Race with SCOW web page.

Racing Schedule 2019

Spring

3 April	Wed Night Races Start	WSM
4 May	SCOW Azalea Cup/Opening Day Regatta	WSM
18 May	SCOW Saint Brendan Regatta	WSM
25/26 May	PRSA Spring Regatta	WSM
8 June	SCOW Magellan Race	WSM

Summer TBD

Fall

7 Sep	Leukemia Cup	WSM
21 Sep	Cantina Cup	WSM – ICW Presidents Cup
21/22 Sep	PRSA Presidents Cup	WSM
22 Sep	SCOW Blue and Gold Cup*	WSM
6 Oct	SCOW Directors Cup	WSM
16 Oct	Wed Night Races End	WSM

* Denotes Team Racing Event



SCOW Racing Program

(Continued)

Flag of the Month

The “Lima” or “L” flag, when displayed by the Race Committee Boat, means “come within hail.” Normally the flag will be raised accompanied by one sound signal. When you see this flag flying from the Committee Boat before the first warning signal of the day, it means the Race Committee is ready for all boats to check in. Sail past the stern of the Committee Boat on starboard tack and check in with the Race Committee Score Keeper by stating your sail number, boat name, and skipper name. If you see this flag displayed on the Committee Boat between races, approach the Committee Boat as described above to receive instructions.



Racing Rules Corner - From “Definitions”

Room: The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 (When Boats Meet) and Rule 31(Touching a Mark), while maneuvering promptly in a seamanlike way.

Keep Clear: A boat keeps clear of a right-of-way boat

if the right-of-way boat can sail her course with no need to take avoiding action and, when the boats are overlapped, if the right-of-way boat can also change course in both directions without immediately making contact.

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 and expected 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, contact the Race Director at Racing@scow.org.





Membership Corner

Barry Yatt, Membership Director



Re-Up is behind us and the first Social Sail is here, with spring, summer and fall sailing and a host of other activities waiting for us. Please take full advantage of all that membership has to offer. If you submitted or updated your online member profile and submitted your signed membership agreement (MA) and dues, either online, at Re-Up, or by snail mail, your membership should now show online as being "active". If it doesn't, please contact me (membership@scow.org) and we'll clear it up.

Where I receive or am notified of the triple submittal of profiles, MAs, and dues, I renew old memberships and approve new ones. I have recently emailed people missing any of the three or I emailed their bundle administrator where there was no profile. I know you get a lot of emails related to SCOW and understand if you missed mine. But please check online – if your membership has not yet been approved, it's because something is still missing. If you are a bundle administrator (the lead person in a household membership), please make sure that you've gone to the SCOW website and edited your own profile to add profiles for all of the household

members in your bundle. And make sure they have digitally signed your membership agreement. Only then can I approve them. I want to get everybody's membership activated ASAP.

As for helping us increase membership, if you can help staff our table at the Annapolis Sailboat Show April 26-28, please let the Commodore know. And, as I noted in last month's ChaNNels, if you can assist with posting tear-offs, handing out business cards, or finding a place to leave out tri-folds, please let me know and I'll get you some. Your ideas for improving membership are always welcome. I will be attending most social sails this summer and look forward to talking to you then.

Yours in sailing,

Barry Yatt

SCOW Events – April 2019

Date	Time	Event
April 2	TBA	Basic Sailing 1, Land Class 1
April 3	5:00 pm	Wednesday Night Racing Begins
April 8	TBA	Cruiser Land 1
April 8	7:00pm	SCOW BOD Meeting
April 9	TBA	Basic Sailing 1, Land Class 2
April 10	5:00 pm	WNR
April 13	TBA	Basic Sailing 1, Water Class 1
April 13	TBA	Potomac River Clean Up
April 14	TBA	Basic Sailing 1, Water Class 2
April 16	TBA	Basic Sailing 1, Land Class 3
April 17	TBA	Cruiser Land Class 2
April 17	5:00 pm	WNR
April 19	TBA	Raft Up
April 20	TBA	Basic Sailing 1, Water Class 3
April 23	TBA	Basic Sailing 1, Land Class 4
April 24	5:00 pm	WNR
April 25	6:00 pm	Social Sail - Burning of the Socks
April 27	TBA	Basic Sailing 1, Water Class 5
April 27	TBA	Cruiser Water Class 1
April 28	TBA	Basic Sailing 1, Water Class 6
April 28	TBA	Cruiser Water Class 2

Please check the SCOW calendar online, for additional events, times and descriptions (SCOW.ORG). Also check with the appropriate Board member for more information—contact information is on page 6.

SCOW to Exhibit at Upcoming Sailboat Show



That's right - SCOW will be exhibiting at the upcoming Spring Sailboat Show in Annapolis. This is part of our 2019 membership drive. Hopefully we'll be signing up new members or attracting potential members to our Social Sails during the year.

And what will make it even more fun? SCOW's booth is right next to the Flying Scot exhibit!

Stop by and see us at the show, we'll be in booth B-21. If you would like to help out at the booth, send a note and your availability to Commodore@scow.org.

Don't forget to wear your SCOW swag! See you at the show.



Flying Scot Maintenance

Dana Howe - FS Maintenance Director

Hello All,

The centerboards were reinstalled in Caroline and Susie Q the second weekend in March. Caroline is now back online but Susie Q still has a couple small matters that need tending to. I was down at the marina March 17 to continue work on Susie Q and was pleased to see Caroline had been taken out and sailed down to Old Town by a couple of hardy souls. Always good to get in a shakedown cruise in before the season starts.

Susie Q has been outfitted with a Cheaper to Keep 'er™ hoisting strap restrainer kit. This simple device is designed to keep the strap at the end of the centerboard cap at all times. We have sustained some damage to centerboard caps in the past when the strap slips to one side and hooks under the edge of the cap just when the boat is being lifted resulting in a costly repair. The bungie strap should keep the hoisting strap in the correct position and prevent damage. If it is deemed to be a handy solution we will outfit the rest of the boats with their own Cheaper to Keep 'er™ restrainers. [see pics below]



It's been very nice to see the many people who have been going down to the marina over the winter to check on our fleet – thank you!

A big thanks to everyone for a successful Maintenance Day. We'll schedule a quick wash, wax and a sail inspection soon!

Dana Howe

A few Maintenance Day and Rub Off the Rust pictures - See more at <https://scowpictures.smugmug.com/>





Budget Report

Mike Hooban, Treasurer



SCOW Budget 2019

As required by the bylaws, we're providing the 2019 budget in this month's ChaNNels. The budget was approved by the SCOW Board in the February board meeting. It will be reviewed and possibly updated as appropriate in the July board meeting, again as called for on the bylaws. Adjustments may also be made at other times on an ad hoc basis.

Although the budget shows a net loss for the year, we are hoping and expecting that efforts by the board to control expenditures and to increase revenue, and to move us more towards at least a balanced outcome. In addition, we expect that increases in fees that were also voted in by the Board in the February meeting will help offset the impact of increasing costs, especially for items such as slip fees and insurance, and set the club up for maintaining balance going forward.

Best regards,
Mike

Budget Categories	Approved 2019 Budget
Income:	
Boatique Sales	0
Interest Income	400
Member Dues	22500
Other Income	100
Skipper Fees	19500
Social activities:	
Afterglow party	300
Hail and Farewell	4000
Re-up Brunch	0
Miscellaneous	0
Social Sail & Other	0
Total Social Income	4300
Training	18500
Total Income	65300
Expense:	
Administration:	
Miscellaneous	600
Bank Charge	1700
Bonding	400
Supplies	500
Total Admin:	3200

Expense: (Cont.)

Awards	1000
Communication:	
Meeting Room, etc.	1000
Printing (Directory)	100
Publicity/Door Prizes, etc.	500
Web Site	2000
Total Communication:	3600
Fleet Operations:	
Boat Maintenance	
Scot Maintenance	5000
Cruiser Maintenance	5000
Boat Acquisition	
Capital Improvements	
Insurance	10000
Towing Ins Offset	-600
Registration	250
Slip Fees	19500
Fleet Memberships	500
Other	200
Total Fleet Ops:	39850
Tax	400
Member Services/Social:	
Afterglow party	1100
Hail and Farewell	10000
Re-Up Brunch	1800
River Activities	200
Maintenance Day	800
Social Sails	3000
Rookie Regatta	
Total Social Activity	16900
Racing	2500
Training	3300
Total Expense	70750
Net (Income minus Expenses)	-5450



River, Bay and Open Ocean

By Carlie Smith - River and Bay Director

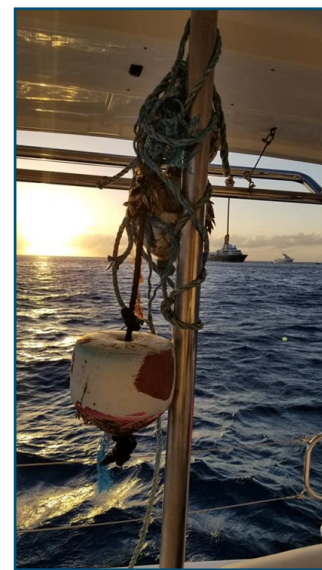


If you've ever dreamed of sailing international waters a little more aquamarine and tropical than our familiar Potomac, than you're lucky to be a part of a sailing club that can help get you there. SCOW has been building its partnership with the up-and-coming "DC Sailing Community", a group that seeks to unite the various sailing groups that exist across the Washington DC/North Potomac River region. The group's organizer, Matt Smith, is an experienced bareboat charter Skipper whose organizational skills are impeccable when it comes to planning sailing vacations. In 2018 he extended the invitation for SCOW members to join him as part of the DC Sailing Community's flotilla to the Abacos, Bahamas, and the rest is history.

This year SCOW members joined crews across 6 catamarans and 2 monohulls, a total of 64 sailors, as we cruised the Leeward Islands - St. Martin, Anguilla and St. Barths. For 7 days we enjoyed 80 degree temperatures, consistent wind and the company of good friends as we sailed from port to port. The French-colonial character of the Leeward Islands meant croissants, crepes and lobster thermidor were culinary highlights, but we found the best food of our trip a local outdoor BBQ called a "Lolo" which served fresh caught red snapper, pork ribs and "rice n' peas" for half the price. It was by pure coincidence that our trip was scheduled to coincide with the Heineken Cup Regatta, one of the largest international sailboat races in the world that takes place right in St. Maarten. We got to see teams of racers strategizing over dinner together, lots of sails along the horizon edging up on each other, and of course the Heineken-fueled after party to celebrate the winners. We had one hairy, touch-and-go situation which we made it out of safely thanks to our SCOW friends on another boat. We lost usage of both of



SCOW members Joe Leoncio, Beth Nicholson, Martha Gibson and Jenn Joint take a crew photo ashore in Gustiva, St. Barths.



Sunset views from our stern salon, where we proudly mounted the fishing lines after we cut them free from our propellers.

our engines during the longest leg of our sail thanks to some fishing lines that were caught in our propellers. We were lucky to be able to hail some friends on another boat to keep an eye on us while our crew slowed the boat to a stop and dove in to the water to cut the lines free. It is often overcoming our biggest sailing challenges that make for the best stories.

For me, it has hugely meaningful to have found a vacation that allows me to travel the world, build my seamanship skills and become a part of a community. We are already plotting next year's trip and I am looking forward to seeing what new friends and new adventures that trip will bring. If you have a few extra vacation days to spare and you've ever considered exploring international sailing, don't hesitate to book your



berth. You'll never know what delicious croissants, well-earned Heineken or freshly-shorn fishing lines you'll miss out on when you remain ashore.



The Loaísa Expedition - Contributed by Mike Hooban

Last year, many of the SCOW racers enjoyed the Magellan race, loosely based on the history of the famous Portuguese expedition. I find it fascinating that people would venture out for months and years at a time on boats that definitely lacked a lot of modern conveniences. I occasionally get a newsletter from an operation called Modelers Central in Australia, and they often have stories of these voyages. Here's one that you may enjoy.

The **Loaísa expedition** was a 16th-century voyage of discovery to the Pacific Ocean, commanded by Garcia Jofre de Loaísa (1490 – 20 July 1526) and ordered by King Charles I of Spain to colonize the Spice Islands in the East Indies. The seven-ship fleet sailed from La Coruña (Spain) in July 1525 and became the second naval expedition to cross the Pacific Ocean in history, after Magellan-Elcano's voyage. The expedition resulted in the discovery of the Sea of Hoces, south of Cape Horn and, the Marshall Islands in the Pacific. One ship ultimately arrived in the Spice Islands on New Year's Day of 1527.

De Loaísa's expedition was conceived both as a rescue mission and a voyage of discovery. The *Victoria*, a vessel from Magellan's expedition to the Pacific, had returned to Spain with word that her sister ship the *Trinidad* had last been seen attempting to return home by sailing east from the Spice Islands to South America. De Loaísa was ordered to seek *Trinidad*, or news of her fate, by voyaging along her expected return route to Spain. Failing this he was to locate and colonise Magellan's Spice Islands, and also to bring back news of the semi-mythical land of Ophir which Spanish scholars believed may be somewhere near China. (Most possibly the Philippines) For this purpose, de Loaísa was assigned seven vessels and a total of 450 men including tradesmen and administrators for the Spice Islands settlement.

The expedition set sail from Corunna on July 24, 1525. It consisted of seven ships, *Santa María de la Victoria*, *Sancti Spiritus*, *Anunciada*, *San Gabriel*, *Santa María del Parral* and *San Lesmes* and a patache, *Santiago*. De Loaísa was named captain along with Juan Sebastián Elcano, who had reached the Spice Islands in 1521 during the Magellan expedition.

The fleet headed southwest to the Canary Islands and then south along the African coastline. In November 1525 de Loaísa moved west across the Atlantic to Brazil, reaching the Patagonian shore in January 1526. There was no sign of *Trinidad*, and de Loaísa decided to abandon the search for her and continue instead to the Spice Islands. However the weather was poor, and over the next several weeks, in high winds while trying to enter the Strait of Magellan, the ships alternately gathered and dispersed. Two ships, *Sancti Spiritus* and *Anunciada* were wrecked, and one, *San Gabriel* tacked into the Atlantic and deserted the expedition.

The *San Lesmes* under the captaincy of Francisco de Hoces was driven south along the coast, possibly to a latitude of 57°, where the crew noted "an end of land" which may have been the first European sighting of Cape Horn. After some difficulty Hoces was able to steer his galleon northward once more, rejoining the other three vessels that remained with the expedition. On 26 May 1526, this diminished fleet of four ships (three galleons and the patache), passed through the Strait and entered the Pacific.

The bad weather which had originally scattered de Loaísa's fleet continued in the Pacific. The four remaining vessels quickly lost sight of each other in the heavy rain and were unable to regroup when the storm finally passed on 1 June.

The *Santiago* sailed for north, and in a 10,000-kilometre voyage, reached the Pacific coast of Mexico in July 1526, achieving the first navigation from Europe to the western coast of North America.

San Lesmes disappeared entirely. Twentieth century speculation suggests she may have run aground in the Marquesas Islands, either on the island of Anaa where a 1774 expedition found a cross erected on the beach, or off the Amanu atoll where an old Spanish cannon was later found.

The third ship, *Santa María del Parral*, sailed the Pacific to Sangir off the northern coast of Sulawesi, where the ship was beached and its crew were variously killed or enslaved by the natives. Four survivors were rescued in 1528 by another Spanish expedition coming from Mexico.

The last galleon, *Santa María de la Victoria*, was the only ship to reach the Spice Islands, landing in September 1526.

Loaísa himself died of scurvy on July 30, 1526, Elcano a few days later, and Alonso de Salazar three weeks after that. Yñiguez reached the islands of Visayas and Mindanao in the Philippines and the Moluccas, but died of food poisoning. Only Andrés de Urdaneta and 24 other men survived to land in the Spice Islands. They returned to Spain in 1536 in the Portuguese India Armada and under Portuguese guard.



Re-Up Wrap Up

By Marie Brennan, Social Director

Thank you to everyone who attended, participated, and volunteered at Re-Up Brunch this year! Everyone seemed to be enjoying themselves, and making plans for spring sailing. We had almost 100 people attend- most were already members. Special thanks to all our volunteers, we couldn't do it without you!

Social Sail season is just around the corner. Keep an eye out for a sign-up genius with volunteer positions for Dock Master, Assistance Dock Master, and chef/co-chef!

This year we are going to try and have food at EVERY social sail, but we will need your help! We are bringing back POT-LUCK! On the weeks that aren't catered (roughly every other week), we will ask people to bring something to share and contribute. I get that many people, including myself come to Social Sail straight from work and are usually getting the munchies by 6 or 7 pm!

Additionally, it is important to me to make sure Social Sail is never cancelled. There are always people that meet up even if the weather is bad- if sailing doesn't happen due to weather, folks can still gather and socialize, and usually end up at TJ Stones or Rustico.

I will do my best to send weekly emails reminding people to attend, and what weeks to bring food/drink.

Can't wait to see you all at Burning of the Socks! If weather continues to improve, we will move up burning of the socks - stay tuned!



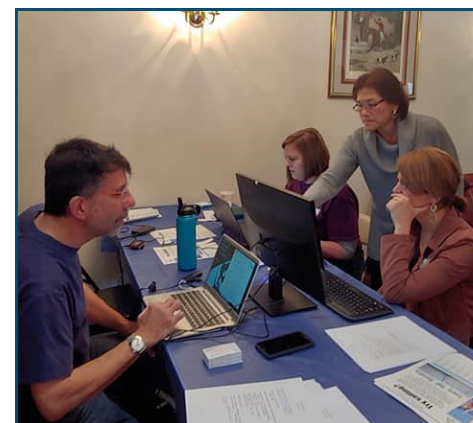
Members Kristine Sadusky and Johnathan Fountos were chefs extraordinaire!



Treasurer Mike Hooban and son Seamus gladly received payments from Delores and George Ward



Members Tim Bliss, Jonathan Thron and Genevieve Lindsay enjoying brunch and a beverage



Membership Director Barry Yatt and Bernadette Yu helped new and renewing members with their forms

Skippers' Corner

By Chip Lubsen, Skipper Director

Shallow Water Alert

Mike Hooban recently reported from an early season tutoring session that the shallows, which we usually consider to be north of the Four Mile Run channel as it traverses the lagoon, are now **in the channel**. For Scot skippers attempting to get to the river by beating into a southerly wind, your starboard tacks need to end well before the line demarking the channel upstream from day mark 10. The issue seems most acute in the stretch of channel between the no-wake buoy and day mark 10.

During the same outing, Mike and crew observed a grounded cruiser **in the channel** opposite the downstream dock. Cruiser skippers be advised that you need to stay to the right of the channel when heading out to the river, and obviously to the left when returning.

Management at WSM is aware of the issue and has indicated that dredging in the channel is a perceived need. There are no plans, however, to do any dredging this year.

Stay tuned for more detailed information on this issue via email.

2019 SCOW Skipper Prospects

The SCOW Skipper Prospect List currently names 19 Flying Scot and 12 Cruiser candidates. If you and I have not already communicated and 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. I look forward to helping you achieve your goal of becoming a SCOW certified skipper! Please write to skipper@scow.org and title your email **Skipper Prospect**.

Rub Off the Rust Update

For Cruiser Skippers - A hearty Thank You to John Kaufmann for organizing the Cruiser Rub of the Rust event that was so well received on March 23. Thanks also to the volunteers that presented important materials to the cruiser skippers gathered. Read more about it in John's report on the event in this issue of ChaNNels.













For Flying Scot Skippers – Stay tuned (please be sure your email address is up to date on your SCOW profile) for 2019 Flying Scot ROTR materials which will hit your inbox by mid-April. The document will be focused on changes in practices, such as a new reefing procedure, and on how to avoid the gotcha's that pose a risk to skippers, crew and our fleet. Scot skippers will be expected to email me an acknowledgment that they have reviewed the 2019 ROTR materials. Suggestions will be welcome as to how to improve ROTR in the future. Please let me know what you feel most rusty about (SCOW skipper related, of course). Send to skipper@scow.org with ROTR in the subject line.

Be well.





2019 Board of Directors

			
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Dana Howe FS Maintenance Director scotmaint@scow.org	Vincent Penoso Cruiser Maintenance Director cruisermaint@scow.org	Dave Beckett Racing Director racing@scow.org	Barry Yatt Membership Director membership@scow.org

Please send your articles, for future ChaNNels newsletters, to: editor@scow.org

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