

## Commodore's Log



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You can tell from the claps of thunder and the evening (and sometimes morning) downpours that we're in the midst of a typical Washington summer season. It's more than timely that one article in this month's ChaNNels is dedicated to the weather and how we can all be safer with some well planned technology updates. Summer also means racing and regattas. This month's ChaNNels looks more like a racing magazine than a newsletter for the Club - not a bad thing. The ranks for our racing community is growing by leaps and bounds - both in our lagoon/river and at regattas on the east coast.

This month's ChaNNels also chronicles the experience of a SCOW Basic Class student from joining the class to getting his Skipper cert. Mike Hooban reviews the book - [In the Heart of the Sea, the Tragedy of the Whaleship Essex](#) , which looks like a good one to pick up on a rainy weekend.

SCOW's Social Sails have been busy with chefs feeding us and skippers treating members and guests to some great sailing - stop by for a little socializing and sailing every Thursday evening.

There's still time to help out at Special Olympics in July - help them launch and retrieve boats each Monday around 5:30 until 8ish. Even that small effort can make a difference to the Special Olympics athletes.

As we get close to the other end of summer, keep an eye out for some great events, like Oktoberfest and the Hail & Farewell gala. Two wonderful traditions at SCOW.

And please remember, if you have suggestions for your Board of Directors, their contact information is on page 23 - we would love to hear from you!!!

I hope you enjoy this extended version of ChaNNels.

See you on the water -

**Richard**

Sailing Club of Washington  
(SCOW.ORG)  
PO Box 25884  
Alexandria, VA 22313

SCOW is a 501(c)(7) organization that was originally chartered 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."



# Checking the Weather: Step-by-Step

## By Jonathan Thron

Greetings Fellow Sailors:

Listed below are steps you can take (in sequence) to check the weather before cruising. Other skippers have their own methods and resources-- talk with them, pick what you like and put together your own program, but make sure you get a good system in place-- particularly for destination sailing or long races or whenever you're leaving the lagoon for awhile.

It seems like a lot of complexity and time and effort, but once you get the apps and/or bookmark the websites, it only takes about 5 minutes to do a comprehensive check that should keep you out of trouble. Weather is dynamic, so stay vigilant while underway, even if your first determination looks clear! If you have a weather nerd on your crew, put her or him in charge of keeping tabs on conditions for the duration of your cruise.

Also keep in mind that different sailors have different tolerances (and aptitude) and that there's a difference between uncomfortable and dangerous. Fair-weather sailors might opt to postpone for comfort reasons rather than safety reasons (i.e. we wouldn't necessarily get into trouble in X conditions-- but we'd be really miserable). This is totally fine. As you gain experience and skill, however, try some more challenging situations (within club rules) and see how it goes. The key is using available tools to have fun without getting in over your head. Some of the best and most fun sailing occurs in not-the-most-comfortable conditions, but many skippers push the limits and don't know when to call it quits. Gather your resources so you know exactly what you're dealing with and can manage risks accordingly. If you're in doubt, play it conservative.

Finally, safe havens are great, but with proper resources and planning, your 'Safe Haven' can be Ben & Jerry's or Starbucks or a nice Italian dinner or a glass of wine at the Wharf 30 minutes before the squall arrives; instead of blazing into an unfamiliar marina under mayday and bare poles and soaking wet.

### WEATHER CHECK:

1. Check the **NWS marine forecast** for our sailing area (SCOW website at the weather tab):

<https://forecast.weather.gov/shmm.php?mz=anz535>

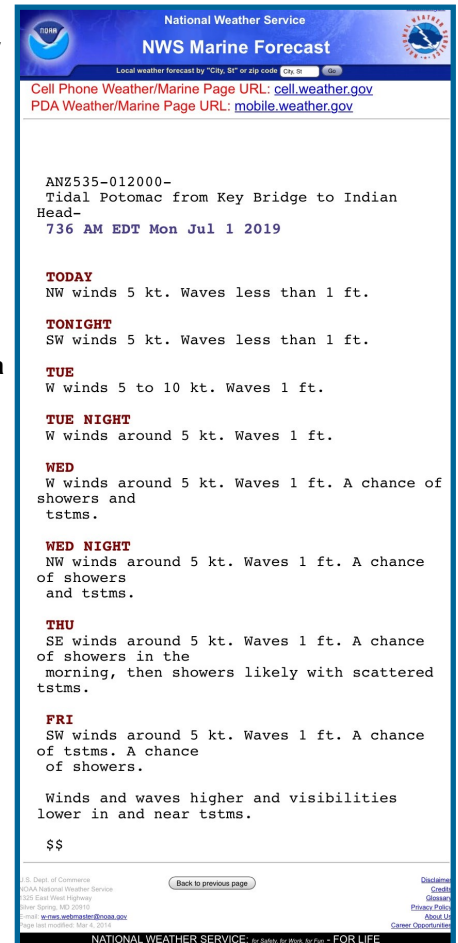
2. Corroborate this forecast with a **"standard" (non-marine) forecast (DCA or Alexandria VA)**. Compare 2 or more standard forecasts plus the marine forecast and see if they generally agree. Corroboration of weather info is important because if you check one source and it's incorrect (or outdated or wrong location or etc. etc.), you're not positioning yourself for success. AccuWeather, The Weather Channel, and local TV news stations are all good sources of standard landlubber forecasts.

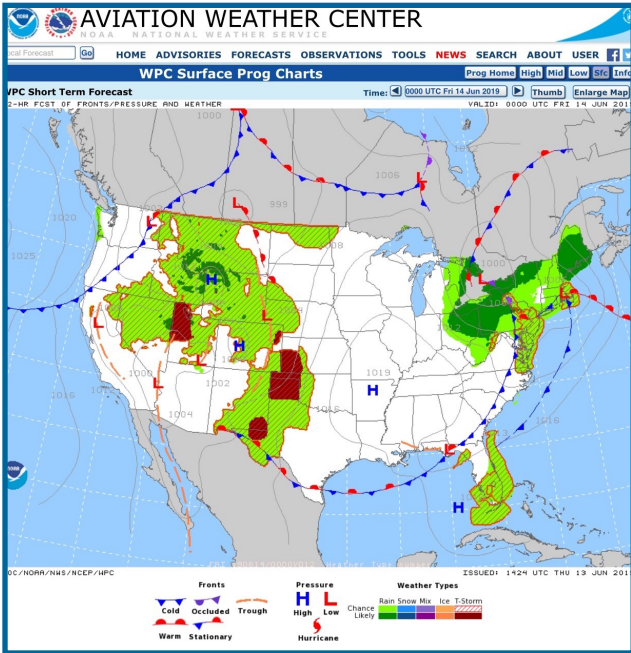
3. Check current conditions from the **aviation routine weather report (METAR) and terminal aerodrome forecast (TAF) for DCA** and see if they generally agree with marine and standard forecasts. I use an app called AeroWeather for airport info but it's also available thru NWS at [aviationweather.gov](http://aviationweather.gov). Screenshot from the app appears on the next page. Aviation weather reports and forecasts are valuable and accurate because they have to be - use them! DCA is a great weather station literally right in the middle of our sailing action.

4. Check **surface prog charts** (past/current/future) to see if there's any potentially dangerous frontal activity moving through (cold front w/ gusty winds etc.):

<https://www.aviationweather.gov/progchart/sfc>

(Continued on next Page)





There was a fast-moving cold front that ripped through our area on 12/18/16 and capsized a bunch of boats in Annapolis and DC (Severn and Potomac, story below. Water temp: 42°F). Because of the dry air in wintertime, this cold front didn't have any precipitation, so you wouldn't have seen it on radar.

If I recall correctly, there was a gale warning in place, but keeping an eye on the surface prog will help you get a visual. Again: Surface prog charts are critical for seeing what's going on in the atmosphere, whether or not you can see it on radar. Once you see the surface prog, you have a better idea of what you can expect to see (or not see) on the scope.

<https://www.ybw.com/news-from-yachting-boating-world/dozens-rescued-squall-capsizes-boats-during-severn-river-regatta-45935>

See images (left) of a surface prog. It's fun to compare surface progs (indicating the presence of weather fronts) with concurrent radar images (precipitation). In other words, based on the surface progs, you can expect precipitation in certain areas and in fact that's exactly

what you typically see on radar.

5. Check tides. One of my pet peeves as an instructor is asking when the tides are and getting three different answers because folks are checking different tidal locations and/data sources. Get the tides off the SCOW website at the weather tab and you're all set (and consistent with everyone else). Tides aren't a super huge deal unless 1) you're destination sailing in a Scot and an incoming or outgoing tide combined with light (or no) wind can keep you from getting home; and/or 2) you're tying up at a marina where the docks don't float (e.g. Alexandria City). Other skippers may have tidal horror stories, but our sailing area--while shallow--is generally sufficient. Read the chart, stay in the channel, and have insurance, Chapman's and snacks onhand in case you get stuck. If you're vigilant and not too innovative, there's plenty of water.

**WWW Tide and Current Predictor**

30 Dec 2010: If you are using a mobile device, try the [simplified site](#).  
 30 Oct 2010: You may wish to try the new [World Site Selection Map](#).  
 12 May 2016: Computer replaced after failure due to power outage.  
 29 Sep 2016: Shutdown 20:20 GMT due to campus wide electrical outage. 30 Sept 2016  
 : Restart 14:12 GMT

[Pick a different site](#) | [Frequently Asked Questions](#)

Web interface by Dean Pencheff, calculations and graphics by David Flater's [XTide Program](#)

NOT FOR NAVIGATION. This program is furnished in the hope that it will be useful, but WITHOUT ANY WARRANTY, without even the implied warranty of merchantability or fitness for a particular purpose. Do not use this program as a basis for any decisions that could result in harm to people, other organisms, or property. Check these predictions against officially sanctioned tables. Agencies like NOAA exist because there is a need for certifiably correct tide predictions. Do not rely on these predictions if you need guaranteed results. There is NO WAY we can get certified data on a zero budget. We rely on users like you to tell us when something is wrong. Please continue to do so.

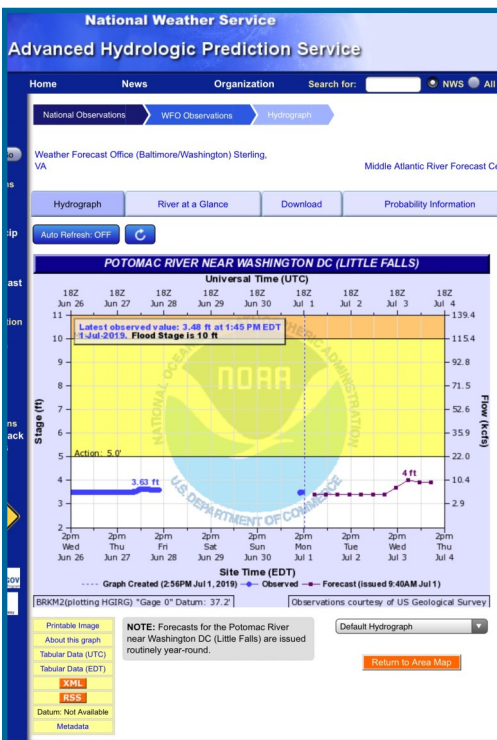
Remember that weather conditions affect tidal ranges and current speeds, sometimes very strongly.

**Washington, D.C.**

**1 July 2019 - 3 July 2019**

38.8733° N, 77.0217° W

2019-07-01	01:41 EDT	0.36 feet	Low Tide
2019-07-01	04:39 EDT		Moonrise
2019-07-01	05:46 EDT		Sunrise
2019-07-01	07:18 EDT	3.43 feet	High Tide
2019-07-01	14:54 EDT	0.22 feet	Low Tide
2019-07-01	19:38 EDT		Moonset
2019-07-01	20:00 EDT	2.85 feet	High Tide
2019-07-01	20:37 EDT		Sunset
2019-07-02	02:36 EDT	0.32 feet	Low Tide
2019-07-02	05:32 EDT		Moonrise
2019-07-02	05:46 EDT		Sunrise
2019-07-02	08:04 EDT	3.51 feet	High Tide
2019-07-02	15:17 EDT		New Moon
2019-07-02	15:43 EDT	0.13 feet	Low Tide
2019-07-02	20:37 EDT		Sunset
2019-07-02	20:41 EDT		Moonset
2019-07-02	20:47 EDT	2.92 feet	High Tide



Tide tables from SCOW website:

<http://tbone.biol.sc.edu/tide/tideshow.cgi?site=Washington%2C+D.C.&units=f>

6. Check river flow rates to make sure the flow rates aren't crazy high (SCOW website at weather tab, "Advanced Hydrologic Prediction Service"):

<https://water.weather.gov/ahps2/hydrograph.php?wfo=lxw&gage=brkm2&view=1,1,1,1,1,1>

With a lot of water comes annoying (and dangerous) debris, up to and including whole trees. High volume can complicate raftups, float you far away from home (in a Scot), and make for some interesting sailing in a cruiser when you're struggling to make headway upriver. Not super fun or safe.

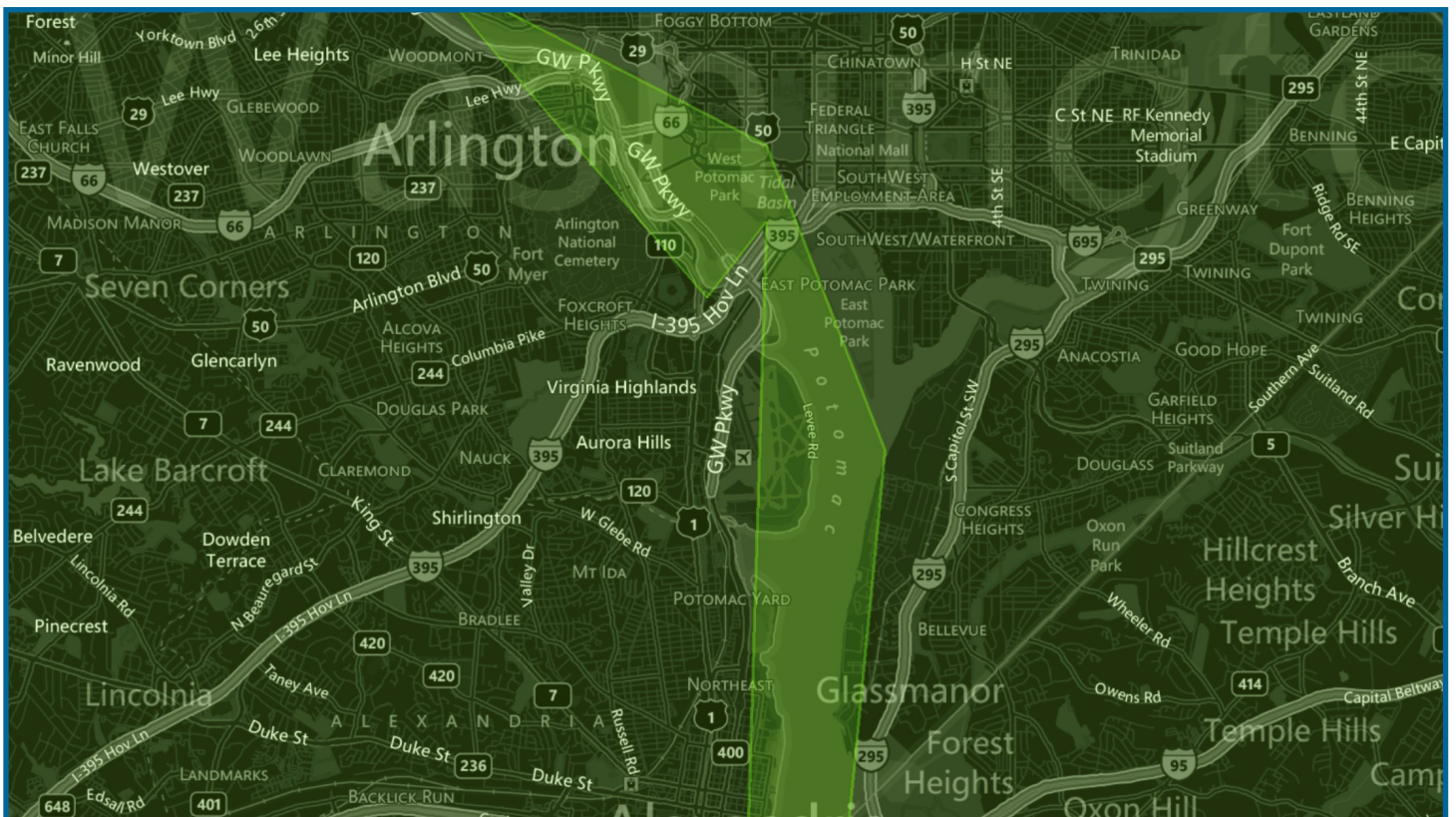
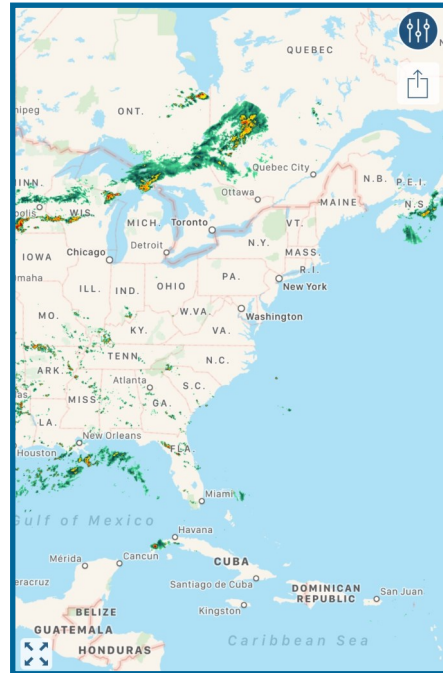
7. Finally, check several radar apps and get a 300/400-mile-radius picture around the boat (see June 2019 edition of ChaNNels for app info). With good radar and some patience (and prudence), you can keep an eye on T-storms and dodge them as you cruise around. Sometimes you'll have to stay an extra few minutes at the restaurant to let a storm pass before you start on the return trip, but it's super cool that apps give us this level of situational awareness. It's annoying when folks are like "There's a 10% chance of rain between now and 8pm!" and you have to be like -



"Well we hit the jackpot because there's a massive thunderstorm 10 miles west moving east at 60 knots, wanna see it on radar?" Chance of rain = chance of you getting smacked upside the spinnaker. The picture is worth a thousand words. Use the scope....

Pay attention to the SCOW weather rules, and if you're not legal or it looks dicey, take a land yacht to the nearest waterfront establishment and enjoy a beverage while you watch other swabbies fight the river. Playing it conservative is almost always the right call.

← Hourly				
TIME	COND	TEMP	PRECIP	WIND
<b>Monday, July 1</b>				
17		88°	0%	NW 5 MPH
18		87°	0%	NW 5 MPH
19		86°	0%	WNW 4 MPH
20		82°	0%	SSE 4 MPH
21		77°	0%	SSE 3 MPH
22		74°	0%	S 2 MPH
23		72°	0%	SSW 3 MPH
<b>Tuesday, July 2</b>				
00		72°	5%	SSW 4 MPH
01		71°	5%	SSW 4 MPH





# SCOW Racing *Dave Beckett | Racing Director*



The 2019 SCOW Racing Season Is Here. Get in on the fun!

## SCOW Racing Program News

### Fleet 42 Summer Solstice Regatta

Three SCOW boat crews ventured over to Selby Bay Sailing Center on the South River in Edgewater, MD over the weekend of 22-23 June for the annual Summer Solstice Regatta. Triple B (Dave Beckett/Mohan Sud), Luna (Chip Lubsen/Alex Kay), and Flight Risk (Dave Calhoun/Bonnie Sylwester) joined a 21 boat fleet, making it the best attended Summer Solstice Regatta in nearly a decade. In keeping with the 2019 regatta trend, the wind was light and shifty, punctuated by a few gusts, one of which knocked over a boat that recovered quickly enough to not lose any positions. Normally sailing over at Selby Bay means pretty steady wind once the sea breeze fills in, however, this year it was a lot like "lake sailing" with the wind coming from the outer ends of the race course and heavily affected by land features. Mohan did a great job looking at the big picture, which is easy to lose track of when you're driving sometimes. He told me we tacked too many times in the first couple races, so by the third race we approached it like light air lake sailing. We minimized tacks, banged the corners of the race course and stayed out of the middle and we started doing better. Len and Barb Guenther started out looking unbeatable by winning the first two races, but John and Sharon Wake won the last three races and locked up the top spot for the regatta. Chris and Denise Swenson sailed consistently well and finished third overall. Two SCOW boats placed in the top ten.

Summer Solstice Regatta final standings: <http://flyingscot42.com/regattas.html>



John Wake with the Summer Solstice championship trophy.

(Continued on next page.)



Race 1. Triple B, TBD, and Luna at the boat end of the line at the gun. Len Guenther did a nice job of creating space to leeward so he could bear away and accelerate at the start. We did a nice job of barging and not hitting the committee boat and not fouling Len.



After the start. Len quickly picks up speed.



Triple B, on the starboard tack layline for the windward mark, among the leaders as two boats enter the zone on port tack.



Luna close on the run.



Taking a windward boat up to prevent getting rolled on the first run. Lots of action on the first lap. We got fouled at the windward mark and might have taken some liberties at the leeward mark. The video made it look closer than I perceived in real time



Flight Risk (red, white and blue spinnaker) coming down on the second run.

(Continued on next page.)



Luna and Triple B just after crossing the finish line together in Race 1.



Luna and Triple B just after crossing the finish line together in Race 1.



Race 2. Mohan doing a good job keeping the chute full in choppy, shifty conditions.



Race 2. FS 3109 tacks onto starboard after rounding the leeward mark.



Race 3. Flight Risk nearing committee boat.



Race 3 start. Luna, Thunderstorm Chicken (yellow hull), and Azorean Express coming off the line.

(Continued on next page.)



Race 3. On the run as two boats broach in the distance in a gust near the leeward mark.



One boat with red spinnaker recovered, but the yellow spinnaker is capsizing with the buoy visible aft of mainsail. Anticipating trouble, we doused early as a precautionary measure. Mohan stowing the spinnaker pole.



Vinny Curl at the helm rounding the mark after a super quick capsizing recovery, but with spinnaker issues



Race 4. Luna crosses ahead of Triple B on the beat.



Race 4. Flight Risk leading a pack on the run. A pretty picture.



Race 4. Luna leads Thundstorm Chicken and Triple B around leeward mark.

(Continued on next page.)





Race 4. Looking back at a crowded leeward mark rounding. Dave and Bonnie are in there somewhere.



Race 4. Dave Neff, former Capital District Governor, calls the finish as Triple B shoots the line at the favored end to edge out Thunderstorm Chicken (just out of sight to leeward).



Race 6. Triple B makes a great start at the pin end by tacking onto port and crossing Guenther and most of the fleet, as John Wake, in Lucky Dog (5341), does the same thing farther up the line.



Race 6. Lucky Dog (John Wake) and Triple B out in front battling for the lead on the first beat.



Late in Race 6. Len Guenther, in "TBD," breaking our hearts as he starts to roll us on the run and move into second place, as some of the fleet is seen still heading upwind.



Race 6. Leaders heading up on the second beat as the fleet runs down.

(Continued on next page.)



Race 6. Luna and Triple B saying hi.



Race 6. Cavu-green/blue (Chris Swenson), Azorean Express -red/white (Antonio Rebelo) and Thunderstorm Chicken chasing Triple B on the last run. They split at the leeward mark making it hard to cover all of them. Adding to that, the wind was so shifty that despite our attempts to cover Cavu directly, Cavu and the Chicken got past us on the last beat, but we held off the Azoreans at the finish line.



Triple B tacks onto starboard to cover Cavu (over Mohan's shoulder), who tacked around the mark.



Race 6. Triple B shoots the line about at the committee boat to beat Azorean Express (just off screen to leeward) at the upwind finish. Finishing pin is visible. Mohan said we had one inch between us and the boat and that's what we had to do to beat the Azoreans. A great way to finish the regatta.

(Continued on next page.)



## Capital District Championships/Greater Richmond Sailing Association

**Triple B (Dave/Ethan Beckett) and Flight Risk (Dave Calhoun/Bonnie Sylwester)** went on the road for the second consecutive week and tangled with another highly competitive 18 boat fleet over the weekend of 29-30 June down on the Swift Creek Reservoir in Midlothian, VA. This was the hottest weekend of the year so far in the Mid-Atlantic with the heat index over 100 degrees. There was hardly any wind Saturday, but the Race Committee pressed on with two drifting races in brutal heat. Sunday brought good wind that continued to build throughout the day enabling three fun races. Reading the wind and geographic features, as well as, accurately anticipating where the new wind would fill in was critical to placing well. Triple B had one really good race and one really bad race on Saturday, but continued to improve steadily as wind speed increased on Sunday, finishing strong with a 4<sup>th</sup> and a 2<sup>nd</sup> place and taking home a nice framed print of the Flying Scot Class measurement diagrams for finishing 5<sup>th</sup> place overall. There were some familiar faces, as the Guenthers won the Capital District Championship, with the Wakes taking second and Chris Swenson and Alex Diaz placing third. Tracy Schwartzchild and Andrew Spencer took fourth with Triple B rounding out the podium finishers in fifth.



Len and Barb Guenther, 2019 Flying Scot Capital District Champions, and the rest of the top five boat crews. SCOW members Ethan Beckett (5<sup>th</sup> from left) & Skipper Dave Beckett (6<sup>th</sup> from left).

Capital District Championship Final Standings: [2019 Flying Scot Capital District Championship Final Standings](#)

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Race 3. The fleet moments after the start.



Race 3. TBD and two other boats ducking Triple B on the beat.



Race 3. Flight Risk, FS 4082 (Dave Calhoun/Bonnie Sylwester), running down wind.



Triple B leading TBD to the leeward gate mark. He went to the left gate. We should have also gone left.



...To avoid this. Triple B giving mark room to Flight Risk and another boat at approach to leeward mark right gate. Should have bailed and gone to left gate instead of being



Race 3. TBD crosses on starboard within inches of Triple B



Race 4. At the start.



Race 5. Prestart.



Up front on the run.



Three Amigos. Triple B (Beckett), Lucky Dog (Wake), and TBD (Guenther) heading downwind.



Triple B overlapped and bow out on Lucky Dog and TBD nearing the leeward mark. That's a good feeling. We make some mistakes, but we must be doing a lot of things right to be in this spot well into a race. Now it's a matter of sailing the complete race from start to finish.



Race 5. Calling the layline for the windward mark.



Race 5. Pretty spinnakers on the run. Everything working nice on the first run. Caught some people and easy leeward mark rounding...

...but then we discover that the starboard spinnaker sheet went under the bow and is completely under the boat and we have three more legs to this final race, including a run. We need the spinnaker to compete. The series of photos below shows a flawless recovery and re-rigging of the spin sheet while not missing a beat on the next beat.

We were in third when it happened and we stayed in third until we took over second place for good at the next leeward mark. Ethan untied the starboard spin sheet from the clew and we pulled it in on the right side of the boat and prepared to execute a maneuver that I read in a Dave Perry book called *"Winning in One Designs."* I highly recommend the book for racers of any level. Easy to read and a lot of good information, including this gem. I've executed it numerous times but never in a race, especially with the race on the line against top flight competition. Dave Perry wrote about it, but below is the illustrated guide to the move, which allows you to get your spinnaker sheet routed all the way forward outside the forestay without sending a crew to the bow, which slows the boat down excessively. The key is to throw the line around the forestay when you tack and let it then track down the port side for recovery. Easier said than done, but we pulled it off in text book fashion and it kept us in position to pass the boat ahead of us on the next run.



Sheet is routed outside the shroud and neatly coiled for throwing. As I initiate the tack, Ethan simultaneously releases the port jib sheet with his left hand as he starts his throwing motion with his right hand.



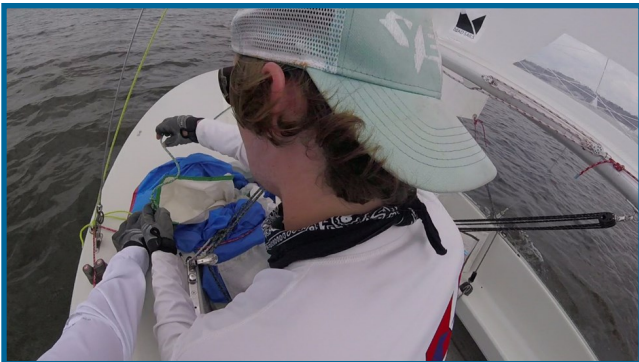
The green sheet goes forward and around the forestay aided by my swinging the bow hard to starboard.



Ethan gets his weight to the windward side bringing the new working sheet with him in his right hand and starting to fish for the green spin sheet with his left.



Jib is sheeted home and Ethan grabs the green spin sheet which has tracked down the port side just like we drew it up. But we aren't done yet. I have him run the tape, tie in, and run the tape again.



**Dude, my bowline worked.** Those who've heard the Selby Bay story of "Dude, my bowline's not working! My bowline's not working!" and anyone else who has ever struggled with tying a bowline under duress, will appreciate this little story of triumph under pressure. Twice in the past, this spinnaker sheet fiasco has happened to us during a race in high winds and in both cases, it was a debacle that cost us five to seven boat positions at least. He got the bowline perfect in the clutch this time. We took our time and verbally went through the whole process several times prior to execution. Despite the pretty high winds, I was able to sail the boat fast and flat while Ethan did all the hands on work, and when the time came, he made a perfect throw and skillfully re-rigged the chute. I had him run the tape twice and I was confident that the spinnaker would fly when we popped it, but you never really know until you hoist.



It worked fine and here we are still in third on the last run and reeling the number two boat in like a big fish. Ethan was making us fast and we exploited every puff to close on this guy. If we had another hundred yards we would have gotten inside room at the mark, but we could get the overlap and followed him around the right hand mark. Guenther went around the left mark.



And here's another funny story that goes with this mark rounding. When we were rigging the boat on Saturday, Ethan said, "Hey Dad, what do you think is worse? **Mayhem** or **Controlled Chaos**" as he noted the name of a boat being towed past us on its trailer. We had a laugh at that. Little did we know how prescient that question would be. I didn't pay attention to what boat lay between us and Guenther. I just knew we had to pass them before the race was over. We slowed down and rounded right behind them and anticipating a possible long tack on starboard, but wanting the freedom to tack away when we needed to, I luffed up and got my bow to windward of the boat and it was perfect for about a second, until the other boat tacked right in front of us without looking at us first.

Some good split second boat handling by both skippers, avoided a wreck and we got speed and moved into second. We locked down the left side of the course and Guenther locked down the right for the final upwind leg and there were no more lead changes. So I think that answers the question. Mayhem and Chaos exist in the world and you just want to avoid both of them. In all seriousness, I didn't know who it was at the time, but that was Pete Cookson, the fleet captain in Richmond, and he's a great sailor. It just illustrates the importance of keeping a good lookout all around while trying your best to sail fast and that no matter how good you are, you're not perfect. We weren't perfect, but we finished strong again.

## 2019 Board Appointees

Training & Skipper Cert. Committee Chair	John Rogers	TSCC@scow.org
Boat Assets Committee Chair	John Kauffman	BAC@scow.org
Investments Committee Chair	Vacant	Investment@scow.org
Audit Committee Co-Chairs	Luis Rivas & John Kauffman	Audit@scow.org
ChaNNels Editor	Vacant	Editor@scow.org
Email Administrator	Jeff Teitel	Postmaster@scow.org
SmugMug Photo Administrator	George Clark	SCOW.Pictures@gmail.com
Web Editor	Luis Rivas	Webmaster@scow.org
Meetup / Facebook Coordinator	Genevieve Lindsay	Meetupcoord@scow.org



## In the Heart of the Sea, the Tragedy of the Whaleship Essex

By Nathaniel Philbrick

A book review by Mike Hooban

This book tells the story of an attack by an enraged sperm whale on a Nantucket whaleship, the Essex, in 1820, and the ensuing voyages in 3 open boats of the surviving crew, trying to cover nearly 3000 miles of open ocean to reach South America. In the course of their journeys, one boat was completely lost, while the other two endured incredible hardships, ultimately ending up forced to eat the bodies of the shipmates who died, and in one case drawing lots to determine who would give up his life to become a meal for other people in the boat. The incident provided some of the background for Herman Melville's Moby Dick.

Author Philbrick lives on Nantucket, and his books include a history of the island. He brings this historical knowledge to bear in describing the way in which whaling defined the society of the island in the early 19<sup>th</sup> century, and how these influences carried over to the organization of whaleships thousands of miles from home. For example, crews on the actual whaleboats tended to be organized according to who stood where in the island's hierarchy. People from off the island stood lower than those with roots there, and there was a distinct racial divide.

The book describes in some detail the process of hunting the whale, with a small, 25-30 foot boat and its 6 crew members going after an animal weighing 60 tons. Approaching close enough for the harpooner to drive his weapon into the whale, they would then undergo a high speed "Nantucket sleigh ride" until the beast finally tired itself out. The harpoon was not in general the thing that killed the whale, but simply attached the boat and its crew to the animal until they could haul themselves back into striking range and end its life with lances. The potential for mishaps in all this was great, as when the whale would surface under the boat, or, as in the case of the Essex, when the whale became enraged and began to fight back, ultimately sinking the ship.

The crew were able to salvage 3 boats, some hard tack and water. They were also able to rig a mast and mainsail, and some sort of jib. They were closest to islands of Polynesia, perhaps a thousand miles away to their southwest, and the prevailing southeast trade winds favored sailing in that direction. However, knowledge of those lands was limited and often erroneous at that time, and they believed they would be at high risk of being killed and eaten by cannibals if they landed there. So they were determined to try to sail west by south so as to reach South America. They worked out the minimal amounts of water and bread they could consume and started out. Their boats did not have center boards and were steered by a steering oar rather than a rudder, factors which further complicated their efforts. Ultimately it was not possible to maintain contact between the boats. One was never seen again, though a likely landing point was later discovered. The other two continued trying to reach South America, and ultimately managed to get there separately, but with only eight survivors





among the 20 who had started out.

The book does a very good job of providing a comprehensive, highly readable account of the voyage and its consequences. It may be worth noting that the author was a national champion sailboat racer in his youth and took up the sport again in his thirties. I like to think that this experience helped inform his descriptions of wind and water in this excellent book. He has also written a number of books, one of which covers his return to competitive sailing (Second Wind), and others including the voyage of the Mayflower, the beginnings of the American Revolution, early US exploration, etc.

I have long been curious about the small boats used in the whaling industry, and recently completed construction of a scale model of one from a somewhat later time period. Still the basic design was pretty similar throughout the period. The model (see photo) is based on a 30 foot boat, about the size of the Essex boats. The sails appear to be comparable to what the Essex boats may have carried, and Philbrick describes them reefing in heavy weather, as the reef points on the model sail would indicate. The model shows a centerboard and a rudder, both likely missing from the Essex boats. However, the general shape and configuration of these boats seems to have stayed fairly consistent over a pretty long period of time, especially the almost canoe-like hull structure (to permit ease of movement in both directions). The beam was about 6 feet, nearly the same as a Flying Scot. It's hard to conceive of spending 3 months confined to such a boat in nearly any circumstances, never mind thousands of miles from land with little to eat or drink.





# Training Corner

*Mike Hooban | Treasurer & Acting Training Director*

## SCOW Training Wrapup

June 30 saw the completion of the second SCOW Flying Scot training course for this year. Congratulations to Kerem Bilge, John Thornhill, Ahmed (Ed) Malik, Daniel Vega, Jock Whittlesey, Monique Wong, John Bowman, Jayanth Arawa and Jerry Kidwell, for taking this step towards becoming a competent sailor and (we hope) a SCOW Flying Scot skipper.

Special thanks are also due to our trainers, without whose support the program could not operate. All are volunteers and the group includes some of the club's most competent and committed skippers. They cover 4 two-hour land classes, and 6 four-hour water classes, a total of 32 hours of instruction, and a very good value. This time around the land classes were taught by Bill Gillespie and Mike Hooban. On-water instructors included (in no particular order) Ken Giberson, Baris Ornarli, John Rogers, Dan Sandhaus, Lynn Durbin, Joe Leoncio, Jim Metcalf, Rhonda Glassman, Neil Shepherd and Mike Hooban. These are people who come out to support our training time and time again, so please do remember to thank them when you see them.

The water classes always face the challenge of dealing with differing wind conditions, and this session was no exception. We rely greatly on the judgement and discretion of our trainers to make effective use of the allotted time under a variety of conditions ranging from nearly calm to very beefy. It's a tribute to their competence that they have been able to make this happen.

If you haven't yet been through SCOW's Flying Scot training, please consider it. Our third and final course for this year takes place in August and September. Land classes will be Tuesday nights for four weeks starting August 27. Water classes will be each weekend day starting September 7 and continuing through September 29. Sign up on the website, or contact [training@scow.org](mailto:training@scow.org).

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*“Jean Grandmaire is a newly certified SCOW skipper. Below, he describes his experience with SCOW's training, tutoring and skipper certification processes. Congratulations to Jean and thanks for providing this summary of his experience.”*

I signed up for the basic sailing training with the simple goal of doing something that had been in the back of my mind for a while, almost 10 years. I grew up in Marseille, France, which is one of the major ports of the Mediterranean. Founded by the Greeks more than 2,600 years ago, Marseille has a rather long history of boating and sailing. I grew up having a few experiences on sail boats such as Optimists and Lasers, and even though it always was a lot of fun, I never quite carved out the time to further pursue sailing. Year after year, I told myself that "one day" I would learn to sail properly, and add it to my already long list of hobbies. Finally, earlier this year, I stumbled on SCOW's website, and it struck me right away as a very good place to truly start my sailing journey.

I signed up for the training which started in April, and it far exceeded all my expectations. The classroom portion of the



training was interesting and punctuated with practical exercises and advice from... (Continued on next page.) experienced sailors such as John Rogers and Steve Youngblood. The water training was highly effective in building the muscle memory for the important maneuvers, and filling the rather large gaps left by my previous experience with sailing. I was particularly eager to learn more about rigging and docking. Since the weather did not really cooperate for the first few sessions, I definitely got my wish granted, with plenty of rigging practice, since we decided not to go out on the river. I learned a lot from all the instructors who were kind enough to volunteer their time to teach us. I'm very grateful for the quality training I received from Mike Hooban, Bill Gillespie, and Neil Shepherd. After the class was over, I passed my written test, and by the end of May, I had also passed my Boat safety certificate. At that point I was able to take advantage of some personalized tutoring from Lynn Durbin and Mike Hooban, who spent time out of their busy schedules to get me ready for the water test. After 3 tutoring sessions, I felt ready to take the checkout test. Joe Leoncio was the checkout skipper, and Mike Hooban helped me as crew. We ran through the checklist, and after answering a number of questions and demonstrating what I had learned over the past couple of months, Joe determined that I was ready to join the ranks of the SCOW skippers. I am both proud and thankful to be part of this very friendly community, focused on transmitting its passion for sailing. I'm looking forward to spending more time on and around the water with each and every member of this club.

Cheers,  
Jean

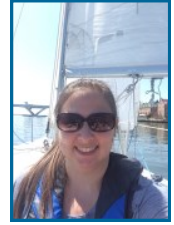


Jean, a proud new SCOW Skipper with his trusty Scot.



# Opportunities to Volunteer at Social Sails

*Marie Brennan | Social Director*



**Dock Master:** Welcome members and newcomers, help sign people up for sails, assign people to boats. This is a great opportunity to welcome new members and talk about how wonderful our club is...and affordable!

**Assistant Dock Master:** Assist the Dock Master, help skippers dock, guide assigned people to the correct boat. This is a great way to be involved with the boats directly and practice your cleat hitch.

**Chef:** Provide food for 50-60 people. You will be the most loved person at Social Sail! You can cook, or purchase food, whatever you like! Be creative, or order pizza. You can team up with others to help with the load and make it more fun. Food will be reimbursed up to \$200. (All supplies needed are in the DHOW). Friday is the backup day if we get rained out on Thursday. Past ideas include: Pizza, Fried Chicken, Ledo's pizza and wings, taco night, meatball subs, fresh salads... it's endless!

No experience is required for these positions- there are always people around to help or answer questions. If you are considering volunteering but have questions, find me or the Dock Master/Assistant DM at a Social Sail! If you sign up for a position, it is very important you commit, or cancel with enough time to find a replacement. We have had a number of successful social sails and hope to continue throughout the summer! All sailing decisions will be made at the docks by the skippers/crew who show. If the weather is bad, we may not be able to sail, but many of us still attend on rainy nights, meet at the marina then head to Tj's for drinks and

snacks.

If you are looking for other ways to help, the skippers can always use a hand to get the boats in the water, and cleaned up at the end- no experience necessary plus it's a wonderful way to learn if you are trying to check out as a skipper! Everyone has been wonderful helping with set up and clean up and helping put away the DHOW. What a great group of people we have!

Basic Reminders: Social Sail EVERY Thursday through September starting around 6pm (DM and ADM are asked to arrive earlier for set up). Sailing decisions are made at the dock by the skippers and Social Director. Catered food and potluck, every other week. Sailing is for ages 5+. See link below to volunteer!

<https://www.signupgenius.com/go/30e0a4cacao28a0fb6-social>





# Skippers' Corner

*Chip Lubsen | Skipper Certification Director*



## New SCOW Skipper

**Congratulations To:** Jean Grandmaire – Flying Scot Skipper

**Thank You** to tutors Mike Hooban and Lynn Durbin, Checkout Skipper Joe Leoncio and to all the SCOW Trainers that instructed Jean. As I recall from my experience becoming a SCOW Scot skipper back in 2016, many, many SCOW volunteers helped me along the way.



SCOW's newest Scot Skipper, Jean Grandmaire with trainer and tutor Mike Hooban

The SCOW Skipper Prospect List currently names 37 Flying Scot and 11 Cruiser candidates. Sixteen candidates have requested tutoring on their way to a water checkout. AND YET – the rate at which new skippers are requesting checkouts is quite low. Let's get fired up and move ahead. Becoming a SCOW skipper is a remarkable opportunity with the potential to reward you for decades to come. Please let me know how I can help you if you feel stuck. Contact me at [skipper@scow.org](mailto:skipper@scow.org). 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](mailto:skipper@scow.org) and title your email **Skipper Prospect**.

**(Continued on next page)**



**Trouble with the Basic Sailing Written Exam**

SCOW recently updated the instructions on the web site to assist those taking the exam. Instructor names are found in the Members Section/Skipper Info/Basic and Cruiser Tests... section of the site. Please, when you start a test, try to assign yourself a score for the first couple of questions, then make sure that those scores are automatically carrying to the scoring page (last page) of the exam. This will allow for much more efficient grading and shorter turnaround times. If you have any issues, please contact me at [skipper@scow.org](mailto:skipper@scow.org) immediately and we'll have a call to get you going.

**New PFD's on the Flying Scots**

Scot Maintenance Director Dana Howe tells me that he has outfitted each SCOW Flying Scot with brand new PFDs. Let's treat them well so they last for a long time:

- If wet, please suspend from the boom rather than stowing under the seats
- Always be sure that there are 6 PFDs in the boat
- Never use a PFD as a fender

**Consider Becoming a SCOW Trainer or Tutor**

If you have three years of experience and demonstrated competence on the types of boats SCOW uses, you may qualify to be a trainer. With less experience, you may still qualify to help aspiring skippers as a tutor. See the SCOW Training Policy on the website for more details.

**Please Remember to Make Complete Logbook Entries!!**

Sail Safe and Well.

Chip Lubsen

Skipper Certification Director













**SCOW Events – July 2019**

Date	Event
Sat. 6 July	Basic Sailing 2, Water Class Makeup
Mon. 8 July	6:00pm Special Olympics
Tues. 9 July	7:00pm SCOW BOD Meeting
Wed. 10 July	WNR
Thur. 11 July	Social Sail
Mon. 15 July	6:00pm Special Olympics
Wed. 17 July	WNR
Thur. 18 July	Social Sail
Fri. 19 July	Raft Up
Sat. 20 July	Special Olympics Regatta
Mon. 22 July	6:00pm Special Olympics
Wed. 24 July	WNR
Thur. 25 July	Social Sail
Sat. 27 July	8:00am Cruiser Fleet Day
Wed. 31 July	WNR





# 2019 Board of Directors

			
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Please send your articles, for future ChaNNels newsletters, to: [editor@scow.org](mailto:editor@scow.org)

**Sailing Club of Washington (SCOW)**  
PO Box 25884 Alexandria, VA 22313  
WWW.SCOW.ORG