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Commodore's Log

We're almost there. Just another 30 days till many of us will be back on the water. Wednesday night racing will kick off the season for racers and Social Sails will begin a little later in April with Burning of the Socks.

If you joined us at Re-Up, you may have met people with really interesting careers, like a brand new Coast Guard Auxiliary member, a submariner, helicopter & glider pilots (not the same person), or an opera singer. So many interesting people to meet and learn

from - we have members that just moved to the area a week ago and members that have been in the SCOW directory since the 70s. The stories and experiences of our members span the spectrum—we're truly lucky to be part of a growing Club of new friends, old friends and friends-to-be.

I wanted to add a quick note to thank the members of the 2019 SCOW Board. It's been an incredibly busy 2 months for us and the results are all around the Club. Starting with repaired Scots



on page #1; more racing tips on page # 2; new marketing materials, that you can see on page # 3; some great information from our Skipper Director on page # 9; and much more. If you have any suggestions for the Board or the Club, send a note to any of us on page # 10. I hope to see you on the water soon.

- Richard Kaiser, Commodore

Flying Scot Maintenance

Dana Howe - FS Maintenance Director

Hi All,

It won't be too much longer before we'll be seeing Susie Q and other boats getting ready to launch again – just a handful of weeks. Hopefully with a little more wind than the day this picture was taken!

Three centerboards were repaired at Flying Scot Mecca and are back with us. If I can't find a day beforehand then we'll put the repaired boards back in Caroline and Susie Q on our upcoming maintenance day now scheduled for Saturday March 16. More to come on that one.

Thanks to the folks that manage to

make it down to the boats from time-to-time to check on them and drain the water out. It's great to see people care and take ownership.

Thank you.



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



Racing Rules Corner

Dave Beckett, Racing Director



Here is a case study from World Sailing, the international governing body of sailboat racing. It is a good supplement to the discussion we had at the Racing Rules seminar about Rule 17 and Proper Course when boats are on the same tack and overlapped. It drives home the following two key messages:

1. The windward boat must keep clear.
2. The perceived proper course for two overlapped boats may be different and the leeward boat's proper course is the one that matters.

If you find yourself as the windward boat in a windward/leeward encounter and you think the leeward boat is steering above her proper course, **maneuver promptly to stay clear while you have a conversation** with her to determine why she is steering higher than you think appropriate. Consider if she'd sail the same course in the absence of your boat. If so, then she's probably sailing her proper course now.

Case 14

Definitions, [Proper Course](#)

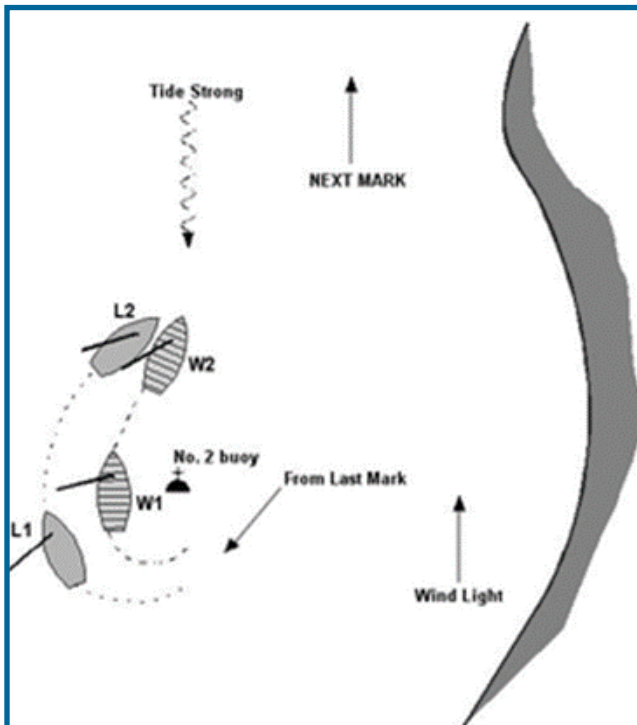
Rule [11](#), On the Same Tack, Overlapped

Rule [14](#), Avoiding Contact

Rule [16.1](#), Changing Course

Rule [17](#), On the Same Tack; Proper Course

When, owing to a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.



Summary of the Facts

After rounding the windward mark in light wind the fleet divided, some boats sailing towards shore to get out of the tide and others remaining offshore in hopes of a better wind. L had established an overlap to leeward of W from clear astern while within two of her hull lengths of W, and they rounded the mark overlapped. W chose to remain offshore, while L began to luff slowly and informed W of her intention to go inshore. W replied "You have no right to luff" L replied that she was sailing her proper course and W was required to keep clear. The discussion took some time. L continued to gradually change course, and at no time did W state that she was unable to keep clear. The boats touched and both protested. The protest committee disqualified L under rule [17](#) for sailing above her proper course, and she appealed.



Membership Corner

Barry Yatt, Membership Director

Are you ready for the 2019 sailing season? Are you also ready to help us increase our membership? Membership is the pipeline that makes all our activities possible. Having more members would allow us to do more while keeping fees at an accessible rate. Many hands make light of our all-volunteer organization's efforts and let us better distribute expenses that rise year after year.

To help spread the word about the greatest sailing club on the Potomac and the best deal in the DC area, we've prepared some new marketing materials and ask you to help us get them in front of friends and potential new members.

They include:

- A club business card highlighting some key activities on the face and bearing the email addresses of all club officers and directors on the back. Carry a few with you to hand out when the occasion arises – perfect when a coworker, friend, or classmate mentions that he or she has been wanting to try out sailing for years.



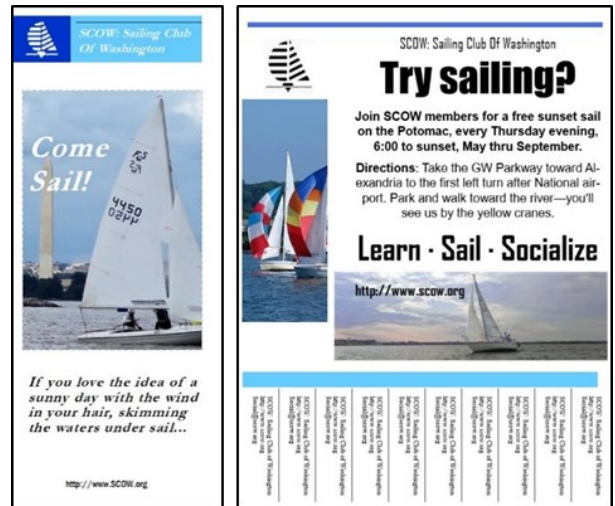
- A tri-fold flyer making the point that a person needn't have a boat, lots of time, lots of money, nor even lots of skill to come sail with us.
- A tear-off poster advertising our social sails, suitable for posting to physical bulletin boards wherever they may still exist.

We will bring a stack to each of our program and social events for interested visitors but also so you can take a few with you. Or email me and I'll see to it that you get a supply.

You may also have noticed some incremental changes to our website (notably on the *join* and *renewals* pages) as we get ready to roll out a beautifully illustrated new format. Please send suggestions and comments to me or to any of the other officers to make the SCOW website even better and more user-friendly.



I'm very much looking forward to meeting many of you at our upcoming SCOW activities, to connect faces with names of members I don't yet know. And I'm even more looking forward to seeing you on the water... Barry Yatt



SCOW's new tri-fold flyer and tear-off poster

SCOW Events – March 2019

Date	Time	Event
3/3	10:00a	Re-Up
3/4	7:00p	SCOW BOD Meeting
3/16	9:00a	Flying Scot Maintenance Day
3/23	8:00a	Cruiser Fleet Day
3/23	11:00a	Rub Off the Rust
3/23	TBA	FS Maintenance Day (Rain date)

Please check the SCOW calendar online, for additional events, times and descriptions (SCOW.ORG)



NWSA Women's Sailing Conference Slated for June 1st

MARBLEHEAD, Mass., January 11, 2019 – Beginning and experienced woman sailors can jump-start their sailing lives by heading to the National Women’s Sailing Association (NWSA) 18th Annual **Women’s Sailing Conference** slated for Saturday, June 1, 2019, at the Corinthian Yacht Club in Marblehead, Massachusetts. The event, which features hands-on land- and water-based workshops and seminars, offers women a fantastic opportunity to learn or hone sailing skills, network with other women sailors from all over the United States, and gain the confidence necessary to become a valuable crew member or knowledgeable skipper.

“Women of all sailing abilities are encouraged to attend,” said event Chair Joan Thayer. “By sharing experiences, women leave with improved skills and knowledge that contribute to better days on the water. There is something of interest for everyone in the 20 different workshops.”

Financial support from major supporters, including **Black Rock Sailing School** and Boat Owners Association of The United States (**BoatUS**), enable NWSA to meet the educational needs of women sailors and continue to provide one of the top women’s sailing conferences in the nation. On the water, women can take the helm for the first time or improve their sail trim and boat-handling skills in a Sonar 23-foot keelboat. “Learning on these one-design boats is easier to understand than on big boats.

It’s an instant reaction to your action,” added Thayer.

New workshops this year include Experiencing Your Ability to Swim, Wearing Foul Weather Gear, Suddenly Alone, How to Use the VHF for Clear Communications, What You Need to Know to Campaign Your Boat, Avoiding Mayhems and Missteps, What Do You REALLY Need in Your Medical Kit for First Aid?, and Boating Skills Virtual Trainer. Repeat conference workshops include Anchoring, Diesel Engine Maintenance, Hands-On Flare and Fire Extinguisher Demonstrations, Racing Basics, Sailing 101 and 102, Knots, How to Read a Navigational Chart, Plot Your Course, and Basic to Advanced On-the-Water Sailing. NWSA is proud to offer educational opportunities from some of the country’s most experienced and exceptional sailing women, including



Women get hands-on line throwing lesson at the NWSA Women's Sailing Conference

American Boat and Yacht Council Master Marine Tech, Beth Burlingame.

The event begins with a continental breakfast and includes raffles and a silent auction throughout the day. Participants wind down as the evening progresses with cocktails, dinner, keynote speaker Haley Lhamon of the winning boat Sail Like a Girl in the June 2018 Race to Alaska (R2AK), and the presentation of the 2019 Leadership in Women’s Sailing Award.

Conference registration includes a continental breakfast, buffet lunch, dinner, workshops and a raffle ticket. Registration is on a first-come, first-served basis and will open in the spring at womensailing.org.

Raffle ticket sales and silent auction proceeds will benefit the Women’s Sailing Foundation, a 501(c)3 organization that funds the AdventureSail program for underserved girls ages 9 to 14 and provides scholarships for AdventureSail participants via community learn-to-sail programs. The Sue Corl Youth Sailing Scholarship provides funds for teenage programs for underserved girls.

For additional information, contact Joan Thayer at joan_thayer@comcast.net.



Training Corner

Steve Youngblood, Training Director

Ahoy!

Boating safety is a key element in our training courses. In order for you to earn your Skippership for either the Flying Scots or the cruisers, you must successfully complete a boating safety course approved by the National Association of State Boating Law Administrators (NASBLA). Under both the District of Columbia and Maryland regulations, skippers of recreational vessels must have the certificate in his/her possession while operating the vessel. Below is a brief listing of upcoming basic boating safety courses offered by the U.S Coast Guard Auxiliary.



	Presented by Flotilla 054-25-01	Presented by Flotilla 054-25-08	Presented by Flotilla 054-25-06
Course:	About Boating Safely ¹	About Boating Safely ²	About Boating Safely ³
Start Date:	Wed, 24 Apr 2019	Sat, 13 Apr 2019	Sat, 23 Mar 2019
End Date:	Wed, 15 May 2019	Sat, 13 Apr 2019	Sat, 23 Mar 2019
Hours:	7:00 PM – 9:00 PM	7:30 AM – 5:00 PM	9:00 AM – 5:00 PM
Duration:	3 Weeks	1 day	1 day (8 hours)
Location:	Washington Sailing Marina 1 Marina Drive Alexandria, VA 22314	Washington Farm United Methodist Church 3921 Old Mill Road Alexandria, VA 22309	Prince William Marina 12849 Gordon Blvd Woodbridge, VA 22192
Contact:	Ginny Ivin flotilla22@hotmail.com (202) 547-8558	Ted Caliga johnbielli2@gmail.com (202) 329-9485	Klara Perry kperry@pwmarina.com (703) 494-6611
Cost:	\$25	\$40 (\$60 for two)	\$35
Register By:	Wed, 25 Apr 2018	Thu, 14 Mar 2019	

¹ http://wow.uscgaux.info/pe_class_flyer.php?unit=NAT&course=23033

² http://wow.uscgaux.info/pe_class_flyer.php?unit=NAT&course=22593

³ http://wow.uscgaux.info/pe_class_flyer.php?unit=NAT&course=23176

The Washington, DC, Metropolitan Police Department Harbor Patrol Unit presents an excellent, free, one-day Boating Safety course. The 8-hour course covers the legal requirements, navigational rules, safety equipment, risks of boating accidents, and other issues pertaining to safe boating. Upon passing the test at the end of the course, you will receive a Boating Safety Certificate (NASBLA compliant). They issue a credit card sized ID with your picture—very convenient. The course begins at 7 am and ends at 3 pm. It is taught at the Harbor Patrol's offices, 550 Water Street, SW, in Washington, DC. Pre-registration is required. Call the MPD Harbor Patrol Unit at **(202) 727-4582**. Photo ID is required.

Course No.	Date	Day
19-01	March 2	Saturday
19-02	March 16	Saturday
19-03	March 24	Sunday
19-04	April 13	Saturday
19-05	April 21	Sunday
19-06	April 27	Saturday
19-07	May 5	Sunday
19-08	May 11	Saturday
19-09	May 25	Saturday
19-10	June 8	Saturday



Training Corner (Cont.)

If you are interested in an even more comprehensive course, you may wish to consider the *Boating Skills and Seamanship* course presented by the U.S. Coast Guard Auxiliary. The course is designed for both the experienced and the novice boater. The course consists of 8 core required two-hour lessons, plus five elective lessons. I've taken the course and I highly recommend it.

Presented by Flotilla 054-25-01

http://wow.uscgaux.info/pe_class_flyer.php?unit=NAT&course=23034

Fair Winds!

Steve Youngblood, 2019 Training Director

Boating Skills and Seamanship Course

Course: Boating Skills & Seamanship

Start Date: Sat, 18 May 2019

End Date: Sun, 19 May 2019

Hours: 8:00 AM – 4:00 PM

Duration: 2 Days

Lessons: 2

Location: DC Harbor Police Station
550 Water Street, SW
Washington, DC 20024

Contact: Peter Marks
pwmarks@earthlink.net

Cost: \$40

Register By: Fri, 17 May 2019

Comments: Covers core chapters of BS&S and select additional material

Tell it to the Marines .

The following is from the newsletter of an Australian company that sells ship models and other nautical sorts of things. There are many sayings and expressions that originate from language used historically by sailors. These sayings described specific aspects of life at sea and maritime traditions, and often referred to parts of sailing ships. Many of these expressions date from the late eighteenth and nineteenth centuries. Some, over time, have crossed over in to common use, and are still used today, although in many cases the meanings of sayings now are far removed from their original meanings.

Tell it to the Marines *Meaning:* A scornful response to a tall and unbelievable story.

The US Marine Corps are probably the best-known marines these days and this American-sounding phrase is often thought to refer to them. This isn't an American phrase though and, although it has been known there since the 1830s, it originated in the UK and the marines in question were the Royal Marines. The first marines in an English-speaking country were The Duke of York and Albany's Maritime Regiment of Foot, formed in 1664, in the reign of Charles II. Charles I of Spain had established a similar marine corps - the *Infantería de Armada* (Navy Infantry) in 1537 but, being from a non English-speaking country, the corps are hardly likely to be the source of the phrase. The Duke of York's men were soldiers who had been enlisted and trained to serve on-board ships. The recruits were considered green and not on a par with hardened sailors, hence the implication that marines were naive enough to believe ridiculous tales, but that sailors weren't. Such a tall tale is often quoted as the source of this phrase. It is said King Charles II made a remark to Samuel Pepys in which he mocked the marines' credulity in their belief in flying fishes. That's a nice story, but it has been shown to be a hoax that was perpetrated in the 1900s by the novelist W. P. Drury - a retired Lieutenant Colonel of the Royal Marines.

Most of the early citations give a fuller version of the phrase - "You may tell that to the marines, but the sailors will not believe it". This earliest reference I can find to it that uses the short version that is used today comes from the transcription of a journal that was written by John Marshall Deane, a private in the Foot Guards. His journal was written in 1708 and was transcribed and printed in 1846, under the title of *A Journal of the Campaign in Flanders*. The preface, which was the work of the transcriber rather than Deane and so must be dated as 1846 rather than 1708, includes this:

*[The commanding officer] if a soldier complained to him of hardships which he could not comprehend, would be very likely to recommend him to "tell it to the marines"! The longer version of the phrase is found earlier, in John Davis's *The Post-Captain, or, The wooden walls well manned comprehending a view of naval society and manners*, 1804: "He may tell that to the marines, but the sailors will not believe him."*



Skippers' Corner

Chip Lubsen, Skipper Director



Renew Your Skipper Agreement – Got Towing Insurance?

If you have not already renewed your SCOW membership and skipper agreement – please do so soon! Several documents that are important to skippers (Boat Use Policy, Incident Reporting Policy, Cruiser SIF and Scot SIF) have been changed and recently re-approved by the Board. I sent an email to SCOW skippers on February 16 with a summary of the changes. If you did not get the email, let me know at skipper@scow.org and I'll forward it to you. Let your deep dive into these documents serve as the precursor to Rub Off the Rust activities outlined below.

Cruiser skippers will need an individual towing policy in order to skipper a SCOW cruiser after 3/31/19. Cruiser skippers – please attach an image of your insurance card when you email me your 2019 skipper agreement! Proof of towing insurance is now required. Please see my 2/12/19 email for more information about getting towing insurance through BoatUS. If you didn't get that email either, let me know.

As you renew for 2019, please take care to make sure that your profile has the email address that you would like to use when hearing from SCOW. I plan to distribute valuable information to skippers throughout the year using email as an efficient channel.

Ready to Rub Off the Rust?

Several of us are busy planning for an informative Rub of The Rust (ROTR) offering for all SCOW skippers. We are going to shake it up this year with a move in the direction of having it be mandatory, while also making it more convenient. Here are how the plans are developing:

For Flying Scot Skippers – We will experiment with a mandatory review of a document compiled by me and other seasoned Scot skippers. 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 acknowledgement that they have reviewed the 2019 Rub off the Rust materials. Suggestions will be welcome as to how to improve ROTR in the future.

For Cruiser Skippers – Save the Date – March 23 – 11:00am. Cruiser Maintenance Director Vince Penoso will coordinate cruiser maintenance activities earlier that morning, then we'll have an in-person set of ROTR activities from 11:00 to 1:00 – with Pizza to follow. Please attend if at all possible. We will be evaluating whether or not to move to the Scot 2019 ROTR model for the following year. Your input will be welcome, especially if you are both a Scot and a cruiser skipper.

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.

2019 SCOW Skipper Prospects

The SCOW Skipper Prospect List currently names 15 Flying Scot and 12 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 as the weather begins to get more inviting!



Photo Courtesy of Jonathan Thron



2019 Board of Directors

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

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