

ChanNels

The Monthly Newsletter of the Sailing Club of Washington

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Commodore's Log



April was a blur of activities, with the start of Social Sail and racing. SCOW also tried its hand at marketing, renting a booth at the Annapolis Spring Sailboat Show and handing out literature and talking about the many activities that we all appreciate. Most of the people we spoke with were excited to hear about SCOW's low prices and all of the benefits those fees afford

them. We have a good thing going and it gets better every year.

SCOW also is important because of the lifelong friends we make; the good times that we share along with some very sad moments, that we all must face. But as a club of 400 strong, we can support each other in bad times and revel in the good times.

Enjoy the Spring season, we've been waiting all year for this.

- Richard Kaiser, Commodore



Regatta Report: Lake of the Woods Invitational

Two SCOW boats, representing Fleet 203, made a strong showing at the 37th annual Lake of the Woods Invitational Regatta on Saturday, 27 April. Dave Becket and crew Stuart Beckett took third place overall in their boat, Triple B. Dave Calhoun and crew Bonnie Sylwester finished fourth overall in a fleet of ten Flying Scots. Lake of the Woods is a two mile long narrow man-made lake about 90 minutes from our marina down I-95 to Fredericksburg and west on VA Route 3. Saturday saw high gusty winds throughout the region with cancellations of most on water sailing. The forecast for Lake of the Woods was 13 kt NNW building to 35 kt. *(continued, next page)*



SCOW road warriors. L-R. Team Triple B - Dave and Stuart Beckett, Team Flight Risk - Bonnie Sylwester and Dave Calhoun

Lake of the Woods Invitational Regatta (from page 1)

Three races were scheduled and completed although abandonment went through the minds of more than one person after the wind cranked up after the second race. The Race Committee set up an Olympic course, which is a triangle for the first lap and a windward-leeward for the second lap with an upwind finish. The wind was strong and variable from all points of the compass and every leg turned into a beat in the first race. In between the second and third races there were some gusts that, conservatively, were in excess of 30 kt and not everybody stayed dry.

Triple B came from behind and won the first race, our first ever bullet in a road race and things were looking good. After being over the line early in race two and fighting back to take the lead at the jibe mark, Triple B, to borrow a phrase from Emmitt Smith, got “debaled” on the second beat by some crazy wind shifts of 30+ degrees which resulted in several auto tacks and the loss of five boat places and finished sixth. A strong second place finish in extreme winds in the third race locked up third place overall.

SCOW’s May 2019 Events

Wed. 1 May	WNR – Wednesday Night Races <i>(Meet at the Cranes)</i>
Thur. 2 May	Social Sail
Sat. 4 May	Basic Sailing 1, Water class 6
Sat. 4 May	SCOW Azalea Cup Regatta
Sun. 5 May	Basic Sailing 1, Water Class Makeup
Mon. 6 May	SCOW BOD Meeting
Wed. 8 May	WNR
Thur. 9 May	Social Sail
Wed. 15 May	WNR
Thur. 16 May	Social Sail
Fri. 17 May	Raft Up
Sat. 18 May	SCOW St. Brendan Regatta
Wed. 22 May	WNR
Thur. 23 May	Social Sail
Sat. 25 May	PRSA Spring Regatta
Sat. 25 May	8:00 am Cruiser Fleet Day
Sun. 26 May	PRSA Spring Regatta
Wed. 29 May	WNR
Thur. 30 May	Social Sail

Please check the SCOW calendar online, for up-to-date schedules, additional events, times and descriptions (SCOW.ORG). Also check with the appropriate Board member for more information—contact information is on page 11.



Race 3. Final beat. Crew and skipper ducking the boom during another huge gust that auto tacked the boat. Jib sheet still cleated and jib backed. Scariest moment during racing and second scariest moment of the day. The scariest moment came during a burst of wind between races when the camera wasn’t running. We were sailing at the same angle as the other boat in the photo and a half a second later, we looked like this, while they didn’t get hit by the same wind.

Front page captions:

Race 3 Start. Huge gust just after the gun causes big problems for some boats and a jam up. Stuart looks for room to tack out of a mess that is quickly developing ahead of us.

Race 3. After vanquishing Lucky Dog in a heavy air tacking duel to the finish, Triple B flies on a beat with the board up in preparation for turning downwind to head to the docks. Big air. Fast.



In Memoriam

KEVIN F. LONGENBACH

ALEXANDRIA, VIRGINIA: Kevin Foster Longenbach, 66, passed away on Monday, April 22, 2019 in Durham, North Carolina. He was born in Allentown, Pennsylvania to the late Foster and Marie Germano Longenbach. In addition to his parents, he was also predeceased by his brother, Keith Longenbach.

Mr. Longenbach was a graduate of Syracuse University (Class of 1974) and Dickinson School of Law (Class of 1977). He had a passion for sailing and was very active in his local sailing club. He loved Syracuse Orange basketball and was an avid reader. He also enjoyed learning about and exploring Italy. Most of all, Mr. Longenbach enjoyed spending time with friends and family. Mr. Longenbach loved his family and will be dearly missed.

Mr. Longenbach is survived by his daughter, Erica Longenbach and future son-in-law, Lile Stephens; son, Adam Longenbach and daughter-in-law, Brittany Longenbach; twin brother, Karl Longenbach and future sister-in-law, Jill Edwards; younger brother, Kort Longenbach and sister-in-law, Linda Longenbach; several nieces and nephews, as well as the countless individuals he impacted throughout his life.

Thoughts from a few friends...

- ◇ Kevin was one of the first people I met in SCOW.
- ◇ Kevin is/was such a great and wonderful guy, always smiling funny and fun.
- ◇ Yea, I'll miss him a lot. We sailed together more times than I can count. I'm thankful for all the fun and for all the adventures that we had together.
- ◇ Such a loss - Kevin was wonderful. So kind, funny, good humored, fun.
- ◇ He was repeatedly described as a light, as the heart of the club.
- ◇ He will live in our hearts forever.
- ◇ Kevin WILL be missed. He was always there to help without being asked.
- ◇ His smile was contagious. I will miss him at SCOW.
- ◇ R.I.P. Kevin - You will be missed!





SCOW Racing Program

Dave Beckett, Racing Director



The 2019 racing season is here. We've already had a great turnout for the first two Wednesday Night Races. There are three regattas in May. See the schedule below.

Registration for 2019 racing events is open. Skippers go to the Race with SCOW web page. Also anyone desiring to crew for Flying Scot regattas or PHRF races, two new event registration links (one for Flying Scot crew and one for PHRF crew) have been created on the racing page. Sign up for the crew roster now. When skippers are looking for crew, your name will be provided to them.

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



Racing Schedule 2019

Spring

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

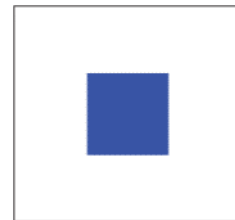
(Summer TBD)

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

Flag of the Month



The "Sierra" or "S" flag, signals that the Race Committee has shortened the course. This could be due to incoming weather or wind dying out. Normally the flag will be raised accompanied by two sound signals. When you see this flag, you are on the final leg of the race and the finish line will be located between the nearby mark and the boat on which the S flag is flying, which could be either the Committee Boat or the Chase Boat.



SCOW Racing Program

Racing Rules Corner

Let's talk about "Barging" for a minute. It happens all the time, but it's not legal. We've all seen it and most of us have found ourselves in the unenviable situation of being the barging boat at least once, more than once for the new racers. For the uninitiated, barging is when you are heading to the starting line at the Committee Boat end of the line from a position that is above the starboard tack layline. The rules pertaining to "mark room" may seem complicated, but we need only look at the preamble of Section C to see that this is a simple one. Think you can squeeze in there? DON'T GO IN THERE!

From the Racing Rules of Sailing:

SECTION C – AT MARKS AND OBSTRUCTIONS

"Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them."

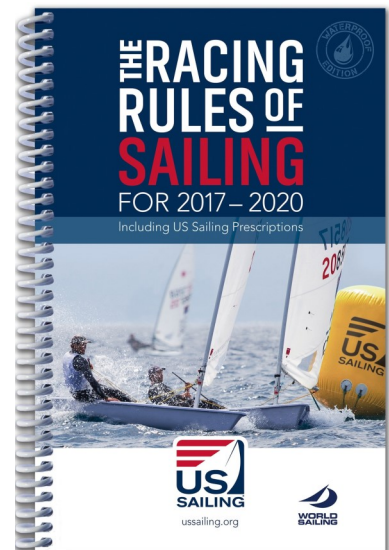
The Committee Boat is a starting mark. That's all you need to know. You're not entitled to that precious sliver of water you're trying to occupy between that boat to leeward of you and the Committee Boat. DON'T GO IN THERE! The word "barging" does not appear in the Racing Rules of Sailing anywhere, but this preamble is why there is no "barging" allowed at the start. Expect to get yelled at if you barge because you earned it.

Tips to Avoid Disaster:

- Avoid sailing down from above the layline at the right end of the starting line and trying to sneak in next to the Committee Boat at the last minute.
- If you find yourself in that position, bail out early by tacking before you get to the Committee Boat and circling in behind the other boats.

How to Deal with a Would Be Barger:

- Recognize the situation and start talking to the barger early to let them know you won't let them in. A lot of times just talking isn't enough and you need to communicate with your boat. .
- Dissuade them by shutting the door completely with a hard luff well before they have a chance to overlap the Committee Boat. You can literally go head to wind and block them from poking their bow in there. Do it early though. Once you let them overlap the Committee Boat, it's too late to shut them out.



Click the link to see a video link showing some boats bailing out like you should and some taking liberties.

Getting shut out at the start:

<https://www.youtube.com/watch?v=PjDE4r6zU6I>



Skippers' Corner

By Chip Lubsen, Skipper Certification Director



Rub Off the Rust Update

For Cruiser Skippers – Thanks to those skippers that attended back on March 23. If you attended and also happen to be one of the 36 SCOW skippers certified for both cruisers and Scots – please let me hear your feedback comparing the two experiences – the in-person cruiser approach vs. the virtual Scot approach. Please email skipper@scow.org with “ROTR Compare” as the subject.

For Flying Scot Skippers – If you have not done so already, please review the ROTR materials that have landed in your inbox recently. So far skippers have reviewed the materials favorably and many have offered valuable suggestions. I look forward to hearing from you; 1) to confirm that you have read the materials, and 2) to get your feedback on how we can improve the ROTR process in the future.

Here’s an example of feedback received that will change our approach to the new “alternative reefing” procedure described in the materials and linked-to video. As presented, the new reefing line is rigged such that the skipper is using only arm strength to pull the tail -end of the reefing line aft in order to tension the new foot of the sail. Especially if the conditions are challenging, this would be difficult. A better approach is to configure the reefing line such that the loop at its end is at the reefing block, not the reefing clew/cringle, so that the tail end, after being passed through the block, then the clew, then the loop, can be pulled in to the cockpit with body weight added to more easily tension the foot.

And here is improved wording for the important message about self-assessment: “Match your experience level with both weather (current, forecasted wind and gusts, air temperature, storms) and river conditions (water temperature, speed of current, and tide height), and with the experience level of your crew”. Thanks Joel!

Thanks for your cooperation with this new experimental approach to ROTR. Let’s all get this done soon and move on to enjoy the sailing season ahead.

2019 SCOW Skipper Prospects

The SCOW Skipper Prospect List currently names 21 Flying Scot and 13 Cruiser candidates. Eight candidates are actively engaging with tutors to progress toward their water checkouts. 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**”.

Sail Safe.





Rolling the Main!

Many thanks to Lynn Durbin and Bill Gillespie for taking pictures and writing this article on our procedures for rolling the main on the Flying Scot. Lynn and Bill are very active in SCOW and are recognized as highly skilled Flying Scot trainers. They walked through the process with our Flying Scot trainers during the annual "Train the Trainer" session held on April 6 this year.

1. Put the boom crutch in place and rest the boom in the crutch.
2. Drop the main sail onto the starboard side of the boat.
3. Secure the main halyard on the mast ring and tension it.
4. Standing on the port side of the boom, find the following:

The forward crew member finds the black/blue triangle/diamond on the luff edge of the sail (nearest the mast).

The aft crew member finds the batten immediately below the FS symbol.

5. Pull the upper portion of the sail over the boom to port. The head of the sail should remain on the starboard side of the boom.
6. Ensure the battens of the sail lie parallel with the boom; the upper portion of the sail lying over the boom must be pulled aft to accomplish this.
7. Sit on the seat on the port side of the boat.

The forward crew member pulls the sail into his/her lap and makes a fold in the sail at the black/blue mark.

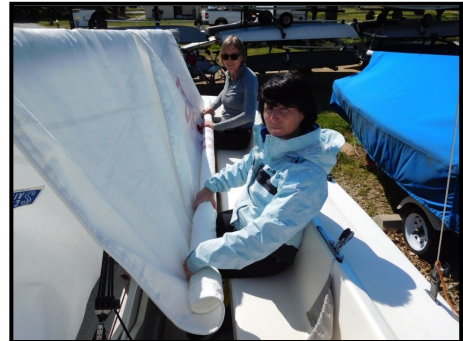
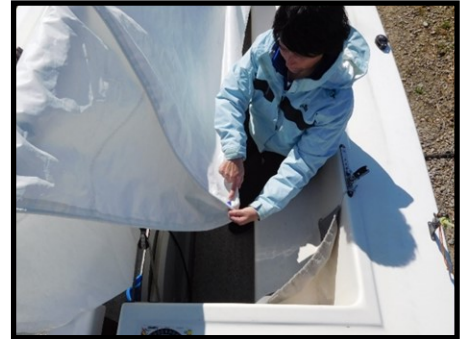
The aft crew member pulls the sail into his/her lap and makes a fold at the batten, making sure the batten is parallel to the boom and facing up.

Both crew members ensure that the fold is even fore to aft.

8. With the fold of the sail created, begin rolling the sail, smoothing the sail and pulling it fore and aft to avoid folds and wrinkles.

The aft crew member rolling the sail may have to make a slightly larger roll to accommodate the leech of the sail.

9. Once the entire sail is rolled up, secure the sail with sail ties.
10. Let the sail hang on the port side of the boom so that the sail does not lay on the hardware on the starboard side of the boom. This reduces chafing on the foot of the sail.





Train the Trainers

By Steve Youngblood, Training Director

At the beginning of the sailing season SCOW holds a *Train the Trainer* session for Flying Scot trainers. The session is more of a knowledge sharing session among the trainers rather than actual training. The purpose is to bring everyone up to date on changes in policies and procedures. The focus of this year's session, held on April 4, was on safety and reducing boating incidents. Here are highlights of the topics we discussed.

SCOW Incident Reporting Policy

The Board of Directors approved the *SCOW Incident Reporting Policy* in the February 4, 2019, Board meeting. During the Train the Trainer session, we discussed the key points of the new policy, which states the requirement "... for any incident involving (i) injury to a person requiring medical attention beyond simple first aid such as cleaning and bandaging a cut, (ii) damage to a SCOW boat, (iii) damage to another vessel or other property caused by a SCOW boat, (iv) grounding (cruisers only), (v) crew or skipper overboard, (vi) capsize or (vii) tow, the skipper who reserved the boat must immediately notify Commodore@scow.org, Skipper@scow.org and the responsible Maintenance Director (Cruiser or Flying Scot, as appropriate) promptly, followed by a written report to the Club." (The full policy is accessible on our website, from the *Bylaws and Policies* page.) We discussed that collision avoidance is the responsibility of all crew members and that they need to actively look out for other boats and obstacles.



Attendees (left to right): Becky Cole, Mike Hooban, Chip Lubsen (seated), Neil Shepherd (standing), Baris Ornarli, Jonathan Thron, Dan Sandhaus, Lynn, Durbin, Jim Metcalf, Bill Gillespie, Greg Prather, John Rogers

Lookouts

Rule 5 of the Inland Rules states "Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision." Trainers are to encourage students to remind their crew to be always vigilant for other boats and obstacles.

Mainsail Cigar Roll

Lynn Durbin and Bill Gillespie took photos and prepared simplified instructions for the Mainsail Cigar Roll. Bill and Lynn discussed the instructions step by step.

Water Class Syllabus

The Basic Sailing Water Class syllabus was revised in 2018 by the *Training and Skipper Certification Committee* (TSCC). The syllabus has been formatted so that each day's activities can fit on 8 1/2" by 5 1/2" paper.

The cards are printed on water-proof card stock and are available, for trainers' reference, in the sail locker.

SCOW Flying Scot Pre-Departure Safety Brief

Safety and "incident" avoidance are always a major concern. The TSCC has developed a *Flying Scot Pre-Departure Safety Brief*. The Safety Brief is laminated and included in the red safety bag for each Scot. The Safety Brief is also included with the *Training Syllabus* cards. All trainers and skippers are encouraged to discuss the *Pre-Departure Safety Brief* with their students or crew each time they go out. The brief includes reminders for watching out for the boom and boom vang when tacking, keeping clear of centerboard rollers, keeping hands away from cleats when releasing lines, reviewing crew overboard procedures, advising on the use of PFDs, carefully moving about the boat, and discussing capsize procedures.

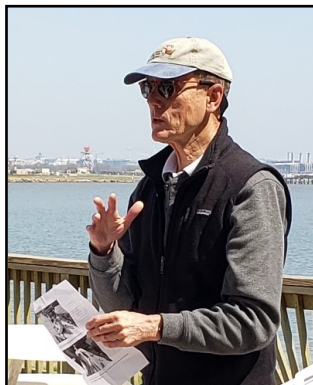
SCOW Basic Sailing: Comments for Trainers

The TSCC has drafted hints and suggestions for training Basic Sailing students. The *Comments for Trainers* are included with the water class syllabus cards. The *Comments for Trainers* emphasizes: safety; making sure that all students have equal time in acting as skipper and practicing important tasks, launching and hauling the boat, tacking, heave-to, jibes, crew overboard recovery, docking, reefing; important skills such as sailing triangular, figure 8, and circular courses.

New "Alternate" Reefing Procedures

New alternate reefing procedures for the Flying Scots have been approved by the Board. TSCC Chair, John Rogers, discussed the procedures which are being taught in the Basic Sailing Classes.

If you are an experienced Flying Scot skipper and interested in becoming a trainer, please contact me at Training@SCOW.org.



Bill Gillespie walking through the Mainsail Cigar Roll



John Rogers explaining alternate reefing procedures.



Shipwreck - Ann Alexander

Submitted by Mike Hooban

A recent project of mine has been to build a model of a classic whale boat, such as might have been in use in the 19th century. The model is about 10" long, while the boat itself was about 30 feet, not much bigger than a Flying Scot. The thing that struck me in the building of it was that 6 or so people would clamber into it and go chase a creature weighing several tons and possibly having a bad temper, thousands of miles from land. Below is a story of one such endeavor, lifted from the newsletter of Modelers Central, an Australian company that sells model kits.

The Ann Alexander was a whaling ship from New Bedford, Massachusetts.

She is notable for having been rammed and sunk by a wounded sperm whale in the South Pacific on August 20, 1851, some 30 years after the famous incident in which the Essex was stove in and sunk by a whale in the same area.

The Ann Alexander was a ship-rigged wooden-hulled trading vessel. She was built in 1805 by Joel Packard and Deliverance Smith at Russells Mills Village in Dartmouth, Massachusetts, and registered at New Bedford on 29 January 1806. Her first documented voyages were with American export goods from New York to Leghorn, Italy and to Liverpool, England after her registration.

Under the command of Captain John Deblois, the Ann Alexander left New Bedford on June 1, 1850 for the whaling grounds in the Pacific. After taking on about 500 barrels of oil, she rounded Cape Horn in January, 1851. After taking on provisions in Chile and dropping a sailor at Paita, Peru, she headed west to the "Offshore Ground" in August, about 2,000–3,000 miles off the South American coast where more whales are likely to be located. In the Ann Alexander's case, she resumed the hunt at the latitude of 5° 50' south, and longitude 102° west.

On August 20, the ship dropped two whaleboats; the one commanded by the first mate harpooned a whale. After hauling the tethered boat on a Nantucket sleighride, the whale turned, opened its jaws, and attacked and destroyed it. The second boat, captained by Deblois, rowed to the site and saved all six crewmen.

At this point, as there were 12 men in a single boat, the waist boat was

launched from the ship, which was now some six miles off. The crewmen were divided between the two boats, and it was decided to attack the whale again with the waist boat, under the first mate's command, in the advance. When the whale saw the boats returning, he attacked again, this time destroying the waist boat. Deblois rescued the crew for a second time and attempted to return to the Ann Alexander in the last remaining boat. The wounded whale again rushed the boat and passed within a few cables of it, but did not directly attack it.



Once the whalers were aboard the Ann Alexander, a smaller boat was launched to retrieve the whaleboat oars, and Deblois decided to hunt the whale from the safety of the ship. Another harpoon was sunk into its head, and after a feint towards the ship, the whale seemed to disappear under the surface. At this point it was nearly sundown, so Deblois decided to abandon the

pursuit.

Moments later, the whale reappeared, moving at a speed of about 15 knots (a little over 17 mph), towards the ship, which was making only five knots. The whale rammed the slower-moving ship, which was unable to outrun or avoid it, and put a hole in the hull of the ship, below the waterline some two feet from the keel. Like most ships of that time, the Ann Alexander carried a large amount of pig iron as ballast, so in an attempt to keep her from sinking immediately, Deblois ordered the crew to cut away the anchors and throw all heavy metal cables overboard. The crew only succeeded in cutting away one anchor and cable, and the ship began to sink rapidly. Deblois made his way to the cabin, where he seized a sextant, chronometer and chart. A second attempt to obtain anything beyond the provisions and water that were being loaded into the remaining boats was fruitless, as the ship was almost completely heeled over and flooded. The 22 crewmen had no choice but to abandon ship, with Deblois, the last to leave, being



forced to swim to the closest boat.

It was soon discovered that they possessed only twelve gallons of water and no food at all, and the boats, containing eleven men each, leaked and had to be bailed out throughout the night. The next day, seeing that the Ann Alexander had not yet sunk but was on her beam ends, Deblois went on board to cut away the masts with a hatchet, in the hope this would lessen the drag. The ship partially righted itself, and the crew, using spades, were able to cut the foremast anchor chain, which helped bring her onto a more even keel. Using ropes tied around their waists, the whalers then lowered themselves over the side and cut holes through the decks to get to the food stores, but obtained only five gallons of vinegar and twenty pounds of waterlogged bread. The ship became unstable, so they returned to their boats and rowed away.

They had water rations for only a few days, but Deblois reckoned that if they headed for a northerly latitude with more rainfall they might survive. Two days later, at around 5 p.m. on August 22, they sighted and were rescued by the Nantucket whaler Nantucket under the command of Captain Gibbs. A last attempt to retrieve anything from the Ann Alexander was abandoned due to rough seas, and the crew was eventually landed in Paita on September 15, 1851. They all returned to New York via the schooner Providence on October 12.

Just a few months later, October 18, 1851, and November 14, 1851, the first editions of Hermann Melville's great whaling

novel Moby-Dick, inspired by the Essex attack, were published in London and New York City, respectively.

Melville commented, "Ye Gods! What a commentator is this Ann Alexander whale. What he has to say is short & pithy & very much to the point. I wonder if my evil art has raised this monster."

Weak with infection from the two harpoons and pieces of timber from the attack embedded in its head, the whale was caught and killed five months later by the crew of the Rebecca Simms, and yielded 70 or 80 barrels of oil.

While an accidental collision with a sperm whale at night accounted for sinking of the Union in 1807, the Essex incident some 30 years beforehand was the only other documented case of a whale deliberately attacking, holing, and sinking a ship. However, these two incidents are probably not as much of a freak occurrence as they appear to be. Observations of aggression in males of the cetacean species suggest that head-butting during male-male aggression is a basal behavior, and that the enlarged melon or spermaceti organ is a direct product of sexual dimorphism, having evolved as a battering ram to injure an opponent in such attacks.

The ability of the sperm whale to aggressively attack and destroy ships some 3-5 times its body mass in this manner is therefore hardly surprising. The 5-month period that elapsed between the sinking of the Ann Alexander and the killing of the whale involved demonstrates that long-term survival was possible after combat with a much larger ship and so, presumably, with another whale as well.

Annapolis Spring Sailboat Show - Wrap Up

It was SCOW's first venture into large scale marketing and we were not quite certain how the crowds in Annapolis would react to our little Potomac River Club. As the weekend progressed, we were really happy with the response and interest in the club. There are more DC-ites that go to the show than we ever thought. By Sunday our booth was packed for most of the day and we signed up a number of new individual and household members. The SCOW Club family continues to grow and appeal to many.

A special shout out and thanks to Barry Yatt for designing all of our marketing materials for the show. And thanks to all of our great volunteers that worked the booth during tornado warnings, heavy downpours and unusually high winds - Mike and Ok Sop Hooban, Carlie Smith, Marie Brennan, Genevieve Lindsay, Mindy Dullea,













Wayne Williams, Chip and Laurie Lubsen, Dave and Jennifer Beckett, and Richard and Bernadette Kaiser.



Wayne Williams welcoming SCOW members Olivia Wilkinson and Bonnie Sylwester to the SCOW booth at the show.



2019 Board of Directors

			
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