



Sailing Club of Washington

A Volunteer Run Organization

# CHANNELS

THE MONTHLY NEWSLETTER OF THE  
SAILING CLUB OF WASHINGTON

NOVEMBER 2019

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PLEASE SEND YOUR ARTICLES FOR  
FUTURE CHANNELS NEWSLETTERS TO:

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## COMMODORE'S LOG

BY RICHARD KAISER



Only 9 days remaining to purchase your tickets to SCOW's annual Hail & Farewell! Tickets will **NOT** be sold at the door this year, so be sure to visit [scow.org](http://scow.org) and get yours today. If you don't already know what a great event this is, be sure to check out the Top Ten Reasons to Attend Hail & Farewell on page 5 of this issue. Looking forward to seeing all of you there.

November always brings with it a feeling of gratitude. I am so grateful for all of the generous SCOW volunteers and members who share their precious time and love of sailing with others, making this great club what it is. Wishing you and yours a happy Thanksgiving!

# SCOW WEBSITE

*What have you done for me lately?*

Have you visited the SCOW website lately? If not, you really should take it for a spin. The website has a new look and feel with revamped content, easier navigation (especially those members-only pages), AND with new responsive design -- that means you can easily use it on your phone, tablet, on-the-go. It's the foundation for other things to come -- stay tuned for more updates!



## DON'T FORGET TO VOTE

*Voting is currently in process for the incoming SCOW Board of Directors. All members should have received an email invitation to cast your ballot. If you haven't received one, contact [webmaster@scow.org](mailto:webmaster@scow.org). Be sure to cast your vote prior to the annual membership meeting on November 11th!*



## KEEPING THE STREAK ALIVE -- OOPS!

BY CHIP LUBSEN, SKIPPER  
CERTIFICATION DIRECTOR

Irony would have it that yours truly took part in ending the incident-free streak at a little over four months! Sorry to report that I skippered Luna into Selkie during the Directors Cup, causing minor damage to both boats. Luna was on starboard tack heading to the windward mark and Selkie needed to tack or duck, but the Selkie skipper lost his footing and thus temporarily his ability to steer. Had I quickly released the vang I would have missed Selkie, but in the heat of the moment, did not think to do that.

*continued on p. 4*



JOHN ROGERS AND GEORGE LEWIS POST CHECKOUT



JOHN ROGERS AND CONNIE LI POST CHECKOUT

## TWO NEW FLYING SCOT SKIPPERS

BY CHIP LUBSEN

Congratulations to **George Lewis** and **Connie Li**, our newest Flying Scot Skippers. Thank you to tutors **Baris Ornarli, Mike Hooban, David Richter, Dan Sandhaus, Tim Bliss, Jonathan Thron, Jim Klein, John Rogers, Lynn Durbin** and **David Richter** and to Checkout Skipper **John Rogers**.

## GRATITUDE

BY CHIP LUBSEN

Thanks to our SCOW tutors - my records show that YTD SCOW tutors have conducted 38 sessions totaling over 145 hours. They have been instrumental, along with some dedicated checkout skippers, in helping us certify 17 new skippers so far this year. Several others are knocking at the door! Also thanks to all of you skippers that are not SCOW tutors, that share your knowledge with folks looking to deepen their interest in our fine sport!

2019

# 145

HOURS DONATED BY SCOW TUTORS



PHOTO CREDIT: HENRY CHENG

## REMINDERS

BY CHIP LUBSEN

**Scot Skippers - *Please be careful*** when lifting Scots out of the water. Several spinnaker guy clips have been damaged by contact with the platform adjacent to the water. Someone with experience needs to fend the boat off as it is being raised, especially when the tide is low, one hand on the painter, the other on the shroud. This is the responsibility of the skipper or of a trusted/well-schooled crew member. Please let's get ahead of this to prevent more damage.

**Many skipper candidates are still seeking tiller time** - particularly on the Scots. Scot Skippers please invite others to sail with you using the all-SCOW mail list. We should still have some great weather ahead in the coming weeks.

## KEEPING THE STREAK ALIVE

*continued from p. 2*

When you attempt to fall off with a tight vang, it is as if the boat has a mind of its own, and just does not want to fall off. So Luna's bow caught Selkie's aft starboard quarter about a foot from the transom.

### Lessons learned include:

1) Take evasive action sooner - I should have tacked so that if there were to be contact, it would have been beam to beam, which rarely causes damage, 2) If you think you may need to fall off, pop the vang immediately (as you would do before rounding the windward mark in a race), and 3) Some shoes are better than others in preventing one from slipping inside a wet Flying Scot - though this point is debatable...

## **SKIPPER PROSPECTS**

### **UPDATE**

BY CHIP LUBSEN

The SCOW Skipper Prospect List currently names 47 Flying Scot and 14 Cruiser candidates. Eighteen candidates have requested tutoring on their way to a water checkout and 15 are in various stages of working on the written test. For that written test, be sure to follow the instructions on the web site carefully so that we can take full advantage of the automated form. Please let me know how I can help if you feel stuck. Contact me at 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 and title your email Skipper Prospect.



**PIRATES WOULD OFTEN HIDE MUCH OF THEIR CREW BELOW THE DECK. SHIPS THAT DISPLAYED CREW OPENLY ON THE DECK WERE THOUGHT TO BE HONEST MERCHANT SHIPS KNOWN AS "ABOVE BOARD."**

## **NOVEMBER CALENDAR OF EVENTS**

### **4 | SCOW BOD MEETING 7-9PM**

**730 N ST. ASAPH ST.  
ALEXANDRIA, VA 22341**

### **11 | SCOW ANNUAL MEMBERSHIP MEETING 6-9PM**

**HARD TIMES CAFE | 1404 KING  
STREET ALEXANDRIA, VA 22314**

### **16 | HAIL & FAREWELL 6:30PM-MIDNIGHT**

**EMBASSY SUITES HOTEL | 1900  
DIAGONAL RD, ALEXANDRIA, VA  
22314**

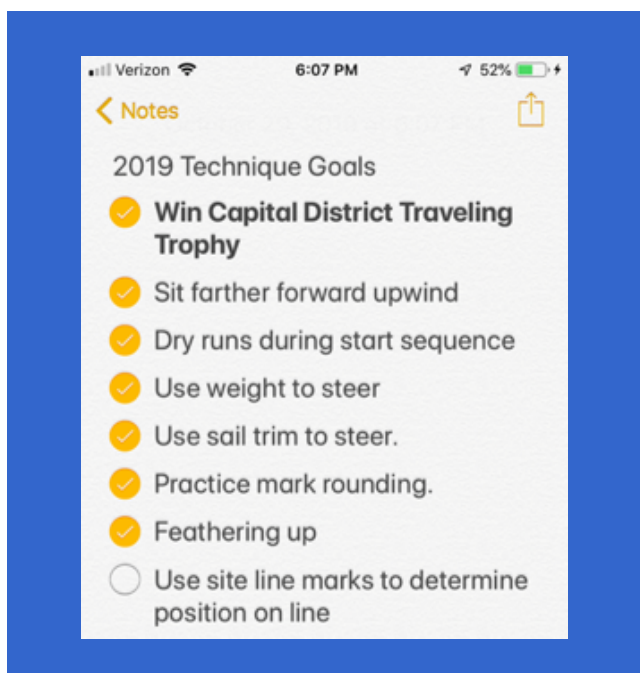
### **28 | THANKSGIVING**

BIT 'O' TRIVIA

# SETTING GOALS IN THE OFF SEASON

BY DAVE BECKETT, RACING DIRECTOR

The racing season has been finished for a few weeks. Sailing, for me, is done until sometime in 2020, hopefully May/June, after shoulder surgery for a torn biceps tendon and a few bonus items in the same shoulder. So I was thinking I have nothing to say and a really good excuse for not saying it for this edition of Channels. But then I was reflecting back on the year, a successful racing year for me, and for the club. I was thinking about goals; goals set and goals achieved. I remembered that I put some racing goals down in the notes app on my phone, where for the last two or three years, I have documented my sailing goals for the upcoming year after a review of the previous year's successes and failures. Here's a screen capture of the notes and I had previously taken the liberty of checking all the ones I felt I had attained to an acceptable degree.



Some of these goals were carry overs from last year and some were new. In the grand scheme of life they are all trivial, but from the standpoint of growing in the sport of sailing, they are all difference makers. A quick look shows that they are all technique goals, except for one, which is a results oriented goal. I put these things into my phone last December or January. The goal of winning the Traveling Trophy was a serious reach, but all the others were things I could work on to improve my overall game. I have no doubt that following through and attaining the basic down to earth technique goals contributed significantly to winning the Traveling Trophy. The only one I really didn't do a consistently good job on was using "sight lines." I usually winged it, seat of the pants, and most of the time got it right, but I know that there were some big races with a lot of boats where I could have had better starts if I remembered to do that consistently. So, the point is this. Now in the time of increasingly short days and cold dark nights, where sailing is only in your mind or on your computer screen, it's a good time to take a look at life and set some goals for next year. We have some inspiring people in the club who set some lofty goals. In 2019, one of them solo circumnavigated the Delmarva Peninsula and another summited the highest mountain on the planet.

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# TOP TEN REASONS FOR ATTENDING H&F IN THE STYLE OF DAVID LETTERMAN

10

The only thing that can capsize is the gravy boat.

05

You already rearranged your sock drawer and washed your hair.

09

You don't want to drink alone.

04

Even if the wind is over 20 knots, you can still leave the ballroom.

08

Port and Starboard tack have equal rights when approaching the dessert table.

03

The only hydrilla you have to deal with is the mixed green salad.

07

You want to see if you can recognize SCOW friends when they're not wearing a PFD.

02

Your table can accommodate more than 6 people and your float plan is what happens if somebody tips over the wine carafe.

06

You can test your hypothesis that SCOW folks dance way better than they sail.

01

No one else is giving you drink tickets, dinner, entertainment and music for this price!

## HAIL & FAREWELL SATURDAY, NOVEMBER 16

Cocktail Hour 6:30-7:45 | Dinner, Awards, Dancing 8:00-Midnight  
The Embassy Suites Hotel  
1900 Diagonal Drive | Alexandria (across from the King Street Metro)

**Tickets are \$70 and are on Sale Until November 11th**

**No Tickets Available at the Door!**

*Each guest will receive 2 drink tickets for the evening as well as wine on each table. A supplemental cash bar will be available.*

**WE HAVE SOME INSPIRING  
PEOPLE IN THE CLUB ...  
ONE OF THEM SOLO  
CIRCUMNAVIGATED THE  
DELMARVA PENINSULA AND  
ANOTHER SUMMITTED THE  
HIGHEST MOUNTAIN ON  
THE PLANET.**

*Dave Beckett*

**SETTING GOALS IN THE  
OFF SEASON**

*continued from page 6*

Those achievements would not have been attained without dreaming, setting goals, planning, and persevering. We have some other inspiring people in the club who sacrifice greatly to care for exceptional family members every day. We all have our challenges and sometimes getting through a particular day is a goal in itself.

Whether big or small, now is the time to dream and prepare to execute in 2020 and set the intermediate goals to help us achieve the big ones. Maybe it's losing 15 pounds, getting a new job, or starting a business, learning to sail, getting skipper certified, or just not being an absolute flaming debacle of a yard sale every time you round the leeward mark. One of my goals for 2020 is to be able to sail again and if that's possible, I want to win something. It's a six to twelve month recovery for the shoulder repair; I'm hoping for closer to six.

I strategically scheduled the repair for October to give me the best chance of making it back before the 2020 sailing season gets too far along. There are a lot of intermediate goals like rehabilitating the arm and shoulder, losing the 10+ pounds of comfort food induced overnight weight gain, trying to maintain some semblance of physical conditioning while not being able to do anything, successfully getting through scary PT, and not doing something stupid to hurt myself. That might be the hardest, but Tim Bliss has challenged me and I plan to get it done. So get inspired by something and get on it. Write down some goals, big or small, and start moving toward them over the winter. There's probably some nautical or sailing cliché that would go well here, but I'm just going to end it with that and this...





# MEMBERSHIP

BY BARRY YATT, MEMBERSHIP DIRECTOR

If you are a SCOW wannabe but were putting off joining until the new season starts on April 1, 2020, now's the time to join. Anyone signing up now will not need to renew until April 1, 2021 - getting fall, winter, and spring for free, with all our great member meetings and special events. An updated Membership Agreement was approved by the Board of Directors at the October meeting. The changes are intended to make it more user-friendly. The legal part has all the same terms but has been streamlined and been made less redundant to be easier to follow. The way it is organized has been modified to be more understandable and cause fewer problems. Everything for individual members is on the first page, with the second just for households. Also, it makes clear that, while those under 18 cannot be members, they can be pre-waived when the household administrator signs the agreement, avoiding having to waive the kids again in the ships' logs each time they sail as a household. The new agreement can be found on the SCOW website. As for membership roles, we've already renewed one member for next year and have eight new members:

**Daniel Barnett • Elizabeth Eddy**  
**John Harder • Rachel Hoover • Dennis Marksby**  
**Bruce Rheinstein • Zoe Ruge**

	Individuals	Households			Total	Minors
		Household Admins	Household Memberships	Household Total		
2019 Members	259	86	92	178	437	15
2020 Renewals	1				1	
2020 New	4	5	1	3	7	
2020 Total	5	2	1	3	8	

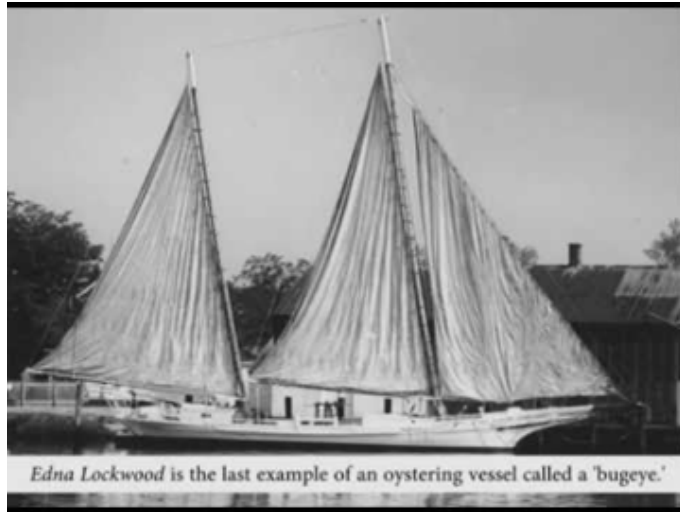
...MEMBERSHIP ALERT...

**Anyone signing up now will not need to renew until April 1, 2021 – getting fall, winter, and spring for free!**

# SCOW VISITS THE EDNA LOCKWOOD

BY RICHARD KAISER, COMMODORE

This past June, 20 SCOW members were treated to a private tour of one of the last Chesapeake Bay Bugeye in existence, the Edna E. Lockwood. The Bugeye is a working oyster boat.



*Edna Lockwood is the last example of an oystering vessel called a 'bugeye.'*

I've been in touch with one of my high school friends over the years and once she learned that I was part of the Sailing Club of Washington, quickly introduced me to her niece, the first female Captain of the Edna Lockwood, Rose DiMatteo.



ROSE DIMATTEO, CAPTAIN OF THE EDNA LOCKWOOD

Rose shared with me their Summer Chesapeake Bay tour route and invited SCOW to have a private tour of her vessel at the Wharf in DC.

**THE BUGEYE IS A DISTINCT TYPE OF CHESAPEAKE BAY SAILBOAT DEVELOPED FOR DREDGING OYSTERS AND IS THE PREDECESSOR OF THE SKIPJACK.**

*Chesapeake Bay Maritime Museum*

The Edna Lockwood was built in 1889 at Tilghman Island, Maryland by John B. Harrison and is of nine-log construction. It was launched on October 5, 1889 for Daniel Haddaway, at a cost of \$2,200. She worked for at least seven sets of owners from 1899 until 1967 and was then sailed as a yacht until donated to the museum in 1973. The museum undertook an extensive restoration of the Lockwood from 1975 through 1979, which restored the bugeye to its 1910 appearance with the "patent stern" that had been added sometime prior to that year. She is the last bugeye retaining the sailing rig and working appearance of this type.



SCOW MEMBERS TOURING THE EDNA LOCKWOOD

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## SCOW VISITS THE EDNA LOCKWOOD

*continued from p. 10*

A couple of interesting observations we made during our tour – first, the Edna Lockwood was assembled completely out of logs, as a log boat, then hollowed out to shape the hull and the interior areas of the vessel. Flat planks were not used to create the hull. And with the need for auxiliary power, the Edna Lockwood has a diesel-powered dinghy permanently affixed to her stern on a swivel to propel her on windless days and when maneuvering in harbors and ports. The SCOW members that attended thoroughly enjoyed their hands-on tour and the hospitality of Rose and her first mate.



## WHO'S WHO IN SCOW

**Richard Kaiser, Commodore | [commodore@scow.org](mailto:commodore@scow.org)**

**Brian McPherson, Vice Commodore | [vice@scow.org](mailto:vice@scow.org)**

**Wayne Williams, Secretary | [secretary@scow.org](mailto:secretary@scow.org)**

**Mike Hooban, Treasurer | [treasurer@scow.org](mailto:treasurer@scow.org)**

**Marie Brennan, Social Activities Director | [social@scow.org](mailto:social@scow.org)**

**Carlie Smith, River/Bay Director | [river@scow.org](mailto:river@scow.org)**

**Dana Howe, Maintenance Director (Flying Scots) | [scotmaint@scow.org](mailto:scotmaint@scow.org)**

**Dave Beckett, Racing Director | [racing@scow.org](mailto:racing@scow.org)**

**Barry Yatt, Membership Director | [membership@scow.org](mailto:membership@scow.org)**

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