



CHANNELS

THE MONTHLY NEWSLETTER OF THE
SAILING CLUB OF WASHINGTON

APRIL 2020

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PLEASE SEND YOUR ARTICLES
FOR FUTURE CHANNELS

NEWSLETTERS TO:
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COMMODORE'S LOG

BY RICHARD KAISER

This is my 15th log as Commodore. I truly expected to be writing about a record breaking Re-Up, a successful and productive Maintenance Day and the fun events we have in store this April. But it seems like mother nature has thrown a curve ball called COVID-19.

I don't have to repeat the news that's been blaring 24 hours a day, nor do I have to give you statistics on the ill and the projections of the numbers we may see in April. You know this is serious and you know to practice social distancing and we all now know how to wash our hands properly - 20 seconds and don't forget your thumbs.

With all that is going on around us, it's still reassuring to be part of a Club, a group of friends, that care and are here for each other. We are in this together and we'll get through this together. The sailing season is long, and we have plenty of time to enjoy our DC and Virginia waters. Following the CDC's directions, a little patience and a sense of humor go a long way.

The Board has been meeting via Zoom and our Racing Director has hosted two live Zoom racing events online. We're planning more of these types of events for members and will share information with you as we lock down dates and times. If you have a topic for a Club-wide Zoom meeting, please let me know. As a side note, if you haven't tried Zoom, download a free version [here](#) and spend some virtual time with your friends and family. I'm hosting a Zoom dinner party this evening!

I also want to take a minute to thank our Board members for taking the initiative to make our Club a priority - joining meetings and lending their creative talents to supporting the Club during these difficult times - thank you!

We very much look forward to getting back on the water with you. In the meantime, stay safe and keep an eye out for upcoming opportunities to get together - virtually.

All the best to you and your family.

Richard Kaiser, Commodore



CHANNELS ON THE ROCKS

BY DANA HOWE, FS MAINTENANCE DIRECTOR

And here I was worried about whether or not the weather would cooperate for the two potential Spring Flying Scot maintenance days...

I think we have all had the experience of being stuck in the mud while sailing in the lagoon. At some point you look around and realize you're not moving anymore or you're just going really slow and the helm is sluggish. You look astern and see brown water and bubbles - you're in the mud. Up with the centerboard and you are on your way again (with a sheepish grin). But then there's that other kind of running aground when all of a sudden there's this sickening clunky sound and sensation in the boat - definitely not mud. I'm loath to admit I've done it myself especially on those days in the lagoon when the tide is out - it almost seems like I spend as much time trying to figure out if I'm stuck in the mud again or I'm just sailing poorly.

Outside of the lagoon there are underwater hazards as well. Last year I was racing on an S2 7.9 (oddly enough "S2" is the name of the manufacturer and 7.9 is meters in length or about 26') when the boat hit a submerged immovable object with the board. All 4,250 pounds stopped instantly as though we hit a brick wall.

Everyone went flying and the skipper got a gash in his leg, blood all over the cockpit. It was probably an old piling and if we were just one foot either port or starboard of it we'd never have known it was there.

We - you and me - have spent thousands of dollars repairing damaged centerboards. Three were repaired last year alone to the tune of \$1499.43. And it's not just the money - someone has to drive up to Flying Scot to drop off the damaged boards and then go back to pick them up when they are ready and it's over a three hour drive each way.

I think some of this is preventable if we avoid what I call the "restricted zone" in the lagoon. This Restricted Area is about 50' southeast of daymark "13" extending toward the seawall in front of the restaurant building. You can sneak through the gap (Flying Scots only) just off "13" but you have to be mindful of getting too close to the restricted area.



EXAMPLE OF DAMAGE TO A CENTERBOARD. THE DIFFERENT COLORS REPRESENT MULTIPLE REPAIRS.



OVERHEAD VIEW OF THE RESTRICTED AREA

CONTINUED ON PAGE 3

MEMBERSHIP CORNER

BY TONI COLE, MEMBERSHIP DIRECTOR

Ahoy!

Here we are, April already and the official start of a new SCOW season. We are all itching to be able to get back to sunshine, wind and spray out on our river again. We've missed our SCOW racing friends and social sails and get togethers. As we continue to navigate the tumultuous COVID-19 situation, I hope you take advantage of the SCOW activities we have initiated online. If you have renewed your membership you should be getting emails and updates in your inbox. Just this week, our Racing Director, **Dave Beckett**, has started Zoom meetings centered around sailing technique and Q&A. I'll tell ya', since I have to be at home, it was a great way to spend my Sunday afternoon.

If you have renewed your membership, thank you. If you have not, please do that straight away. If you need any help, please send me a message at membership@scow.org. I'll do my best to help you get it done. March brought us some new members and we look forward to seeing your faces onboard a Scot or cruiser really soon! Our club warmly welcomes **Geoffrey Martin Long, Jeff Hubble, Elizabeth Hubble, Gregory Walls, Kathleen Walls, Johnathan Barry, William Barry, James Baumgardner, Marie-Laure Cavaness, Audrey Cavaness, Tristan Cavaness, Robert Cavaness, Oliver Jackson, Alexandra Jackson, Jennifer Murphy, Marcus Seitz, Sheila Seitz, Amy Stowers, Mark Woods and Myriam Woods.**

Stay safe everyone. I hope to see my SCOW family and friends out on the river soon!

[ONLINE MEMBERSHIP RENEWAL AT WWW.SCOW.ORG](http://WWW.SCOW.ORG)

CHANNELS ON THE ROCKS

CONTINUED FROM PAGE 2

At an unusually low tide you can see this shallow area is strewn with rocks. So, please let's all try to avoid this area. I'd rather put the money toward a new boat or new sails than spending it on repairs to centerboards. And if you are out sailing and experience one of those gut wrenching "thunks" and you see the centerboard bobbing up and down in the trunk, please let me know so we can inspect it and get it fixed if it needs it. Otherwise, enjoy the mud!



VIEW OF ROCKY AREA DURING VERY LOW TIDE. NO MUD HERE!
PHOTO CREDIT: CHIP LUBSON

SKIPPER'S CORNER

CHIP LUBSEN, SKIPPER CERTIFICATION DIRECTOR

Renew Your Skipper Certification Now

Skippers – please renew your membership and skipper certification(s) at SCOW.org (Members Area) at your earliest convenience. The new club year begins on April 1. So far 72 skippers have renewed, 54% of the skipper count for 2019. Make sure to review the *SCOW Skipper Requirements* and *Boat Use Policy* and applicable *Skipper Information File(s)* found in the Bylaws and Policies section of the [website](http://SCOW.org). To see where things have changed, see my February 4 email to you with subject “SCOW Skippers – Please Read Now”. Then, follow the instructions on the website carefully. If you have any difficulty renewing, text me at 703-217-5893 and I’ll call back with phone support. The process is fully automated this year. If you have already renewed – THANK YOU – see you on the water - Eventually!

Cruiser Rub Off the Rust

Given the cancellation of our March 28 in-person event, **John Kaufmann** and I are in the process of assembling input from would-be presenters into a virtual cruiser ROTR document. Stay tuned.

Flying Scot Rub Off the Rust

The ROTR document from 2019 has been updated with input from more than 50 skippers and a panel of reviewers. I’ll get it out to everyone as we near a return to the water, if not sooner.

Flying Scot Skipper Information File

An updated version will soon be distributed with changes to the reefing section. Stay tuned. For details, please see **John Roger**’s excellent article on pages 9-13 in this issue of ChaNNels.

Skipper Prospects Update

Five skipper candidates (3 for the Scots, 2 for the Cruisers) are ready for checkout. So close, yet so far due to the virus of the century. This is a great time, however, for folks that want to submit a written test, to tackle that task. Currently, including those ready for checkout, there are 28 Flying Scot prospects and 13 cruiser prospects. If you and I have not already communicated and you are planning to pursue certification in 2020, please send me an email so I can add you to the list and begin to support your effort. 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*.



NAME THE SCOT CONTEST

OUR FLEET IS
EXPANDING

CONTEST DETAILS ON
PAGE 15 OF THIS
NEWSLETTER

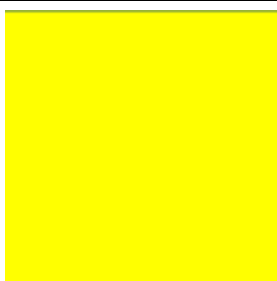
RACING INPUT

BY DAVE BECKETT, RACING DIRECTOR

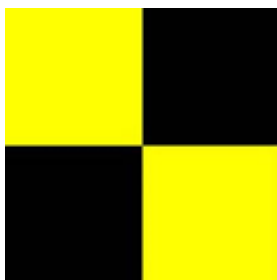
Flag of the Month

When racing, the Lima or "L" flag means "come within hail" when the Race Committee (RC) boat is anchored in the starting area or "follow me" when the RC is heading to a new starting area. As the 2020 sailing season fast approaches, our familiar Lima flag takes on a whole new meaning as we look briefly at the international signal flags in the context of our current environment.

Quarantine is the word of the month and here are the flags and a bit of history.



SIGNAL FLAG "QUEBEC," CALLED THE "YELLOW JACK" IS A SIMPLE YELLOW FLAG THAT WAS HISTORICALLY USED TO SIGNAL QUARANTINE (IT STANDS FOR Q), BUT IN MODERN USE INDICATES THE OPPOSITE, AS A SIGNAL OF A SHIP FREE OF DISEASE THAT REQUESTS BOARDING AND INSPECTION.



SIGNAL FLAG "LIMA," ALSO CALLED THE "YELLOW JACK" WHEN FLOWN IN HARBOR, NOW MEANS "SHIP IS UNDER QUARANTINE."

SIDE NOTE: YELLOW FEVER WAS REFERRED TO SAILORS OF THE 18TH AND 19TH CENTURIES AS THE "YELLOW JACK."

Organized sailing activities around the world have mostly been cancelled or postponed indefinitely as society struggles with COVID-19. Charleston Race Week, the largest keel boat regatta in the western hemisphere, the Flying Scot Midwinter Championship, among many other events, including SCOW Wednesday Night Racing and regattas have been cancelled or suspended. We'll eventually return to normal activities on the other side of things even if it's an adjusted normal.

Something Sailing/Racing Related

While we're all doing our part to fight COVID-19 by staying away from each other, here's a distraction that a lot of sailors will be discussing for the time being, especially since there isn't much else racing-wise happening to discuss. A major collision occurred between two classic J boats during the Super Yacht Challenge Antigua on 12 March, 2020. These are no J-24 Tupperware boats. These are the 140-foot-long classic beauties of a bygone era that once were the staple of America's Cup competition - when the America's Cup was graceful sailing. When I first saw this a week or two ago, I was hoping that this [video](#) wouldn't be emblematic of our 2020 sailing season - cut down before the start.



Look at the video link [here](#) that clearly shows the collision that occurred between port and starboard tack boats approaching the starting line to start with about 1:40 remaining before the start signal. Two crew off of Topaz, the starboard tacker, were hospitalized with non-life-threatening injuries. Note the crew being forcefully ejected from Topaz and tumbling in mid-air. They were scored perfect "Tens" all around for the dismount, except for the Russian judge. If you never saw the Olympics during the Cold War, you might not get the joke, but go back and watch some videos of how US figure skaters and gymnasts faired against Soviet Bloc judges back in the day.

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RACING INPUT

CONTINUED FROM PAGE 5

Thoughts

The starboard tacker is Topaz and she's been on starboard for a while as she approaches the starting line. The port tack boat is Svea. Topaz is clearly the right of way boat and Svea is the keep clear boat. Remember we are talking about racing rules, so the terminology is slightly different as are the responsibilities. There is no "stand on" vessel in racing. There is a boat to leeward of Svea, from which the video is taken. This boat has right of way over Svea as the leeward boat, however, remembering Rule 19, Room at Obstructions, she must give Svea room to pass astern of the starboard tacker, Topaz. It looks like enough room is given. It's not 100 percent clear to me, given the angle, whether the port tacker, Svea, was going to stay clear astern of Topaz, but the space sure looks interestingly close and then appallingly non-existent as Svea's bow rides up and over the side of Topaz. It's a spectacular crash and hard to imagine that it has ever happened before between two boats of this class. My initial thought was that Svea as the port tacker, will be penalized, for not keeping clear, but also the actions of the skipper of Topaz shocked me. At a point when the boats were closing, Topaz heads up sharply into the wind, which swings her stern out to leeward and presents her broadside to Svea who is then obliged to ride up and over. It looks like the actions of Topaz take this incident from being a scrape down the side or a glancing blow, albeit a hard one, into a catastrophic collision. Neither boat was able to compete. There is a link to an article discussing the Topaz skipper's actions below. Also, there is link to the protest decision, which was cut and dry.

Svea was penalized while Topaz was given redress. Svea made the foul, but did Topaz exacerbate the consequences? The "put your helm toward danger" is good advice when the danger is ahead of you because it tends to make your boat parallel to the other boat and minimizes the force of impact. Harry Carpenter advised me that when a collision is imminent, you want to maneuver to try to get parallel to the other boat and it makes total sense. But in this case, I think the action was questionable. Whether contact was unavoidable or not is anyone's guess, but as I watched the video I could hear the people on the boat taking the video start to react coinciding with Topaz's turn to windward the same way I was. No, No, Nooo! They were there. I wasn't, but it sure looked like the helmsman created a T-bone situation. When racing Flying Scots, fortunately the consequences of our lessons learned are a lot less than they are for these guys. I wish we could see more video of this to see what Svea was doing in the 30-40 seconds before what we see. Maybe there is some drone footage out there. As usual, any rules or racing junkies can reach me for discussion at Racing@scow.org.

[Protest Decision](https://www.sailingscuttlebutt.com/2020/03/16/protest-decision-topaz-versus-svea/)

<https://www.sailingscuttlebutt.com/2020/03/16/protest-decision-topaz-versus-svea/>

[Online Discussion](https://www.sailingscuttlebutt.com/2020/03/18/when-in-doubt-put-tiller-towards-trouble/)

There is some discussion on this link.

<https://www.sailingscuttlebutt.com/2020/03/18/when-in-doubt-put-tiller-towards-trouble/>

[World Sailing Case Book](https://www.sailing.org/tools/documents/20172020WorldSailingCaseBookv1.1-[22915].pdf)

Case studies 50 and 88 referenced in the discussion. Copy and paste link below for direct access to the 2017-2020 case book:

[https://www.sailing.org/tools/documents/20172020WorldSailingCaseBookv1.1-\[22915\].pdf](https://www.sailing.org/tools/documents/20172020WorldSailingCaseBookv1.1-[22915].pdf)

BOAT SOBER OR STAY ASHORE

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Drunk driving in a boat is just as illegal — and can be even more hazardous — than drunk driving in a car.

A few years ago, BoatUS received a surprising letter. The writer described a Memorial Day weekend getaway on a Florida lake with five friends. The group all went out on the boat, drank some beer, and had some snacks before visiting a bar that evening where they had some more drinks. When they left the bar, it was dark and they were all singing and laughing as the boat zoomed back across the lake. The next thing the letter writer remembered was waking up in a hospital, his jaw wired shut, having been unconscious for days. One of the friends from the boat visited him in the hospital that day and told him that, on the way back, they had struck an unlit dock. One of the passengers, she said, had broken his back, crippling him. Another had a serious brain injury. Sadly, another passenger died of his injuries. The letter writer was the owner and operator of the boat that night and was charged with boating under the influence (BUI) as well as manslaughter.

"We were on a boat, not in a car, no one had to drive, and there was almost no one else on the lake that night. But I will have this grief, sorrow, and profound regrets the rest of my life." This tragic story, unfortunately, is too common. According to the latest U.S. Coast Guard statistics, alcohol use is the leading known contributing factor in fatal boating accidents. Where the primary cause was known, it was listed as the leading factor in 19% of deaths. And alcohol use ranks as one of the top five primary contributing factors in accidents. Because most minor accidents aren't reported to the Coast Guard, it's hard to say how many dock bruises, falls, and aggressive boating incidents are related to alcohol, but it's also likely to be in the top five.

ACCORDING TO THE LATEST U.S. COAST GUARD STATISTICS, ALCOHOL USE IS THE LEADING KNOWN CONTRIBUTING FACTOR IN FATAL BOATING ACCIDENTS.



PHOTO CREDITY: U.S. COAST GUARD

BoatUS has long warned of the dangers of drinking and boating, and the letter really got our attention after we realized it came from the Florida State Prison where the writer had been sentenced to several years. "Who would have thought going boating and having some drinks would have led to this?" he wrote.

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BOAT SOBER

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Alcohol Dangers

Most people know that alcohol affects judgment, vision, balance, and coordination, which greatly increase the likelihood of accidents. The Coast Guard says that in alcohol-related fatalities, more than half the victims capsized their boats or went overboard. But what you might not know is that a boater is even more likely to become impaired than a driver of a car.

Stressors, such as exposure to noise, vibration, sun, glare, wind, and the motion of the water affect our skills when we drive a boat. Research shows that hours of exposure to these stressors produce a kind of a fatigue, or "boater's hypnosis," which slows reaction time almost as much as if you were legally drunk. Adding alcohol intensifies the effects, and each drink multiplies your accident risk. Drinking alcohol also deteriorates cognitive abilities and judgment, which makes it harder to process information, assess situations, and make good choices. Balance and coordination are impaired, and reaction time increased. Alcohol also causes decreased peripheral and night vision as well as depth perception and makes it harder to distinguish colors, particularly the all-important red and green of boat navigation lights and aids to navigation.

An extra risk factor: Most boaters don't have the benefit of operating a boat every day as they do with the family car and are much less experienced driving a boat and less able to react appropriately and quickly to a potential accident.

APPROXIMATE BLOOD ALCOHOL PERCENTAGE									
Drinks	Body weight in pounds								Influenced
	100	120	140	160	180	200	220	240	
1	.04	.04	.03	.03	.02	.02	.02	.02	Rarely
2	.09*	.07*	.06*	.06*	.05	.04	.04	.04	Possibly*
3	.13	.11	.09*	.08*	.07*	.07*	.06*	.06*	
4	.18	.15	.13	.11	.10	.09*	.08*	.07*	Definitely
5	.22	.18	.16	.14	.12	.11	.10	.09*	
6	.26	.22	.19	.17	.15	.13	.12	.11	
7	.31	.26	.22	.19	.17	.15	.14	.13	
8	.35	.29	.25	.22	.20	.18	.16	.15	
9	.40	.33	.28	.25	.22	.20	.18	.17	
10	.44	.37	.31	.28	.24	.22	.20	.18	

* indicates estimated levels of impairment that could mean the individual is possibly influenced.

U.S. COAST GUARD BOATING

Boat safe. Boat sober.
And #NeverBUI.

FLYING SCOT REEFING 2020

BY JOHN ROGERS

Reefing means rigging the mainsail to reduce the sail area. On bigger boats you can partially furl the jib to reduce sail area. On a few boats you can actually reef the jib, but not on the Flying Scots. A skipper might reef in windy conditions for safety and to make the boat easier to control. On the Flying Scots reefing is equivalent to dropping the sail about three feet. Any skipper who has been around for several years has seen several changes in how we reef the Flying Scots. And now we have another change; keep reading to get details.

Lesson #1: there are different ways to reef the mainsail, each with its pros and cons.

Preliminaries

Reminder of terminology:

- When the mainsail is raised, the edges of the sail are the **foot** (bottom, along the boom), **luff** (along the mast), and the **leech** (the trailing edge)
- When the sail is raised, the corners of the sail are the **head** (top), **tack** (where the boom and mast meet), and the **clew** (at the end of the boom). In each corner of the sail are grommets (cringles) that are used to attach the corner to the boom, mast, or halyard. When I refer below to the **clew** and **tack**, I mean the grommets in the respective sail corners.
- The **outhaul** is a line to adjust the tension along sail foot.
- The **reefing tack** is a grommet about three feet up the luff from the tack
- The **reefing clew** is a grommet about three feet up the leech from the clew
- The **reefing foot** is a line between the reefing tack and the reefing clew. All reefing methods involve, in order:
 - Securing the reefing tack at the mast end of the boom (near the tack), held forward and down (so it cannot be pulled aft or up)
 - Securing the reefing clew aft (putting tension along the reefing foot) and down to the boom.

Lesson #2: If the reefing foot cannot move, has tension, and is relatively flat, you are good to go (however that was achieved). The different reefing methods used over time represent different ways to make sure that the reefed foot of the sail is secure and tensioned. The following describes the new way to reef the sail, with pictures. Note that the rigging of the outhauls on the Flying Scots has been modified to facilitate reefing. At the clew, the outhaul now has a shackle to attach the outhaul to the clew or the reefing clew. The shackle is similar to the shackles at the end of the halyards.

Below is a picture of the outhaul attached to the shackle, which is attached to the clew.



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FLYING SCOT REEFING 2020

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The outhaul runs from the clew to the end of the boom, through a block, forward to the mast end of the boom, through a jam cleat (the line gets jammed into the cleat to secure it), through a block, after which the line hangs down. To tighten the outhaul and increase tension on the foot, pull down on the outhaul by the mast. When you release tension on the outhaul, the line should get jammed into the jam cleat and hold. If it is not holding, push the line up into the bottom “V” of the jam cleat as you release tension on the end of the outhaul. To relax the tension on the foot, pull down on the end of the outhaul (to release the grip in the jam cleat) and pull down on the outhaul just in front of the jam cleat (to keep the outhaul from catching in the “V” of the jam cleat as you let the outhaul out). Below is a picture of the hardware at the mast end of the boom. I recommend putting a figure 8 knot in the end of the outhaul. Then, if the outhaul pulls loose, the outhaul is not flying behind the boat.

Lesson #3: With the new hardware position on the bottom of the boom (and the old hardware removed) the “Cigar Roll” can be hung on either side of the boom.

Outhaul cleat (Note: the block on the side of the boom will be removed).



So, with that preliminary, how to reef!

Reefing the Main

1.a Prepare the mainsail for reefing while underway:

- Head into the wind, luff the sails, un-cleat the mainsheet and boom vang.
- Lower the main while supporting the boom leaving the head in the mast slot; latch the main halyard winch.
- You may sail under jib alone while reefing. This will help maintain control and keep the jib from flogging.

1.b Or, at the dock, start with the mainsail lowered, release the mainsheet and boom vang.

2. Tie the reefing tack (the grommet 3 feet up the luff from the tack) forward to the mast and down to the gooseneck using reef (square) knots, using the two lines running through the reefing tack.

Securing the reefing tack forward toward the mast and down toward the boom using a reef knot.



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FLYING SCOT REEFING 2020

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3. By the mast, release the outhaul.

4. At the end of the boom, take the shackle out of the clew grommet and attach it to the reefing clew (the grommet about three feet up the leech from the clew).

Attach the outhaul shackle to the reefing clew (the blue line runs through the reefing clew).



5. Tension the new (reefing) foot by tightening the outhaul at the mast end of the boom. Make sure the outhaul is secure in the jam cleat.

6. Roll up the now-useless baggy part of the sail below the reef.

7. Tie the reefing clew down to the boom. The line will go around the boom and the rolled sail. Do not wrap it around the main sheet! Tie it fairly tight using the line running through the reefing clew (the blue line in the picture above).

Reefed sail at the end of the boom.



8. The SCOW sails have reefing lines attached through three reefing points (small grommets) between the reefing clew and reefing tack. Tie these intermediate reefing lines loosely around the rolled sail. You do not want tension on the reefing points.

9. Raise the sail when ready and sail away.

What the reefed sail might look like if you had forgotten to launch the boat.



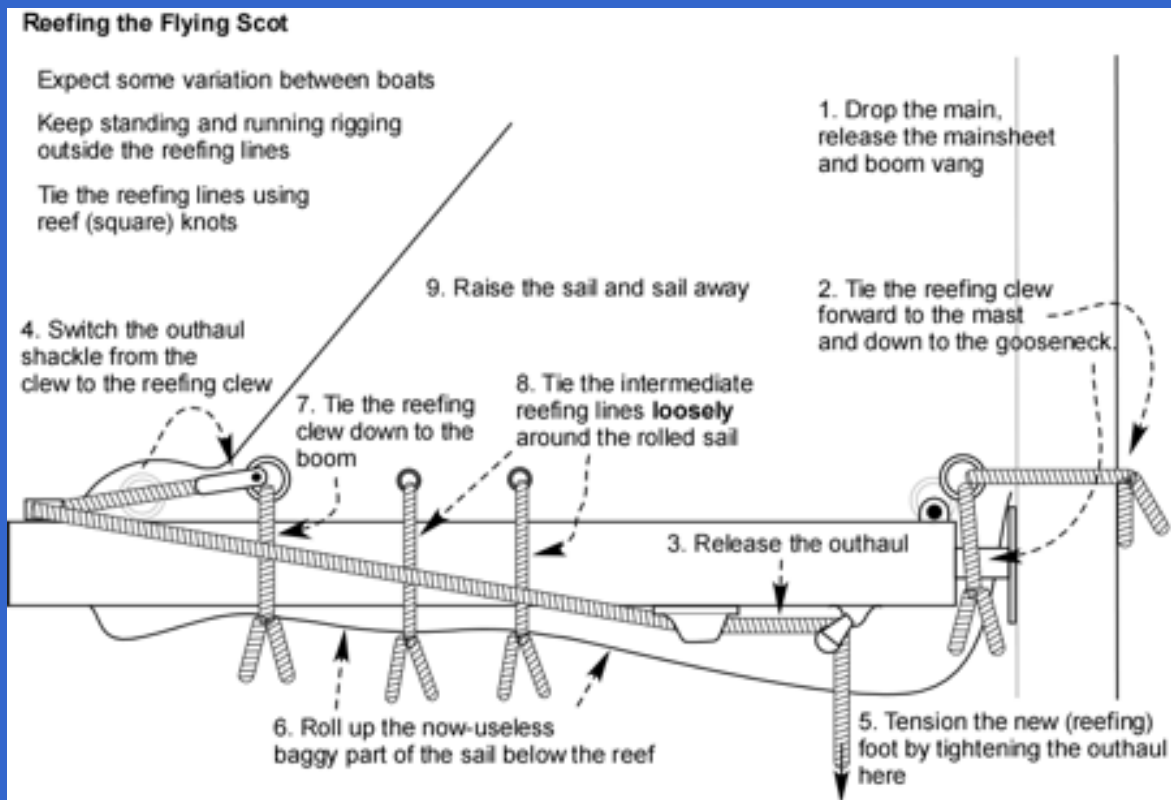
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FLYING SCOT REEFING 2020

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With the sail most of the way up, there may be tension on the bolt rope going into the mast slot making it difficult to finish raising the sail. This can be fixed by 1) lifting up on the boom, 2) tying the reefing tack closer to the mast, or 3) relaxing the tension on the outhaul, raising the sail, and re-tensioning the outhaul.

For the SIF, the following diagram summarizes the reefing process.



Shaking Out the Reef

Shaking out the reef (the nautical way to say taking out the reef) is the reverse of putting in the reef:

- Lower the mainsail.
- Untie reefing lines running through the reefing points.
- Untie the reefing clew from the boom.
- Let the rolled sail fall and un-roll.
- Release the outhaul.
- Switch the shackle from the reefing clew to the clew.
- Tension the foot by tightening the outhaul at the mast end of the boom.
- Untie the tack from the mast and gooseneck.
- Raise sail as needed and adjust the main sheet and boom vang.

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FLYING SCOT REEFING 2020

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Differences Among SCOWs Flying Scots

The color of the attached lines running through the reefing tack and clew may differ between boats.

In recent years the maintenance of the Flying Scots has been spectacular. Nonetheless, there is the possibility that some lines are missing and have not yet been replaced when you need them. There may be extra lines on the boat that can be used. It is always a good idea to bring your own extra lines, just in case.

SCOW is buying a new-to-SCOW boat to replace Susie Q. The outhaul on the new boat runs inside the boom, thus the method for tightening the outhaul may be different than described here. The internal outhaul has a 2 to 1 purchase. The good news is it is easier to tighten the outhaul, the bad news is the outhaul may not reach the reefing clew. A possible solution is to put a loop in the reefing clew; to reef, attach the outhaul shackle to the loop through the reefing clew.

Some of SCOWs sails have an extra grommet along the foot of the sail one to two feet from the clew. When the sail is reefed, this grommet is roughly underneath the reefing clew. With these sails, the reefing clew can be tied around the boom without crimping the rolled mainsail by passing the reefing pendant through the extra grommet.

Lesson #4: Learn the principles of reefing so when the reefing system changes again, you can easily adjust.

Acknowledgements

MIKE HOOBAN

Photographer

CHIP LUBSEN

Casting Director

**BRIAN MCPHERSON, JOHN ROGERS,
MIKE HOOBAN, CHIP LUBSEN
AND MISCELLANEOUS WSM SAILORS THAT MAY BE IN THE BACKGROUND.**

Cast Members

GREETINGS FROM THE WINDWARD ISLANDS

CARLIE SMITH, RIVER BAY DIRECTOR

This March, 34 sailors from the DC Sailing Community, many of whom are SCOW members, were fortunate enough to travel to the Windward Islands for a 7-day sailing flotilla vacation. Our group was comprised of 5 boats (4 catamarans and 1 monohull) with 6-8 primarily DC-based, diversely-skilled crew members on each boat. We began our adventure in St. George's, Grenada in the southeast corner of the Caribbean and traveled north through the Grenadines to destinations like Carriacou, Union Island and St. Vincent.

The DC Sailing Community has really upped their game in terms of themed parties this year, and with a pirates/mermaids full moon party, a toga party and a St. Patrick's day party, my suitcase was majority comprised of costumes. We were fortunate to avail ourselves of the excellent snorkeling spots in the Windwards, including snorkeling with wild sea turtles in Tobago Cay's sea turtle sanctuary and through the underwater sculpture garden at Dragon Bay. Our whole flotilla enjoyed fresh-caught lobster lit by beachside tiki torches thanks to one of the local "Boat Boys" named Teddy who helped us out. All 5 boats participated in a unexpectedly thrilling sailing race to Happy Island, a small rum shack built on a sandbar. For me, the most magical moment of the trip was when I spotted a very nearby dorsal fin off the stern of our boat while we were underway. We spent the next 15 minutes surrounded by a large pod of more than a dozen wild dolphins, both juvenile and full-grown, who were breaching the water and circling in groups just yards from our boat. That kind of rare moment so close to nature is something I won't ever forget.



OUR FLOTILLA MOORED UP ALL TOGETHER

That kind of rare moment so close to nature is something I won't ever forget.

CARLIE SMITH



JOSH SNORKELS THE UNDERWATER SCULPTURE GARDEN AT DRAGON BAY

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GREETINGS FROM THE WINDWARD ISLANDS

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This trip marks my third flotilla with the DC Sailing Community, and each year the possibilities expand further and further for me. With each vacation, the number of crew that I'm excited to sail with and places I want to go grows and grows. I feel blessed to have this trip represent one of the last joyful things I was able to do before the coronavirus crisis destabilized the normal life we were used to. The memories I made will stay with me through the mundane or scary times we have ahead and keep me dreaming until we take on the British Virgin Islands this time next year.



POST-REGATTA FLOTILLA PIC AFTER COMPETITORS MADE IT TO HAPPY ISLAND!



"FULL MOON" CREW SAFE AND SOUND BACK AT THE HARBOR IN ST. GEORGE'S AFTER SURVIVING SEVEN DAYS CRUISING AND ONE ADrift FROM A FAULTY MOORING BALL.

NAME THE SCOT CONTEST



It is a 2003 Flying Scot (#5507) and comes from the Flying Scot dealer in Selby Bay, Maryland. It's fully race rigged with both Mad and North sails and will be at her new home at the Washington Sailing Marina within the next couple of weeks.

Send your contest entries to name SCOW's new Flying Scot to: editor@scow.org or commodore@scow.org.

Deadline: 4.10.2020 at 5pm
GRAND Prize: Bragging Rights!

**6 | SCOW BOD MEETING | 7-9PM
ONLINE**

**1, 8, 15, 22, 29 | WNR WEBINAR SERIES | 6-8PM
VIA ZOOM | MORE INFO ON ZOOM CAN BE FOUND [HERE](#)**

**1-30 | CHECK OUT [SPINSHEET](#) FOR A LIST OF VIRTUAL
EVENTS INCLUDING WEEKLY HAPPY HOURS**

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