

Commodore's Log

Looking back

Storage Lockers

The rental storage locker is gone. The Board emptied the storage locker and cancelled what had become an \$1,800 annual expense. The good stuff went to Board member garages. We found things we did not know we had, and some boat parts we could not recognize. Most of the stuff was junk and went straight into the dumpster. We are left with two lockers at Washington Sailing Marina, one for sails and one for maintenance.

Re-up Brunch

Well done to all Board members. We had a very good turnout at the ReUp Brunch with 113 paid entrants and 40-50 extra bringing food. Special mention to Social Director Margaret Monsour and her able deputy Kathy Martin for the marvelous setup. There was superb food and beverages, and for a lot of the time, people were so excited that they discussed racing, training, etc at length. It was a very successful day for SCOW.

We also had a great turn-out on St. Patrick's Day! One or two of us tried green beer.

Looking Forward to April

First River Cruise, April 3rd, 8 am-5 pm.

Led by the Commodore with all club Flying Scots to Atlantis. Bring a brown bag picnic lunch and wear warm, waterproof clothing as it could be chilly.

First Bay raft-up May 7. Jeff Teitel, Rhode River Raft-up.

Commodore Steve Linke



Henry Cheng and his friend sign up another eager sailor at the re-up brunch.

Next Membership Meeting: Monday, April 11th, 2005

The March membership meeting will be on Monday, April 11th, at the American Legion, 400 Cameron Street, Old Town Alexandria (around the corner from Gadsby's Tavern). Socializing begins at 6:30 pm and the meeting at 7:30 pm.

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Keep Those Renewals Coming!

Dave Simpson, Skipper Director

Hello all, I'm Dave Simpson and I'll be your Skipper Director for the next few months. Karyl Owings has taken on more responsibility at work and as such I volunteered to take her place for the foreseeable future. In the short time I've been transitioning with her it's obvious to me that she's done an excellent job. The institutional knowledge she has acquired and the enthusiasm she has brought to the job will be sorely missed.

I was in attendance with Karyl at the Skipper table at the Re-Up Brunch. Twenty-seven skippers renewed at the Brunch, which is good but a little short of Karyl's stated goal of fifty for the event. As of this writing we've had a grand total of seventy-eight skippers renew. That's roughly half so we've still got quite a way to go to get to the 100% renewal goal!

Karyl sent the Skipper Renewal Packets in February. If you haven't already sent those to Karyl, please complete them and send them to me at the address below. You have to sign the 2005 Renewal Application and 2005 Renewal Agreement and include a check made out to SCOW for the appropriate amount. I prefer that you mail these to me as soon as possible.

The new sailing season begins April 1 and goes through March 31, 2006. If you haven't renewed, you need to now so that you can access the boats! Lock combinations change the end of the second week of April 2005. As with Karyl in the past, I will be sending out the new combinations via email. Make sure your current email address is included on your Skipper Renewal Application; and mail all correspondence to me at my home address:

David L. Simpson
10614 Mockingbird Lane
Spotsylvania VA 22553

I'll see you on the water!



Captained charters on the Chesapeake Bay with discounts to club members.

<http://www.sailseanchai.com/>

P.O. Box 71

Galesville, MD 20765-0071

(301) 503-1101

Dispatch from the Boatyard

Lynne Russillo, Maintenance Director

Maintenance Day is April 2

The maintenance team will be at the marina from 9 am to 3ish. Coffee, donuts, pizza, everything you never needed to eat. We have a laundry list of chores in addition to the usual lube and spiff. So come on down to the marina; cleaning a boat is much more fun than cleaning your house.

New Boson.

Because Dave Simpson is taking on the position of Skipper Director, Al Lambert will replace him as Danschweida's co-boson.

Mr. Wiggle. Seems that Mr. Wiggle is still hibernating.

ChaNNels

can also be read at:

www.scow.org.

Submit articles to

channels@scow.org

by the 15th of every month. Use any means, but email is preferred. If you would like a copy of the 2005 ChaNNels editorial calendar, please request via email to channels@scow.org or in-person at the next meeting.

Diana Combs, Editor

Chris Chubb, Layout Editor

Racing News

Mike Murphy

Boat selections have been made for the SCOW cruisers to sail in 2005 race events. Three qualified cruiser racing skippers participated in the lottery held at the Re-up Brunch. The race selections are:

Spring Tune-Up Regatta: Saturday, April 23

Fran Jezisek has volunteered to organize the Spring Tune-Up Regatta. The race is scheduled for Saturday, April 23rd. If you want to get involved in big boat racing and give Fran a hand, please contact her, or contact the Racing Director at racing@scow.org.

Psycho is scheduled to be the Race Committee boat. Rebecca is available to the general membership.

Daingerfield Island Sailing Club (DISC) 2005 Tuesday Evening Race Series

First Series: April 26 through May 31

Rebecca is skippered by Jan Earle.
Psycho is skippered by Dorothy Stocks.

Second Series: June 7 through July 12

Rebecca is skippered by Bill Bernhards.
Psycho is skippered by Dorothy Stocks.

Third Series: July 19 through August 23

Rebecca is skippered by Jan Earle*.
Psycho does not have an assigned skipper. If you would like to race Psycho, contact the Racing Director at racing@scow.org.

Fourth Series: August 30 through October 1

Rebecca is skippered by Bill Bernhards.
Psycho is skippered by Jan Earle.
Jan is willing to share race skipper slot for this series with other interested racing skippers.

Fall Frostbite Regatta Date TBA: late October or early November

Rebecca is skippered by Bill Bernhards.
Psycho does not have an assigned skipper. If you would like to race Psycho, contact the Racing Director at racing@scow.org.

Have questions on racing events? Want to get involved? Have suggestions for better racing, and can volunteer? Questions, comments, and suggestions are welcome.
Contact the Racing Director via e-mail at racing@scow.org.



Where is the other boat?



Oh, there it is, just to port.

Social Brief

Margie Monsour

A big thank you to the many members of SCOW who helped make the RE-Up Brunch a success! The food was fabulous, the music added to the festive mood and, of course you the members contributed the essential elements, your time and talent. Our estimated attendance was 160.

Special thanks to Kathy Martin and Commodore Steve who helped plan the party, purchase the food and also served on the set-up and clean-up crews. Additional set-up and clean-up members worthy of mention are Joe Pieper and Scott. Beverly Thomas, a long-time SCOW member, baked biscuits in the kitchen while her husband Ben tended bar along with Bruce and other volunteers.

Henry and Christy Chang were the smiling faces that greeted members and guests at the door and Genie Williford's PowerPoint was the perfect touch - a wonderful way to introduce the new sailing season.

Also, a sincere thanks to all the Board members: Dorothy Stocks, Bill Patton, Lynn Russillo, Mike Murphy, Doug Kelch, Robert Werlwas, Karyl Owings, and Dave Simpson who came early and stayed to share their expertise with us. Special thanks to Mehrnoosh Linke who worked the membership desk for four hours, answering questions and taking new member and re-up applications.

During the Brunch many of you may have also had a chance to meet and talk with Sheila Conlin, co-chair for Social Sails. Social Sails start on Thursday, April 14 and continue every Thursday through October 4th. It meets between 6 and 6:30 at the Washington Marina off George Washington Parkway, just south of National Airport for a quick supper then a twenty-minute sail down the Potomac. The sailing is free and a great way to meet new and returning members of SCOW. Contact me at social@scow.org for more info.

I want to send a special invite to the many new faces we saw at Re-Up. Join us for a Thursday night Social Sail share a spring evening with like-minded mates and get in on all the action.

Visit the website at www.SCOW.org for details. Hope to see YOU on April 14th.



Rob Langford and Marie at the Re-Up Brunch



**Jeff Teitel and Ellen relax to Allan's beautiful music.
It was a very high-class event!**

Talk Like A Sailor

Bill Patton, Vice Commodore

Belize was truly a great time for the twenty-five SCOW members who spent a week in February roaming around the western Caribbean on four beautiful catamarans. The scenery was spectacular, the snorkeling revealed life beneath the water's surface, and the navigation was a team effort. This month, we will look at some of the terms that were part of our journey.

Most of the boats were in better shape by the end of the week than at the beginning as the observant and demanding SCOW skippers worked to have all vessels in top operating condition. Each boat was equipped with a "Windlass" and a "Lazy Jack," the former presenting some challenges on at least two of the boats (easily repaired through the resetting of breakers or other small adjustments). A "Windlass" is a device for raising (and lowering) an anchor. Earlier it was mounted aft, and was used to control what then could be called a backstay. Some of the anchorages proved to be difficult to set the anchor due, to the hard bottoms, so the windlass got quite a workout. One resourceful crew determined that the windlass could also be used to raise the main sail. My crew, I must confess, relied on traditional muscle power.

The boats were also equipped with "Lazy Jacks." Lazy Jacks are lines rigged from high on a mast to the boom on a fore-and-aft, to facilitate dropping or scandalizing a sail quickly. It is probable that this device was invented by Hudson River sailors, whose sailing cargo boats were occasionally hit by squalls and sudden shifts of wind. On the moorings, Catamarans the Lazy Jacks were great for lowering the sails but required the boats to be dead into the wind when raising the main, otherwise battens tended to get hung up in the rigging.

Belize presented an opportunity for much socializing at the daily happy hours. Everyone knows the definition of a happy hour but did you know it is a term believed to have originated in the Navy, about the time of World War I. There was no shortage of "Monkey's Blood" or "Grog" at the daily gatherings. Monkey's Blood was the British Navy wardroom nickname for red wine. Grog is a mixture of rum and water and is believed to have been named after an Admiral Vernon, R.N. Admiral Vernon, whose nickname was "Old Grog," brought about the regulation to dilute the rum ration, which may have increased the efficacy of some R.N. people. Coca-Cola was the liquid used most often to produce the Belizean Grog for the nightly happy hours.



A windlass in operation bringing in the anchoring chain



The crew does research into the etymological roots of the term "Grog"

Heal that heeling problem!

Doug Kelch

Sailing along up wind with the boat heeled at 20 degrees or more with the pounding through the chop with the spray flying is a real rush for many of us. However many of our guests and new members are very uncomfortable and nervous when sailing like this. It can even make them fearful of going out again. This is not good.

Most of you know that sailing with any significant heel is not a good sailing technique, especially in a dingy style boat like a Flying Scot. As a matter of fact the only reason to allow a Flying Scot to heel is to feed your own adrenaline rush as it is actually a very slow and inefficient way to sail.



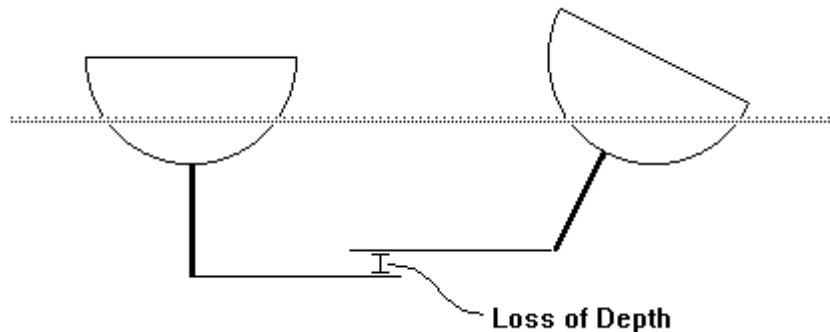
This is a good performing Flying Scot going to windward.

Dingys - Planning hulls, specifically Flying Scots are designed to sail level on the surface of the water while displacement hulls keelboats are designed so sail well around a 15 degree angle of heel.

Much of the following material has been copied directly from the University of Iowa's web page on sailing skills (http://www.uiowa.edu/~sail/skills/racing_basics/index1.shtml)

Why do you want to keep the boat as flat as possible?

First, when the boat is completely flat, the centerboard will be as deep in the water as possible.



Maximizing the depth of the board in the water allows it to do its job the best. If you're slipping sideways while going upwind, you're losing ground to those who aren't. As an experiment, lift the board halfway while sailing upwind. You will notice the boat won't point as high, and as an added bonus, you can watch the trees on the edge of the lake go by sideways -- a beautiful sight!

Second, when the boat is heeled, the hull acts as a rudder and tries to turn the boat away from the low side. In order to sail a straight line, the real rudder will have to be used more in the opposite direction. Whenever it's used in this fashion, you will see the nasty drag swirls coming off the transom. Again, these swirls, as all others, require energy to form. This energy that is better used going fast in a straight line. **FLATTEN THE BOAT!!**

How?

Here's where you may learn something new: When that puff hits your boat, if you're yelling at the crew to hike, you're doing the wrong thing. You must ease the sail, even dump it way down sometimes. If the boat heels up, it's only the skipper that is to blame.

Think about this: the crew's job is to keep the mainsail full. It's the skipper's job to keep the boat down. Here's how it should go:

1. The puff hits
2. The skipper lets enough out to keep the boat flat
3. Looking up at the sail, the skipper decides she or he would like to use more of the main, so she or he calls the crew up to the rail.

One more note. Between the above steps 1 and 2, the boat will heel - that's your signal that the puff hit. However, learn to react quickly enough so it goes up so slightly that only you notice. Your crew shouldn't even feel the movement. That's your goal, and I'm not exaggerating!

For some techniques on staying flat and fast, read the two following sections on **EASE-HIKE-TRIMMING** and **FEATHERING**.

Technique: Ease-Hike-Trim

"Isn't it okay to let the boat heel up when the puff hits - then I can hike it flat and use all the energy the wind just sent my way?" NO. Even if a puff hits and you feel you can hike it flat, it's much better to ease the sail a bit, and there are two reasons for this.

First, when the puff hits and heels the boat up, you will be blown immediately sideways - not the direction you want to go. If there is too much power in the sails, let some go - that's always better for your speed.

Second, when the wind hits, the apparent wind moves back because of the new injection of true wind. (i.e., every puff that heels your boat is a lift. This means the sail, if it's kept in, is over trimmed. You will lose the connection the wind has with the sail, so let it out.)

EASE-HIKE-TRIM is a great rule to make the boat go fast when the puffs hit. Here's how it goes:

When the puff hits the boat,

EASE the sail, but just enough to keep it flat.

Immediately afterwards, start to **HIKE** a little, and at the same time,

TRIM the sail back in.

The **HIKE** and **TRIM** steps should happen at the same time, counterbalancing each other.

Your concentration should be on keeping the boat completely flat, throughout the entire puff (and don't be afraid to dump a lot if the puff is a big one). The initial ease keeps the boat flat and prepares the sail for the new wind direction. The goal is to use the puff to its fullest, so as soon as you can rein in that power, with the hike and trim, do it. This whole maneuver should take about 3 seconds.

Whenever you're going upwind you should hear the ratchet of the mainsheet block almost constantly (in-out-in-out.) This is a sign that you are adjusting the sail enough to keep it trimmed correctly.

So now that you know the cure – Stop that Heeling ☞

Regular Racing Fun

Mike Murphy

Tuesday night racing starts May 3rd: develop your sailing skills, have fun, and get out on the water!

WHEN: The Tuesday night races start May 3, 2005 and are scheduled through September 13.

WHO: Sailing Club of Washington members - new, old, first-time racers, skippers, crew, & members interested in honing their sailing skills, or just wanting to have fun.

WHERE: Washington Sailing Marina, meet near the cranes on the river.

TIME: At the crane area at 6:00 p.m. to discuss the night's events & course. Skippers & crew should come a little earlier to put boats in the water. On the water, activities end at sunset.

SIGNING UP: Club members just need to show-up by 6:00 PM. No pre-registration is needed. Volunteers are asked to come early to help get the boats in the water.



Home Sweet Home



Exploring deserted islands



Making the downhill run



It would appear that the natives are friendly

From the Training desk

Doug Kelch, Training Director, Training@SCOW.org

It's HERE! Spring is finally here and the training is about to begin in earnest. I just hope winter has really released its hold. What a great season this should be. We have new sails, mainsheets and jib sheets on all of the Flying Scots and two of them have been refurbished at a shop in Annapolis and fine tuned on the maintenance day. The workhorses of the training fleet are ready to go.

The rust is gone, the sun is shining and the training season starts off with a rolling broadside.

GUN 1 is the Cruising class starting April 5, indoors, quickly followed by the first on the water session on Saturday April 9th.

And just to show the big boats how to get out of the lagoon we are starting the GUN 2 Spinnaker class on the

same day. Yes that's right the Spinnaker class and the Cruising class will be out there enjoying the cherry blossoms from the water at the same time.

Sunday April 10th starts one busy week for SCOW as the GUN 3 basic sailing starts up that week as well so we will have the GUN 4 Spinnaker class on the 10th, GUN 5 membership meeting on the 11th, GUN 6 Cruising class on the 12th, GUN 7 Basic sailing on the 13th and GUN 8 cruising and GUN 9 Basic sailing on the 16th.

YEEE HAAAAAITS SAILING SEASON.



Tutor Program

Ed Venere, Tutor Coordinator, Tutor@Scow.Org

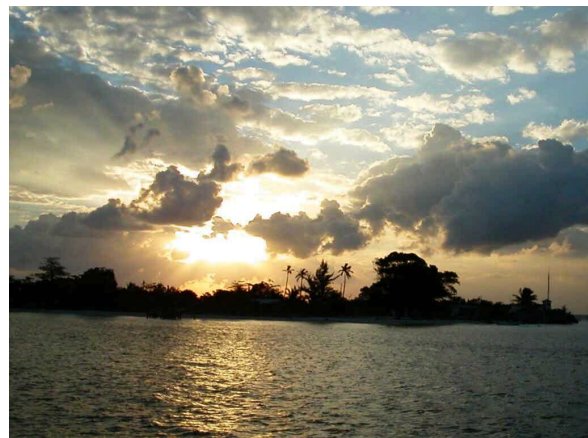
The purpose of the Tutor Program is to help improve sailing skills.

Tutoring is available to SCOW Members if EITHER of the following applies:

1. You have completed the SCOW Basic Sailing Course, or
2. You are a checked out Skipper, or
3. You have passed the SCOW Written Test, have basic sailing skills and provide a sailing resume.

Send me an email if you would like to participate in the program or, if you have a question.

If you would like to volunteer as a Tutor and you are a checked out skipper, send me an email.



We'll end this issue with obligatory sunset pictures #451 and #452
(Please ignore Chris' comments, he is just jealous. --Editor)

2005 Board of Directors

Position	Name	Home	Work	E-mail
Commodore	Steve Linke	703.684.5266	703.604.7006	commodore@scow.org
Vice Commodore	Bill Patton	703.836.5617	703.527.6360	vice@scow.org
Secretary	Rod Pharness	202.641.3991		secretary@scow.org
Treasurer	Dorothy Stocks	703.521.0903	703.524.3147	treasurer@scow.org
Training Director	Doug Kelch	703.716.4959	703.346.7693	training@scow.org
Maintenance Director	Lynne Russillo	202.543.7080	202.646.2395	maintenance@scow.org
Social Director	Margaret Monsour	703.379.8873	703.908.8868	social@scow.org
Skipper Director	David Simpson			skipper@scow.org
River & Bay Director	Robert Werlas	301.982.9543		bay@scow.org
Racing Director	Mike Murphy	703.820.1991		race@scow.org
Advertising	Rhonda Glasmann	703.813.6068		advertising@scow.org
Other Key People				
New Members	Melissa Ennis	703.845.5764		info@scow.org
Members Coordinator	Monika O'Connor	703.921.9262	703.593.4380	members@scow.org
Email Administrator	Jeff Teitel	202.271.1238		postmaster@scow.org

Membership Meetings

On the second Monday of each month (except December) at the American Legion Hall, 400 Cameron Street
(around the corner from Gadsby's Tavern), Old Town Alexandria, Virginia.

Socializing starts at 6:30 p.m. downstairs, and our meeting begins at 7:30 p.m. upstairs

For Information about Club Activities

Visit <http://www.scow.org> or email info@scow.org