

**Difference between a power boater and a sailor out on the water:  
A power boater is going some place special, a sailor is already there.**

*The Newsletter of the  
Sailing Club of Washington*

## June 2015

### Commodore's Log

*Luis Rivas, Commodore*

Marins du SCOW, bonjour !

Ce mois-ci, j'ai d'excellentes nouvelles pour vous !

L'arrivée en Juin aux États-Unis de la frégate l'HERMIONE et une série d'escales sur la côte Est de ce navire reconstitué à Rochefort fournissent une excellente occasion de se remémorer les liens historiques étroits entre la France et l'Amérique. Cette page d'histoire est aussi intimement liée à trois figures célèbres : George Washington, Lafayette et Benjamin Franklin. Tous trois francs-maçons influents, comme la plupart des protagonistes de la guerre d'indépendance américaine.



Compte tenu de ce qui précède, les 10, 11 et 12 juin 2015, la ville d'Alexandrie accueillera des visites publiques gratuites de l'Hermione. Présentation et visite de l'Hermione à la marina d'Alexandrie aux horaires suivants :

Mercredi 10 juin de 11 à 16 h  
Jeudi 11 juin de 9 à 16 h  
Vendredi 12 juin de 9 à 16 h

I don't know if this is the first time a Commodore's article has been partially written in French, but I thought it proper given the circumstances. As French is not my first or second language, I borrowed some text (but not all) from the Hermione 1780 organization. The Hermione as you may know, is a replica of General Lafayette's 18th-century ship and is the largest and most authentically built Tall Ship in the last 150 years. I hope you will make time to visit her while docked in Alexandria from June 10th to 12th. Get there early in the morning as advance tickets are already sold out. A limited number of tickets will be distributed each day (June 10-12) at the dock, starting at 9:00 a.m.

As June rolls around, it marks the beginning of SCOW's support for Special Olympics sailors. We train the athletes on our Flying Scots every Monday from the beginning of June until mid-July. If you wish to volunteer, please contact Barbara Thacker, SCOW's Secretary and Special Olympics coordinator at [secretary@scow.org](mailto:secretary@scow.org).

And finally, the clue for this month is "celebration". As we celebrate the arrival of the Hermione to Alexandria, I wonder why a certain entity decided to take a one-year *hiatus* from Roman numerals for their big celebration.

Enjoy the great sailing weather and I look forward to seeing you at the marina.

Fair Winds, Luis

### French Tall Ship Hermione to Visit Alexandria In Reenactment of Historic Voyage

*For more information, and photo from* <http://www.visitalexandriava.com/calendar-of-events/hermione-in-alexandria/>



### Safety First!

*Dave Beckett, Vice Commodore*

Electric shock drowning and electrocution are growing hazards for swimmers near piers and boats equipped with AC power.

Before you decide to enter the water to swim in or around marinas or piers (possibly to clean a hull) please take the time to read the attached report. It could save your life or someone else's.

<http://cdn.sailingscuttlebutt.com/wp-content/uploads/2015/04/Gowrie-Risk-Report-Electric-Shock-Drowning.pdf>



Commodore's Log	1
Former Commodores Celebrate	2
Grounded Advice	3
Note on High Winds	4
River & Bay Spring Update	5
Racing News	7
Lessons Learned	10
Ready Your Anchor!	11
Beachfront Property	13
SCOW Competes at PRSA Regatta	14
Contact the Board	15

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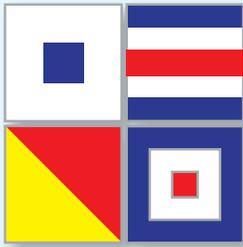
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Pick-up Racing  
Wednesdays at 6 pm*

*Social Sail  
Thursdays at 6 pm*

**Solstice Sail 6/25**

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## Former Commodores Gather to Celebrate SCOW

**June 2015**

On a beautiful Saturday evening just a couple of weeks ago, fourteen SCOW Commodores met at the Quarterdeck Restaurant in Arlington, VA to feast and to celebrate our club. Lots of laughter, plates of crab cakes and pitchers of Magic Hat beer were shared, and all enjoyed the evening as SCOW memories, both of sailing and social, were shared. A toast was made to the founders of SCOW, and another to all SCOW volunteers. Cheers!



*Jan and Chris*

**Former SCOW Commodores and their year(s) of service, beginning at the eight o'clock position and moving clockwise around the table:**

- Declan Conroy (1996)**
- George Umberger (2003)**
- Jan Earle (2006)**
- Chris McGraw (2012)**
- Susan Batchelder (1993)**
- Chris Tindal (2014)**
- John Rogers (2007)**
- Luis Rivas (2015)**
- Stuart Ullman (1998)**
- Tom Paquin (2008)**
- Chris von Guggenberg (2010)**
- Jay Weitzel (2000 & 2001)**
- 1999 Thom Unger (1999)**
- Faith Rodell (2011)**



- Commodore's Log** 1
- Former Commodores Celebrate** 2
- Grounded Advice** 3
- Note on High Winds** 4
- River & Bay Spring Update** 5
- Racing News** 7
- Lessons Learned** 10
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- Beachfront Property** 13
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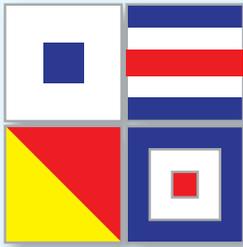
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## Grounded Advice

*Dave Beckett, Vice Commodore*

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Commodore's Log	1
Former Commodores Celebrate	2
Grounded Advice	3
Note on High Winds	4
River & Bay Spring Update	5
Racing News	7
Lessons Learned	10
Ready Your Anchor!	11
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Sailing Season is in full swing with the full spectrum of club activities underway. Congratulations to our newly certified SCOW skippers. While we're on the subject of skippers, remember that good decision making is the key to keeping it fun and safe.

## A few words about grounding and escaping from it before you really get stuck.

First off, those yellow buoys in the lagoon are a lot like the Sirens in the Odyssey. They look good, but don't go near them. They are not an accurate indicator of where the shoals are. I see a lot of people hitting the mud and staying there for long periods. I think it's because they are unwilling or afraid to take the proper immediate action to get free before they really get stuck because of something they misinterpreted in the Flying Scot Skipper Information File (SIF) or were erroneously told by someone else who misinterpreted the SIF. The SIF is long on what to do if you're stuck, but short on what to do in that instant when you recognize you're going aground but aren't really stuck yet. We made an edit to the SIF this year to acknowledge the immediate steps to avoid hard grounding, but it's still understated in the SIF so I want to highlight it. I also want to provide some short, concrete steps that can be committed to memory, practiced, and implemented instinctively the instant that a Flying Scot skipper or crew member recognizes that they are beginning to go aground.

Here is the excerpt from the SIF:

*"Quick awareness and reaction can save you from going hard aground. Almost simultaneously you will need to change course, raise the centerboard just enough to clear the shallow, and trim the sails."*

Below is what I put out at the Skipper and Crew Development Seminar this winter, which is a little more detailed step by step guidance, but right in line with the SIF. It's proven to reduce mud time and increase sailing time.

## Immediate Actions Upon Grounding

### Tack

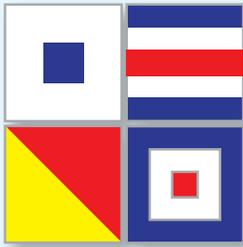
1. **Raise centerboard (CB)** to decrease draft (half way or as far as necessary)
2. **Tack immediately** into deeper water while you have momentum
  - Back jib to help swing the bow
  - CB down just enough to aid in tacking/steering
3. **Sail into fair water** and ease CB down

**If not enough momentum to tack or if boat fails to tack:**

### Jibe

1. **Raise centerboard all the way up**
2. **Bear away and jibe: use sail trim to help turn boat**
  - Sheet in on jib/over trim or back if necessary
  - Ease mainsheet
3. **Sail into fair water** and ease CB down





## A Note On High Winds

*Rob Reuter, Skipper Certification Director*

**June 2015**

Hello Skippers, and especially the newer skippers.

I want to speak for a moment on wind conditions, experience, and when to just say No. SCOW rules allow the Flying Scots to be used up to when the wind gust forecast reaches 20 knots, or 23 miles per hour. Above this level, the Scots are not to be removed from the dock. Remember, this rule is in place for a wide range of skill levels. You should adjust the top end of this rule lower depending on your experience level and that of your crew. If you are a newer skipper, dial back your comfort zone to a wind speed lower than the highest allowed under SCOW regulations.

If you are a first year skipper, I suggest subtracting 5 knots to the upper wind speed for your first year. If you have inexperienced crew aboard, and especially a full boat, dial it back even more.

The Flying Scots are small boats with no self-righting moment by design, meaning once you heel over too far, the boat has no weight that will bring you back from the point of no return.

**The Scots are small boats with no self-righting moment by design.**

Give yourself a break and take it easy your first year, develop your skills and become accustomed to your new roll as a skipper before trying to manage all the additional challenges and responsibilities that come with higher winds. For example did you know that PFD use is mandatory for winds exceeding 15 knots? See Section 3 of the Flying Scot SIF.

If you do find yourself out on the water and the winds pick up, be wary of putting yourself and your crew in a difficult or dangerous position. The Flying Scot SIF recommends the following steps:

To prevent capsize, be prepared:

- Do not sail in winds beyond SCOW policy or your ability. Recognize that skipper/crew ability and physiology are not a constant – strength and mental acuity are variable.
- Reduce sail area by reefing.
- Slacken the sheets in gusts, keep the sheets uncleated.
- Head up (steer to windward).
- Balance the boat by shifting crew weight (to the windward side if necessary).

Although heaving-to is a legitimate high-wind safe haven maneuver, it is not a good strategy on the lagoon or the river in most situations. In those places, sailing reefed to a safe haven, or getting to the dock is a better solution. When hove-to, a boat in the channel, with wind and current heading in the same direction, will quickly move down river. Likewise, in the lagoon, the boat will move downwind and into the shallows. Instead, get out of the channel to reduce the impact of the current, reef the main, consider dropping the head sail, and get back to the marina. Or, in extreme circumstances, drop both sails and anchor until conditions improve. (Of course, we all check the anchor and rode prior to going out so that it is in tip top shape and ready for emergency deployment if needed, right? Please read John Graham's article in this issue of ChaNNels for dos and don'ts on anchor prep and deployment. You'll find it on page 8.)

Sailing is a fun sport. But, like most sports, we enjoy it because it includes some risk, thrill and excitement, as we attempt to control what sometimes proves to be uncontrollable. Every capsize is a dangerous event with very real possibilities of serious injury or worse. Keep that in the back of your minds every time you venture out. It will keep you on your toes, and result in a more enjoyable time on the water. Respect Mother Nature and all her charms!



- Commodore's Log** 1
- Former Commodores Celebrate** 2
- Grounded Advice** 3
- Note on High Winds** 4
- River & Bay Spring Update** 5
- Racing News** 7
- Lessons Learned** 10
- Ready Your Anchor!** 11
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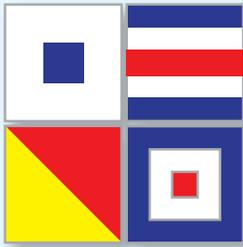
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## River & Bay Spring Update

*Kristine Sadusky, River & Bay Director*

**June 2015**

The 2015 season is in full swing and off to a great start. Early events this season have included three river raft-ups, SCOW volunteers helping clean up our marina, and a group outing to the Annapolis Sailboat Show.



Commodore's Log 1

Former Commodores Celebrate 2

Grounded Advice 3

Note on High Winds 4

River & Bay Spring Update 5

Racing News 7

Lessons Learned 10

Ready Your Anchor! 11

Beachfront Property 13

SCOW Competes at PRSA Regatta 14

Contact the Board 15

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During the Annual Potomac Watershed Clean-Up, a few mighty members managed to collect approximately 25 bags of trash out of the river and the surrounding marina park area. A majority of the trash consisted of plastic bottles and styrofoam. This is the second year SCOW has participated in this wonderful service event and a big thank you goes out to all members who contributed their time and efforts!

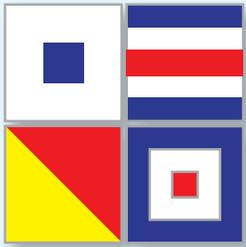


Additionally, a few members made a trip up to the Annapolis Spring Sailboat Show to check out future potential SCOW acquisitions. Just kidding, but fun to dream! How about adding one of these to our fleet?

It was a lovely afternoon exploring the sailboats. Following the show the evening was enjoyed by sailors socializing over seafood at the Boatyard Bar and Grill.

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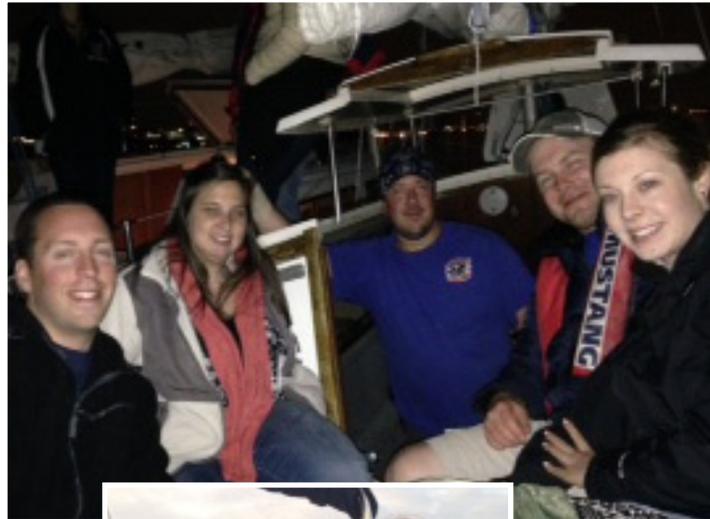


## River & Bay Spring Update

*continued*

**June 2015**

Thank you to our wonderful raft-up skippers who helped us enjoy our first three raft-ups early this season, including our first ever Family Raft-Up on Friday, May 30. If you are a skipper and interested in volunteering to help with future river and bay activities, please email [ksadusky@gmail.com](mailto:ksadusky@gmail.com).



- Commodore's Log 1
- Former Commodores Celebrate 2
- Grounded Advice 3
- Note on High Winds 4
- River & Bay Spring Update 5
- Racing News 7
- Lessons Learned 10
- Ready Your Anchor! 11
- Beachfront Property 13
- SCOW Competes at PRSA Regatta 14
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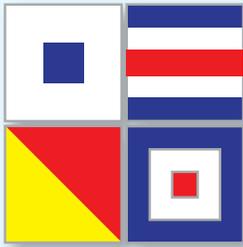
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## Racing News

*Julian Mallett, Racing Director*

### June 2015

There was still ice on the shores of the river Potomac when the first race of SCOW's Flying Scot Spring Series was conducted on March 29th. By the time the series finished on May 31st the weather was hot and sunny in the low 90's.

Seven skippers competed in the first series (6 SCOW boats and Rich Kaiser's privately owned boat). Another seven competed in the second series, this time the seventh was Mike Hooban's Green Hornet, so in all 14 different skippers competed and together with their crew somewhere around 40 SCOW members participated directly. Many of the skippers and crew were racing for their first time.

There were several all-women's teams and all proved extremely competitive. The three skippers qualified in the first series and four in the second came together on May 31st for the play-off of winners against winners. Check out the Racing pages on SCOW's website for more details.

In addition to the competing boats Hiatus was used as Committee boat, 2 motor boats provided support for setting out marks and photography and Skirmish anchored up as a spectator boat. There are so many folks that contributed to the success of this program that there is not enough space to list them all, but we are grateful for their spirit of volunteerism which makes SCOW the club that it is.

The potluck after-party was a great time with about 50 people sharing everything from food

and drink to congratulations, war stories and lessons learned.

Over the summer look out for the Cantina Cup, President's Cup, the Leukemia Cup and a possible Rookie Regatta. Series Racing starts up again on August 23rd with the first race in the Fall Series. I hope to see some new faces joining in. These events will make you an even better sailor and there is a great sense of camaraderie involved in sailing together and then socializing afterwards.

*Julian R Mallett  
Fleet Captain FS Fleet 203  
Racing Director - Sailing Club of Washington*

*Photo by Julie Pixler*

- Commodore's Log** 1
- Former Commodores Celebrate** 2
- Grounded Advice** 3
- Note on High Winds** 4
- River & Bay Spring Update** 5
- Racing News** 7
- Lessons Learned** 10
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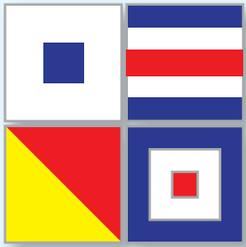
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# ChaN Nels



## Flying Scot Racing

*A special thank you is extended to Julie Pixler for sharing her talent and these pictures with us. To enjoy more of Julie's awesome pictures visit SCOW's Facebook Page!*



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Commodore's Log 1

Former Commodores  
Celebrate 2

Grounded Advice 3

Note on High Winds 4

River & Bay  
Spring Update 5

Racing News 7

Lessons Learned 10

Ready Your Anchor! 11

Beachfront Property 13

SCOW Competes at  
PRSA Regatta 14

Contact the Board 15

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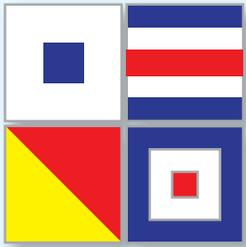
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# ChaN Nels



## Flying Scot Racing

*These fabulous shots are the work of Joe Philip. Joe has also made these and more available for you to enjoy on SCOW's Facebook Page!*

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Commodore's Log	1
Former Commodores Celebrate	2
Grounded Advice	3
Note on High Winds	4
River & Bay Spring Update	5
Racing News	7
Lessons Learned	10
Ready Your Anchor!	11
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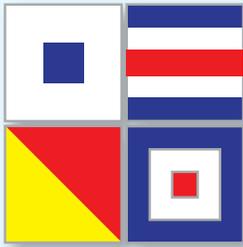
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## Lessons Learned: How NOT To Sail Near Daymarks

Jim Klein

June 2015

Hello. I'm writing this article in hopes that maybe my mistake while racing one Wednesday night is not repeated by anyone else.

I thought I knew just about everything a person should know about sailing Flying Scots, but that was clearly not the case one past Wednesday in May while participating in Wednesday night racing. The winds were fairly light but building out of the East. Our race course had us start upwind, towards the East, and use the green channel daymark #9 as the upwind 'mark' and then back again to a downwind mark in the middle of the cove. I had two knowledgeable and attentive crew and could not have asked for anyone better. As skipper of the boat I should have been paying attention to the big picture, but instead I got somehow caught up in the small details of the race. I did not take into account that the tide had already started coming back in, and, that this being the windward mark, our boat would be heeled somewhat into the mark. So that is two things going against us. As we approached the mark, I was thinking, 'well we're not going to make it' but then it seemed we had about 2 feet between the boat and the piling and I thought maybe we could 'shoot' the mark (to 'shoot' a mark means use boat momentum at the last few seconds to round). But I was not thinking about looking up at the sail, and it all happened so fast, and the boat leaned into the daymark and as the mainsail was brushing up against the top of the post, a bolt holding the green sign to the post cut clean through our brand new North Sails mainsail, just about half way up the leech. It was not a pretty sound as you can imagine

Our short sail back to the docks was a bit depressing. All I could think about was how proud SCOW was at having purchased these brand new very well made sails, and how I, as one of the club's more 'experienced' skippers, had allowed us to make such a mistake and ruin a new sail.

Before this all happened, and while we were racing, we noticed that other boats sailing in front of us were doing the right thing, and giving the windward piling a large 'berth' (room) and even in one instance we remarked that maybe one of the boats was sailing to the wrong mark, as it seemed they were going too high above it. But no, they were indeed correct in knowing that the tide was coming in and the piling is not to be reckoned with.

It is not just the river daymarks that can pose danger to our sails. There are also pilings on the docks, and if you happen to come in on the windward side of the dock, or you come in on the leeward side of the dock and the wind suddenly shifts, the same thing can happen, where your mainsail gets blown up against the piling and can easily tear.

As for the torn mainsail, it is going to be repaired by North Sails in Annapolis, and they should be able to bring it back to almost its original condition. Thanks to Dave Beckett our Vice Commodore for arranging for the quick repair of the sail.

Humbly, Jim Klein

Here are some rules and suggested practices that we know exist but that sometimes aren't foremost in our preparatory thoughts.

## Rob's Rule Reminders

Rob Reuter, Skipper Director

1. Maximum capacity for all boats including skipper is Six.
2. When wind gust forecast exceeds 15 knots, Scots remain in the lagoon and all must wear PFDs.
3. When stowing the Scots, do not over tighten the mainsheet with the boom on the crutch or it will bend the boom.
4. Make it a habit of replacing the gas you use.
5. No SCOW boats can sail when lightening is forecast or apparent. Get ye back to the dock!

If you would like to see a rule or suggestion in this space next month, please email me at [skipper@scow.org](mailto:skipper@scow.org). You all are the Board's eyes and ears. If we don't see it, we can't fix it!



Commodore's Log	1
Former Commodores Celebrate	2
Grounded Advice	3
Note on High Winds	4
River & Bay Spring Update	5
Racing News	7
Lessons Learned	10
Ready Your Anchor!	11
Beachfront Property	13
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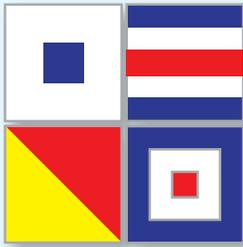
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## Flying Scot Skippers: Ready Your Anchor!

John Graham

### June 2015

#### About That Heap of Rope and Metal Forward of the Mast

Every SCOW Flying Scot skipper knows to check to make sure there's an anchor aboard as safety equipment. Invariably, there it is – lying in the forecabin with its rode heaped around it. If you needed it, what would you do with it? Just heaving it over the side would merely add to the surplus of metal and rope in the muddy Potomac, because the rode is not tied to anything. If you needed it in an emergency, would you be ready?

I would not have been unless I had been specially instructed in how to tie the rode by an experienced SCOW skipper. Skippers are not tested on anchoring the Flying Scots, and it is only mentioned in the Skipper Information File with respect to kedging. I have gotten into the habit of readying my anchor every time I set sail, and it has served me well in two cases: Once for safety and once for racing. If our anchor had not been ready, it would not have been possible to execute either of these maneuvers in time.

I have gotten into the habit of readying my anchor every time I set sail, and it has served me well...

#### Case Study: Safety

When sailing close hauled in the lagoon, the pin in the shackle holding the lower mainsheet block to the traveler strap unscrewed and fell into the water. Immediately, we had no control of the mainsail. For a few seconds, we tried to keep sailing back to the dock and trimming the main by brute force holding the boom, which proved impossible. The tide was dropping and we had about two minutes, maximum, before drifting into the mud towards the airport landing lights jetty. We dropped the anchor, and we had all the time in the world to solve our problem (which we did by removing the shackle holding the boomvang to the bail on the boom and using it to replace the missing one. Sailing close hauled without a boomvang is easier than without a mainsheet!)

#### Case Study: Racing

When racing the wind dropped to zero at the start. The fleet drifted away from the start line with the current – in the wrong direction. We were the only Flying Scot with our anchor ready to deploy, so we did. The fleet drifted for about five minutes. Once the wind picked up, we were quite a few boat lengths ahead of the others. We weighed anchor and slipped across the start line a few minutes before the rest of the fleet.

#### How to Ready & Deploy the Anchor

I do this at the dock. The small Danforth in our Flying Scots takes up a lot of room if just lying on the sole in the forecabin. On Ms. Ellie (and perhaps the other Flying Scots, but I will never leave her for another) there is a little bracket screwed into the keelson forward of the tabernacle. So, the anchor can stand vertically by inserting the stock in to the little bracket. That should also mean it doesn't get buried below personal equipment (e.g. bags).

I flake the rode well forward of the anchor (also to minimize fouling with personal items) and pull the bitter end aft out of the forecabin and walk it straight forward (inside the port shroud and under the jib sheet), reeve it through the bow-eye, and walk straight back to the mast.

Note: The bow-eye does not take any tension. There is no round turn or knot at the bow-eye. It will act as a fairlead when the anchor is set. The boat will ride properly at anchor with the rode running straight from the mast through the bow-eye and continuing straight to the anchor. ("Straight", that is, according to the line of sight of crew standing at the mast. Obviously, it will angle down at the bow from the view of a person beside the boat.)

*continued*

- Commodore's Log 1
- Former Commodores Celebrate 2
- Grounded Advice 3
- Note on High Winds 4
- River & Bay Spring Update 5
- Racing News 7
- Lessons Learned 10
- Ready Your Anchor! 11
- Beachfront Property 13
- SCOW Competes at PRSA Regatta 14
- Contact the Board 15

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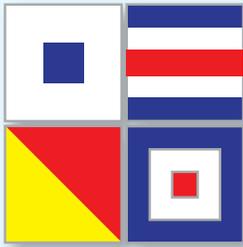
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*Social Sail Thursdays at 6 pm*

**Solstice Sail 6/25**

Submit feedback, ideas, content and photographs for next month's issue to [editor@scow.org](mailto:editor@scow.org)



## June 2015

Commodore's Log	1
Former Commodores Celebrate	2
Grounded Advice	3
Note on High Winds	4
River & Bay Spring Update	5
Racing News	7
Lessons Learned	10
Ready Your Anchor!	11
Beachfront Property	13
SCOW Competes at PRSA Regatta	14
Contact the Board	15

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Inside the starboard shroud (and under the jib sheet), take a turn around the mast and tie the rode to the mast with a bowline. I make sure the bowline has a long bitter end so I can tie a two half hitches to make sure the bowline does not ease and become untied. (See photo. The rode is the white rope. The bow is at the top of the photo. Bow-eye is not in frame, so the rode appears in two sections: At the mast; and on the port side of the boat, lying beside the blue painter on the port side of the foredeck).

The bowline is aft of the spinnaker downhaul and tight to the mast, so it does not interfere with anything else. The rode running aft of the bow-eye into the forecastle (attached to the anchor) is a straight line.

(This is not a standard. Some skippers take the rode from the anchor outside the port shroud through the bow-eye. This is the way I initially did it. The advantage is that you can drop the anchor (into the water) aft of the shroud and the boat will ride properly. However, I found that the rode fouls the port jib sheet when sailing and just generally gets in the way of the crew, to the extent of tripping over it when they move about the cabin. With the rode inside the shroud, you have to remember to drop the anchor forward of the shroud to allow the boat to ride properly at anchor.)

When the anchor is needed, the crew sitting forward on the port side simply lifts it out of its bracket. It weighs a few pounds. Even a small person can do it with one hand. Once removed, just hold it in your left hand and drop it into the water forward of the shroud. Then pay out the rode with both hands. (If you have



*Lead the bitter end of the anchor rode forward, through the bow-eye, and back to make a turn around the mast, then secure with a bowline.*

gloves, and the current is strong, and the rode is well flaked, you may not even have to pay it out, just let the rode run through your palms.) You don't even have to stand up!

In almost all cases, I have found it simplest just to pay out the whole rode. If I think I need less rode, I just haul in as much as I want at the mast and tie another bowline. However, I have only once anchored deliberately (for a marine picnic). Other times I have needed to deploy the anchor within a few seconds. So, I don't want to waste time measuring rode: Just get it over the side!

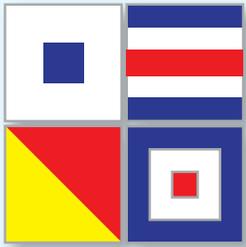
## Anchors Aweigh!

So, the anchor is deployed and the boat is riding well with the rode running straight forward of the mast through the bow-eye and straight to the anchor at the bottom of the river. How to get it back on board when it is time to sail again? One rule of thumb on my boat is that if crew has feet on the foredeck, we are doing something wrong and unsafe, so walking to the bow-eye to grab the rode would be a no-no.

When they prepare the anchor, some skippers tie a guy about six feet down the rode from where it runs through the bow-eye (towards the anchor) and tie the guy to the shroud. The guy has to be slack when the anchor is deployed so it does not interfere with the boat riding properly at anchor. This allows the crew to just pull in the guy until the rode is alongside and then the crew can weigh the anchor. I find this is just too much rope lying around. I prefer to use a boathook: Crew lays on belly (if necessary), thrusts boathook forward of bow-eye, hooks the rode, and pulls back along port side.

When bringing the anchor on board, it is important to get the mud off the flukes. It is tempting to do this once you've got the chain in your hands. I find that results in poor control and the anchor banging the hull. Once you've got the chain in your hands, keep going until you have the shank in your hands. That way you won't bang the hull. I also find it is best to do this kneeling on the seat. The mud comes off with one or two dunks in the water. The anchor is light enough that crew can easily lift it, turn forward, and put it in the forecastle.





## Beachfront Property?

*Richard Lawrence*

**June 2015**

This photo is from Thursday, May 18th at 12:00 noon, low tide. That tide was so low we could not lower our FS at the southern most crane because the water was less than one foot deep. Looking out towards the airport runway approach (just a few feet behind the yellow markers) you see how the mud is actually above the water line.



**Commodore's Log** 1

**Former Commodores Celebrate** 2

**Grounded Advice** 3

**Note on High Winds** 4

**River & Bay Spring Update** 5

**Racing News** 7

**Lessons Learned** 10

**Ready Your Anchor!** 11

**Beachfront Property** 13

**SCOW Competes at PRSA Regatta** 14

**Contact the Board** 15

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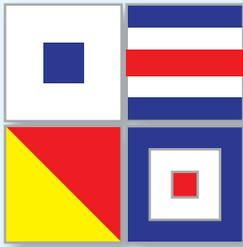
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## SCOW Competes In The Potomac River Sailing Association (PRSA) Spring Regatta

*Dave Beckett, Vice Commodore*

**June 2015**

**Commodore's Log 1**

**Former Commodores Celebrate 2**

**Grounded Advice 3**

**Note on High Winds 4**

**River & Bay Spring Update 5**

**Racing News 7**

**Lessons Learned 10**

**Ready Your Anchor! 11**

**Beachfront Property 13**

**SCOW Competes at PRSA Regatta 14**

**Contact the Board 15**

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PRSA held its annual Spring Regatta over the Memorial Day weekend on Saturday and Sunday, 23-24 May. 48 boats and 100 sailors participated on two courses (upper and lower) The upper course, sailed off Haines Point, featured various classes of boats including multi-hulls, Lightnings, Buccaneers, Albacores, and Flying Scots. PRSA ran a separate start for each class of boats. Four SCOW boats and Green Hornet raced in the Scot fleet. Terry and Julian Mallet did yeoman's work assisting the Race Committee. Kevin Mullane, Baris Ornarli, John Graham, Mike Hooban, and Dave Beckett each skippered a boat.

Day 1, sailed in very light winds, provided a real challenge to the Race Committee and the competitors, as the sketchy wind was hard to find and at times came from multiple directions at once. The current, on the other hand, was easy to find. PRSA starts the fast boats first, so the multi-hulls go first, then the Lightnings, and the Scots go last. You know wind and current are playing havoc with the fleet when the Flying Scots catch up with all the other classes at the windward mark in drifting conditions.

Day 2 was a beautiful day all around with winds fairly steady from the South between 7-10 knots with 10 degree oscillating shifts all day, basically the kind of day that sailors live for. It was a well sailed, hard fought affair among the Scot Fleet with every single boat



*Top Flying Scot finishers, left to right:*

**1st Place:**  
**Team Triple B**  
(Stuart Beckett, Dave Beckett, Ethan Beckett)

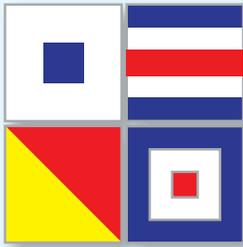
**2nd Place:**  
**Team Mullane**  
(Jeremy Goucher, Kevin Mullane, Jack Sheehan)

**3rd Place:**  
**Team Ornarli**  
(Baris Ornarli, Chris Shulz-not pictured)

hot in contention throughout both days. Even the teams that finished low in the standings were right in the thick of things with first and second place finishes in one or more races. Adding to the excitement, the course was crowded with boats from other classes and there were many "when boats meet" situations. The SCOW skippers sailed aggressively and with class, exhibiting outstanding racing rules knowledge and sportsmanship all weekend long even after the boats were put away. For the Scots, it came down to the last race, which turned out to be a real tactical battle with multiple lee bow and slam dunk maneuvers on the same upwind leg. Everybody got a

pretty good start on the two lap Windward/Leeward course. The Grahams, sailing short-handed, managed to come from behind on the windward leg of the last lap to win the race followed by Team Triple B in second and Team Mullane in third.

In the final Standings, Team Triple B held off the hard charging Team Mullane for line honors and Baris Ornarli took third in his first regatta appearance. Thanks to PRSA for hosting another great sailing event. For detailed scores and standings for all classes visit [http://www.regattanetwork.com/event/10015#\\_home](http://www.regattanetwork.com/event/10015#_home)



## Contact the Board

### June 2015 2015 Officers

Commodore.....	Luis Rivas.....	<a href="mailto:commodore@scow.org">commodore@scow.org</a>
Vice Commodore .....	David Beckett .....	<a href="mailto:vice@scow.org">vice@scow.org</a>
Secretary .....	Barbara Thacker .....	<a href="mailto:secretary@scow.org">secretary@scow.org</a>
Treasurer .....	Mike Hooban.....	<a href="mailto:treasurer@scow.org">treasurer@scow.org</a>

### 2015 Board Members

Training Director .....	Jonathan Thron.....	<a href="mailto:training@scow.org">training@scow.org</a>
Skipper Director .....	Rob Reuter.....	<a href="mailto:skipper@scow.org">skipper@scow.org</a>
Social Director .....	Amy Deckelbaum.....	<a href="mailto:social@scow.org">social@scow.org</a>
Maintenance Director .....	Jim Talley .....	<a href="mailto:maintdir@scow.org">maintdir@scow.org</a>
River/Bay Director .....	Kristine Sadusky .....	<a href="mailto:river@scow.org">river@scow.org</a>
Racing Director .....	Julian Mallett .....	<a href="mailto:racing@scow.org">racing@scow.org</a>
Membership Director .....	Elisabeth Graham.....	<a href="mailto:membership@scow.org">membership@scow.org</a>

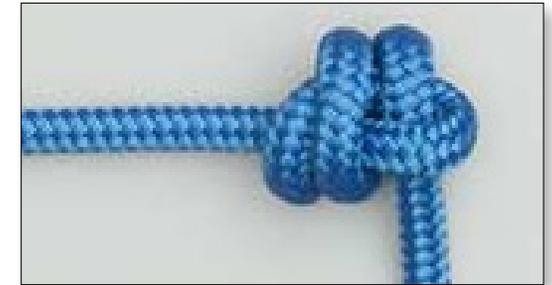
### 2015 Board Appointees

Chair, Training & Skipper Certification Committee.....	John Rodgers .....	<a href="mailto:TSCC@scow.org">TSCC@scow.org</a>
Chair, Boat Assets Committee .....	Alex White .....	<a href="mailto:BAC@scow.org">BAC@scow.org</a>
Chair, Investments Committee .....	VACANT .....	<a href="mailto:investment@scow.org">investment@scow.org</a>
Chair, Audit Committee .....	VACANT .....	<a href="mailto:audit@scow.org">audit@scow.org</a>
Channels Editor.....	Barbara Thacker .....	<a href="mailto:editor@scow.org">editor@scow.org</a>
Membership Coordinator .....	Henry Cheng .....	<a href="mailto:members@scow.org">members@scow.org</a>
Email Administrator .....	Jeff Teitel .....	<a href="mailto:postmaster@scow.org">postmaster@scow.org</a>
Picasa Pictures .....	George Clark .....	<a href="mailto:pictures@scow.org">pictures@scow.org</a>
Web Editor .....	Luis Rivas.....	<a href="mailto:webmaster@scow.org">webmaster@scow.org</a>

### Solstice Sail... it's almost here!

Scow's summer social sail party, our "Solstice Sail" will be held on Thursday, June 25. Our Social Director is still in need of some volunteers so if you are able to help (or if you have a cornhole set or other games to share) please let her know. [social@scow.org](mailto:social@scow.org)

### What Knot?



This knot is commonly known as the *Stevedore stopper knot*. The Stevedore is a reliable stopper knot. The knot is moderately bulky, is easily tied, and is easier to untie than a Figure 8 Knot even after heavy loading. [Click here to learn how!](http://www.animatedknots.com/stevedore/index.php?Categ=boating&LogoImage=LogoGrog.jpg&Website=www.animatedknots.com) From <http://www.animatedknots.com/stevedore/index.php?Categ=boating&LogoImage=LogoGrog.jpg&Website=www.animatedknots.com>

Commodore's Log	1
Former Commodores Celebrate	2
Grounded Advice	3
Note on High Winds	4
River & Bay Spring Update	5
Racing News	7
Lessons Learned	10
Ready Your Anchor!	11
Beachfront Property	13
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