

"I find the great thing in this world is not so much where we stand, as in what direction we are moving - we must sail sometimes with the wind and sometimes against it - but we must sail, and not drift, nor lie at anchor." - Oliver Wendell Holmes, Jr.



## ChaNNels Monthly Newsletter – April, 2018

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### Table of Contents

<b>Commodore's Log</b>	<b>2</b>
<b>SCOW and Special Olympics, A Powerful Partnership!</b>	<b>4</b>
<b>SCOW's Digital Transition to a Paperless (Green) Community</b>	<b>6</b>
<b>Burning of the Socks - April 26<sup>th</sup></b>	<b>8</b>
<b>Coiling Lines</b>	<b>9</b>
<b>SCOW Racing Program</b>	<b>12</b>
<b>SCOW Goes to Charleston Race Week (CRW) 2018</b>	<b>12</b>
<b>Racing Rules Corner</b>	<b>18</b>
<b>Flag of the Month</b>	<b>19</b>
<b>Roll That Scot Cigar</b>	<b>20</b>
<b>Upcoming SCOW Events</b>	<b>21</b>

[Use the Table of Contents to "Navigate" your ChaNNels](#)

# Commodore's Log



*Cruiser Training on 4/21 with Me, Ramalingam Ram, Dana Brown, and Ben Kelly.*

**By Joe Leoncio**

Hi all!

I can't say how excited I am to kick-start the sailing season! I know you all have been chomping at the bit to get on the water for Wednesday night racing and Thursday night social sail. The weather unfortunately had other plans forcing us to modify or cancel about half of our events so far. Never fret though as good things come to those who wait, and the weather will almost surely improve in May which is only a few weeks away! Before you know it, you'll be soaking in the sunshine and skimming across the river in a Flying Scot or cruiser.

Thanks again to all who showed up for the maintenance day on March 24th. It was very well attended, and we were done around mid-day with plenty of time to spare for lunch before the Rub-off-the-Rust training session in the afternoon. I was so proud to see each maintenance team working cooperatively to tackle the list of tasks that our Scot Maintenance Director Dick Vida put in front of you. You all did a stellar job!

The Potomac Watershed clean-up event on April 14th was also well-attended as River & Bay Director Marie Brennan reported to me. I wasn't able to make it to this year's clean-up, but I had a blast last year when I did it. It's a great display of stewardship for the river, a natural resource that benefits all of us.

For you cruiser skippers, we're initially restricting access to *Lions Paw* until 1) we figure out a repeatable process to safely launch and dock her, and 2) you demonstrate that you can safely launch and dock her. The rationale is that this is our newest boat and we want all skippers to meet a proficiency standard to ensure that *Lions Paw* will serve our community for years to come. Consider this: *Rebecca* is a 1980 Catalina and she still serves us today in 2018. That's 38 years! It's our responsibility to future generations of SCOW that *Lions Paw* lasts. In the near-term, we need to take care of her so we, too, can all use her today! If you guys are interested in jumping the learning curve to gain quicker access to the boat, please reach out to me to assist with helping to devise the launch and docking procedures.

Last, our training classes have started, and I find myself having to personally fill in gaps where we don't have trainers. If you're a trainer, please sign up and teach at least one class this year. That's all we would need to alleviate the pressure put on myself and the few others who are holding the training program together. If you think you're good enough to become a trainer, please let me know and I'll try to get you added to our trainer ranks.

I think sailing is one of the coolest activities in the world. It's an adventure every time you leave the dock. It can help you meet new friends, and it can take you to faraway places. I got into sailing about 26 years ago, and it changed my life. So when I introduce someone to sailing, I see the potential to change someone else's life, and that reason alone might be the biggest reason that sailing is one of the coolest activities in the world.

Sincerely,

**Joe Leoncio**  
**Commodore**  
**Sailing Club of Washington**  
**703-314-7583**

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[Back to Table of Contents](#)

# SCOW and Special Olympics, A Powerful Partnership!

SCOW's community service program, our partnership with Special Olympics begins again in June. Until then, join us at a party to benefit Special Olympics hosted by member Allen Flanigan!

Saturday, May 5, 2018 at the Fraternal Order of Eagles Hall, 1015 Cameron Street in Old Town Alexandria.

Doors open at 7:00 pm, and the band and dance floor will be rocking at 8:00 with classic hits from the 60s to the 90s.

See the flyer below for more details and tickets can be purchased online at <https://payform.me/V2zsCTV>.

SCOW will be out on the water again this year with the Special Olympics athletes, with the 8 week season beginning on Monday, June 4th. If you are interested in volunteering and would like to know more about how you might support this great program, let's talk!

Opportunities to volunteer on Monday nights include:

- Skippering a Flying Scot;
- Crewing;
- Assisting with launching the Scots from 5:30-6:30 pm;
- Assisting with hauling the Scots out at dusk;
- Encouraging and passing out water to the athletes and volunteers on the hard from 5:30-6:30 pm.

Special Olympics has been a life changing organization for countless individuals. Please don't hesitate to contact me ([barbara.m.thacker@gmail.com](mailto:barbara.m.thacker@gmail.com)) if you'd like to join us this year and thank you to the members who have already expressed an interest.

Fair winds,

Barb





**JOIN US  
FOR A  
PARTY  
TO  
BENEFIT**



**SPECIAL OLYMPICS!**

*Featuring the music of **Curtis Knocking Band**  
playing your favorite classic rock hits from the 60s  
to the 90s along with Rocking originals!*

*Opening band: t h e U n e x p e c t e d !*



**Saturday, May 5, 2018  
in the Aerie Room!!**

(Doors open @7PM, Band starts  
@8PM)

**Beer, wine, margaritas, soft drinks! Mexican Appetizers!  
Prize raffles !**

*Plus, live music and dancing!!*

Tickets are \$15 in advance, \$20 at the door. Price of admission includes food and 1 free alcoholic beverage.

**Proceeds to benefit Virginia Special Olympics Area 26 (Northern Virginia)**

*Advanced tickets may be purchased Online at:*

<https://payform.me/V2zsCTV>

*\or purchase them from the bartender at the Eagles, or from Allen Flanigan!!*

***Fraternal Order of Eagles Aerie 871, 1015 Cameron St. Old Town, Alexandria***

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[Back to Table of Contents](#)

# SCOW's Digital Transition to a Paperless (Green) Community

In our effort to move away from paper and the associated wasted natural resources (paper), postage, storage costs, and the countless volunteer labor hours to maintain order, the SCOW Board has identified a number of areas for possible improvement.

The first area, already tackled, is online Membership forms also called the Release and Indemnity Agreement Form (AKA Membership Agreement) with the addition of digital signatures. You have already either reaped the benefits of going digital with digital signatures or have cursed me under your breath. Growth is hard sometimes and your feedback will certainly make renewals in 2019 a very smooth and simple process if it wasn't this time. Creating electronic forms with digital signatures has simplified the processing effort for all parties and with over half of our membership going digital this first year, we are definitely on the road to success.

Next, we moved on to Skipper Agreements. We went through a similar process to get the Skipper Agreements online and very functional with Adobe Reader DC. Please remember that these forms all work with Adobe Reader DC - download a new copy to make certain that you can "sign" all of your new SCOW forms.

Then we moved onto the process of student registrations for training classes. This process, as you can imagine, was much more complicated than simply adding a digital signature. The registration system had to be smart - it had to know when a cruiser class reached 5 students and add the others to a wait list - the same for the Basic class, having a max of 12 students. The Cruiser classes also require a sailing resume to demonstrate prior skills and experience. So, as you can see, there are many moving parts with class registration. While we've made great strides to a seamless online class registration system, we still have a great deal of work to improve the current online process.

The last area that we're working on is our Skipper tests. If you've taken the test over the past few years, you'll remember that many questions required that you print out your exam first, so that you were able to literally draw your answers on the test pages. Remember the Quick Stop drawing of multiple boat positions with exact sail trim, or possibly drawing a buoy on a chart of the Potomac? Well, we just placed the brand new Cruiser test online and you no longer have to print ANYTHING. With the help of John Rogers and the TSCC Committee, questions that required drawing in the past were redesigned to allow all questions to be answered in multiple choice, narrative or true and false responses. So, no more drawing, but just as challenging! The Cruiser test is live and online now. The Basic test for Flying Scots is in final testing as I write this article. We hope to have that online towards the end of May.

Thanks for your patience as we move into the 21<sup>st</sup> century. The Club has 50 years under our belts and we've been doing the same thing year after year. We know that change can be hard at times, but the benefits far outweigh the costs. The time savings for future Board members will be significant.

If you have questions regarding digital signatures, take a look here <https://www.scow.org/Renew> for more directions or at past ChaNNels articles - if you have suggestions, questions or just need a life preserver to get through some of this change, send me a note at [vice@scow.org](mailto:vice@scow.org).

See you on the water!

Richard Kaiser

Vice Commodore 2017 & 2018

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[Back to Table of Contents](#)

# Burning of the Socks - April 26<sup>th</sup>

By Richard Kaiser

April 26<sup>th</sup> will mark the third annual Burning of the Socks at SCOW's Social Sail. Burning of the Socks marks the beginning of the sailing season on the Chesapeake Bay and DMV (District/Maryland/Virginia).

*After a particularly snowy winter in 1978, Annapolitan Bob Tuner was anxious to shed his socks with the arrival of spring. He invited his colleagues to celebrate the end of winter by burning their socks after work, a symbolic goodbye to winter as the group of boat builders, sailors, and watermen intended to forgo wearing socks until the cold weather returned; and so a tradition was born.*

On April 26<sup>th</sup>, you'll have the opportunity to burn your socks and eat and drink with friends at a Social Sail BBQ hosted by SCOW. Unfortunately, or fortunately, I'll be motoring Sunny SeaJay up the east coast from Ft Lauderdale to Norwalk, CT and will miss this great SCOW tradition. So, to make certain that you all can celebrate together, I've included the words to SCOW's Burning of the Socks anthem. Down your favorite beverage (or two) and join in...

Words by Mike Hooban and Music by Janis Joplin – sung to the tune of “*Oh Lord, won't you buy me a Mercedes Benz*” (Download to your iPhone so it's handy at Social Sail)

**Verse 1:** Oh Lord, won't you buy me a new Flying Scot? My friends all sail Lasers, they don't hit the spot.  
I'm burning my socks and my feet are real hot. Oh Lord, won't you buy me a new Flying Scot?

**Verse 2:** Oh Lord, won't you buy me some sails for my Scot? SCOW boats are real pretty, but fast they are not.  
With burnt socks and new sails I might have a shot. Oh Lord, won't you buy me some sails for my Scot?

**Verse 3:** Oh Lord won't you buy me a Windex for my mast? When Selkie goes diving, the damn things don't last.  
My socks are on fire, need help really fast. Oh Lord, won't you buy me a Windex for my mast?

**Verse 4:** Oh Lord won't you give us a great Social Sail? Sun, breezes, and free food, oh how can we fail?  
And socks on the barby, some India Pale Ale, Oh Lord won't you give us a great Social Sail?

REPEAT as many times as you can stand it!

The Burning of the Socks is a fun tradition shared by mariners across the DMV. Enjoy, have a great time and happy sailing in 2018. Questions? Contact Julie at [social@scow.org](mailto:social@scow.org).

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[Back to Table of Contents](#)

# Coiling Lines

By John Rogers

Various lines on the boat need to be coiled to keep them organized, out of the way, and ready for immediate use when one is needed.

When the mainsheet or centerboard line is uncoiled and used, it may have twists and kinks that keep the line from running smoothly through pulleys. To get the kinks out, pass the line through your hands multiple times to move the kinks off the end of the line. To prevent kinks from happening in the first place, keep reading!

Historically ropes were typically three strands twisted together. This type of rope is called laid or twisted rope. Here, I will call it laid rope. Then I do not need to discuss twisting twisted rope. Anchor lines and dock lines often still use laid rope.

In 1957 double braided rope was invented. Most lines on the Flying Scots and cruisers use double braided rope. When coiling, double braided rope and laid rope behave differently.



Here are several methods for coiling rope (with my names for them in bold font):

- **Common coiling method:** Create a circular coil, with each loop twisted half a turn in the same direction. This creates a flat coil. This method was used before double braided rope was invented and is commonly used and taught for many types of line.
- **Hanging Figure 8 coil:** Using no twist, let the loops fall naturally into a figure 8 pattern when creating the coil.
- **Coiling in a figure 8 pattern:** Specifically coil the line in a figure 8 pattern, without twisting the line.
- **Folded coil:** the rope goes to the left and back to the supporting hand, then to the right and back to the supporting hand; repeat until done.
- **Over-under coiling method:** create a circular coil with every other circular loop twisted in the opposite direction.

Based on my internet searches, experience, and experimentation with different lines and different coiling methods:

- When twisted, double braided rope is more likely to get kinks than laid rope. In effect laid rope is more tolerant of twisting than is braided rope;
- Laid rope coiled with the common method is more likely to have problems with kinks when using longer lines or tighter/smaller coils; and

- Methods other than the common method work with both laid rope and double braided rope.

Finishing the coil refers to tying up or cinching the coil so that the coil does not unwrap. The coil can then be hung up or stored out of the way. If a sail is raised and the halyard is tied off on a vertical cleat, the coil can be hung from the cleat to finish the coil. Alternatively, the tail end of the line can be wrapped several times around the coil and passed through the end of the coil (creating a gasket coil). Note: wrapping the tail around the coil puts twists in the tail of the line. When you unwrap the tail end, pass the tail through your hand to remove the twists.

The following are links to online videos that demonstrate different methods for coiling lines. If looking online, please ignore the many online videos (including ones from respected sailing organizations) that demonstrate the common method using braided line.

- This 10 minute video from Annapolis Performance Sailing illustrates the common method (and what can go wrong), creating a hanging figure 8 coil, finishing the coil for hanging or storage, coiling in a figure 8 pattern, and, for larger boats, coiling a long heavy line in a figure 8 and folding the figure 8 coil: <https://www.youtube.com/watch?v=vX4Zr0vdGHE>.
- This 17 minute video from Spartan Ocean Racing illustrates the folded coil method, two methods for finishing the coil, creating a folded coil using very long lines (Butterfly coil), and other historical information: <https://www.youtube.com/watch?v=H-SCtWZChc>. The video mentions a “maypole dance” when braiding a rope. This 4-minute video shows How Do They Braid Rope: [http://www.nfb.ca/film/how\\_do\\_they\\_braid\\_rope/](http://www.nfb.ca/film/how_do_they_braid_rope/).
- The over-under method is commonly used for coiling long electrical cables; the following video shows one method for making the over-under coil: <https://www.youtube.com/watch?v=0yPcJD7RVuY>. Animated Knots describes the over-under coiling method, <http://www.animatedknots.com/coiling/>, and mentions the figure 8 coil and folded coil (Butterfly coil). I found only one video using the over-under method on a sailing line, see the middle 30 seconds of: <https://www.offcenterharbor.com/videos/cool-sail-rigging-tips-3-of-rollers-coils-curves/>.
- The American Sailing Association has numerous sailing videos under the heading “Sailing Made Easy”. They are generally good but simplify some issues and apply to small keel boats. They may not generalize to the Flying Scot. The following video demonstrates coiling a halyard and finishing it to hang from a cleat. It also shows coiling in a figure 8 pattern. <https://www.youtube.com/watch?v=4XKs7cTkGk&index=1&list=PLuCYsdfgiH09lfQqAiOyT82625aF02wpa>.

The following table summarizes the characteristics of the different coiling methods:

Method	Use with laid rope	Use with double braided rope	Difficulty	Coil shape
Common method	OK, kinks possible	Nope, too many kinks	Easy	Oval
Hanging figure 8 coil	Good	Good	Easy	Sloppy figure 8
Coiling in a figure 8 pattern	Good	Good	Easy, but it requires a fixed point around which to wind the coil	Figure 8
Folded coil	Good	Good	Easy, but it works best with a long line	Large oval coil folded in half
Over-under method	Good	Good	Takes practice	Oval

Many sailors want to create a flat oval loop because it looks nice. The shape of the coil can be seen if the coil is hung over a cleat or winch. When the coil is finished with a gasket coil, the result looks similar using all coiling methods because the shape of the underlying coil is hard to see.

Other tips:

- The over-under method also works well with lines that do not bend or twist easily such as wire rope, garden hose, and electrical cable.
- When starting to coil a loose line, leave the end out so it is easy to find and does not get caught in the loops.

When coiling lines on the Flying Scots or cruisers, I recommend using the hanging figure 8 because it is quick, easy, and effective. For the more ambitious sailor who wants a nice-looking coil, I recommend the over-under method. When on the water, choose function over beauty.

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[Back to Table of Contents](#)

# SCOW Racing Program

By Dave Beckett

The 2018 racing season is around the corner. Wednesday night racing started April 11 and the first Series races are scheduled to begin Sunday, 22 April. Come out on Wednesday night and have some fun. Contact the Racing Director at [Racing@scow.org](mailto:Racing@scow.org) if you want to race as crew or skipper and we'll get you on a boat.

## SCOW Goes to Charleston Race Week (CRW) 2018

Charleston Race Week (CRW) is one of the biggest keel boat regattas in the western hemisphere and it's an annual event keeps growing while many other regattas struggle. The 2018 edition of CRW had 246 boats in 16 different classes. Weather was ideal with 13-20+ kt winds on Friday and Saturday before the last day of racing on Sunday was cancelled for the one design fleets due to a 40 kt blowout.

SCOW members Jay and Dale Pokorski sailed their Viper, "Tangerine" and Dave Beckett crewed as the "trimmer" on a Melges 24 as a member of the U.S. Patriot Sailing team that entered a Farr 30 and a Melges 24 in the regatta. U.S. Patriot Sailing is a non-profit organization whose mission is to provide unique opportunities for Veterans to participate in the sport of sailing. More information can be found at [uspatriotsailing.org](http://uspatriotsailing.org).

CRW is one of those regattas where Corinthian sailors (don't get paid to sail) get to race head to head against professional sailors. People actually get paid to sail. What a concept. What is amusing is that you see some of the same shenanigans with high end pros that we see among novices sailing Flying Scots.

The current is a huge factor in Charleston Harbor even when the wind is blowing hard. In the Melges fleet on Circle 3, the windward mark was repeatedly abused by pros and amateurs alike. In fact, on our boat, we once hit the windward mark and the little white offset buoy on the same leg as a bonus.

The competition was very tough and the fleets were big. The J-70 fleet had 71 boats. The weather and the sailing were phenomenal. The dark and stormies were very dark and there were buckets of limes.



*The three SCOW sailors met up by chance on the beach at the party after the first day on the water. (Dave, Dale, Jay from left to right).*



*Jay and Dale looking good on “Tangerine” (# 80) going to windward in the Viper fleet.*



*Melges 24 fleet, (31 boat fleet) on the windward leg.*



*A crowded mark rounding for the Melges. The pros and Corinthians abused the windward mark even after the buoy was replaced with a boat. Nobody was shy about approaching inside the zone on port.*



*Leaders of the Melges fleet flying downwind in a fresh breeze.*



*Patriot entry (Shiraz) flying the blue asymmetrical kite in a brief moment of light air*



*Patriot at the dock with USS Yorktown in the background*



*After party with bottomless dark and stormies and the Jumbo-tron. Summer Seminar potential.*



[Back to Table of Contents](#)

## Racing Rules Corner

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

From the Racing Rules of Sailing: **SECTION C – AT MARKS AND OBSTRUCTIONS**

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

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

### Tips to Avoid Disaster:

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

### How to Deal with a Would Be Barger:

1. Recognize the situation and start talking to the barger early to let them know you won't let them in. A lot of times just talking isn't enough and you need to communicate with your boat. See #2.
2. Dissuade them by shutting the door completely with a hard luff well before they have a chance to overlap the Committee Boat. You can literally go head to wind and block them from poking their bow in there. Do it early though. Once you let them overlap the Committee Boat, it's too late to shut them out.

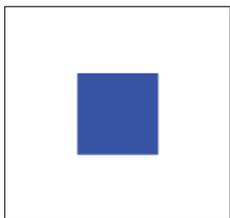
Here is a video link showing some boats bailing out like you should and some taking liberties.

**Getting shut out at the start:** <https://www.youtube.com/watch?v=PJDE4r6zU6I>

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[Back to Table of Contents](#)

## Flag of the Month



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



[Back to Table of Contents](#)

# Roll That Scot Cigar

## Roll and Tie Cigar Roll from PORT Side

1. **STAND** on **PORT**. *Drop sail to STARBOARD.*
2. On **PORT** side, pull sail up to **FIND MARKS** on sail - **USE MARKS** to align sail and battens across boom.
3. **START ROLL** on **PORT** side -- while seated on bench.

Start roll at MARKS. Sit for a tighter roll. Keep the weight of the sail on your lap while rolling.



4. **TIE** to **PORT** side of boom.

RAISE SAIL by dropping sail to PORT,  
to avoid tiller.

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[Back to Table of Contents](#)

## Upcoming SCOW Events

May 2	Wednesday	5:00pm	Wed. night racing
May 3	Thursday	6:00pm	Social Sail
May 5	Saturday	8:00am	Basic sailing class
May 6	Sunday	8:00am	Basic sailing class
May 6	Sunday	4:00pm	Spring Series I
May 7	Monday	7:00pm	SCOW BOD Meeting
May 9	Wednesday	5:00pm	Wed. night racing
May 10	Thursday	6:00pm	Social Sail
May 16	Wednesday	5:00pm	Wed. night racing
May 17	Thursday	6:00pm	Social Sail
May 18	Friday	6:00pm	Full Moon Raft-Up
May 20	Sunday	4:00pm	Spring Series II
May 23	Wednesday	5:00pm	Wed. night racing
May 24	Thursday	6:00pm	Social Sail
May 26	Saturday	All day	PRSA Spring Regatta
May 27	Sunday	All day	PRSA Spring Regatta
May 30	Wednesday	5:00pm	Wed. night racing
May 31	Thursday	6:00pm	Social Sail

*Check [SCOW.ORG](http://SCOW.ORG) for all membership events*

[Back to Table of Contents](#)

[READ MORE ON OUR WEBSITE](#)

