

"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 – August, 2018

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Commodore's Log

By Joe Leoncio



Patty Toler, Jenn Joint, and I at social sail on 8/23/18.

I cannot tell you enough how rewarding the SCOW experience is. As Commodore, I'm uniquely positioned to see our group dynamics in ways that most SCOW members aren't able to. I understand the challenges that the club faces behind the scenes in order to keep things running smoothly. But I am also uniquely positioned to see where we flourish.

It had been weeks since I'd attended my last social sail. My life this year went into overdrive with an incredible career success, near completion of my private pilot's license, morning exercise, and Brazilian jiu-jitsu in the evenings. However, I did attend social sail last Thursday on 8/23. To most people, social sail might look like a group of unconnected strangers hanging out at the marina with a few organizers in the midst. But what I saw were individuals - each one connected to the club and with a unique SCOW story to tell. It hit me like a ton of bricks.

Meet Jenn Joint and Patty Toler. These two met at social sail a couple of years ago and have been inseparable at every SCOW event that I see them in. Jenn's enthusiasm for the club is contagious. I've seen her crew for a couple of races, and now she's joining me to come sailing in the Caribbean next year.

Meet Thom Unger. Thom's been around SCOW for decades. He lives an hour away in Maryland, but still makes the trek every week. Everyone knows Thom, and I had the pleasure of participating in this past weekend's capsize course with him.

Meet Genevieve Lindsay, one of SCOW's rising stars. She recently joined SCOW, and I'm proud of her being a consistent volunteer at social sail.

Meet Amanda Neely, another new member. I met her earlier in the season when she was still deciding on whether she should join. I'm glad she did join, and she has made new friends in SCOW ever since.

Meet Andrew Price, another new member. He has tried other local sailing clubs and finally found a home with SCOW. He loves the community feel of SCOW.

There are lots of new people who are still on the fence about joining, or who have recently joined. Some people just show up for the free sailing without ever joining (which is fine by me as long as everyone is having fun). Some have such a great experience that they return bringing their friends, siblings, etc., and what a great compliment that is!

Everyone in SCOW has a unique story to tell. If you're reading this, there's a good chance that I know your story, too. The Board of Directors and I are front and center in all of the wonderful activities and experiences that we provide in our community, and it is a truly rewarding place to be. We lead with our values of service, community, and integrity.

And so now I must change topics to the future leadership of our club. Being on the Board of Directors for the last three years has been a lot of fun, and I will not serve on the Board for a fourth in order to pursue other interests. There will be some reshuffling within the Board, and we will need to add more volunteers to fill other leadership roles that are critical to our club's success. These leaders must be people who truly care about our members and who want to give back. I'll be honest: the pay isn't great and the hours can be long. But people will love you for what you do, you will change people's lives, and you will leave a legacy that will last for decades across generations of families. These are not delusions of grandeur; we really do some grande work on the Board of Directors, and you see it at all of our events, like social sail, training classes, membership meetings, races, and maintenance days.

So if any of this interests you and you'd like a chance to be relevant and impactful to our club's future, please reach out to me and I'll get you in touch with our Nomination Committee (Luis Rivas, Kevin Longenbach, and Barbara Thacker). We will have several important membership meetings over the next few months to discuss the election process, accept nominations, and then to vote on candidates for next year's Board of Directors. While the sailing season starts to wane, we remain active throughout the winter. So stay engaged with SCOW in the fall and winter, and I hope to see you soon!

Cheers!

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



New members Banu Zolnik, Genevieve Lindsay, and Andrew Price at capsized class on 8/25/18.

September Membership Meeting

September 11, 2018

6:00 – 9:00pm

Hard Times Café – Old Town

Join SCOW at our first Fall Membership Meeting of the year. Membership meetings are a great way to learn about activities and future events; where your membership fees go; be active in your Club's rules and regulations decisions; or just have another opportunity to hang out with your SCOW friends on dry land.

Tentative agenda for the September 11 meeting:

6:00 – 7:00pm Social Hour

7:00 – 7:05pm Commodore's Introduction

7:05 – 7:30pm Directors' Reports

7:30 – 7:35pm Trivia Break #1 - Intro to the game and first questions (prizes at end of evening)

7:35 – 7:50pm Nomination Committee Introductions

7:50 – 7:55pm Trivia Break #2

8:00 – 8:15pm VHF Radio Use and Mis-use

8:15 – 8:45pm "Ask the Maintenance Directors"

8:45 – 8:55pm Trivia Break #3 & Prizes

8:55 – 9:00pm Meeting Close

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Leukemia Cup Regatta – A Great Day of Sailing for a Great Cause

By Nancy Brown

It's almost time for the Leukemia Cup Regatta (LCR), which takes place on the weekend of Sept. 7-8, and there's still time to sign up! We race for the fun of sailing and to raise money to support the work of the Leukemia & Lymphoma Society (LLS) in fighting blood cancer and supporting patients. LLS has been instrumental in many of the breakthroughs regarding blood cancer. In the last 18 months, an incredible 25 cancer treatments received FDA approval - **20 of them were LLS funded**. This remarkable progress is the result of more than a decade of research made possible by support for the Leukemia Cup Regatta and other fundraisers.

The National Capital Region LCR events start with a Friday night Happy Hour on Sept. 7 at the marina, where participants check in and pick up their race T-shirt and swag bag (see Incentive info below). Racing begins Saturday morning, and there will be a spectator boat available to take fans out to view the event. In the afternoon there will be bidding on silent auction items like baskets with alcohol and mixers; gift certificates for local restaurants, jewelry, artwork, stays at hotels/condos, etc. When the racers return later in the afternoon, the party gets rolling with barbeque and a live band. The evening ends with an awards ceremony including both racing and fundraising awards, and the discovery of who won the silent auction bidding.

To participate in the regatta, skippers first register for the race by going to the Yacht Scoring website <https://yachtscoring.com/emenu.cfm?eID=5926>. You'll find the Notice of Race and Sailing Instructions there, too. If you have any questions, contact Marianne Johnson, Campaign Manager for Special Events, at LLS (703-399-2903 or MarianneJohnson@lls.org). There is a minimum contribution of \$100 per boat, which covers the costs of the parties, organization, and race T-shirts for participants. But because this is also a fundraising event to fight blood cancer, everyone is encouraged to raise more than the minimum to support the great work of LLS. Marianne can help you set up a fundraising webpage and has template text for email and Facebook fundraising. Nancy Brown is happy to coach you on how to increase your fundraising through sponsorships and soliciting items for the silent auction (nancyj8a@gmail.com).

The second step is for skippers to sign up to use one of SCOW's boats by contacting SCOW's Racing Director, Dave Beckett (racing@scow.org). **(Editor's Note: Time Sensitive – SCOW Scots will be released for general use at 17:00, Wednesday, August 29.)** Also, if you would like to crew in the LCR, let him know and he can put you in touch with skippers. SCOW boats are allocated before the race based on the team's fundraising: first choice of boat goes to the top fundraising team, so the more you raise, the better your chances are of getting the boat you want for race day. LLS also offers lots of other incentives for fundraising – including a celebration sail on Lake Ponchartrain in New Orleans later this year – and you can read all about them here: <http://www.leukemicup.org/what/incentives/>

Last year the National Capital Region LCR series topped all its previous records by raising over \$213,000, much of that with the help of SCOW members. Can you donate to help us beat last year's record? And please keep buying those raffle tickets for a week for 2 at a resort on Antigua at <https://www.llsform.org/0036FS01/form118/index.html>.

It's all for a great cause - what could be better than racing AND having an impact on cancer? Get your team lined up and register for some fun sailing events the weekend of Sept. 7-8. Hope to see you there!



Race Committee head Dave Beckett congratulating Chip Lubsen and Bill Gillespie for their win in the 2017 Flying Scot category at the awards ceremony.



The wind, which had been good throughout the day, died off just after the 2017 racing ended.

THE LEUKEMIA & LYMPHOMA SOCIETY

LEUKEMIA CUP REGATTA

25TH ANNIVERSARY | SEPT 7-8 | WASHINGTON SAILING MARINA

RAISE MORE THAN JUST A SAIL

FRIDAY SEPT 7

Happy hour for registered skippers, crew & guests to check in, turn in funds and pick up goodie bags from 6-8pm.

SATURDAY SEPT 8

- 8-9am Registration
- 9am Skippers Meeting
- 10am-3pm Racing
- 3pm Post-Race Party
BBQ, Silent Auction,
Raffle, Live Music, Dark &
Stormy Bar and more!



LEUKEMIA &
LYMPHOMA
SOCIETY®

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Question? Contact Marianne Johnson
703-399-2903 or Marianne.Johnson@lls.org
leukemicup.org/NCA25

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West Marine CEO survives Blood Cancer

Excerpts Originally Published by Doug Robinson on Doug's Fundraising Page for the 2016 Leukemia Cup Regatta



Doug Robinson, shown here during treatment for Acute Myeloid Leukemia, asks us to donate to LLS

On December 11, 2014 I finished a presentation to the audience of the Lowe's Companies Investor Conference. During the presentation I felt weak and ill. Later that day I asked my wife, Kristine, to come to the office and take me to the doctor as I was sure I had the "flu" or something just as benign. Upon seeing me she believed it was something other than the simple "flu". Within two hours of entering the Lake Norman Regional Medical Center Emergency room I began the very visceral journey of understanding Leukemia. Dr. Eagle was so kind and compassionate as he described the journey that lay ahead of me. He went on to explain that the Wake Forest Cancer Center was a world class treatment center for blood cancer and that they were ready to accept me into their treatment program.

My first sign of the severity of this disease was when I asked Dr. Eagle for directions to the Cancer Center- he explained that I would be driven there by ambulance. "What are you saying? I came here with the 'flu', not Leukemia, you must have this wrong." But no, he wasn't.

Within a few hours I was at Wake Forest and the team there kicked into action. First thing the next morning I met Dr. Pardee who explained that he wanted me to participate in a clinical trial for treatment of my illness. "Whatever you suggest, doc". But about three hours later Dr. Pardee returned to explain that I would not be able to participate in the clinical trial. The protocol would require me to wait for three days before receiving chemo. He went on to explain that with my white blood count at 136,000 I would not survive a three day wait. Wow! That was a punch in the gut! Twenty hours before I was a successful executive of a fortune 50 company with a great life and all the benefits of the American dream but now I was in doubt of surviving long enough to see Christmas, much less my grandson's first birthday.

Fast forward to today. I am a very blessed and fortunate person who is here today and fully recovered. I am able to ask you to reach into your pocket and donate to LLS, a great organization that helps thousands of others who every day are fighting the battle that I fought with the help of my family. An organization which funds the critical work to find cures. An organization which helped fund the research that saved my life. An organization which has delivered results year after year with the data to support it. As an

example, advancements in treatment have brought the survival rate for children from FOUR PERCENT thirty years ago to NINETY-SIX percent.

Your efforts in raising more than just a sail with the Leukemia Cup Regatta are helping people like Doug and others triumph over cancer. **Please Donate [Here](#).**



BEATING CANCER IS IN OUR BLOOD.

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From the Mishap Files

By Jonathan Thron

The following narratives are 100% true and describe recent incidents involving SCOW boats on the Potomac River.

Skippers and crew are reminded that sailing is a consequential endeavor that requires constant vigilance, practice and prudence in order to protect people and equipment. Complacency on the water--even for a moment--can result in damage, injury or worse.

Engine Failure

The crew of Rebecca experienced an engine failure shortly after departing G Dock while in the fairway between the dock and the lagoon. The helmsman was able to troubleshoot the problem and restart the engine in approximately 45 seconds. No collision or grounding occurred, and anchor deployment was not required.

Probable cause: The engine failure resulted from fuel starvation when the fuel line detached from the tank. The fuel line quick-release fitting was "false-latched" and not properly and securely reconnected to the tank after the tank was removed for refueling.

Short Sail

Sunset Song departed the dock under a moderate breeze and immediately impacted the neighboring dock after side-slipping and failing to make headway to clear obstructions. No damage or injury was reported.

Probable cause: The sideslip and resulting collision occurred because the crew did not lower the centerboard before launch.

Too Close for Comfort

Hiatus was motoring back to WSM at night after a trip to the Washington Channel vicinity. The vessel was halfway through a right-hand U-turn from south to north to intercept the FM channel and was on a west heading when a motorboat converged at moderate-to-high speed (15-20 KT) from the north, crossing right-to-left in the shallow water outside the main channel (in between Hiatus and the FM channel entrance gate). The crew on Hiatus spotted the rapidly-converging traffic when it was 3 to 4 points forward of the starboard beam at a range of approximately 100 yards and speed of 15-20 KT. Hiatus was the give-way vessel and immediately reduced throttle to idle. The motorboat did not slow or alter course as it crossed in front of Hiatus at a range of approximately 40 yards.

Probable cause: The cruiser crew failed to maintain a sharp lookout and identify dangerous converging traffic at a safe range. Contributing to the incident was reduced visibility in darkness and crew complacency because they were "almost home" after an uneventful passage and because boat traffic on the river to that point had been very light.

Unintended Unrigging

The crew of Selkie turned to go downwind, and as the mainsail/boom was eased all the way to the shroud, the mainsheet slipped through the helmsman's hand, out of the mainsheet block and out of the first block on the boom above, effectively unrigging the mainsheet. The crew was able to retrieve the sheet and boom and re-rig the boat while maintaining directional control.

Probable cause: There was no stopper knot in the end of the mainsheet, which allowed it to run completely through the blocks.

Accidental Jibe

The crew of Hiatus was motor sailing back to WSM, heading north in the FM channel on a run with wind from the south. The vessel was near the green "7" daymark when it experienced an accidental jibe. The boom did not impact any of the crew and no injuries were reported.

Probable cause: The crew became distracted and task-saturated while operating the motor and associated systems and failed to properly and simultaneously monitor heading and sail trim.

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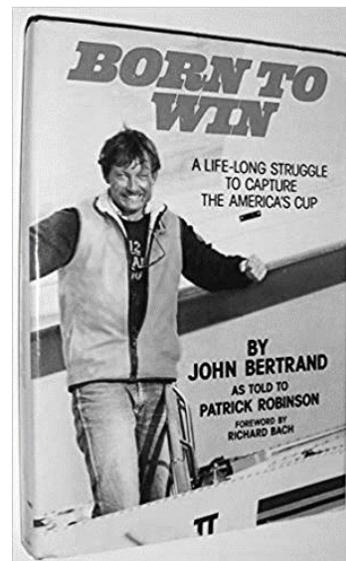
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Sail Lit

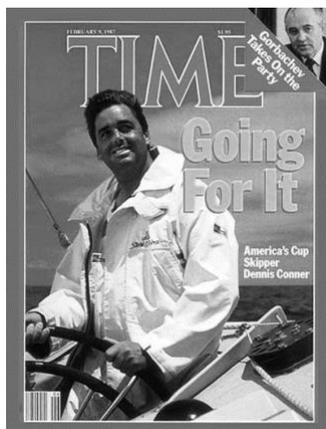
By John Kaufman

Born to Win by John Bertrand
ISBN 0688043496

Who was the best sports psychologist of the 20th century? Mohammad Ali, Bill Belichick, John Wooden? No, because all of them competed on a level playing field. The greatest was John Bertrand, the skipper and leader of the 1983 Australian boat in the America's Cup. He took his thirteen men from Perth to the farthest point on earth, the 12,000 miles to Newport, Rhode Island to challenge the unbeatable New York Yacht Club. His crew was talented, but not on the world stage. Yet Bertrand convinced them that they could go straight into the belly of the beast; that they would not only survive, but by superior conviction and confidence they could edge past Dennis Conner, the greatest match racer in the world. And that they did, to bring to an end the longest record in sports history, the 132-year reign of the United States. Much has been made of Australia II's keel, and there is no denying that there was a couple percent advantage through the tack and downwind in certain wave conditions. But Conner beat them 3 out of the first 4 so the advantage was far from decisive.



What was decisive was that Bertrand used the unknown threat of the mystery keel in two ways. First, he convinced his crew that the development of the Australian winged keel brought them up to the level of technology that was available from the deep pockets of the syndicates from the US, Canada, England, Italy and France. But more importantly, he knew that uncertainty, at any level, was Dennis Conner's single weak point. Conner wrote *No Excuse to Lose* (ISBN 0393304329), laying out the philosophy that if he made sure every single detail of preparation was perfect, then the win would come. That plan was laid out in his Sports Illustrated cover story. His approach worked in 1974 and '80. But Bertrand's unknown keel was a detail beyond Conner's scope of preparation. And it was that nagging doubt that began to introduce mistakes for the American boat.



There is always some luck in a regatta and some early breaks went against Australia. But then the Aussies rolled some good dice and suddenly it was a fight to the last race. It was exactly what Bertrand had trained his men to envision: they will be beat up, they will be 12 time zones away from home, they will be dissed, they will have themselves only, the weight of all

Australia will be on their shoulders, they will have run out of money and will have no alternative to their single set of gear. They will be against the man that had held the cup for years and had every possible advantage. It will not be a fair fight because the dubious rules of the New York Yacht Club had never allow a level playing field for the challengers. But Bertrand convinced each of his crew that in this, the 1983 America's Cup, there will be one crucial moment when the confidence of the 11 blokes could beat the Americans doubting themselves. It came at the end of the 7th and last race.

Although AUS had an advantage off the start, Conner methodically gained and rounded the last top mark a few lengths ahead. But the men from down under were close, and on the downwind legs had beaten Liberty more times than not. That kind of fight was startling Conner and although ahead, he chose to not cover that 2nd last leg (Dave Beckett: you tell the guys that covering is rule number one when in the lead,

right?). A bit more wind pressure and a shift favored AUS and near the bottom of the 2nd last leg, at a cross, Australia II was close enough on starboard that Liberty had to jibe off. At that moment, Bertrand overcame a very tilted playing field to accomplished the greatest feat of sports psychology of the 20th century.

A note for sail racing historians: It is easy to confuse John E. Bertrand of AUS (Born 1946) with John J Bertrand of USA (1956). Both raced in the Finn class and had Olympic records. J.E.B. of AUS won: 1972 leather (4th) and 1976 Bronze. J.J.B. of USA won silver in '84.

A second note: On the final leg of the 7th race, with Bertrand ahead by a couple boat lengths, Conner tacked about 50 times (depending on how you count dummy tacks). Bertrand, his crew and the boat matched him every time to complete the win. The day after the regatta, the AUS boat was taken out for some research testing before shipping back to Australia. Almost immediately the main's headboard car lock failed and the sail drooped from the mast. A few more tacks in the race and the gear would probably have failed and let Conner slip past. This is the same mechanical problem that was being investigated earlier in the season by Scott McAllister when, aloft and underway, it collapsed on him, breaking his arm and pinning him to the top of the mast, unconscious. The only recourse was... (read the book).

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Hydrilla? What Hydrilla?

By Dick Kerr

Though we're into late August, there are still no hydrilla sightings on the Potomac this season. Ironically enough, we've got the frequent and heavy rains of late spring and summer to thank for the reprieve from river and lagoon-clogging hydrilla.

That's according to Dr. Nancy Rybicki of the U.S. Geological Survey in Reston, Virginia, the expert hereabouts on the submerged aquatic vegetation or SAV that we, too loosely, call hydrilla. Though there are several other environmental factors that influence the abundance of SAV, high flows make for muddy water that shades out the SAV anchored to the bottom, slowing its growth. This season, for boating purposes at least, the turbid waters seem to have effectively eliminated the stuff.

What that means for the future is harder to say. With fingers crossed, this avowedly non-expert observer would like to think that with only about two months left in the growing season, the river's SAV won't be able to recover enough to bother boaters. As to next season, a 15-year record shows that the two other times that river flow rose to springtime levels like those of 2018, the acreage of SAV was knocked way down not only that year but also the following year. A sample of two isn't great, so my fingers will be crossed all winter, I guess.

Some hydrilla background: We call it all hydrilla, but according to a March 2018 report from DC's Department of Energy and Environment, only a third of DC's SAV is the non-native, invasive hydrilla that probably escaped from people's fish tanks; the rest is native grasses that were here in abundance when the first Europeans arrived. That native SAV was indirectly suppressed in the early- to mid-20th century by the nitrogen pollution from sewage plants (mainly Blue Plains) and agricultural runoff. The huge nutrient dose from the nitrogen fueled the growth of microscopic, floating algae that shaded out the SAV rooted in the bottom, much as the mud suspended in the high-flowing river did this year. When the hydrilla arrived just past mid-century, the river started to be cleaned up, unleashing both the hydrilla and the native SAV.

The same report, including observations through 2017, notes that the SAV around Reagan National was the most extensive that researchers sampled and "The majority of the bed is very thick and hard to navigate through in a vessel." Not news around here. Another large, continuous bed of SAV stretched from the Washington Sailing Marina through Alexandria almost to Woodrow Wilson Bridge. So we had it particularly bad.

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Do It the Same Way Each Time

By Elaine McLau and Lynn Durbin

It's easy to overlook things at the end of a sail. Ready the boat for the next skipper by using this checklist:

AT THE DOCK

1. Place boat hook on bench.
2. Put pdfs in slings under benches.
3. Put paddles under the bench.
4. Check that sail halyards are not tangled at mast top.
5. Turn off radio.
6. Remove all trash.

SAILS AND SHEETS

7. Roll and hang main sail on the BOOM'S PORT SIDE, and keep boom tilted to port (to avoid sails rubbing starboard side hardware)
8. Hang centerboard and main sheets over the boom.
9. Place jib sheets loose and untied in sail bag. (for ease of use and faster drying)



AT THE CRANE

10. Ensure lifting bridle is flat against the center board cap.
11. Check that the belly-band is not twisted.
12. Keep TWO points of contact when boat is on the trailer (any 2 of 3: bridle& lifting hook, bellyband, trailer hook)

BEFORE PARKING THE BOAT

13. Spray WASH (and drain) boat
14. Run painter across the deck of the boat. Do not coil.
15. Lock boat to trailer



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SCOW Racing Program

By David Beckett

The busiest part of the racing season is coming up in September. In addition to Wednesday Night Racing (WNR), there are local regattas and SCOW club races. We'll take Labor Day weekend off and then get rolling with the Leukemia Cup the following week. WNR will continue until mid-October conditions permitting.

Fall Racing Program Schedule (Regattas)

8 Sep	Leukemia Cup Regatta
15-16 Sep	PRSA Presidents Cup Regatta
29 Sep	DC Sail Cantina Cup Regatta
7 Oct	SCOW Directors Cup Regatta

The Directors Cup will be the culminating local regatta for the year. Ronnie Lewis will serve as the PRO and we'll have a 26-foot party barge as the committee and spectator boat. Trophies and a party will follow.

Fall Racing Program Schedule (SCOW Club Races*)

9 Sep	2 pm
23 Sep	2 pm
30 Sep	2 pm

*Intent for SCOW club races is to conduct them on the river when conditions permit. They will feature a full up Race Committee and utilize the standard Rule 26 five-minute start sequence with flags and all. Races will be scored and results published. The plan is to hold a short competitors meeting at 2:00 pm sharp and then get underway and start races as soon as possible. No race will be started after 6:00 pm. The lagoon will be the alternate venue. Stay tuned for email announcements with more details.

Capital District Championships Action and Lessons Learned

Stuart and I, along with the Kaisers, raced in the Flying Scot Capital District Championships hosted by Fleet 206 and Rehoboth Bay Sailing Association. Richard and Bernadette are to be commended for their adventurous spirit and their performance on the water. It's not easy. In fact, it's grueling. Going on the road is exhausting even if the sailing is exhilarating. There are many logistics issues and on the water problems to be solved, including during races. Stu and I were in third place after day one and only a point out of second. We had three really good starts and finished 3-4-3 on the first day. Unfortunately, we had two pretty disastrous starts on day two that made it hard to stay in contention for one of the top three finishing positions. We had to sail our way out of the cellar twice and finished 6-6 on day two, which put us at fourth overall at the end of the regatta. Below are some action photos to tell the story from the deck of Triple B. Results here: <http://www.rbsa.org/docs/2018/Race%20Results%20Final.pdf>



Day 1. Race 1. This is what a really good start looks like. Won the favored pin end (white buoy) and out in front heading to the favored side of the course.



Race 1. 1st windward mark. This is what it looks like when you blow a great start on the beat and end up next to last rounding the windward mark. Boat speed wasn't the problem. We missed a big right shift somewhere in the middle of the beat. A lot of self-doubt at this point, but you just keep sailing.



Race 1. 1st downwind leg. This is what it looks like after you catch a few boats with good crew work on the spinnaker set and feel like you can get back into the race. But still a lot of boats to catch.



Race 1. Near 1st leeward mark. We missed the shift on the beat but we definitely got it right on the run. We went left and passed a bunch of boats that went right and nearing the leeward mark we had closed with the top three boats.



Race 1. Finishing at the RC boat. We took third. Our best single race comeback ever. I don't really remember much of Race 2 except that we had a good start and finished fourth.



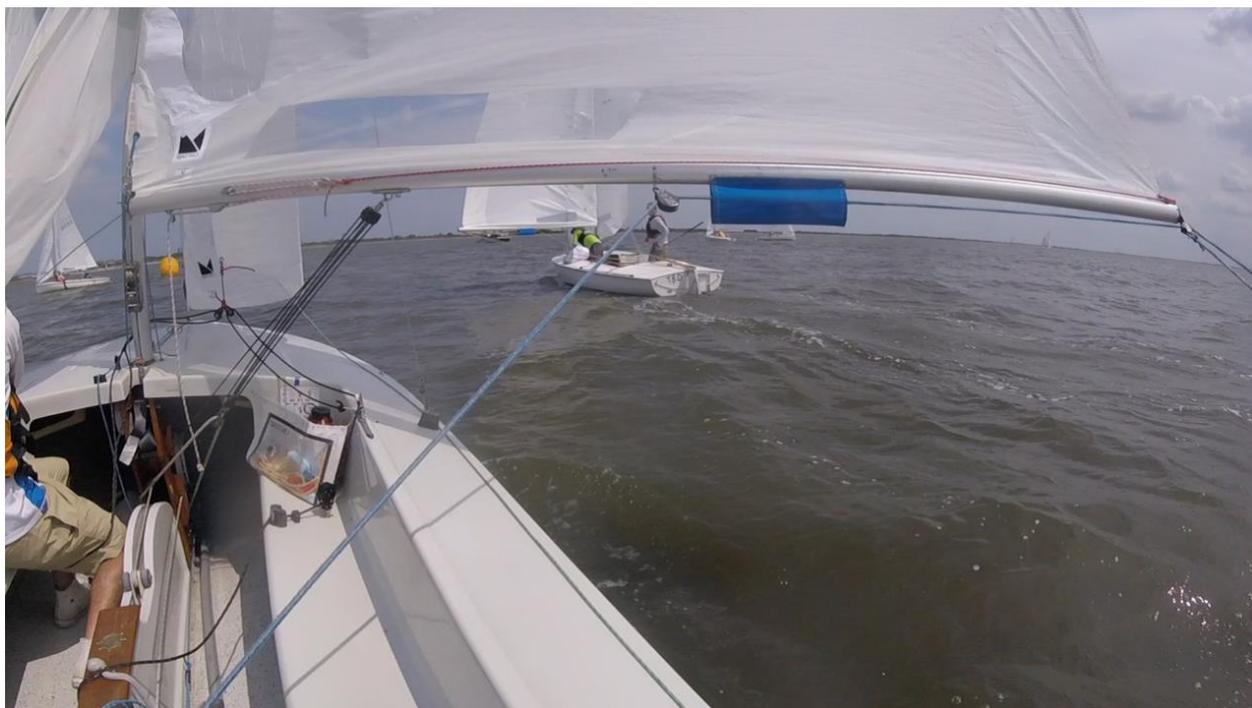
Race 3. Another nice start put us out near the front.



Race 3. Hanging near the front of the pack at the first windward mark. Mark boat anchored precisely 1.5 feet to windward of the starboard tack layline. Stu sets the pole.



Race 3. Chasing the leaders on the first run.



Race 3. Approaching the leeward gate, Len Guenther, the regatta winner, (FS 6033) under our boom, does not owe us room at the mark to be left to port.



Race 3. So we slow down and follow him around the buoy and then tack away for clear air even though we would like to go right. We hung near the top two boats but not close enough to be in striking distance for the rest of the race. That set up a big fight for third place with our buddies from Selby Bay sailing "Cavu" (FS 5135) on the finishing downwind leg.



Race 3. We're in light wind on the run. Cavu (5135) hot on our tail coming off the windward offset mark and bringing a following breeze that's building to about 12-14 kt.



Race 3. Cavu, charging hard, gets overlapped to windward and she's going to roll us easily if we don't give her a hard luff... or two. Lessons learned from previous regattas: he'll roll me easily if I rely on boat speed only. Time for some aggressive tactics.



Race 3. We put the pole forward, board down, sheet in, and head up. We have luffing rights and can take her as high as needed. She's still got more speed than us, but we accelerate as we head up.



Race 3. We gave them a warning and kept coming to windward and they respond by heading up. We're too far behind the top two boats to catch them but way ahead of the rest of the pack so I'm not so concerned with losing boat places because of this luffing match. It's now a two-boat race for us.



Race 3. After a couple iterations of luffing and bearing away, we finally feel like we've checked them and we bear away and pull clear ahead.



Race 3. The fight is still on. Cavu crosses our stern, jibes onto port and heads left.



Race 3. Stuart completes our jibe onto port tack to cover Cavu. He did a great job keeping the chute flying in this critical situation as every bit of speed was needed to hold our position on Cavu. It's an intense two boat race for third place for almost a mile to the finish line.



Race 3. A quarter mile from the finish, Cavu jibes onto starboard tack and we jibe to stay between her and the finish line.



Race 3. Working to maintain speed as Cavu heats it up and tries to get on top of us near the finish line. We got 'em now... I think.



Race 3. Never a dull moment. We beat Cavu to the RC boat end of the finish line just as some fighter jets flew over. Never saw them but they were deafening. Put another three in the books for us.



Day 2. Race 4. Out of position in the pre-start will lead to a bad start. Too deep, too late getting back to the middle of the line. Light shifty winds in the start box; my nemesis.



Race 4. Buried in the pre-start with less than 30 seconds to go. Tacking onto starboard after ducking a line of boats. Wind very light and shifty.



Race 4. Very light wind and no speed. Finally on starboard tack but then we get fouled by a boat that tacks but can't quite get around all the way so we have to tack again right at the gun to avoid them. Ugly start.



Race 4. Overlapped to leeward approaching finish line. We have luffing rights. They need to head up. They're pondering over there, but not heading up.



Race 4. They sailed down into us. Protecting my crew and coaxing the other guys to head up.



Race 4. Still fouling us. Crew “advising” their skipper. Same boat that fouled us at the start.



Race 4. Good sports taking their penalty. We gotta beat the boat with the red spinnaker now.



Race 5. Pre-start. Not in a good position again late in the sequence. The common theme on day 2.



Race 5. Pre-start. On port tack heading toward RC boat, looking for a spot to tack onto starboard and go to the line. We'll go when this boat to our left goes...tacking...



Race 5. Tacking, tacking. Ouch. Never saw Nabeel Alsalam (PRSA) coming in on starboard. Our stern kicked out to the right and he got a piece of us. Fortunately, Scots are bullet proof and he didn't hit the rudder. Usually the Go Pro catches things even if I miss them. Not in this case. This is all the camera saw. Lesson learned: skipper picks the spot to tack. Crew must focus on traffic approaching in skipper's blind spot to starboard. We blew that one. First time we ever caused a collision by our own fault. Felt bad, but no time to wallow. Had to immediately try to salvage the race.



Race 5. Just after the start, looking for a place to take the penalty turn. There's Nabeel again on starboard tack to our right.



Race 5. A few minutes later up the beat, after taking a penalty turn and a couple tacks and wondering how we collided with Nabeel, a shriek from my crew and there's Nabeel under my boom close aboard, after we had caught back up with him. Emergency crash tack onto starboard coming right up.



Race 5. Completing crash tack and narrowly avoiding fouling Nabeel again on the same leg. Go Pro photos don't even come close to showing how near a thing it was in that split second.



Race 5. Sailing alongside Nabeel for a while after tacking. Lesson learned. We had outstanding teamwork and execution throughout the regatta that allowed us to finish in 4th place overall. However, a momentary lapse in keeping a proper lookout due to the distraction of looking for a place on the line, caused a mishap, which then distracted us a few minutes later after the dust settled and almost caused another collision. We were in a bit of a funk after the collision until this near miss shook us out of it.

A lot of sailboat racing is mental. As in other aspects of life, there are a lot of opportunities to fold; committing a foul, getting fouled at a critical time, a collision, a bad decision, missing an opportunity, gear failure, shrimping the kite, losing spinnaker sheets under the boat, having the mainsheet run completely out of the boom blocks in a 15-knot breeze because the stopper knot mysteriously untied itself. Yes, that mainsheet thing happened to more than one boat during the regatta in the middle of a race. If you can hold it together and persevere through the problem-solving challenges and fight on, you can do alright and actually come out in a good place.

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Your Article Goes Here

By Any SCOW member willing to share content of interest to our community.

[At any time, please submit articles, or links to articles that you think would be meaningful to other SCOW members. Photos are always welcome – preferably with captions. Word format preferred but not necessary. Be informative! Be creative! Unleash your inner-writer (in a super safe forum). Be serious or funny! Please submit to editor@scow.org]



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Upcoming SCOW Events – September 2018

September 5	Wednesday	5:00pm	Wed. night racing (WNR)
September 6	Thursday	6:00pm	Social Sail
September 6	Thursday	7:00pm	SCOW BOD Meeting
September 8	Saturday	8:30am	Leukemia Cup Regatta
September 9	Sunday	2:00pm	Pick-up Races

**September 11 Tuesday 6:00pm SCOW Membership Meeting
(Hard Times Café - Alexandria)**

September 12	Wednesday	5:00pm	WNR
September 13	Thursday	6:00pm	Social Sail
September 15	Saturday	9:00am	PRSA President's Cup Regatta
September 16	Sunday	10:00am	PRSA President's Cup Regatta
September 19	Wednesday	5:00pm	WNR
September 20	Thursday	6:00pm	Social Sail
September 21	Friday	6:00pm	Full Moon Raft-Up
September 26	Wednesday	5:00pm	WNR
September 27	Thursday	6:00pm	Social Sail
September 30	Sunday	2:00pm	Pick-up Races

Check SCOW.ORG for all membership events and details.

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SCOW Board of Directors

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All SCOW board members welcome your questions, comments and input.

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