

"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 – July, 2018

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Commodore's Log

By Joe Leoncio



Happy birthday, America! Courtesy of Paige Mason, 7/4/2018

The Potomac River is a dynamic place with changing winds, currents, tides, and hazards. My crew is always different, too. With so many variables, each sailing excursion is a unique, inimitable adventure.

There is one thing however that doesn't change, and that's how I feel and think about SCOW and the wonderful access to the river that it gives me. It can be summed up like this:

1. We're so lucky.
2. This is so beautiful.
3. This never gets old.
4. Why don't more people do this?!

As a SCOW skipper, my friends and I enjoy unlimited access to the river. My favorite events are fireworks events on the river - especially the City of Alexandria birthday fireworks. SCOW skipper Barbara Thacker introduced that to me when we were both new to the cruisers in 2014. It's changed my life ever since, and it's the one annual event that I make sure that I reserve a boat for months in advance. As spectacular as it is to see the fireworks while anchored less than a football field away from the fireworks barge, I get more satisfaction now from seeing the priceless look of awe on my crewmembers' faces.

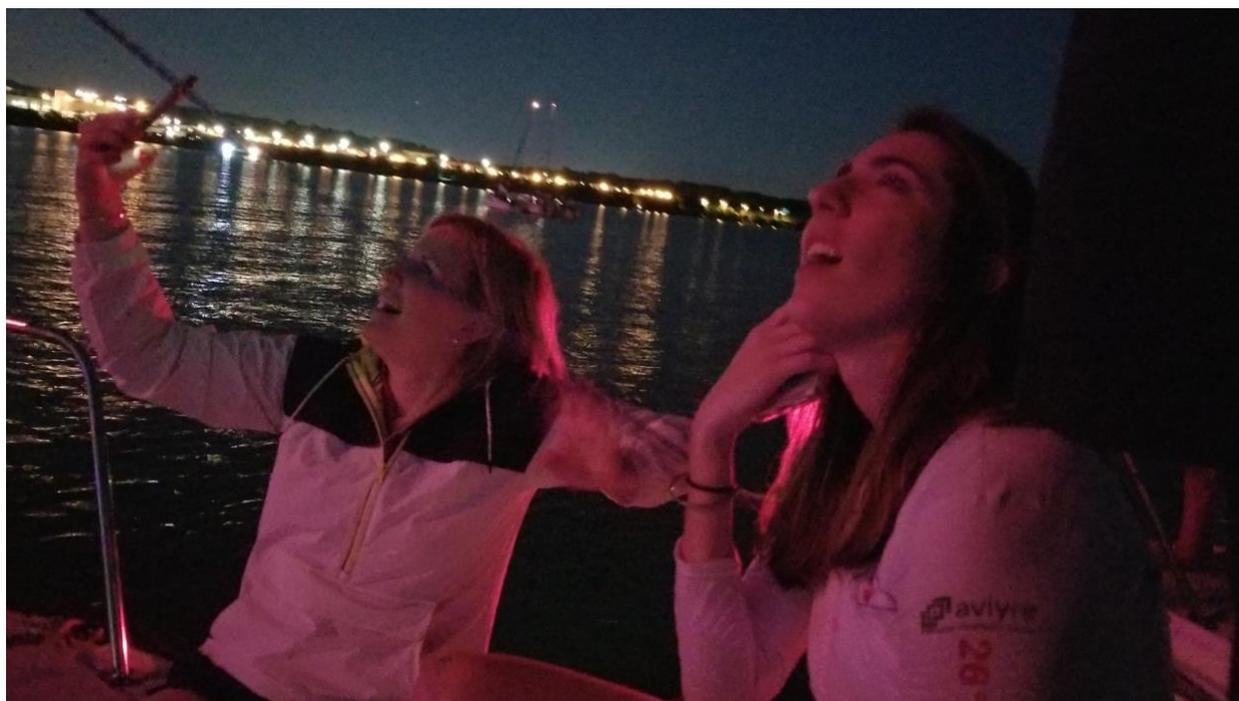
So as long as the weather holds up, I'll do my best to get out on the water when I can. The summer is slowly slipping away, and we'll all long for warmer weather again in a few months. We can't make more time, so let's make the most of it. See you out there!

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

P.S. - Please enjoy some July 7 City of Alexandria fireworks photos below.



We are so close that I cannot fit the fireworks into the picture!



Kim Mikos and Paige Mason



Kevin Longenbach and Genevieve Lindsay



Aneta and Stephen Barkley

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Training Program Update

By Jyoti Wadhwa and Chip Lubsen

Ahoy – let's get the word out – 5 slots remain in the Basic Sailing Session 3 classes scheduled for August. The land classes will be held on August 1, 8, 15 and 22 from 6:30pm – 8:30pm. The water classes will be held, conditions permitting, on August 4, 5, 11, 12, 18 and 19 with morning and afternoon options. Make up water classes will be held August 25 and 26 if needed.

Please have anyone interested in this training contact **Jyoti Wadhwa** at training@scow.org or **Joe Leoncio** at commodore@scow.org.

Once again – a big shout out to our dedicated trainers - Flying Scot trainers are: Becky Cole, Lynn Durbin, Bill Gillespie, Joe Leoncio, Baris Ornali, Neil Shepard and John Rogers. Cruiser trainers include John Kauffman, Joe Leoncio, Vince Penoso and Jay Weitzel. The club, and more importantly, the sailing Gods and Goddesses thank you for your great service to SCOW and the regional sailing community.

A Reminder: SCOW is always searching for new trainers. Please consider joining our team of excellent trainers. While solidifying your sailing skills you will be making an incredibly valuable contribution to aspiring SCOW sailors. Interested? Please reach out to Jyoti or Joe.

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Sail Lit

By Mike Hooban

I had the great good fortune to have people around when I was very young who would read to me and encourage me to read to myself. Reading thus became a lifelong passion, as well as a way to dispose of extra funds. While my tastes are fairly broad, they do tend to run towards various sorts of action stories, ranging from spy novels a la John LeCarre, through tales of riflemen in the Napoleonic wars per Bernard Cornwell's Sharpe series, on to Kenneth Roberts' novels of the American revolutionary period.

Naturally enough, this sort of thing often involves the sea and sailing, to a greater or lesser extent. Patrick O'Brian's 20+ volumes of his Aubrey/Maturin series (the basis for the film *Master and Commander*) are entirely given over to British naval operations in the Napoleonic period, though they touch on a good many other things as well. James L. Nelson's "revolution at sea" series does somewhat the same for American operations out of Rhode Island during the Revolution, while his Viking series takes us back to Viking age Ireland in longships.

I came fairly late to sailing, only taking my first lessons in 2011, when I was past retirement age, after a few excursions with a business associate racing on the Thames near Kew Bridge in West London. The experience of sailing has helped enhance my enjoyment of any book that involves wind and water. And I'd have to say that reading such books has also helped my understanding of what's going on with the boat. So when we get over by Hains Point and the wind dies, for example, I can relate this to situations O'Brian's Jack Aubrey encounters when he's stuck without wind in the horse latitudes, and be grateful that I can at worst paddle back to the dock.

I recently read an account of naval operations on Lake Champlain at the start of the Revolution, in which American boats shelter in an inlet/channel facing south, pursued by British boats running before a north wind. The Americans are able to defend themselves against superior vessels and armament because the British are forced to beat against the north wind and cannot bring their guns to bear. Anyone who's had to come up our Four Mile Run Channel against a north wind can, I think, appreciate the issue, and be glad there isn't anyone shooting at them as they tack.

Sailing is pretty often an integral part of a story, but not necessarily the entirety of it, even with series like O'Brian's. A couple of books I've read in the last year or so, however, are directly and explicitly about sailing, beginning with building the boat. Here again, the ability to enjoy them is greatly enhanced by having first-hand experience sailing small boats, even though in both cases, the narrative goes well beyond anything I've ever done or expect to do.

The first of these is a book entitled *My Old Man and the Sea* by father and son David and Daniel Hays. This describes a 17,000-mile voyage from New London Ct through the Panama Canal, to the Galapagos Islands and Easter Island, then around Cape Horn, and back to New London (with an amusing stopover off Rio de Janeiro). The book is a combination of sailing and father-son bonding, and put me in mind of excursions (mostly by bike) I've gone on with my own sons, though I'd have to confess that these were extremely tame by comparison. The boat was a 26-foot cruiser, thus only a bit larger than our club cruisers, and was not equipped with a motor. The rationale for the absence of anything other than sail power was that they wanted to do a "real" sailing trip, and felt that 26 feet was the longest they could manage if they were going to restrict themselves in this way and still hope to dock.

There's quite a lot of detail about how they worked on the boat to get it in shape for their trip, and how it was arranged to let them proceed. They alternate the writing, so you get both perspectives, as well. I'd say they probably downplay the dangers they encounter, and wonder if this was to avoid upsetting the people back home. In any case, it was fun to read about this adventure, and I recommend it.

Another book about people building and sailing a boat in harsh conditions is *A Viking Voyage*, by W. Hodding Carter. Carter got it into his head that he wanted to replicate Leif Erikson's voyage from Greenland to Vinland on the North American continent back around 1000 AD. He further wanted to do this in a *Knarr*, the sort of broad-beamed long-distance trading type vessel that the Vikings would have used for such a voyage, and under the same general conditions as they would have encountered. These were not the shield-lined long ships that you'd see in a movie about Vikings, but vessels more designed for trade and transport.

Various problems complicated the effort. One was that people don't really know exactly how a knarr was constructed, so there was a fair amount of research and somewhat educated guesswork. Another was that Carter was not a sailor, and tended to add people to the crew who were notable more for their enthusiasm than for actual skills at sailing reconstructed vessels in high northern latitudes. To be fair, he did manage to come up with some people who had necessary competencies, but at least in his narration, the whole thing sounded fairly amateurish. For example, it took them quite a long time to figure out how to properly mount their rudder, which was on the right-hand side of the boat (and thus was a "steerboard" giving rise to our modern term of starboard). Likewise, the description of how they went about doing a tack seemed pretty excruciating, at least by comparison with, say, a Flying Scot.

The project was underwritten by Land's End, and extended over a couple of years. The first year they got about halfway from Greenland to the Canadian coast at Baffin Island, and then foundered and had to be towed back to Greenland by the Canadian Coast Guard. The following year, after incorporating a wide array of lessons learned, they managed to get to the North American mainland and then down to L'Anse aux Meadows, considered the most likely site of Erikson's Vinland. It's kind of agonizing to read that they had days when they could only manage a few miles due to the difficulties of contrary winds and currents, but even experience in our local waters makes all this more comprehensible. Overall, it was an enjoyable read.

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SCOW Racing Program

By David Beckett

Upcoming Racing Events – Registration Open

SCOW Magellan Race - 5 Aug

Fall Series I - 19, 26 Aug, 1 Sep

Fall Series II - 2, 9, 30 Sep

Leukemia Cup Regatta* - 8 Sep

PRSA Presidents Cup Regatta* - 15/16 Sep

DC Sail Cantina Cup Regatta* - 29 Sep

* Skippers register with SCOW for boat assignments and also register and pay with regatta organizer.

<http://scow.org/race-with-scow> to register. For any questions or issues contact [Racing Director](#).

Wednesday Night Races – Anatomy of a Tacking Duel

Wednesday, 18 July, marked the first time we raced on the river for WNR in 2018. We've had some great amphitheater racing in the lagoon this season, but with the flood driven current and debris, racing on the river for WNR has not been in the cards until this week. What a beautiful afternoon and evening. We had 8-12 kt winds from the NW. We ran a one-mile W-1 and a two-mile W-2 with the start and finish in the vicinity of the "HP" buoy. The racing was very competitive and the boats were pretty close despite the big venue. Rhonda took first in the W-1 and Triple B edged out Jim on Ms. Ellie after an intense tacking duel in race 2, the W-2. Photos of the evening were sent out, however below, a series of photos shows the longest tacking duel I've ever been in. Usually in our races, a tacking duel might last a couple of tacks at most (not much of a tacking duel really), but Jim and I, and our crews, went at it all the way up the .6-mile final windward leg in race 2. I figure that my crew and I outweighed Jim and his crew by at least 225 lbs., making it nearly impossible for us to win if Jim got around the last windward mark ahead of us because we knew we couldn't catch him downwind. We had to catch up to him going up the last beat and then stay between him and the mark all the way up the beat. The duel was on and it was a good one.



Race 2, first beat. After the start, we cross Jim and Ms. Ellie crew on the first crossing.



Still first beat. Somehow, I gave a bunch away and Jim crosses us by a lot on the second crossing. Seems like the left side gains.



Ms. Ellie beats us to the first windward mark by a fair distance.



Ms. Ellie rounds leeward mark in first as I point out Mark Twain bringing a river boat up the river from New Orleans. Haven't been able to catch Jim going downwind all day so far.



We managed to cross Ms. Ellie a quarter of the way up the course.



Covering Ms. Ellie on port tack going toward the right side.



Covering on starboard tack.



Great crew work. Ted alertly notices Jim tacking away to break cover.



Ms. Ellie going left after tacking, trying to escape.



We tack to stay between Jim and the windward mark. Not letting go of him yet.



After a brief separation, we come back together. Decision: lee bow or cross and tack if we can cross. We can cross and decide to cross and tack on top to cover tightly.



Completing our tack after crossing ahead. They call it a slam dunk.

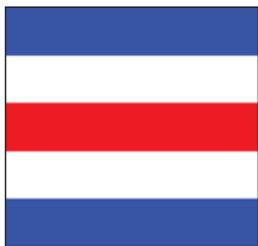


Jim immediately and skillfully tacks away onto port tack. We decide it's time to go left to get to the favored port tack layline and let him go right. Taking some risk but it's the right thing to do.



The port tack approach minimized the adverse current which hampered progress on starboard tack on the approach from the right. Going left on the last part of the leg paid off and we rounded the windward mark in first and headed down to the finish. Ms Ellie closed the gap somewhat but couldn't catch us.

Flag of the Month



The “Charlie” or “C” flag is used by the Race Committee to signal a change in the next leg of a race. It means that the position of the next mark has been changed.

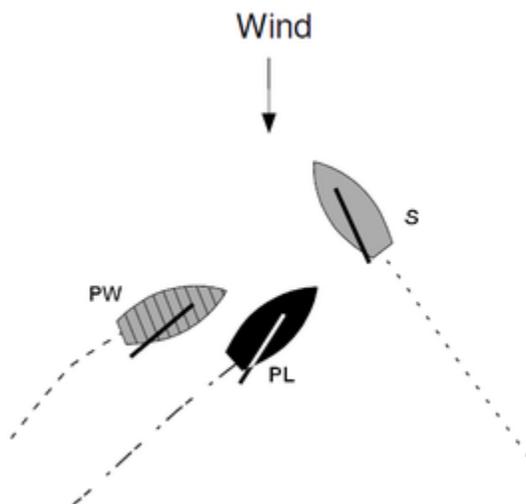
Rule 33 - CHANGING THE NEXT LEG OF THE COURSE

The race committee may change a leg of the course that begins at a rounding *mark* or at a gate by changing the position of the next *mark* (or the finishing line) and signaling all boats before they begin the leg. The next *mark* need not be in position at that time.

Racing Rules Scenario of the Month

Wednesday Night Racing (WNR) presents another real-world Racing Rules of Sailing (RRS) situation. WNR is like a laboratory for setting up situations that make the rule book come alive on the water. Take a look at the situation depicted below.

1. What rules apply?
2. Which boat(s) is the Right of Way (ROW) boat?
3. Which boat(s) is the keep clear boat?
4. What are the responsibilities of each boat?
5. What should each of the boats do to help manage this situation to a pleasant outcome with no fouls?



1. Rules that apply

- a. Rule 10 – OPPOSITE TACKS –between S and PL.
- b. Rule 11 – SAME TACK OVERLAPPED – between PL and PW
- c. Rule 14 – AVOIDING CONTACT – all boats
- d. Rule 16 – CHANGING COURSE – PL and S
- e. Rule 19 – ROOM TO PASS AN OBSTRUCTION – between PL and PW
- f. Rule 20 – ROOM TO TACK AT AN OBSTRUCTION – between PL and PW

2. Right of Way

- a. S is on starboard tack and therefore has right of way over both PL and PW on port tack.
- b. PL has right of way over PW.

3. Keep Clear Boat

- a. PL and PW must keep clear of S.
- b. PW must keep clear of PL.

4. Responsibilities

- a. S may sail her course, but if necessary, take action to avoid contact if she determines that collision cannot be avoided by the actions of the other two boats alone. (RRS 14)
- b. PL, sailing close hauled, has a choice. She can either pass astern of S or tack onto starboard tack. If PL passes astern of S, she must give PW room to also pass astern of S. (RRS 19).
- c. If PL wants to tack, she is required by rule to hail “Room to Tack” to PW. At that point, PW, must either tack immediately or reply “You Tack” and then stay clear of PL. (RRS 20).
- d. When PL changes course, she must give PW room to keep clear. When S changes course, she must give PL and PW room to keep clear. (RRS 16)

5. How to make it go smoothly – Communicate early and be nice

- a. None of the boats has to anticipate that any other boat will not comply with the rules and fulfill their responsibilities. A little early communication and cooperation go a long way in preventing a mess. Keep a good lookout and play nice.
- b. S should make sure that PL and PW know that she’s coming, including hailing “STARBOARD” if there is any doubt. This hail isn’t required by rule, but sometimes port tack boats simply don’t see the starboard tack boat and they are quite thankful for the hail which enables them to avoid disaster with a quick tack or duck. I’ve been on both sides of that one a few times.
- c. PL needs to be paying attention to the situation and if they plan to tack on the lee bow of S, PL should, ideally, start calmly letting PW know she’s going to be calling for room to tack soon, instead of waiting until the last second and creating a panic crash tack situation.
- d. PW is not required by rule to ask or hail for room to pass astern of S if PL decides to duck S. But if it looks like it’s going to be a close thing or PW suspects that PL either doesn’t know RRS 19 or that PL is going to play coy and press the issue and attempt

to not give PW room to pass astern of S, then it's a good idea to verbally let PL know that she owes PW room and that PW expects to take that room.

- e. Regardless of whether or not you know all or some of the rules, when it becomes apparent that a boat has nowhere to go to avoid contact, even if you are the right of way boat, or wrongly assume that you have right of way or don't owe room to another boat, you need to do everything you can to avoid collisions. No exceptions. (Rule 14)
- f. If you get fouled, say "Protest." If you foul another boat, promptly take your penalty turn.

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SCOW Random



*SCOW Synchronized Swim Team now accepting applicants for 6th member
Contact John Kauffman – Team Captain*

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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 – August 2018

Aug. 1	Wednesday	5:00pm	Wed. night racing
Aug. 2	Thursday	6:00pm	Social Sail
Aug. 5	Sunday	2:00pm	SCOW Magellan Regatta
Aug. 6	Monday	7:00pm	SCOW BOD Meeting
Aug. 8	Wednesday	5:00pm	Wed. night racing
Aug. 9	Thursday	6:00pm	Social Sail
Aug. 15	Wednesday	5:00pm	Wed. night racing
Aug. 16	Thursday	6:00pm	Social Sail – Music by Leah Danielle
Aug. 19	Sunday	4:00pm	Fall Series I
Aug. 22	Wednesday	5:00pm	Wed. night racing
Aug. 23	Thursday	6:00pm	Social Sail
Aug. 24	Friday	6:00pm	Full Moon Raft-Up
Aug. 26	Sunday	4:00pm	Fall Series I
Aug. 29	Wednesday	5:00pm	Wed. night racing
Aug. 30	Thursday	6:00pm	Social Sail

Check SCOW.ORG for all membership events and details.

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SCOW Board of Directors

Commodore	Joe Leoncio	commodore@scow.org
Vice Commodore	Richard Kaiser	vice@scow.org
Secretary	Steve Youngblood	secretary@scow.org
Treasurer	Mike Hooban	treasurer@scow.org
Training Director	Jyoti Wadhwa	training@scow.org
Skipper Director	Brian McPherson	skipper@scow.org
Social Director	Julie Pixler	social@scow.org
River/Bay Director	Marie Brennan	river@scow.org
Flying Scot Maintenance Director	Dick Vida	scotmaint@scow.org
Cruiser Maintenance Director	Vincent Penoso	cruisermaint@scow.org
Racing Director	Dave Beckett	racing@scow.org
Membership Director	Talya Mallin	membership@scow.org
Full Board	All Board Members	board@scow.org

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

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