

Commodore's Log



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Summer is around the corner and the Club is running with a full set of sails. It's hard to believe that June is here and almost every weekend in April and May rained or threatened to. But the last day of May and the first day of June were glorious. I hope you got out on the water and practiced your skills.

This edition of ChaNNels gives good insight into what we need as sailors to improve those skills. From a quick review of reefing a Flying Scot, to phone apps that can keep you out of harms way. For those of us not fortunate to race yet this season, our Racing Director gives a blow-by-blow recap of the PRSA regatta—and our SCOW Skippers are really putting on a show.

Speaking of apps, my weather apps and links are telling me that the skies look clear and we all need to spend some more time on the water. Join us at an upcoming Social Sail, or better yet, volunteer to help out. It feels good to give back to your Club.

I hope you enjoy this extended version of ChaNNels.

See you on the water -

Richard

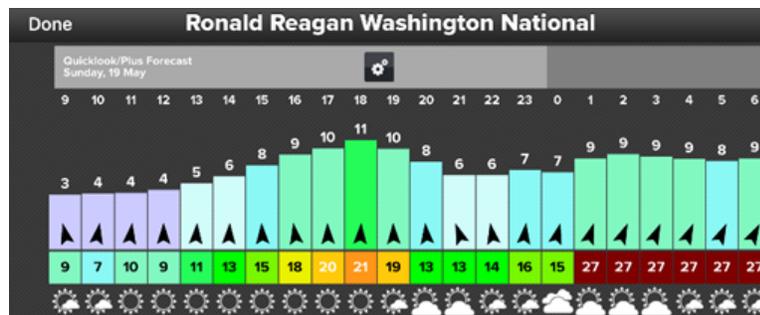
The Apps You Need in Your Toolbox!

SCOW Members Share – "These are a few of my favorite Apps..."

A member once told me that "situational awareness" may be the 2nd most important part of sailing - second to sailing skills. Here is a list, from several SCOW members, of their favorite Apps and Links to improve your situational awareness.

- **Chip Lubsen says...**
Here are my go-tos:

WindAlert - reasonably accurate wind forecast and tracking of actual wind, including gusts, at National Airport. Also gives basic weather info.



(Continued on page 2)

Sailing Club of Washington
(SCOW.ORG)
PO Box 25884
Alexandria, VA 22313



- **Chip Lubsen continues to say...**
Here are my go-tos:

TidesNearMe - good tide data with an option to look at ebb and flood current speeds.

Navionics Boating - good water depth data and accurate channel marker info. Gives you boat speed and records your trip route. Great while cruising - don't use it in a Scot.

TheWeatherChannel - basic weather forecasting.

Hi-Def Radar - allows tracking of incoming storms.



- **Luis Rivas says...**

Navionics is not cheap but well worth it. (It's) one of my favorites.

Also consider the following:

Knots 3D - knot animation for just about any knot out there.

Compass - it is an iPhone native app but it can be useful at times.

BoatUS - for those who have the insurance coverage, it is a must to get quick help.

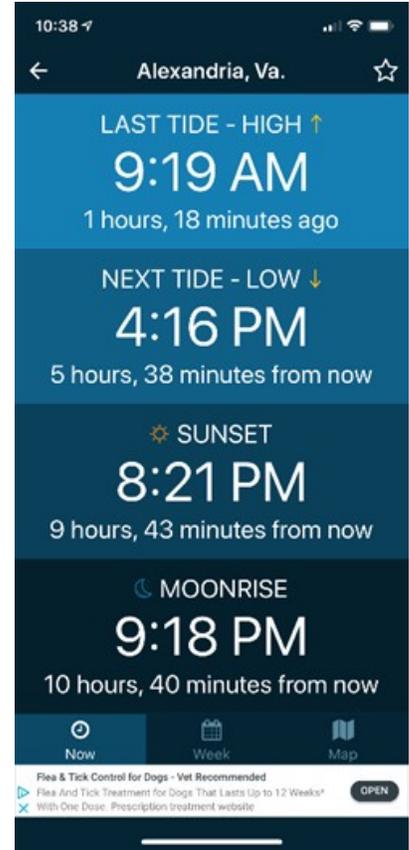
Anchor Zone - if you have to anchor overnight this app has an alarm in case of drifting - guess you could use it in any instance where landmarks are not easy to identify.

- **Jonathan Thron says...**

Navionics Boating Marine & Lakes

NOTE: Navionics is consolidating its many separate apps into this new one ("Boating Marine & Lakes"). Existing customers get transferred automatically, but new users should purchase this specific title.

What it's for: Confident, precise navigation and situational awareness that will easily keep you out of trouble.



Cost: \$15 for US charts

Why it's worth it: Excellent vector charts that provide a highly-detailed picture of SCOW's sailing area. Tracks and displays vessel position in real time and features an extended red course line that's awesome for staying in the channel at night.

NOAA Hi-Def Radar Pro

What it's for: Keeping an eye on dangerous (and highly dynamic) summertime weather.

Cost: \$2

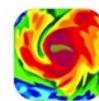
Why it's worth it: Beautiful nationwide radar mosaic lets you see the whole picture and then zoom in on your planned route to fine-tune your trip planning. Map layer options include severe weather alerts, wind speeds and small-craft advisory areas.

RadarScope

What it's for: Watching the weather in real time and cross-checking your other radar apps.

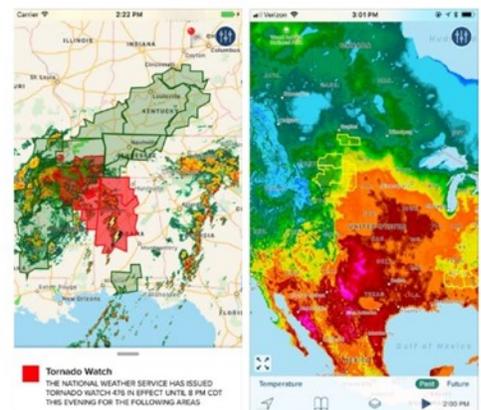
Cost: \$10

Why it's worth it: Detailed nationwide severe weather warnings and alerts. Useful distance and drawing features let you see how far away storms are and mark up screenshots for planning and training purposes.



NOAA Hi-Def Radar Pro
WeatherSphere
★★★★★ (32,565)

OPEN





- Richard Kaiser says...

Running up and down the east coast a couple of times a year for the past 5 years, I've come to depend on:

Navionics – a great way plan your trip with this chart plotter.

My Radar Pro – on land or on the water, track storms reliably from anywhere. Offers alerts for intense weather.

Sailflow – temps, winds/gusts and basic weather.

Windalert – similar to Sailflow.

Knots 3D – always good to have a teacher on board.

Tides Near Me – keeping your vessel afloat is always important.

Anchor Zone – is your mooring or anchor slipping?

Buoyweather - great for knowing wave heights where you're going.

Waterway Guide – lists marinas along your route with contact information, address, and services offered.

DockWa – my new favorite – reserve a marina slip before you get there. Includes maps with marina locations, pictures of the marinas, slip prices and availability.

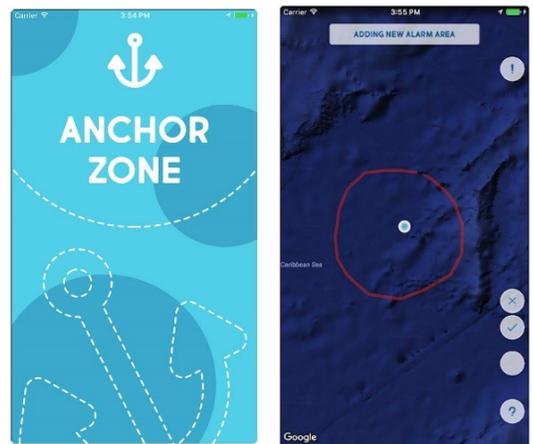
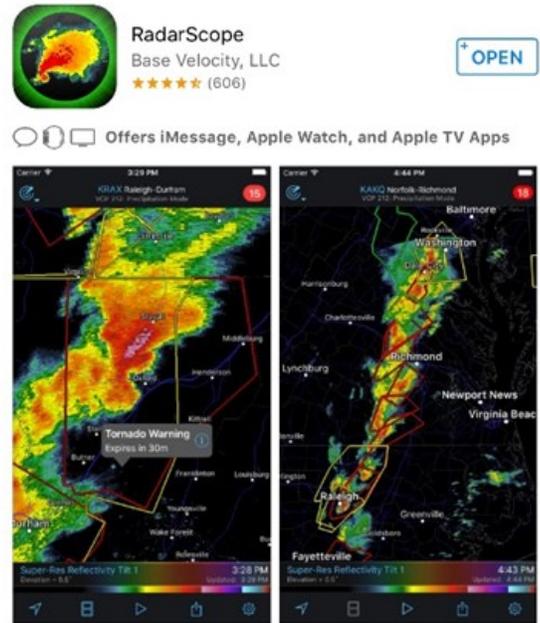
- Dick Kerr says...

I use a rather basic set of weather websites and apps that stay close to the prime source of weather data and model forecasts, the National Weather Service. For a big-picture look at the coming weather, I check the NWS's Short Range Forecasts maps (https://www.wpc.ncep.noaa.gov/basicwx/basicwx_ndfd.php) that loop through from half a day out to two and a half days out. If you're into reading the wind from loopy isobars, these can show what will be driving the large-scale wind. If you're not, it still gives a feel for how complex the weather situation will be. The more fronts that are around and the slower they're moving the more difficult and the less reliable any forecast will be.

For forecast details, I go to NWS' Hourly Weather Forecast Graph for Reagan National Airport (<https://forecast.weather.gov/MapClick.php?lat=38.8491&lon=-77.0438&unit=0&lg=english&FcstType=graphical>). Here you'll find graphical plots for four days ahead for temperature, surface wind speed and direction, gusts and their speed, precipitation potential (%), rain amounts, and thunder probabilities, among other weather properties. It's not as daunting as it might sound, and it gives you the fine detail that gets smeared out in text forecasts, especially for changing wind speed and direction. Another wind forecast, Wind Finder (https://www.windfinder.com/weatherforecast/washington_east_potomac_park), is accessible through the SCOW homepage under Weather, though it does not usually diverge much from the NWS forecast. And do keep in mind that the reliability of any forecast declines the further out it goes.

For what's happening at the moment and in recent hours, I go to the SCOW homepage under Weather and then NDBC – Station WASD2 (https://www.ndbc.noaa.gov/station_page.php?station=wasd2). This is a NOAA station in the Washington Channel (the more representative one just south of the Woodrow Wilson Bridge has been down since last season). Its graphical presentations give wind speed, wind direction, and gust speed for the past 5 days at 15-minute intervals. The NOAA Weather Free app has the most recent hourly observations from Reagan National, text forecasts, simplified hourly graphical forecasts, and nice weather radar (which the NWS provides at <https://www.weather.gov/Radar> with a homing-in function rather than a panning out function). The one thing lacking in these radars is lightning on the radar display. A national map of the past 2 hours' lightning can be found at <https://www.accuweather.com/en/us/national/severe-weather-maps>.

Not really weather, but river conditions can be just as important as atmospheric conditions. For times of high and low tides, go to Weather/Tide Tables on the SCOW homepage or <https://www.accuweather.com/en/us/national/severe-weather-maps>. For Potomac River flow, go to the U.S. Geological Survey's page https://waterdata.usgs.gov/md/nwis/uv?site_no=01646500 and scroll down to Discharge for a one-week graphical record in cubic feet per second versus the normal for those dates. An extremely high discharge rate will give you plenty of water under your centerboard and overwhelm any incoming tide. Just how tide and more normal river flows play out is best determined by visiting a river buoy.





SCOW Racing Program

Dave Beckett | Racing Director

The 2019 SCOW Racing Season Starts Now. Get in on the fun!



PRSA Spring Regatta – A little help from my friends

Ten boats, including eight SCOW boats raced in the Flying Scot class for the 2019 edition of the PRSA Spring Regatta over Memorial Day Weekend. Len Guenther (PRSA), Dave Beckett (SCOW/Fleet 203), and Steve Young (Fleet 42) finished overall 1st, 2nd, and 3rd respectively, in a hard fought battle, but the real story is how well the SCOW fleet performed against some high level out of town racers that included multi-time Flying Scot Atlantic Coast Champion (Len Guenther), and another really good sailor (Steve Young) who races three or four times a week on different classes of boats.

Simply stated, the SCOW fleet showed up exceptionally strong in this regatta enabling one of their own to finish in the top two. Otherwise the out of town guys would have made off with all the hardware. On Day 1, Triple B focused on trying to beat Guenther's boat, "TBD," which jeopardized a second place overall finish by increasing our vulnerability to a certain "Mayhem." For the first five races, we went for broke, not covering anyone astern and taking risks (some of which didn't work out too well) that we'd not normally take. As seen from the final score sheet below, it was an interesting up and down weekend for everybody except Guenther who took seven bullets. You never know when Mayhem will strike. Link to results: http://www.regattanetwork.com/event/18980#_newsroom+results

Flying Scot (10 boats) (top)

Series Standing - 7 races scored

Information is provisional and subject to modification

Regatta results last updated: Sunday, May 26, 2019 3:14:11 PM CDT

Click on race number to view detailed race information.

Pos	Sail	Boat	Skipper	Yacht Club	1	2	3	4	5	6	7	Total Pos	
1	6033	Tango Bravo Delta	Len Guenther	PRSA	[1]	1	1	1	1	1	1	6	1
2	4450	Triple B	David Beckett	Sailing Club of Washington	[4]	3	2	3	2	2	3	15	2
3	5301	Project Mayhem Deux	Steve Young	Fleet 42	2	2	[7]	2	3	5	2	16	3
4	4082	Flight Risk	David Calhoun	SCOW	[6]	5	3	5	5	3	4	25	4
5	2324	Green Hornet	Mike Hooban	Sailing club of washingtonp	3	4	5	4	4	[8]	7	27	5
6	5323	Sunset Song	Richard Kerr	Sailing Club of Washington	5	7	6	6	[8]	6	8	38	6
7	5866	Luna	Chip Lubsen	SCOW	7	6	4	8	6	[11/DNC]	11/DNC	42	7
8	3723	Selkie	Baris Ornarli	Sailing Club of Washington (SCOW)	[8]	8	8	7	7	7	6	43	8
9	5773	Elisse	Wayne Williams	Sailing Club of Washington	9	9	[11/DNS]	9	9	9	5	50	9
10	4612	Caroline	Laura Scandurra	SCOW	[11/DNC]	11/DNC	11/DNC	11/DNC	11/DNC	4	11/DNC	59	10

One Day 1, Mike Hooban and Brian McPherson in Green Hornet had their strongest and most consistent day as a team in a competitive field. They finished 3rd in the first race, a significant achievement, and were always in the top four or five boats. Dave Calhoun and Bonnie Sylwester, in Flight Risk, sailed consistently well all weekend. Race 3 and Race 6 were noteworthy for the strong performance of the up and coming SCOW crews. The wind picked up in the third race and Triple B found her stride after finding herself in an early hole on the score sheet. Meanwhile, the other SCOW sailors were holding their own in a freshening breeze and not giving anything away to the out of town hot shots. You can bet there was some cheering on Triple B, watching from near the finish line, as not one, not two, not three, but four SCOW boats managed to finish ahead of Mayhem in Race 3. Flight Risk, Luna, Hornet, and Sunset Song, in that order, really came through.

The wind on Day 2 was disappointing to say the least. Very light and variable from all points of the compass. Trailing Mayhem by a point, Triple B, adjusted strategy and covered Mayhem from ahead for the entire Race 6 and finished ahead. On the last leg to the upwind finish, Dave Calhoun and Bonnie Sylwester, in Flight Risk, and Laura Scandurra and her niece, in Caroline, both managed to finish ahead of Mayhem to the delight of the Triple B crew. Flight Risk had been right in the mix the entire race, but Caroline seemed to come out of nowhere to unexpectedly cross ahead of Mayhem 200 yards from the finish line. Laura only sailed one race in the regatta, but she made it count.

Most, if not all crews, hoped in vain that the Race Committee would abandon racing and not subject the fleet to the torture that would be Race 7, the final race. The wind went dead and then shifted 180 degrees and the start became an unplanned downwind start making the windward mark, the new leeward mark. Triple B had reclaimed second place in the standings and only had to finish within one boat position behind Mayhem to stay there. At the start in almost no wind, Triple B was on the wrong tack, in the wrong spot on the line, got fouled, was over early, and then capped the debacle by fouling Susie Q at the gun, as the rest of the fleet sailed off with spinnakers flying toward the "windward" mark. She had to go back and restart near the Committee Boat and then do a penalty turn, but... there was a beautiful sight at the pin end of the line and a huge sigh of relief, as Mayhem was also over early and heading back to restart. Triple B stayed ahead of Mayhem for the first half of the race. In the end Mayhem managed to finish the race in 2nd and Triple B in 3rd, which left Triple B in second place overall.

Racing Program (Cont.)

Racing Director's Note: I'm particularly proud of the SCOW skippers and crews who raced in the Spring Regatta. I've noticed a steady increase in proficiency in all areas of our club racers over time when we are racing amongst ourselves. However, you never really know how good you are until you get tested against guys from the next level.

The SCOW fleet as a whole sailed impressively and represented the club exceptionally well in this regatta and quite frankly, without that, Mayhem would have taken second place this weekend. Five different SCOW skippers finished ahead of Mayhem (a newer boat, tricked out with brand new racing sails, and high end everything you can imagine and helmed by a highly skilled, experienced, fanatical racing skipper) in two different races in variable conditions. Dave Calhoun and Bonnie Sylwester (Flight Risk) did it twice. Dick Kerr and Dana Howe did it with Sunset Song and Laura Scandurra did it with Caroline, two SCOW club boats with five year old standard daysailing sails.

Mike Hooban and Brian McPherson, sailing Green Hornet, were the only SCOW team to beat Triple B in a race and they did it handsomely in Race 1. Among the SCOW boats, Flight Risk finished 2nd and Hornet finished 3rd overall.

We are all trying to catch somebody. I'm chasing Len Guenther and some other guys like him and I know some guys who are chasing me. I didn't beat Len this weekend. I was ahead of him in a couple races but couldn't stay there. I'm going to keep trying. The guys who are chasing me will keep at it too.

Spring Regatta Photos Below



Race 1. Triple B to leeward with bow out on the Guenthers in TBD.



Race 1. Triple B crossed ahead and tacked on top of TBD. It was a fleeting moment of triumph. The wind died and it was choppy.

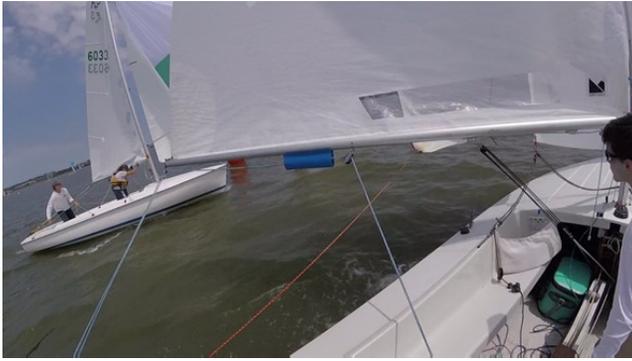


A few minutes later, TBD slipping away to leeward and ahead. It's got to be a sail trim thing. I think we might be a little too tight on the jib sheet.



Race 1. Dana at the helm as Sunset Song crosses ahead, just shy of the starboard tack layline near the windward mark.

Racing Program (PRSA Pictures Cont.)



Race 1. TBD and Triple B round the jibe mark together. Back in the game.



Race 1. Mayhem, with red and white spinnaker in background, leads TBD and Green Hornet around windward mark on last downwind leg. How'd we get this far back?



Race 1. Mayhem around leeward mark. Triple B, Hornet, and Flight Risk converging.



Race 1. Spinnaker Run



Race 2. Reaching to the jibe mark with TBD to windward and slightly ahead.



Race 3. Spinnakers – Flight Risk out in front of a pack (Mayhem, Luna, Green Hornet).



Race 3. Luna leads Mayhem, Green Hornet, and Sunset Song to the finish line.



Race 3. In the background, Hornet and Sunset Song beat Mayhem to the upwind finish line, cheered on by Triple B, watching from a distance.

Racing Program (PRSA Pictures Cont.)



Race 4. Mayhem, TBD, and Triple B jockeying for position on the line seconds before the start.



Race 4 leeward mark. Here is a pivotal encounter that almost cost us the regatta and it's an interesting rules situation. Triple B is in close pursuit of TBD, on a reaching leg for the leeward mark. We have a big lead on the nearest Flying Scot and 2nd place is pretty much locked up for this race. Two Buccaneers and an Albacore (who are racing in a different class) are on a run leg and converge with us at the leeward mark. They reach the zone first and round. They are entitled to mark room and we are not entitled to room. But one Buccaneer (visible on our starboard bow) goes way wide and leaves a huge space between him and the mark. It's decision time. I'm not entitled to this room, but if I go outside, with three legs left in the race, we have no chance of staying within striking distance of Guenther's boat, TBD. I assess that the Buccaneer won't be able to shut me out and I go for it. Calculated risk.



Well, he heads up hard and slams the door. There is contact and we hit the buoy in our attempt to stay clear. Two penalty turns coming right up. At least three Scots pass us while we took the penalty. We clawed our way back and finished 3rd instead of the easy 2nd that we had in the bag.

Rules Corner Discussion

When it happened I didn't understand how the Buck could have shut the door on us, given how wide he went and in the moment I thought I had misjudged the sailing angle for the next leg. However, when Stu and I watched the video several times, we noticed that the Buck actually headed up to the point where her jib was luffing. She came up sharply, almost head to wind, above her close hauled course. There was a lot going on in real time that precluded a deep analysis of the other boat's sail trim. We executed an aggressive late spinnaker takedown and our mainsail blocked my view of the Buck's sails for the most part. But after watching the video, we concluded that the Buck actually fouled us and we could have gotten away without taking the two turns penalty. Here's why:

Per RRS 18.2 (c) (2), in this situation where a boat is not entitled to room at a mark but gets overlapped inside the other boat...*"if she becomes overlapped inside the boat entitled to mark-room, she shall also give that boat room to sail her proper course while they remain overlapped."*

The critical words here are "proper course." The proper course for the Buccaneer in this situation is her close hauled course for the beat. By luffing and steering above her close hauled course, she is steering above her "proper course" and therefore is not steering her "proper course." Looking at the video and the photo above, it is evident that the Buccaneer engaged with Triple B is pointing at an angle significantly higher than that of the other Buck, Albacore, and Flying Scot (TBD) visible.

This is one of those situations where, even if you know the rule, your perception in real time, leaves doubt and you take the penalty because you stuck your bow in where you weren't entitled to room. Better to give up a boat place or two than risk getting disqualified (DSQ) because somebody protests you. In this case the Buccaneer did not protest and neither did any of the Scots behind us, but by taking the penalty, we protected ourselves in the event someone did. Even after watching the video, taking the penalty was better than leaving it all to chance.

Racing Program (PRSA Pictures Cont.)



Race 5. A familiar view of Len Guenther's TBD on the beat. So close but just out of reach.



Race 6. Jibe mark. Triple B in 2nd pursued by Mayhem, Flight Risk, and Sunset Song. Mayhem tries to go high and Triple B heads up to defend.



Race 6 reach leg. Mayhem tries to bear away and go low.



Race 6 reach leg. Triple B holds off Mayhem's attempt to establish overlap to leeward.



Race 6. Triple B and Flight Risk finish 2nd and 3rd.



Race 6. Laura Scandurra gets Caroline across the finish line ahead of Mayhem. A glorious moment.



Race 7. The race that shouldn't have been. Triple B, OCS on port tack fouls Susie Q at the downwind start.



Race 7. Working back through the fleet to restart. Must keep clear of all boats despite being on starboard tack. (RRS 22.1)

Racing Program (PRSA Pictures Cont.)



Race 7. Triple B crossing back to the prestart side of the line to restart after being OCS.



Race 7. That's Mayhem going back to restart at the pin end. We'll be ahead but still have to take a penalty turn.



Race 7. They don't look as pretty from back here as they do from the front. Fleet sails away as Triple B restarts.



Race 7. Regaining contact with the fleet at the first mark. Air is getting pretty light. Can we please see a November flag (abandon race)?

Flag of the Month



The "X-ray" or "X" flag is used by the Race Committee to signal an "Individual Recall" when a boat crosses the starting line too early.

Racing Rules Corner

Rule 29.1 Individual Recall "When at a boat's starting signal any part of her hull, crew, or equipment is on the course side of the starting line...the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line or one of its extensions...*but no later than four minutes after the starting signal or one minute before any later starting signal.*"

If you are pushing it and are so close to the starting line at the start signal that you think you might be over early and you hear a horn and see this flag, you probably were over early. Dip back down completely on the pre-start side of the line and start again. Don't keep sailing upwind another 200 yards waiting for the flag to drop. The Race Committee is not obligated to yell out sail numbers or chase down boats that are over early. Finishing a few positions lower is better than being scored OCS.



Fall Racing Schedule

7 Sep	Leukemia Cup	WSM
21 Sep	Cantina Cup	WSM – ICW President’s Cup
21/22 Sep	PRSA President’s Cup	WSM
22 Sep	SCOW Blue and Gold Cup*	WSM
6 Oct	SCOW Directors’ Cup	WSM
16 Oct	Wed Night Races End	WSM

* Denotes Team Racing Event

BOATING SAFETY TIP

What’s the danger of BUI?

Federal law prohibits boating under the influence of alcohol or drugs (BUI) on ALL boats. BUI is involved in 1/3 of all recreational boating fatalities.



- Impact of cognitive ability
- Judgment Impaired
- Difficulty with balance
- Lack of coordination
- Slow reaction time
- Decreased vision



Reefing the Flying Scot

Steve Youngblood | Training Director

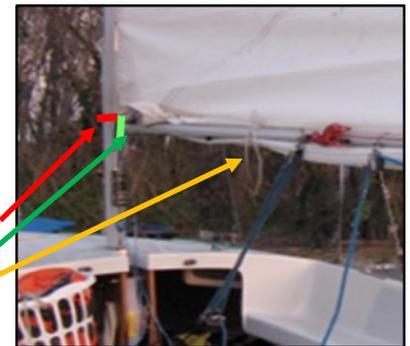


Why do you reef? It reduces the sail area so that the boat is not over-powered, making it easier and safer to sail. Reef before you realize that you are over-powered—it is better to reef at the dock than out on the water. You can easily shake out a reef on the water if the wind eases.

The process is to lower the main, secure the reef tack **1** forward and down, secure the reef clew **2** aft and down, and then secure the two reefing lines **3** to the boom, in that order.

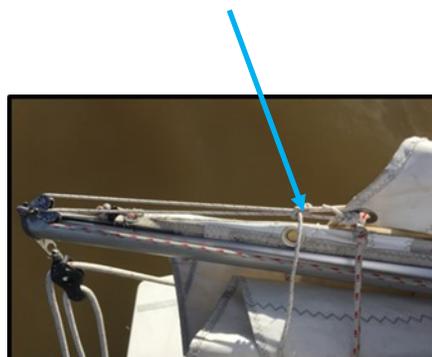
If you are underway:

1. Head into the wind and luff the sails.
2. Make sure that the main and jib sheets, and boom vang are un-cleated. (Note: You may sail under jib alone while reefing to help maintain control and keep the jib from flogging.)
3. Lower the main while supporting the boom and leave the head of the sail in the mast slot. Latch the main halyard winch to keep the head of the sail from slipping out of the mast slot.
4. Tie the reefing tack **1** (the grommet located about 3 feet up the luff from the tack) forward to the mast, using the red pendant.
5. Use the green pendant to tie the reefing tack to the gooseneck.
6. Tie the two reef points **3** **LOOSELY** around the boom.



Alternate reefing method (can be used at the dock or underway):

1. Do not untie the outhaul—it stays in place.
2. Retrieve the clew reefing line from the aft cubby. It will have a loop knot at one end.
3. Pass the loop end through the clew **2** reef until the knot is just on the other side of the clew.
4. Pass the standing end through the spare turning block at the end of the boom.
5. Pass the standing end through the loop, pulling aft to tension it, secure with a couple of half hitches and wrap the end around the boom and tie it off.





According to the Boat US Foundation and the U.S. Coast Guard - About half of all boating accidents involve drugs or alcohol.

Alcohol and Drugs Can Make a Bad Situation Worse

What else do you lose when you drink or use drugs? Your JUDGMENT. In skill tests, impaired boat operators all reported that they were better operators while intoxicated than sober, despite instrument readings that documented their reduced performance. Alcohol or drugs reduced inhibitions, causing normally cautious people to try stunts or enter high-risk situations a sober person would avoid.

Be careful out there—We want to keep you as members!

June's Haiku

By Bob Blackwell

Poached By The Prowess
I've Been So Welcomed By SCOW
So I'm Here To Stay

SCOW Events – June 2019

Date	Event
Mon. 3 June	Special Olympics
Tues. 4 June	Basic Sailing 2, Land Class 1 SCOW BOD Meeting
Wed. 5 June	WNR (Meet at the yellow cranes)
Thur. 6 June	Social Sail
Sat. 8 June	SCOW Magellan Race
Mon. 10 June	Special Olympics
Tues. 11 June	Basic Sailing 2, Land Class 2
Wed. 12 June	WNR
Thur. 13 June	Social Sail
Sat. 15 June	Basic Sailing 2, Water Class 1
Sun. 16 June	Basic Sailing 2, Water Class 2
Mon. 17 June	Special Olympics
Tues. 18 June	Basic Sailing 2, Land Class 3
Wed. 19 June	WNR
Thur. 20 June	Social Sail
Sat. 22 June	Basic Sailing 2, Water Class 3
Sun. 23 June	Basic Sailing 2, Water Class 4
Mon. 24 June	Special Olympics
Tues. 25 June	Basic Sailing 2, Land Class 4
Wed. 26 June	WNR
Thur. 27 June	Social Sail
Sat. 29 June	Basic Sailing 2, Water Class 5 8:00 am Cruiser Fleet Day
Sun. 30 June	Basic Sailing 2, Water Class 6



Please check the SCOW calendar online, for up-to-date schedules, additional events, times and descriptions (SCOW.ORG). Also, check with the appropriate Board member for more information - Board member contact information is on page 16.



Membership Corner

Barry Yatt | SCOW Membership Director



The rush of membership renewal is over but the work of membership engagement, support, and outreach to new members goes on. And work continues making our website and electronic forms easier to use. This first season of online renewals presented its share of challenges. If you're among the 148 who have not yet completed your renewal or new registration because of such problems, please email me and let's work together to get you on board. I'll bring blank membership agreements with me to Social Sails just in case anyone still needs to sign one. And if you moved away or needed to stop for some other reason, please let me know and I'll clean up our records.

As of May 30, we had 266 renewals and 98 new members joining, with 48 joining just since April 15. That's a total of 364 current members, not counting children under 18 who are in household bundles. Please help me welcome the following people who have joined SCOW since October 1 (the official end of last season):

- | | | | | | |
|--|---|---|--|--|--|
| Jayanth Arawa,
Greg Bauserman,
Kerem Bilge,
Robert Blackwell,
Margaret Borowczyk,
John Bowman,
Maria Bravo,
Jennifer Brooks,
Sean Brooks,
Jennifer Burnside,
Lauren Carl,
Carlocesar Cataneda,
Jennifer Charlton,
Antonia Cole,
Emily Collins,
CJ Collins,
Daniel Cotlear,
Alexis Dickerson,
Romano Dickerson, | William Docos,
Elizabeth Drake,
DeWayne Duff,
Melinda Dullea,
Kari Fiore-Walker,
Amber Gallaty,
Jean Grandmaire,
Robert Gregorits,
Christopher Haave,
Joshua Higginson,
Dan Hinton,
Robert Hollendonner,
Randall Jayne,
Larysa Kautz,
Ryan Kautz,
Christopher Kelly,
Jeff Koldoff,
Murali Kulathungam,
Mark Lauricella, | Robert Leary,
Jerry Lee,
JP Leous,
George Lewis,
Connie Li,
Ahmen (Ed) Malik,
Arun Mallikarjunan,
Josef Martens,
Johnny Martin,
Chris Mawdsley,
Kathy McCormick,
Daniel McEnrue,
Megan Meehan,
David Monti,
Lelia Mooney,
Phillip Moxley,
William Nalls,
Axelle Nassirou,
Sagar Nekkhalapudi, | Beatrice Newbury,
Michael O'Brien,
Louis Pecora,
Larry Pfeifle,
Robert Radu,
Sharon Reed,
John Roginski,
Leona Roszkowski,
Drew Royal,
Ian Sanderson,
Horacio Sapriza,
Michael Scardaville,
David Scheuemann,
Dana Schuster,
James Schuster,
Karen Seidman,
Sara Sepanski,
Allison Shapira,
Trueman Sharp, | Barb Shoemaker,
Matthew Smith,
Edward Snyder,
Arturo Soriano,
Dante Soriano,
Geraldine Soriano,
Leonardo Soriano,
Rachelle Stefanik,
Kevin Stefanik,
Colleen Sweeney,
Milt Thompson,
Chloe Thornhill,
John Thornhill,
Jake Wadsley,
Katherine Wadsley,
Christine Ward,
Michelle Watters,
Chris Weaver,
Sally Weaver, | Richard Williams,
Matt Wuerker, &
Victoria Zenner. |
|--|---|---|--|--|--|

You may notice some names missing. In some cases, the household bundle administrator didn't yet create profiles for their bundle members. If that's you, please do, so I can extend membership to them. And I haven't listed children under age 18, since membership is limited by the bylaws to those over the age of 18. Children in household bundles under 18 are welcome to participate in any SCOW activities with those in their household who are over 18, but not as members. We are looking to clarify this issue and I expect to have more to say in an upcoming Membership Corner.

Speaking of missing names, the following people are almost new members or almost renewed, missing just the listed information. If you see your name here, please reach out to me to complete your membership:

- | | | |
|-------------------------|-------------------|----------------------|
| Signed Agreement | Andrew Price | Aleida Higginson |
| Raymond Anselmo | Kevin Rich | Natalya Koldoff |
| Tom Burnside | Anna Sheinberg | Ann Kossachev |
| Robert Cavaness | Andrew Sherburne | Derek Kowalczyk |
| William Davenport | Dario Tadic | William Lindsay |
| Ana Defendini | Benjamin Wiles | Justin Mawdsley |
| Aleida Higginson | Dues | Valerie Mawdsley |
| Kristen Hoeflinger | Michael Kraft | James Meaden |
| Virginia Ivin | John Thompson | Sarah Meaden |
| Derek Kowalczyk | Profile | Christopher Schurman |
| Jelena Lukic | Joanna Allegretti | Suzette Shami |
| John Martin | Angela Arata | |
| Sarah Misraji | Sharon Awig | |
| Robert Ochs | Sarah Gonzales | |
| Krishna Paul | | |

Finally, a big thanks to Genevieve Lindsay who has agreed to take on the vital task of Meet Up coordinator from past Commodore Joe Leoncio.

For now, enjoy the warm weather, both on and off the water, and come up and introduce yourself to me at a social sail.

Yours in sailing,

Barry Yatt



Opportunities to Volunteer at Social Sails

Marie Brennan | Social Director



Dock Master: Help welcome members and newcomers, help sign people up for sails, assign people to boats. This is a great opportunity to welcome new members and talk about how wonderful our club is...and affordable!

Assistant Dock Master: Assist the Dock Master, help skippers dock, help guide assigned people to the correct boat. This is a great way to be involved with the boats directly and practice your cleat hitch.

Chef: Provide food for 50-60 people. You will be the most loved person at Social Sail! You can cook, or purchase food, whatever you like! Be creative, or order pizza. You can team up with others to help with the load and make it more fun. Food will be reimbursed up to \$200. (All supplies needed are in the DHOW). Friday is the backup day if we get rained out on Thursday. Past ideas include: Costco Pizza, Fried Chicken, Ledo's pizza and wings, taco night, meatball subs, fresh salads... it's endless!

No experience is required for these positions- there are always people around to help or answer questions. If you are considering volunteering but have questions, find me or the Dock Master/Assistant DM at a Social Sail! Sign up link is below. If you sign up for a position, it is very important you commit, or cancel with enough time to find a replacement. We have already had 4 successful social sails and hope to continue throughout the summer! All sailing decisions will be made at the docks by the skippers/crew who show. If the weather is bad, know that we may not be able to come out. Many of us still come on rainy nights, meet at

the marina then head to Tj's for drinks and snacks.

If you are looking for other ways to help, the skippers can always use a hand helping to get the boats put in the water, and cleaned up at the end- no experience necessary plus it's a wonderful way to learn if you are trying to check out as a skipper! So far, everyone has been wonderful helping with set up and clean up and helping put away the DHOW. What a great group of people we have!

Basic Reminders: Social Sail EVERY Thursday through September starting around 6pm (DM and ADM are asked to arrive earlier for set up). Sailing decisions will be made at the dock by the skippers and Social Sail director. Catered food and potluck, every other week. Sailing is for ages 5+. See link below to volunteer!

<https://www.signupgenius.com/go/30e0a4cacao28a0fb6-social>



Skippers' Corner

By Chip Lubsen | Skipper Certification Director



New SCOW Skippers

Congratulations To:

Alex Kaye – Flying Scot Skipper

Jake Wadsley – Flying Scot Skipper

Barry Yatt – Cruiser Skipper

... and **Thank You** to their tutors! (Mike Hooban, for Alex, Tim Bliss for Jake and Vince Penoso for Barry)

Flying Scot Rub Off the Rust

OK you 16 out of 103 that have not yet reviewed the materials and let me know. Let's get it done. I really do NOT want to revoke boat reservation privileges for anyone. Please email me at skipper@scow.org if you have any issues with reviewing the materials.

Learning from Incidents

So far this year we have had 3 collisions (1 Cruiser while docking and 2 Flying Scots on or near the racecourse). We've also had two cruiser groundings, one due to a motor malfunction. Lessons:

- Cruiser Skippers ALWAYS pay attention to the location of your vessel relative to shallow water.
- The latest guidance regarding cruiser motor oil – Leave it alone. We have had issues related to motor oil being over-filled.
- All Skippers – EVERYONE on board is a lookout and needs to communicate potential collision with moving or fixed objects – loudly and clearly.
- Docking continues to challenge us all – Be conservative, yet decisive, especially when the wind speed is up. Dropping the main before approaching the dock is a great way to reduce risk.

We have also had a few instances of skippers leaving Scots in unsatisfactory condition. This is disrespectful to your fellow skippers and to club equipment. If you have any questions about proper boat stowage, please review the related ROTR materials section.

2019 SCOW Skipper Prospects

The SCOW Skipper Prospect List currently names 27 Flying Scot and 11 Cruiser candidates. Thirteen candidates are actively engaging with tutors to progress toward their water checkouts. If you and I have not already communicated and you are planning to pursue certification in 2019, please send me an email so I can confirm you are on, or add you to, the list. I look forward to helping you achieve your goal of becoming a SCOW certified skipper! Please write to skipper@scow.org and title your email **Skipper Prospect**.

Thank You – to Susan Berman and John Rogers for their help in grading Basic and Cruiser exams. Very much appreciated!

Sail Well.



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Please send your articles, for future ChaNNels newsletters, to: editor@scow.org

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