

Commodore's Log



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Ahoy!

Some of the most beautiful days (and evenings) on the water are in the Fall months.

Don't stop sailing because the thermometer is no longer horrendously hot. The days may be shorter, but there is a tranquil beauty about being on the water in the Fall. We have a few sunset pictures on page 7 to hint at what's in store.

Our first SCOW membership meeting is around the corner - Monday September 16th at Hard Times Café in Old Town, Alexandria, VA. The meeting starts at 7pm, but come at 6 to catch up with friends, meet new ones, and get a quick bite and beverage before the meeting.

While the racing season has had a difficult time negotiating the DMV weather, I've been genuinely impressed every time we can get out on the river to race. Lots of new faces and some of the friendliest folks on the water. I see the competitiveness in their eyes at the starting line and around each mark, but never a harsh word - more helpful words than sour grapes. As Commodore, I love the comradery before, during and after the races. We had 10 boats out there this past Wednesday night and ran three fun, yes FUN races. We have at least 15 Flying Scots slotted for the President's Cup in two weeks and the racers are just lining up to get on a boat. Give a Wednesday Night Race a chance - you may be a better sailor as a result - and possibly make a few new friends around each mark. I'm also impressed with the caliber of sailors that make up SCOW - it's getting better and better every year.

Oh, now I have one not-so-fun effect of our sport on the Potomac. I was getting my annual checkup at the Dr's office last week and was talking to my physician about dinghy racing on the Potomac - as soon as he heard that, he gave me a Tetanus shot. Said any scrape in the river could be dangerous. I'm now good for 8-10 years! When was your last Tetanus shot?

September will fly by before you know it - take a look at all of the SCOW events on page 13 - don't miss the fun.

And finally, tickets are now available for Hail and Farewell - SCOW's annual celebration of our great volunteers that keep Your Club sailing along.

See you on the water -

Richard Kaiser, Commodore 2019

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

SCOW is a 501(c)(7) organization that was originally chartered July 12, 1966 "to provide the membership thereof with the opportunity and instrumentalities to become expert in the art of sailing for their individual and mutual education, benefit and enjoyment."



Racing Corner

Dave Beckett | Racing Director



Racing Program News

Racing in Rehoboth

My son, Dave, and I sailed Triple B in the RBSA Invitational Regatta on 24 Aug. Heavy air and a lot of chop made for some exhilarating and wet sailing and a very strenuous workout. Wind speeds were in the 18-23 kt. The windspeed was so high and gusty, that my starting strategy was to concede the start and stay far away from other boats. It worked out. We gave away every start but were consistently able to out sail the other boats going upwind. They seemed faster downwind. Our scores on Saturday were 1-1-2-1. No races were conducted on Sunday due to extreme winds. We took first place overall for the regatta and locked up the Championship for the Capital District Traveling Trophy.



Trailing after getting a late start in Race 3. Got too far from the line and then a big left shift made it hard to get to the line.



Still trailing 5201 on the beat after tacking onto port but closing the gap. The crew of the other boat said that we sailed flatter than they did. I couldn't tell during the race, but at least in this shot, it looks like we are flatter.



It's a three boat race now and we're chipping away in a tacking duel with 5201 that's going our way.



Alongside of 5201 in a high speed spinnaker-less run. Capsized catamaran off our starboard bow assisted by motorboat.



Racing Corner - Continued



Trying to get on 5201's wind but it's blowing so hard, I never felt like I took his air.



Tacked on lee bow of 5201 on the second beat to get ahead. Still need to catch the green boat to win the race. I told Dave we had to take the lead before the windward mark because whoever rounded first out of the three boats would win the race.



We ducked the green boat and then tacked onto the starboard tack layline. They continued on starboard, then tacked onto port and that set up the situation in this photo. Triple B on starboard tack, fetching the mark. The green boat came in on port and tacked inside the zone. We were flying and easily got overlapped between them and the mark as they were finishing their tack. They gave us room and scooted around the mark and took the lead.



Looking back at 5357 and 5201 after rounding the windward mark for the finishing run of race 3.

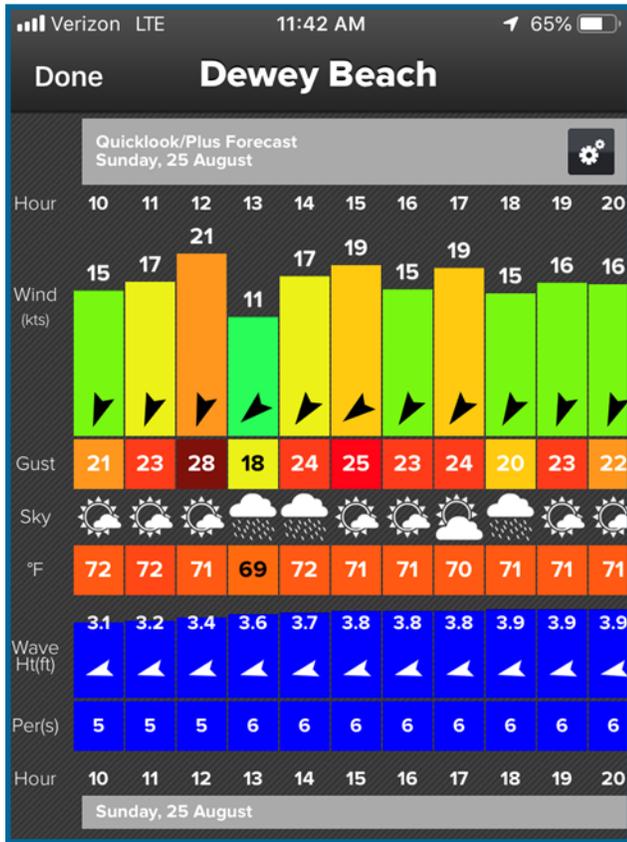


This race should be over at this point. The winds were so high that no spinnaker was needed or advisable during the regatta, except for this one leg. Wiley Tom, from Tennessee, in 5357, the green boat, caught us napping. We were sailing and bailing and happened to look back and see that he popped the chute and was moving at what looked like 40 mph. The wind had just died down enough momentarily where you could safely fly the spinnaker and he took advantage. We hoisted and were soon flying as well, but his jibe was smooth and ours was not and he got by us and took the win. Yeah, he's got one of those fast new AirX Triradial spinnakers and I only have my antique cross cut chute, but he just out sailed me on that last leg.

Continued on next page.



Racing Corner - Continued



Here's the summary of day 2. We were in a commanding lead after day 1 and with only one race scheduled for Sunday, the only way we could lose was to not compete if they ran a race. Above was the forecast and the skies looked ominous. Most of the boats were heavily challenged on Saturday and Sunday was looking a lot worse. The Principle Race Officer (PRO), who evidently was not a Flying Scot sailor intended to conduct a race. I didn't want to be the guy to lead the fleet out into a dangerous situation, so I told the PRO I wasn't going out and went to pack up my boat. Half an hour later or so, I heard they weren't going to try to race.



If we had gone out, it would have been ugly and we would have been trying to dock at a sketchy pier set up without enough depth to put our centerboards down and in 30 kt winds.

Racing Rule of Sailing 4: DECISION TO RACE;

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

RRS 4 Exercised! After the Neuse River Massacre at the 2015 ACC, I'll never trust a Race Committee to make that decision for me again. The PRO wasn't too happy with me, but the racers were quite happy about it.



Don, Walbrecht, RB SA Flying Scot Fleet Captain and all around great guy, presenting the 1st Place trophy to the crew of Triple B, Dave and Dave.



There's a close up of the trophy and a super cool Triple B ball cap my boys got me for Father's Day. Nice trophy.



Membership Corner

Barry Yatt | Membership Director



I hope all of you have had a great summer on the water so far. As we move into fall, I encourage you to remain active. Hail and Farewell is approaching, club program meetings are scheduled, and sailing doesn't end just because social sails and racing end. Best of all, skippers can reserve our boats all year long when conditions are suitable.

As for our membership stats as of 9/1, we have 429 adult members: 278 renewals and 151 first-time. Of those, 58 are household bundles with 149 members. Another 15 are minors. Please help me welcome the following first-time adult members this month:

- Jennifer Caviness
- Otilia Ciotau
- John Coles
- Daniel Dawes
- Tejal Gami
- Ken Goedecke
- Nicholas Harrigan
- Jonathan Hukill
- Anne Humphrey
- Kass Kassebaum
- Corey Lucas
- Robert McLauchlan
- Emily Powell
- Taylor Senf
- Brian Wayman

As always, please contact me with any issues related to membership.

Yours in sailing,
Barry Yatt

“Scuttlebutt”



One way to ration water on a long voyage in the days of sail was to have a hole, or “scuttle,” cut into the side of a “butt,” or cask, that held the day’s supply of drinking water. This scuttled butt was a gathering place where sailors could relax for a moment and chat. Scuttlebutt became U.S. Navy slang for gossip... and then it spread.



It's a Party!



Hail & Farewell is SCOW's annual blow-out party to thank all of our great volunteers for another super sailing season. Mark your calendar for the evening of November 16, 2019. Music, food and your best sailing buddies. [Click here](#) for more information and to purchase tickets.



2019 Board Appointees

| | | |
|--|-------------------------------|----------------------|
| Training & Skipper Cert. Committee Chair | John Rogers | TSCC@scow.org |
| Boat Assets Committee Chair | John Kauffman | BAC@scow.org |
| Investments Committee Chair | Vacant | Investment@scow.org |
| Audit Committee Co-Chairs | Luis Rivas & John Kauffman | Audit@scow.org |
| ChaNNels Editor | Vacant | Editor@scow.org |
| Email Administrator | Jeff Teitel | Postmaster@scow.org |
| SmugMug Photo Administrator | George Clark | Pictures@gmail.com |
| Web Editor | Luis Rivas | Webmaster@scow.org |
| Meetup / Facebook Coordinator | Genevieve Lindsay | Meetupcoord@scow.org |



Amazing WSM Sunsets



Courtesy of Jonathan Thron



Courtesy of Dave Beckett



Courtesy of Jonathan Thron



Courtesy of Richard Kaiser



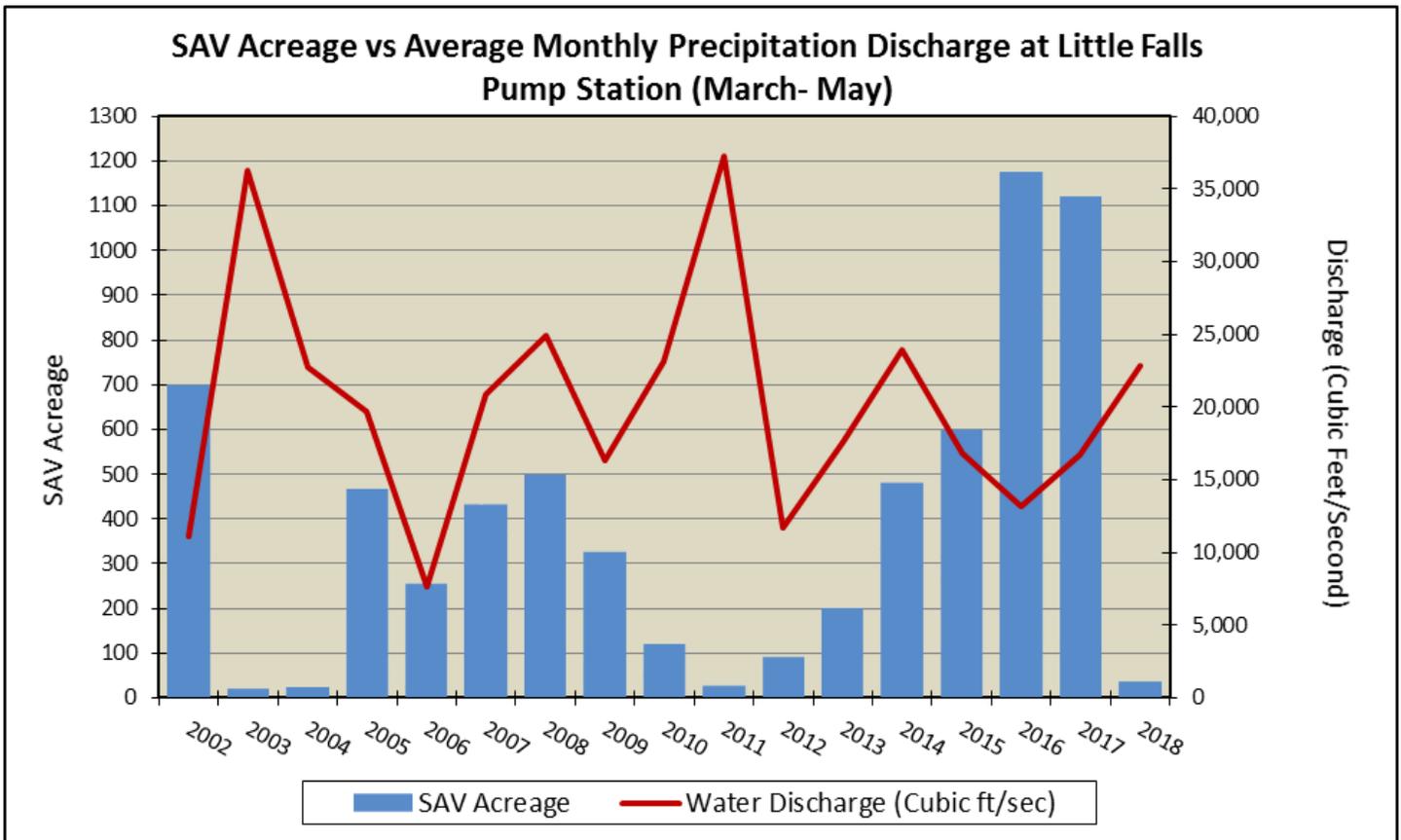
Courtesy of Richard Kaiser



Hydrilla-Free How Much Longer? – By Dick Kerr

The hydrilla hell of 2016-17 may seem like only a bad dream now that we’re in our second season of nary a slip of green grass to be seen, but only 5 of the past 18 years have seen the Potomac’s “submerged aquatic vegetation” or SAV at such low levels as we sailors are now enjoying. In all likelihood, the green stuff will be at least noticeable next year. Whether it ever returns to the record-breaking levels of 2016-17 is anybody’s guess.

We blithely call any and all aquatic vegetation rooted to the bottom “hydrilla,” but in fact most of what we see is not the non-native, invasive hydrilla but native grasses that predate Colonial days. They got knocked down by 20th- century pollution but came back in the 1960s as the Potomac was being cleaned up and when true hydrilla happened to make its appearance. Over the 17-year record produced by the District of Columbia’s Department of Energy & Environment (see chart), high springtime flows on the Potomac (red line) have three times knocked down the area of the river (blue bars) covered by all sorts of SAV. Mainly, it’s the extreme turbidity of the swollen river that suppresses SAV by blocking out sunlight during the growing season.



Credit: Fisheries and Wildlife Division, Department of Energy & Environment of the District of Columbia



According to Dr. Nancy Rybicki of the U.S. Geological Survey’s Reston office, this second year of respite is carryover from last year. “The SAV has not yet recovered in 2019,” she writes in an email, “but could by 2020 if the past is any indication of the future.” (See 2003—05 and 2011-13 in the chart.) She reports seeing healthy green SAV growing in tidal creeks entering the Potomac at Dyke Marsh. These lingering SAV oases and others above Great Falls and in the Anacostia will eventually spread back into the tidal Potomac, she says. Given that no one knows why SAV exploded in 2016-17, experts are not predicting SAV’s abundance next year. We may be the first to know.

Dr. Rybicki closed her email with a word of warning. A new invasive aquatic plant, water chestnut, has been found in ponds in Fairfax and Prince William counties, from which it could eventually travel to the tidal Potomac. This floating plant (<http://mdinvasives.org/iotm/july-2019>) “is a huge threat to the Potomac Ricer ecosystem and would obstruct navigation.” It looks like a brute. If anyone sees it, let me know and I’ll pass it along.

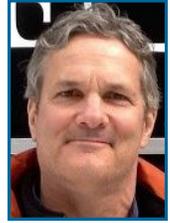


Credit: Maryland Invasive Species Council



Maintenance Corner

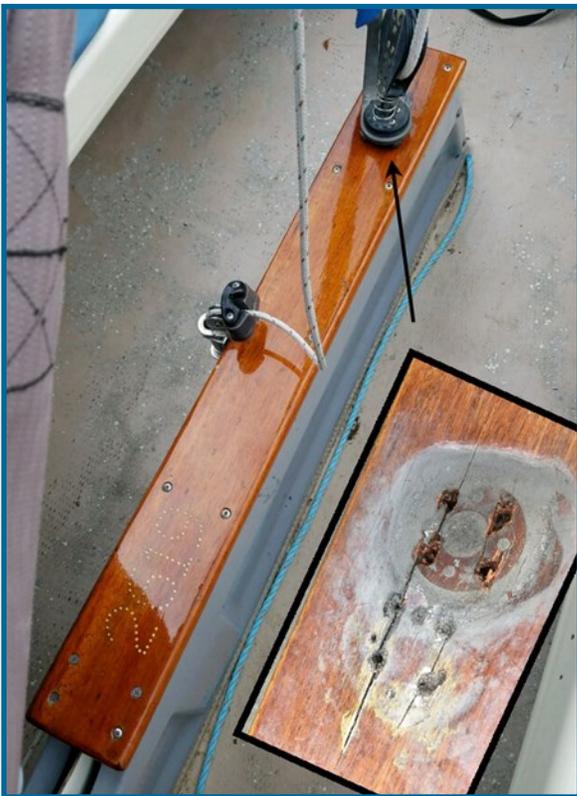
Dana Howe | Scot Maintenance Director



Ms. Ellie, the one boat that people tend to feel strongly about one way or the other, was offline for a week in August when she needed some emergency surgery. The club's own Dr. Dick Vida to the rescue. You can see in the photo what the centerboard trunk cap looked like after she lost her mainsheet tackle (inset) and the miraculous transformation after Dr. Vida's work. Looks like a fine piece of furniture now and she's waiting for her faithful followers to get her back out on the water.

I've noticed lately a few skippers that are not taking advantage of the mainsheet extension assembly. These devices keep the mainsheet from fouling over the top of the rudder when the mainsheet goes slack by pulling the mainsheet forward and away from the back of the boat. See the photo for how it should be attached.

Finally, the dog days of summer will be giving way to some cooler weather soon enough (as a native New Englander I'm okay with that.) Time to get your calendar out and plan to join in on the Flying Scot Maintenance Day scheduled for October 5, 2019.



Last Call for Capsize Training!

With just one more class in 2019 and only a couple of seats left, you'll have to move fast. The last Capsize class starts on September 21, 2019. Register at <https://www.scow.org/learn>. Just \$30!! We know it's on your bucket list - do it now! **The most fun anyone can have on the Potomac.**



Skippers' Corner

Chip Lubsen | Skipper Certification Director



Congratulations to Six New SCOW Skippers



Congratulations To: Ben Kelly – Cruiser Skipper (pictured to left) at the helm near Ft Washington.

Thank You to Tutors Becky Cole and John Kaufmann and to Tutor and Checkout Skipper Luis Rivas.



Congratulations To: Dana Brown, pictured with son Jimmy – Cruiser Skipper

Thank you to Dana's Tutors Becky Cole, John Kauffmann, Joe Leoncio and Luis Rivas and to Checkout Skipper Luis Rivas.



Congratulations To: Trueman Sharp – Flying Scot Skipper

Thank You to Tutor Mike Hooban and to Checkout Skipper Luis Rivas. Pictured above: Trueman with Luis Rivas (l) and Mike Hooban (r) after his checkout.



Congratulations To: Bonnie Sylwester – Flying Scot Skipper

Thank You to Tutor and Checkout Skipper Mike Hooban.



Skippers' Corner Continued

Congratulations To: Kerem Bilge and Fatih Orhan – Flying Scot Skippers

Thank You to Tutors Baris Ornarli and John Rogers and Checkout Skipper John Rogers.

Photo—Kerem Bilge (l) and Fatih Orhan (r) with checkout skipper John Rogers (c).



Keeping the Streak Alive

No Incidents in August – Three months in a row of incident-free quality skippering! Thank you for keeping our members, guests and fleet safe - and keep up the great work.

Reminders

- There have been thefts at the marina. Please be sure to lock everything that we normally keep locked.
- Please leave extra time to return your vessel On-Time.
- Cruiser Motors – NEVER force anything. Pay careful attention to related emails from Cruiser Maintenance Director Vince Penoso.
- Cruisers – Pay close attention to boat specific bulletins maintained on the reservation system.
- Cruiser or Scot issue that needs attention? Please notify bosun and appropriate maintenance director – don't simply make an entry in the logbook.
- Cruisers – Tide charts are no longer on board. Tides Near Me is a great app – or scow.org/tidetables.
- Late summer storms – have you installed a weather app with current doppler radar?
- Stay tuned for Maintenance/Fleet Day announcements – your help is needed and appreciated.

Skipper Prospects Update

The SCOW Skipper Prospect List currently names 41 Flying Scot and 10 Cruiser candidates. Seventeen candidates have requested tutoring on their way to a water checkout and 12 are in various stages of working on the written test. For that written test, be sure to follow the instructions on the web site carefully so that we can take full advantage of the automated form. Please let me know how I can help if you feel stuck. Contact me at skipper@scow.org. 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**.

Happy and Safe Sailing to All



SCOW Events – September 2019

| Date | Event |
|--------------------|---|
| Tue. 3 September | Basic Sailing 3, Land Class 2 |
| Wed. 4 September | Wednesday Night Races (WNR) |
| Thur. 5 September | Social Sail |
| Sat. 7 September | Basic Sailing 3, Water Class 1 Leukemia Cup |
| Sun. 8 September | Basic Sailing 3, Water Class 2 |
| Mon. 9 September | 7:00pm SCOW BOD Meeting |
| Tue. 10 September | Basic Sailing 3, Land Class 3 |
| Wed. 11 September | WNR |
| Thur. 12 September | Social Sail |
| Fri. 13 September | Raft Up |
| Sat. 14 September | PRSA President's Cup / Cantina Cup |
| Sun. 15 September | PRSA President's Cup / Cantina Cup |
| Mon. 16 September | 6:00pm General Membership Meeting |
| Tue. 17 September | Basic Sailing 3, Land Class 4 |
| Wed. 18 September | Cruiser Land Class 1 WNR |
| Thur. 19 September | Social Sail |
| Sat. 21 September | Basic Sailing 3, Water Class 3 Capsize Class |
| Sun. 22 September | Basic Sailing 3, Water Class 4 Cruiser Water Class 1 |
| Wed. 25 September | Cruiser Land Class 2 WNR |
| Thur. 26 September | Social Sail |
| Sat. 28 September | Basic Sailing 3, Water Class 5 |
| Sun. 29 September | Basic Sailing 3, Water Class 6 Cruiser Water Class 2 |



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; contact information is at the end of the ChaNNels Newsletter.

From the year 1908, by a French philosopher named Émile Auguste Chartier, who wrote under the pseudonym, Alain:

Every boat is copied from another boat... Let's reason as follows in the manner of Darwin. It is clear that a very badly made boat will end up at the bottom after one or two voyages, and thus never be copied... One could then say, with complete rigor, that it is the sea herself who fashions the boats, choosing those which function and destroying the others.



2019 Board of Directors

| | | | |
|---|---|--|---|
|  |  |  |  |
| <p>Richard Kaiser Commodore commodore@scow.org</p> | <p>Brian McPherson Vice Commodore vice@scow.org</p> | <p>Wayne Williams Secretary secretary@scow.org</p> | <p>Mike Hooban Treasurer treasurer@scow.org</p> |
|  |  |  |  |
| <p>Mike Hooban Acting Training Director training@scow.org</p> | <p>Chip Lubsen Skipper Director skipper@scow.org</p> | <p>Marie Brennan Social Director social@scow.org</p> | <p>Carlie Smith River/Bay Director river@scow.org</p> |
|  |  |  |  |
| <p>Dana Howe FS Maintenance Director scotmaint@scow.org</p> | <p>Vincent Penoso Cruiser Maintenance Director cruisermaint@scow.org</p> | <p>Dave Beckett Racing Director racing@scow.org</p> | <p>Barry Yatt Membership Director membership@scow.org</p> |

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

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