

Commodore's Log

By John Rogers, SCOW Commodore

Well, we are about half way through the year.

Sometimes the club activities may seem a bit chaotic and we of course suffer from schedule changes (and scheduling conflicts) when the weather does not cooperate. At the same time, we have accomplished a lot this year. The boats are in good shape and have had little down time for repairs. The training classes have been well received and we have some new skippers from the classes and checkouts. We have had some very successful social events and Wayne has been actively encouraging use of the boats for river activities. Racing on Wednesday night has been a success despite a few small craft warnings. Tom has helped in various ways and has scheduled some interesting speakers for the monthly meetings. Various volunteers have helped to coordinate raft-ups on the bay.

In addition, we have purchased another Flying Scot that may be ready to sail when you read this and we have purchased a replacement for Psycho. We will be selling Psycho (with a chance for club members to make the first offers). The new Catalina will be fixed in Annapolis then sailed up the Potomac to the WSM.

This effort has involved many club members. I thank you all for your participation and help.

In the second half of the year we will have additional classes. We will get the new Catalina ready for use and we will need to revise the SIF (sailing information file, for the Scots and Cruisers) to reflect these changes. We will have some more raft-ups on the bay and a trip to Smith Island that has been a success in past years. And don't forget the crab feast in St. Michael's. There is a cruiser class in July and a basic sailing class in September along with some capsizes and spinnaker classes. We will finish the year with the election of the 2008 Board and the Hail and Farewell.

Please consider how you can contribute to these activities and make this year a great success.

And finally, we are here to SAIL! So, sail safely, sail well. ✱

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Commodore John starts the race.



Marina and Tom rig Miss Ellie who finished first.



Rhonda muscles Danschweida down the dock.



Danschweida is first to push off...



...while the original Scots are left behind.



Miss Ellie on her way to the start. "Turbo Scot"



Suzie Q pushes off



Danschweida is first back to the dock.

SCOW COMMODORE'S PICNIC

By Adam Pressman

8 JULY 2007

Sunday NOON - 4

**WASHINGTON SAIL-
ING MARINA GROVE**

A cast of dozens participated in the annual Commodore's Picnic last Sunday. Music, great food and grilling, a sailboat race and conversation about sailing and other things helped beat the heat. The highlight of the picnic was the christening of the club's latest Flying Scot *Selkie*. A race to assess the benefits of re-rigging Danschweida from the Flying Scots class rig to a more conventional rig common to bigger boats and the club's cruisers proved that Danschweida is faster to rig and much faster to sail (though that may have more to do with her accomplished crew). The "Turbo Scot" sailed a windward-leeward 100 yard course twice as fast as the other two Flying Scots who were fairly close to each other. Putting the boat away is probably faster as well if you've read last month's article on just how to do it and practiced a little.

See more pictures on the next page*



Miss Ellie is close behind



Rhonda down...board up.

**More from the
Commodore's
Picnic**



Crews scramble to get the boats put away first.



Rolling and packing

Race Results:

*From starting line to
finish line:*

1st Place: Danschweida :
3:18

2nd Place: Miss Ellie:
6:42

3rd Place: Suzie Q:
8:14

Fastest Rigging for Sail:
Danschweida

Fastest Put away:
Miss Ellie



Miss Ellie is first to finish!



Danschweida's happy crew.



Commodore John christens our new Scot Selkie



*Great food, music, merriment rounded out the
day*

Upcoming River Events

By Wayne Williams, River Director

Here's the list of upcoming river events. Please consider this call for Skippers and note the next two months change for River Sailing from Friday to Saturdays!"

Skippers - Please call WSM and sign the Cruisers to Sail on Saturdays for the Months of July and August.

Cruiser Skippers - limit yourself to two reservations above and beyond your normal SCOW allowed reservations as you volunteer to skipper for the following SCOW River Events. In the interest of helping new members spend time on the water please invite new members as part of your crew too! Suggest you have one or two designated as "stand-by" to fill in for those who cancel :)

List of SCOW Saturday River Sails

July 14th - "Bastille Sail" - "Quatorze Juillet" (Fourteenth of July in French) is Bastille Day, the French national holiday celebrating the storming of the Bastille in 1789 during the French Revolution.

July 21st - "Apollo 11 Sail" - 1969 - Neil A. Armstrong and Edwin "Buzz" Aldrin become the first men to walk on the Moon, during the Apollo 11 mission.

July 28th - "Bermuda Sail" - 1609 - Bermuda is first settled, by survivors of the English Sea Venture, en route to Virginia.

August 4th - "Motorcycle Sail" - The Sturgis Motorcycle Rally is held the first full week in August each year.

August 11th - "Persian Greek Sail" - 480 BC - Greco-Persian Wars: Battle of Artemisia - The Persians achieve a naval victory over the Greeks in an engagement fought near Artemisia, a promontory on the north coast of Euboea. The Greek fleet holds its own against the Persians in three days of fighting but withdraws southward when news comes of the defeat at Thermopylae.

August 18th "Portuguese Japanese Sail" - 1541 - A Portuguese ship drifts ashore in the ancient Japanese province of Higo (modern day Kumamoto Prefecture). (Traditional Japanese date: July 27, 1541)

August 25th "Cook White House Sail" - 1768 - James Cook begins his first voyage. And in 1814 - Washington, D.C. is burned and White House is destroyed by British forces during the War of 1812.

Hope to see lots of sailors on the water*

How are you spending your Summer Vacation?

Got Pictures?

SCOW Members would love to see them. Send digital photos to the editor. Please include captions.

channels06@scow.org



SCOW Social Director

By Dorothy Almassy, Social Director

This position reminds me of the Army Slogan "Be all you can be". There are several historical annual functions in which you and your committees can focus on improving, challenging, enjoying or changing! During the "Off Sailing Season, we schedule "Social No-Sails" on various days at different places...this is as versatile as you want it and may include bowling, bridge, barhopping, game night, wine and cheese, movie night etc.

Starting in January: Usually the second Saturday or Sunday in January is the "Afterglow Party" , a potluck dinner and party held at The Colonies in McLean.

In March we have the Re-Up Brunch focuses again on a potluck function with opportunities to sign up for training and renew memberships. This brunch gives all a chance to rekindle sailing friendships and make new acquaintances. It is also historically held at The Colonies in McLean.

In June or July we hold the Commodores Picnic at the marina. See a separate article in this Channels for ideas from this year's event.

From April through October - We hold weekly Thursday Social Sails from 6-dark at the Washington Sailing Marina. Co-chefs, Dockmasters and Skippers are assigned from a list of volunteers to host the event.. Social Director enrolls and maintains the list of volunteers to be chefs, Dockmasters or Skippers.

Other Social Opportunities include (but are not limited to) a Smith Island weekend trip and providing food or drinks for camping trips, assisting the River Director for social events on the Potomac River or training events.

The final event of the sailing season is the Hail and Farewell...This is usually our "elegant" event of the year. This is a dinner dance and awards ceremony as well as the announcement of new SCOW board for the next calendar year*

Upcoming Social Events:

Please watch the SCOW notices for upcoming events:

Bay Crab Feast and raft up in Aug - date and place is in the works.

Smith Island - 15 and 16 Sept. Details also being finalized for this annual event. Skippers, if you plan on going and want crew please contact Dot at social@scow.org ASAP. Forms for registration for this event for people needing B&B space are on the following pages and will be e-mailed shortly. Space will be limited and sharing rooms will be required. (it's a small island).

Live Slow...Sail Fast! Running the SCOW Racing Program

By Adam Pressman, Race Director

The job of Race Director at SCOW has been a rewarding experience for me this year and I'll share with you how you may find it rewarding if you desire to take it on in the future. The Race Director position has changed in my experience each year with its incumbent, reflecting the passion, ability and commitment. I am a keel-boat racer with strong ties to the Chesapeake Bay racing community and have sought to establish or enrich our connections to that community by having members of the sailing professionals there join our club and teach us racing skills. I've found numerous crew opportunities for club members on the bay boats.

At the same time I know that SCOW is a Potomac River centered club. To that end I revitalized the dinghy racing program at SCOW and ensured our two new boats purchased this year were race-ready. I'm a dinghy racer from way back and though other commitments keep me from joining in the fun I have observed and been told of many enjoyable Wednesday evenings and the lessons learned by our Flying Scots skippers and crew. The Scots enjoy a US Sailing certified Race Committee practice so that they learn the proper race course signals they'll experience wherever they race in the future.

Our DISC neighbors, have commented on the change in our entry to their Tuesday and weekend keelboat racing. Many are commenting on how well the hard work of our Maintenance Director and our cruiser skippers has paid off as they observe how Rebecca performs. Most of them are watching her transom.

The job of Race Director this year, reflects my passions and abilities, at the same time, I encourage you to tell me what the race program of your club, SCOW, should be. There are Race Interest Survey forms downloadable on the website. I'm privileged to not only serve as your Race Director this year, but to have gleaned the knowledge of those in the role before me. A compilation of that knowledge appears below in a brief description of the Race Director's year. This will help you understand the role and what you'll be expected to preserve or improve if you step into it*

January -Planning for the Spring Tune-Up Regatta and Race Seminar to occur in the Spring. The best time for the Regatta is the Saturday before the first Tuesday night DISC (about the third week in April). People are ready and eager to get out on the water. The best time for the seminar is in mid to late March. Make your first announcements for the big boat skippers to get their names on the list for racing skippers. Advertise the racing-news@scow.org mailing list

March -At the March members meeting have the drawing for big boat skippers. Hold race seminar. Announce dates for the Scot racing. (Scot racing usually starts the first or second Tuesday of May-There is usually enough daylight by then). Go to marina and reserve boats for all events for the entire season.

May-Start Flying Scots series until October. Ensure SCOW entries in DISC series are underway.

Sept.-On the Thursday before the Leukemia Cup have everyone who has raised money come to the Social Sail that night. Have everyone show you the money. Only actual money will count, no pledges or promises. Select the winners.

Nov.-Frostbite regatta. Recognize winning skippers and race program champions at Hail and Farewell.

February- Announce and advertise who will be giving the race seminar with times and dates. Notify the DC harbor police and get a permit to run the Spring Tune-Up Race, Flying Scots series and other races SCOW will host.

April - Hold Spring Tune-Up Regatta. Pay DISC dues and get cruiser racing in their series.

June, July, August-Start making announcements for the Leukemia Cup in Channels etc. Talk even more about the Leukemia Cup!!!! Conduct some racing seminars in the normally windless months or July and August.

Oct.-Conclude the Flying Scots and SCOW entries in the DISC regattas.

December-Hand off info to next race director.



SCOW - SMITH ISLAND TRIP 2007

September 15 and/or 16 Day Trip or Overnight.

Ways to get there:

Ferries: (Other ferries also available. Prices may have changed)

1. Point Lookout MD \$35. R/T

Departs 10:15am (allow full 2 hours from Virginia) ret 2:30.

2. Crisfield, MD \$10

Bay Boats: Crew _____

Options if you stay overnight.

Overnight at B&B **\$125 per rm.**

max...3 people per room includes Breakfast.

*Crab feast (ayce)4-7pm(incl 10 layer cake, chicken etc)\$***25**_____

Sunset cruise to Tylerton (another town on Smith I that is only accessible by flat boat) \$25 _____

Questions: Call Dot 703-560-0367 by Sep 8... (Dot Almassy, 3402 Hemlock Dr. Falls Church, Va 22042) (Checks made out to Dot) Please add up the things you wish to do and send check to Dot (money talks) No money...no reservation. (please do not call the B&B...they are reserving all rooms for SCOW for this weekend) (Skippers: sign up ASAP, slips are limited)

Answers:

Carpools: encouraged.

Bikes & Golf Carts available for rent on Island or take your own bike.

Kayaks and bikes available at B&B for overnight guests.

Restaurants on Island (2) specialize in soft shell crabs - full menu

Dry Island - Bring your own beverages

.... If you just go for the day...you will not have the option to join in the crab feast and sunset cruise.

Please fill out completely and mail or give to Dot at

Social@SCOW.ORG

Or 3402 Hemlock Dr., Falls Church, VA 22042

NAME _____

PHONE _____

Address _____

Ferry from _____

Overnight _____ Share Room w/ _____

Crab feast _____ Sunset Cruise _____ Carpool to Point Lookout _____

Would like to crew on boat _____

Skippers: _____

Taking boat and need slip: _____ Boat Name
and size

Dates: _____

Crew: _____

Need Crew: _____

July to August Calendar of Events

Saturday through Friday

	Sat Jul 7	Sun Jul 8	Mon Jul 9	Tue Jul 10	Wed Jul 11	Thu Jul 12	Fri Jul 13
J U L Y	Capsize I	Commodore's Picnic	General Meeting		Cruiser II (Land)	Social Sail	
					Racing		
	Sat Jul 14	Sun Jul 15	Mon Jul 16	Tue Jul 17	Wed Jul 18	Thu Jul 19	Fri Jul 20
	Cruiser II (Water)	Cruiser II (Water)			Cruiser II (Land)	Social Sail	
	Spinnaker I	Channels Deadline			Racing		
L Y	Sat Jul 21	Sun Jul 22	Mon Jul 23	Tue Jul 24	Wed Jul 25	Thu Jul 26	Fri Jul 27
	Cruiser II (Water)	Cruiser II (Water, Evening)				Social Sail	
					Racing		
	Sat Jul 28	Sun Jul 29	Mon Jul 30	Tue Jul 31	Wed Aug 1	Thu Aug 2	Fri Aug 3
Cruiser II (Make-up)	Cruiser II Checkout				Social Sail		
				Racing			
A U G U S T	Sat Aug 4	Sun Aug 5	Mon Aug 6	Tue Aug 7	Wed Aug 8	Thu Aug 9	Fri Aug 10
	Capsize II		Board Meeting			Social Sail	
					Racing		
	Sat Aug 11	Sun Aug 12	Mon Aug 13	Tue Aug 14	Wed Aug 15	Thu Aug 16	Fri Aug 17
	Spinnaker II		General Meeting		Channels Deadline	Social Sail	
Social Event - Cambridge Lady				Racing			
Sat Aug 18	Sun Aug 19	Mon Aug 20	Tue Aug 21	Wed Aug 22	Thu Aug 23	Fri Aug 24	
Extra Basic & Cruiser Checkout					Social Sail		
				Racing			
Sat Aug 25	Sun Aug 26	Mon Aug 27	Tue Aug 28	Wed Aug 29	Thu Aug 30	Fri Aug 31	
Bay St. Michael's Crab Feast					Social Sail		
				Racing			

September to October Calendar of Events

Saturday through Friday

S	Sat Sep 1	Sun Sep 2	Mon Sep 3 Labor Day, Board Meeting	Tue Sep 4	Wed Sep 5	Thu Sep 6 Social Sail	Fri Sep 7
	Bay Raft-up (Tentative)	Bay Raft-up (Tentative)	Bay Raft-up (Tentative)		Racing		
E	Sat Sep 8	Sun Sep 9	Mon Sep 10 General Meeting	Tue Sep 11	Wed Sep 12 Basic III (Land)	Thu Sep 13 Social Sail	Fri Sep 14
	Leukemia Cup?	Govenor's Cup?			Racing	Rosh Hasha- nah	Channels Deadline
P	Sat Sep 15	Sun Sep 16	Mon Sep 17	Tue Sep 18	Wed Sep 19 Basic III (Land)	Thu Sep 20 Social Sail	Fri Sep 21
	Basic III (Water)	Basic III (Water)			Racing		
T	Smith Island Trip	Smith Island Trip					
	Sat Sep 22	Sun Sep 23	Mon Sep 24	Tue Sep 25	Wed Sep 26	Thu Sep 27 Social Sail	Fri Sep 28
E	Basic III (Water)	Basic III (Water)			Basic III (Land)		
	Yom Kippur				Racing		
B	Sat Sep 29	Sun Sep 30	Mon Oct 1 Board Meet- ing	Tue Oct 2	Wed Oct 3 Basic III (Land)	Thu Oct 4 Social Sail	Fri Oct 5
	Basic III (Water)	Basic III (Water)			Racing		Annapolis Boat Show
E	Sat Oct 6	Sun Oct 7	Mon Oct 8 Columbus Day, General Meeting	Tue Oct 9	Wed Oct 10	Thu Oct 11	Fri Oct 12
	Basic III (Make-up)	Basic III (Checkout)					
R	Annapolis Boat Show	Annapolis Boat Show	Annapolis Boat Show				
	Sat Oct 13	Sun Oct 14	Mon Oct 15 Channels Deadline	Tue Oct 16	Wed Oct 17	Thu Oct 18	Fri Oct 19
O	Sat Oct 20	Sun Oct 21	Mon Oct 22	Tue Oct 23	Wed Oct 24	Thu Oct 25	Fri Oct 26
	Foul Weather Raft Up?	Foul Weather Raft Up?					
C	Sat Oct 27	Sun Oct 28	Mon Oct 29	Tue Oct 30	Wed Oct 31 Halloween	Thu Nov 1	Fri Nov 2

SCOW at the Alexandria Waterfront Festival

By Karyl Owings

SCOW had another great year of recruiting new members and having fun in the sun at the Alexandria Waterfront Festival (AWFF) on Saturday June 16 and Sunday June 17. The AWFF is the big annual fundraiser for the Alexandria Chapter of the American Red Cross, and SCOW sets up a booth on the Pier area to scout for potential new members who are hanging around the Pier with an interest in the tall ships tied up there for the Festival. We compete with those tall ships pretty well by hauling one of our intrepid Flying Scots to Old Town Alexandria and setting her up on the Pier, near our booth...and our newest Scot, *Selkie*, did us proud by gleaming and glistening and providing plenty of conversation starters. Hopefully, SCOW will gain a few new members from our efforts!

I want to extend the deepest possible thanks to all of our SCOW members who volunteered for our club at the AWFF this year. I enjoyed working with such an eager and committed group, and I trust that they all had as much fun as I did! The folks listed below either staffed the booth, helped to unstep/haul/restep *Selkie* to or from the festival grounds, or both:

Peter Allen

Maureen Buckley

Shirley Castle

Kevin Chisholm

Elizabeth Crompton

Mike Fransella

Chris von Guggenheim

Zaafar Hasnain

Milyn Jordan

Rob Langford

Peg O'Laughlin

John Roland

Mike Rothenberg

Kathy Sullivan

David Sullivan

Richard Turner

Wayne Williams

Jo Wright

Thanks again, and I look forward to seeing all of you at another SCOW event, or on the water this year!*

Useful Weather Information

You can determine if a small craft advisory is in effect at this website.

<http://weather.noaa.gov/cgi-bin/fmtbltn.pl?file=forecasts/marine/coastal/an/anz536.txt>

You can get the weather at the tower at Reagan National Airport: (Recorded at :52 past every hour for the last two days)

Web: www.srh.noaa.gov/data/obhistory/KDCA.html

Phone: 703-419-3917





Save the Date!

14th Annual Leukemia Cup Regatta

September 8th, 2007

Washington Sailing Marina

Post- Race Celebration with dinner,
live music by FOGg band,
silent auction and awards to follow.
Spectator Boat passes also available.

Register Online! Visit www.leukemicup.org/nca
click on "National Capital Area Details"

*For more information please contact:
Loree Lipstein at 703-960-1100 ext. 249,
Loree.Lipstein@lls.org*



RAFFLE DRAWING!

Wednesday September 5, 2007
4-7pm

Alexandria West Marine Store

-Grand Prize: 5 night SunSail Yacht
Charter

-First Prize: Handheld GPS from
West Marine
\$20 per Ticket

**Tickets available for purchase until
drawing @ 7PM*

To purchase contact:
Loree Lipstein (703) 960-1100 x249

It's back!! Powerboaters join us for a
Poker Run

August 19, 2007

*Stops in Virginia and DC
post race celebration hosted by Old
Dominion Boat Club*

All proceeds benefit



A Cruise to Mattawoman

By Nelson Pacheco

After considerable planning by the various skippers, the Mattawoman cruise got under way Saturday, June 9 and returned on Sunday. Four boats participated: *Rebecca* (Catalina 25) skippered by Ron Sheldon with Wayne Williams, Cristina Thalhammer-Reyero, and Virginia Gutierrez as crew; *Valhalla* (Hunter 31) owned and skippered by Jack Weaver with Mary Bashore, Karyl Owings and Mary Siverson as crew; *Liberty Belle* (Cape Dory 25) owned and skippered by Dorothy Stocks with her brother Tom Slee and Jane Dow as crew; and *Skirmish* (Capri 25) owned and skippered by Nelson Pacheco with wife Betty as crew.

Was the cruise worthwhile? Only if one enjoys any of the following experiences and wants to add a few notches to their sailing belt: A brisk sail south from Washington past historic Mount Vernon and the George Mason home into the mile-wide expanse of the Potomac around Quantico; making new friends and reacquainting with old friends; gazing in awe at the sight of eagles soaring above the waters in the evening; feeling the refreshing cool breeze blowing through the boat in the night; spotting constellations in a starry sky so bright that Venus almost casts a shadow; eating fresh crab cakes in a Tiki atmosphere at Tim's Rivershore Restaurant; or smelling hamburgers cooking on the boat's grill in the evening.



Mr. and Mrs. Nelson Pacheco of Quantico

The Saturday weather was clear with N to NW winds at 15-18 gusting to 20-23. After crosschecking with each other, the skippers decided to go for it. The three boats from Washington ran briskly to the south with a following but blustery wind, with *Rebecca* chasing *Liberty Belle's* 20 minute head start and eventually passing her to arrive within 10 minutes of each other at Tim's around 2PM to anchor side by side. Tim's is on the Virginia shore a couple of miles across from our Mattawoman destination on the Maryland shore. Betty and I sailed north from Quantico beating into the gusting wind and timed our arrival at Tim's to coincide with the boats sailing south. By 4PM we were within sight of Tim's, and heard VHS Channel 16 coming alive with boats coming into and out of Tim's. Figuring that anchoring in the midst of that heavy boat traffic may not be the best thing to do, I called Wayne to tell him that I would sail to Mattawoman and search for an anchoring spot to wait for them.

We arrived at Mattawoman, scouted a likely anchorage spot well inside the creek sheltered from the north wind, then heard *Valhalla* calling after a later start to say they were arriving in the vicinity of Tim's. We may have been sheltered from the wind, but not from the jet skiers and water skiers that began kicking up the wake. After a while I noted that *Liberty Belle* had arrived at Mattawoman and anchored at the entrance facing north, so we pulled up anchor and joined her, anchoring just to the west of her. Although there was some rocking from the north wind, at least there were no jet skiers. As the sun got lower on the horizon the jet skiers left, so we decided to return to our original spot that we hoped would be more sheltered.



Virginia, Ron, Wayne, Cristana at Mattawoman Creek

Once anchored, we started the grill and put the hamburgers on, and the fragrance almost immediately brought *Rebecca* within sight. We rafted up and had a wonderful late dinner, good conversation, and a recounting of the day's adventure as the sun slowly set in the west. *Valhalla* went across to the Sweden Point marina, tied up for the night, and slept soundly in a very peaceful anchorage.

Sunday morning came early, and we fired up the stoves and had a nice breakfast under increasing low clouds. By the time we pulled up anchor and began motor sailing to the south the mist began at first light, then a drizzle, but nothing heavy. We returned to Quantico around 10 AM with the thought of the Washington area boats disappearing into a thickening haze. It turned out that the weather was not as bad to the north as it appeared, and *Rebecca* anchored at Smoots Cove for lunch on the way back without difficulty while *Liberty Belle* motored on raising her sails after passing under the Wilson bridge so as to give everyone the impression she had sailed into the wind all the way back from Mattawoman. *Valhalla* had a leisurely breakfast, departed at 10:20 and was dockside at its James Creek Marina home by 3:30.*

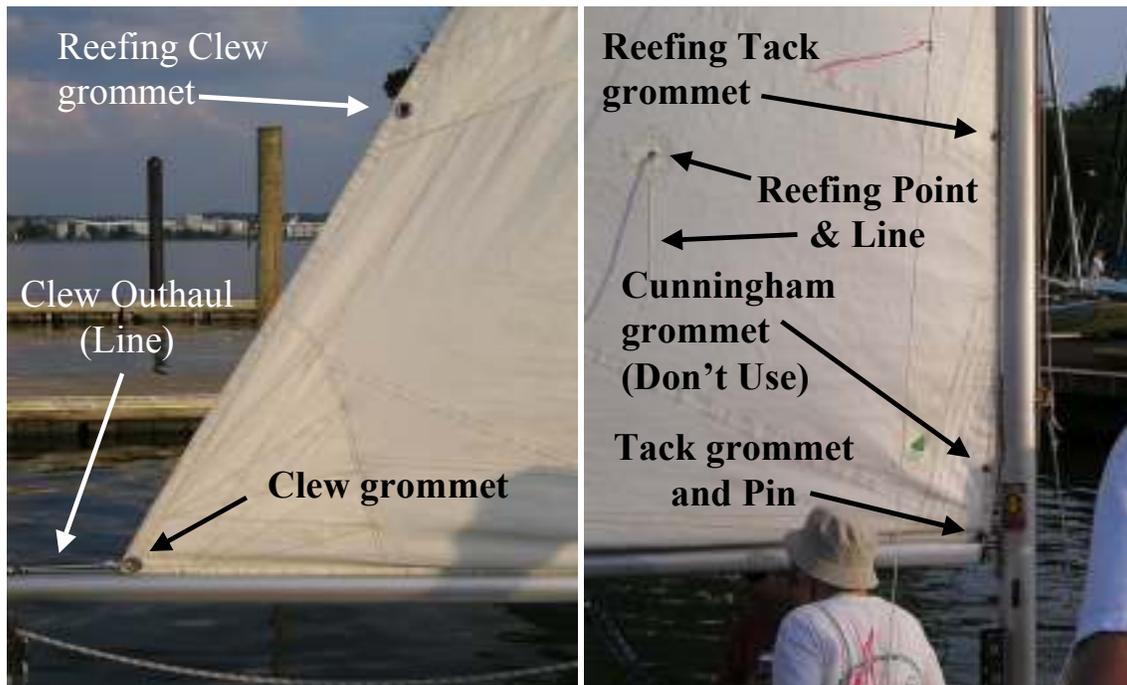
Reefing The Flying Scot

Basics – Scots and other boats

Reefing is a technique for reducing sail area to permit safe sailing in high winds. In a Flying Scot you should consider reefing at around 15 knots, less if you are inexperienced or sailing with inexperienced crew. A good rule of thumb... If you think it might be time to reef... Do It!

The technique we use for the Flying Scots is a very basic form of reefing. It uses the equipment and lines that are already on the boat. The process is cumbersome compared to some of the more sophisticated reefing systems and is best done while at the dock although it can be done on the water. SCOW uses this reefing technique on the Flying Scots for a number of reasons. These include the fact that no special reefing gear needs to be installed and removed each time you rig the boat and that we've saved the cost of special purpose reefing gear. However, the primary reason is that, as a very basic technique, it allows us to teach the novice sailor what any reefing system must do. If you can reef the Scots using this technique, you should be able to figure out how to use any reefing gear you may find on a boat. And, if the sail is equipped for reefing, you can reef with no special equipment beyond a couple lengths of rope. As we proceed through the process we will note the other techniques and equipment you may find on a boat, or install on your boat, to make reefing easier and faster.

Before we get started, there are some parts of the sail and boat that you need to identify. If a sail lacks the reefing components you will not be able to reef at all.



Along the foot of the sail there are holes, reinforced with grommets, at the tack and clew. When you rig the boat normally the tack grommet is pinned to the boom at the gooseneck (the part that attaches the boom to the mast), the clew outhaul line is tied to the clew grommet, and the foot of the sail is stretched tight along the boom by tensioning the clew outhaul. About 3-feet up on the leading edge of the sail (luff) and on the trailing edge of the sail (leech) is another pair of grommets, the reefing tack and reefing clew grommets. When you reef the sail, these reefing grommets will become the new tack and clew of the reduced sail and all of the sail area below them will become ineffective. Between the reefing grommets are a set of small grommets with short lines through them, These reefing lines are used to gather up the loose sail and tie it up under the boom.

A word of caution, the reefing lines are ONLY there to tie up the loose part of the sail. They DO NOT serve to shape the sail or hold it to the boom. They MUST be loosely tied. If you tie the reefing lines tight the reef points will be ripped out of the sail, they are not reinforced sufficiently to hold the sail to the boom.

On many sails, including ours, you will find a third grommet on the luff of the sail, a few inches above the normal tack grommet. This is used to rig a Cunningham tackle. The Cunningham is a device to adjust luff tension; it plays no role in reefing.

Now that we have the terminology straight, we can reef the sail. The steps are:

Partially lower the mainsail

Attach the reefing tack grommet to the boom, on the Scots we use the pin at the gooseneck, other boats may have a hook (or horn) that the tack grommet can be hooked to. If there is no hardware you can just tie the tack grommet to both the boom and the mast.

Re-tension the main halyard

Attach reefing clew grommet to boom and pull it aft, on the Scots we use the clew outhaul line. A jiffy reefing system is often used, it consists of a separate line attached to one side of the boom, looped through the reefing clew grommet and back to a cheek block on the other side of the boom. The line is pulled tight and cleated to the boom to hold the reefing clew in place. Some jiffy reefing systems also have a pair of blocks to pull the reefing tack down and fix it in place. Again, if there is no hardware you can just tie the reefing clew to the boom and pull it aft with a separate line.

Finish up by tying the loose part of the sail to the boom with the reefing lines. **TIE THEM LOOSE.**

Step – 1 Preparation

As noted, reefing is easiest to do if you are at the dock. If you are sailing – Heave to on the starboard tack prior to reefing. Place the boom crutch in the socket on the portside seat. This socket is there because it leaves the mainsail in the appropriate position for heaving to and it allows the tiller to swing freely so you can maintain the heave-to position of the boat. If you are at the dock you can use the regular socket for the boom crutch. You are ready to begin reefing the sail



Step – 2 Lower the mainsail

Place the boom in the crutch and lower the mainsail until the reefing tack grommet is even with the boom



Step – 3 Set the reefing tack grommet

Remove the pin from main tack grommet and remove the tack from the gooseneck fitting. Place the reefing tack grommet in the gooseneck and pin it in place. Re-tension the main halyard at this point.



Step – 4 Prepare the outhaul line

Remove the clew outhaul from the cleat and cheek block on the forward end of the boom. Note that the outhaul remains in the block at the aft end of boom and in the clew grommet of the sail



Step – 5 Tension clew outhaul

Run the clew outhaul from the block through the reefing clew grommet. For a better purchase, you can go back through the block a second time and through the clew grommet a second time. Pull the sail tight, it should have a slight crease parallel to the boom.



Step – 6 Tie clew down

While keeping tension on the outhaul tie the clew down to the boom. Be careful not to catch the main sheet under the outhaul as you tie it to the boom



Step – 7 Tie up excess line

Wrap the excess line around the boom and tie it off. Be careful not to catch the mainsheet under the outhaul line. At this point, if you are on the water, you can sail the boat if necessary.



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Step – 8 Finishing up

Use the reef points on the sail to gather up the loose sail and fasten it to the boom. DO NOT tie these lines tight – they are not to shape the sail, just to get the loose material out of the way. Use a shoelace knot, it's easy to untie when it gets wet*



Channels Needs a New Editor

By Adam Pressman

I want to thank all of you for allowing me the privilege of producing the Journal of the Sailing Club of Washington. It's time to turn it over to a new editor. Please contact the board members below with your interest in continuing the value that Channels brings to SCOW members.

Thanks and to you all...Godspeed and fair winds.

Adam Pressman

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