

Chanels

The Newsletter of the Sailing Club of Washington
November 2007

Commodore's Log

By John Rogers

November! In the SCOW community, November is known for two things, the election for the Next Board, and the Hail & Farewell dinner and dance party. Both are events you do not want to miss!

The Hail & Farewell is the best party of the year. Nuf said. Be there!

We also have the election, by now you may be tired of hearing about it. So, to be brief, Vote!

You can bring your ballot to the SCOW Annual Meeting (the General Membership Meeting in November) or mail your ballot (it needs to get delivered by the post office by Saturday November 10th because Monday is a federal holiday, Veteran's Day).

At the Annual Meeting we will have a discussion of 2007 at SCOW and what you would like to see, or see changed, for 2008. Yes, this is your chance to speak up. It's your show. Be there or be left out!

I will start the discussion by providing some thoughts

On the year that was: we got a lot done:

We have two more boats, implementing the recommendations of the Boat Asset Committee but surprising everyone when we decided to hold onto Psycho for a while. It cost more than anticipated, particularly to obtain, repair, and equip a third cruiser. Whenever we get another cruiser, I recommend that the boat be local, making it easier to assess its condition and what needs to be done.

We have a web reservation system, This is an important step for reserving boats but a small step for where we might go over time.

We completed the usual activities that are so important to the club, teaching a full complement of classes (plus an extra spinnaker class), maintaining the boats through many small and not so small repairs, organizing river and bay events, and checking-out new skippers. We had good turn out for the Afterglow party, Re-Up Brunch, social sail, and other social events organized by Dot Almasy.

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On the year that might have been:

There were some conflicts on the Board, particularly in the beginning of the year. There was some turn-over on the Board, and we never had a Bay Director. However, We got through it and are doing well. In the beginning of the year I was hoping for more regular feedback on the budget and expenses. However, due to the shift in Treasurer, that was not possible. Despite the unanticipated expenses for getting Topaz ready to sail, the club is strong financially.

On the Year to come, 2008

One thing I have learned this year is that it takes a lot of work just to organize the usual activities we do every year. All of the good ideas for changes and improvements take additional work and cannot all get done. As a result, I do not expect all of the items below to be implemented. But it is a starting point for a discussion of what is most important.

On Racing: It will be wonderful if we can keep the enthusiasm of this year. My only suggestion is to convene a racing committee to update the racing policy. I believe Adam and Bill Bernhards are working on this.

On Maintenance: I would like to see a system to transfer maintenance knowledge from one maintenance Director to the next (Tom Kelly has made some useful suggestions) and I would like to see a way to teach maintenance skills to interested members. Over time such training could result in more consistent maintenance across years and a bigger pool of members who could be bosuns. This activity falls somewhere between Training and Maintenance, two functions that are already busy.

On Training and Checkouts: I think we need to train or recruit more trainers and check-out skippers. This may involve a review of the requirements. Can we make it easier for well qualified skippers to get approved as trainers? Can we train more trainers? Ideas are welcome here.

On Information: As a statistician, I always would like more data. Do a few people use the boats often and many rarely use the boats? Are reservation easy to obtain? Who has crewed a lot and who has difficulty finding a chance to sail? How has the number of skippers and members changed over the years? How many skippers have the skills to be trainers? There are numerous questions and Board decisions that would benefit from better information. We have some of the information, but not in a form that is easy to use. The web-based reservation system should help.

On Web stuff: I hope we can provide more web features in the future, such as providing a members-only section of the web site and paying for membership or the Hail & Farewell on-line.

So what are your thoughts about this year and next? Come to the Annual Meeting and be part of the discussion.

So here is your To-Do list for November:

- Vote!
- Come to the SCOW Annual Meeting
- Party or Relax at the Hail & Farewell.

Next SCOW Membership Meeting: Monday, November 12th, 2007

Location: American Legion, 400 Cameron Street, in Old Town Alexandria

Time: Socializing downstairs begins at 6:30 pm and the meeting begins upstairs at 7:30 pm.

Sailors Certain Of Water

*by Denise Young
(SCOW Member)*

pleasure cruisers rest quietly upon their liquid bed
no breeze to tease the buoys
skippers promise the crew
a reach
maybe a close haul
as the wind catchers hold
still
above the waiting sheets
it seems
the only tacking of these seaworthy vessels today
come by paddle and push



Download this screensaver at <http://www.webshots.com/g/49/170-sh/32487.html>



September Sailing

Pics and Story Submitted by Shirley Castle, SCOW reporter

On a beautiful sunny and almost windless day in September, skipper Ron Sheldon on Rebecca with crew, Shirley Castle, new members Cecilia Aguila and Margie Graziano, and Margie's fiancé, Tim from New York City, set out on a journey to Gunston Cove, about 14 miles south of the airport. The journey was what no one expected...



Halfway to the Wilson Bridge, we were approached by a police boat with flashing blue light, and boarded. (See police pic) The officer informed us the offense committed was people sitting on the bow while under power, the reason being that if a person fell off the bow, they could be chewed up in the propeller. Who knew? And then we got the complete shakedown: the officer checked the boat registration, asked to see proof of Ron's boating safety course, wanted to see a life jacket for each person on board, the fire extinguisher, and lots of other questions. Our skipper and Rebecca passed with flying colors, so no ticket was issued, only a verbal warning. I felt a real appreciation of the thoroughness of skipper training and adherence to legal requirements that SCOW requires.



We continued on our merry way motoring and sailing (see Margie-Ron pic) and hoping for wind with all 5 of us now wedged in the cockpit. As we arrived at Gunston Cove, Ron saw an empty dock and we proceeded to tie up and grab the food and trundle down the path to the tables on the deck overlooking the cove. Yours truly noticed the pinot grigio had been forgotten and volunteered to return to the boat to retrieve it and was met at Rebecca with fireboat personnel saying we had docked in their space and would we please move the boat. Long story short—we're now in Rebecca looking for a place to tie up after having been informed by the fireboat personnel that Gunston Cove is not a public dock. Ron tried to get to another of the myriad docks where power boats were tied up so we could continue with our lunch of chicken salad and crabcakes and wine. Alas it was not to happen. We went aground every time we tried to get close to one of the other docks. Time passed...and we finally got off ground and decided to head back with the bottle of pinot grigio only half empty.



Suddenly someone noticed that there was blood in the cockpit. It turned out to be the skipper who had sustained an injury when doing who-knows-what in the chaos of trying to get out of Gunston Cove. Margie, an Air Force nurse who had recently sewn up another SCOW member (Dorothy) at a party on the night she joined, immediately wanted to suture the scrape. Ron would have none of that and was happy to continue bleeding on the boat. The on-board veterinarian, Cecilia, said "swab it with pinot grigio". And the remainder of the pinot grigio was used for humanitarian purposes (although Ron had the last sip for medicinal purposes) and we all gained an increased appreciation for those who treat our little doggies. (See Pic "Cecilia chillin")

(continued on next page)

September Sailing (Continued from previous page)

Finally underway, we tried to sail back with the slightly increased wind. But we went aground more times than I could count. Rebecca has a fixed keel and the river is shallow down to Gunston Cove. We tried gybing, we tried getting all 5 of us on one side to lift the keel off the bottom (see leaning pic)—didn't work. Finally, the first time sailor and Air Force pilot, Tim, said "I think I can throw that anchor and pull us in the direction of deeper water". And he did just that. It took about 5 throws, and that strapping 6+ foot guy got us off-ground. It's on the skipper test and it's called "kedging". After that we were good to go and with a combination of sailing and motoring we arrived back at the marina much later than planned.

But the story doesn't end there. At 11:00 at night when Cecilia and Margie were taking down the mainsail and Margie somehow got distracted and turned loose of the main halyard, it went you-know-where. OK, then the bosun's chair was readied. Margie's military training really showed, because though she had a fear of heights, she didn't complain or balk and got in that tiny, uncomfortable contraption and was hoisted up the mast by 2 strapping men, Ron and Tim. Of course, the pulley had to slip first so that Margie fell a few feet and had to be re-hoisted, knowing that she would next plunge to her death. But she got to the top and retrieved the end of the halyard and successfully and safely returned to the ground. (How many feet high is a mast, anyway?)

So after all these events in a sail down the river on a SCOW cruiser, the day was well summed up by Cecilia, who had just graduated from the June basic sailing course. She noted that almost everything that could go wrong did go wrong, yet no one got upset and no one yelled at anyone and the day was a totally pleasant experience. As the first time on the water on a cruiser for both Cecilia and Tim, no other sail will equal the experience of this one—unless there is a crew overboard and a squall—the only things we didn't experience on our journey to Gunston Cove.



Weitzel and new Skipper - Chris McGraw



Weitzel and New Skipper - Wolfgang



SCOW – Family Cruising on Scott's

Pictures
By
Chris
McGraw



SCOW – Suzy Q



Henry and Jim Sailing Catalina 25



Henry and SCOW crew

SAILING CLUB OF WASHINGTON



Cordially invites you to attend the
Hail and Farewell Dinner Dance for 2007
To Honor the 2007 Board and Welcome the 2008 Board
At the Grand Atrium

2236 Gallows Road, Tysons Corner, Virginia
Saturday, the Seventeenth of November, 2007
Seven to Eleven-thirty o'clock
Buffet Dinner featuring Roast Beef and Salmon
Dance to the Music of Sydney Banda and Friends,
\$60 per person
includes parking and open bar.
Cocktail attire, black tie optional

RSVP by 12 November. Please MAIL CHECK (payable to SCOW): SCOW, 1114 South 17th St. Arlington, VA 22202-1606, VA 22202-1606 ... or hand to Dot at Social Sail !

Location Note: The Grand Atrium is located between Dunn Loring Metro and Tysons Corner, near the 7-11 at Electric Avenue. Brick Building w/Green Awnings. Look for nautical flags. Free underground parking w/elevator service to the Grand Atrium. Shuttle service available from Dunn Loring Metro upon request.



Directions to Grand Atrium

2236 Gallows Rd.
Vienna, VA 22182

<http://www.grandatrium.com/directions.htm>

Ph: (703) 698-0228

Take I-495 to route 7 West
(Towards Tyson's Corner),
Make a left at Gallows Rd. (Second Light)
Go about 1 mile and Grand Atrium
will be on the right
Between Cedar Lane and Electric Ave.

Sydney Band and Friends Demo Music

http://www.sydneybanda.com/HTML/_Common/Demo%20Sounds.htm

Scot Racers – Tanned, Revved Up, and Ready! By Peg O’Laughlin

As the Sailing Club of Washington (SCOW) sailing season rounds the final mark and heads for the finish line, few will argue that one of the biggest success stories of the year is the Flying Scot racing program. Under the able direction of Racing Director Adam Pressman, this year’s Wednesday night Scot racing program consistently attracted a substantial number of racing novices who are rapidly developing into a cadre of competent and serious competitors.

Much of the credit for advancing the skills and knowledge of SCOW racers this year goes to club member and racing guru Kristen Berry. KB, as he’s called, joined SCOW this year and immediately volunteered to share his racing acumen with the club’s established and aspiring racers. He conducted club-wide seminars on basic racing strategies and tactics in March and June. But his greatest contribution came in August, when he devoted four Wednesday evenings to the Flying Scot racing program and dedicated himself to training its participants to be competitive racers.

“I think he adopted us,” said club member Jim Wright. “He spent a lot of time with us.”

A professional sailboat racer, KB coaches with the JWorld Performance Sailing School in Annapolis, and he owns and operates Gale Force Sailing, a sailing adventure company he founded. His company develops innovative sailing-based teambuilding and leadership development programs for a variety of corporate clients and offers a full range of coaching options for sailors. KB developed a four-evening series of racing seminars and hands-on coaching for Scot racers. The August delivery window was timed perfectly to help prepare racers who were gearing up for the Leukemia Cup Regatta. His efforts were enthusiastically received.

“He obviously has a lot of experience racing and brought that to the group,” said Mark Castellano. “He was able to articulate (things) very well and went pretty in-depth into every concept that he went into.”

“I think he is definitely a top notch sailor,” said Jim Klein. “We at SCOW needed something like that, because I always think that we’re sort of a beginner/intermediate type of group – weekend sailors – and we have done some racing to hone our skills, but he really connected both worlds – worlds that we don’t see very much of right now.”

“KB has a knack for making complicated info simpler and making racing fun,” said Alice Starke. “These racing seminars are probably the best we’ve ever had in SCOW.”

“KB, I thought, had a gift of being able to relate his knowledge to sailors with less experience,” said Jack Regan. “Not many sailors that have massive amounts of experience can also relate that to others who are learning.”

“What a thrill to have the opportunity to learn racing tactics from a pro!” said Veri Crain. “I really appreciated how thoroughly and respectfully he answered all the questions we newbies to the sport posed to him.”

Starting with the basics, KB first covered strategies for getting a good start at the line and good positioning on the course. He built from there, teaching critical skills for making the Scots go as fast as possible – roll tacks, weight placement within the boat, “scalloping” to point as high as possible on the windward leg, rounding the marks, moving the boat with weight and sails rather than the rudder. His passion for the sport was obvious as he ran drills from the docks, advising skippers and crews as they sailed by him on short courses, or moving from boat to boat for one-on-one demonstrations. When darkness fell and the boats were put away, he gathered racers at the cranes for flashlight-lit “debriefs” of the evening – what he had observed and how it could be done better. He didn’t leave until every question had been answered, and he invited participants to consider him their “help desk” and e-mail him with any questions.

The profound impact of working with a professional coach was not lost upon SCOW racers.

“I learned a lot about monohull sailing – I used to sail Hobie cats, and it’s different,” said Wright. “I was surprised at the many things I learned. One in particular was how to turn without using a rudder. He kept stressing that, and that was a good thing. I learned that he relies more on strategies than tactics. His philosophy is that the strategy gets you there first, and you stay there. And that’s how you win.”

“I think the advice on mark rounding and sail trim was most useful, and my crew and I were able to apply it in the Leukemia Cup Regatta,” said Starke. “We also learned about blanketing other boats, which came in handy a couple of times during the race.”

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Meet Kristen Berry

A professional coach and sailboat racer, volunteering to work with SCOW? Yep! Take a minute and get to know Kristen Berry.

Q. When did you join SCOW?

A. I joined in 2007 after giving a lecture. I just couldn't resist joining such a great group.

Q. Is it correct to characterize you as a professional racer? Could you also briefly describe your racing/training background?

A. I do race professionally. Which means I get paid to race. I tried to become unprofessional again (some classes prohibit pro's) by sending in my finishes. Poor finish scores have no bearing on whether you are pro or amateur (chuckle). I started racing big boats on the Great Lakes and was fortunate to tie into a series of professionally staffed boats early on. I have always loved coaching and teaching, so when I got the chance to work for JWorld, and then to start my own company, I jumped at it. I spend MUCH more time coaching than I do strictly racing. I suppose if I had my way the two would never mingle.

Q. What drew you to the club and specifically the racing program?

A. The great people, great opportunity, low cost, and fun. I think there is an enormous opportunity to get more people sailing and racing with programs like SCOW, and I am personally committed to helping grow the sport as much as I can.

Q. You saw us newbie racers from the beginning last spring. What was your initial impression of us then, and what is your impression now?

A. If you ever stop learning in this game then you've fooled yourself. We are all going to be newbie if we keep open minds and treat each race as a lesson. I see in the group the fundamentals that make the learning curve get really steep. Boat handling issues are fewer and now folks are starting to look at other considerations such as strategic factors like pressure, current, etc. Looking forward, the racing members should develop a "strategic plan" for where they want to get to. Grow racing on the Potomac in the Scot fleet or maybe develop as a team and take on a big event somewhere? The options are limitless, but I think having a goal for growth is important. It's why we put marks in the water - to gauge where we are.

Q. How did you develop the program you offered – how did you decide what elements to include?

A. My first meeting with SCOW was a day long lecture, and the briefing I received was to cover all the aspects of racing. Well, I could do a day on how to tack (indicative of the complexities of taxing and my own long-windedness). So it was a bit daunting. When I was asked by Adam to come back and do a series of mini clinics, I just started at the start...and worked from there. Every week, the conditions and who was available dictated what we discussed as much as anything. Frankly, it wasn't as organized as I would have liked - but given the vagaries of wind, current, and attendance, I think we did OK.

Q. Most racers feel that you helped them immensely – can you describe how that feels? What do you think are the biggest achievements within the group?

A. First of all, I thank you for saying so. Coaching at SCOW has made me a much better coach, and so I feel like I got more out of the program than any of the participants did. So it feels great to know that others benefited too. My sense of the biggest achievement is the excitement I see in the participants. There aren't enough boats, or enough races to satisfy everyone, and that level of interest is the foundation for a great racing future for the individuals and for the club. I'd love to see some of the SCOW folks racing this winter in the frostbite series put on by PRSA or elsewhere.

Q. Do you plan to continue working with the Scot racing program? What kinds of adventures do you see ahead for the racers?

A. YES! I'll be back, and I've heard from a few folks who want to see what I am really made of on the race course. So I better go practice...right now. As for adventure...let's get on the river and find out!

KB's Top 10 Racing Tips

General

1. Copy the fast people. Copy them by ASKING how they do it.
2. Practice, Practice, Practice. Don't just sail, practice.

Strategy

3. ALWAYS sail fast. It seems too simple, but if you are going slow you must change something (trim, direction, location) and start going fast again.
4. Sail in more pressure (see number 3)

Starting

5. Be on the line at the start.
6. Hit the line at full speed (see number 3)

Upwind

7. Trim harder to sail higher, ease a bit to go faster. Ease or squeeze.
8. Never set it and forget it, keep experimenting - you can ALWAYS go faster or higher.

Competing

9. Don't foul. If you do, do your turns even if the other competitors didn't know you fouled.
10. Fun is fast (see number 3)



SCOW racers practice drills in the water just off the small boat docks during KB's August seminar series. (Pic by Wayne)

(continued from page 7)

"I never understood starts very well," said Klein. "He outlined five different ways to start. You're either predator or prey -- I didn't understand that. I didn't understand what was the most advantageous way to start on a Flying Scot. Trimming sails, sailing the boat flat, mark roundings -- just a whole bunch of stuff. I used to race 10 years ago and I didn't understand any of that. Now it's a lot better, and I think he probably energized the whole group to race. It was very helpful."

"I liked the way that he laid out tactics that were pretty clear and easy to understand -- where you should position yourself at the start, and where you should try to wedge yourself between another boat around the mark, and just the fact that there is base methodology that you can follow," said Tom Kelly.

"KB elaborated on concepts, offering alternative descriptive explanations to enhance learning," said Rhonda Glassman, adding that she found KB to be an "informative, dynamic, and fun speaker."

"He helped me understand the importance of the boom vang, the outhaul, and the main halyard, meaning that the main halyard controls the top two-thirds (of the main sail), the outhaul controls the bottom third, and the boom vang controls the twist in the sail," said Chris von Guggenberg.

So what's next for SCOW Scot racers? Clearly, we've only just begun. Adam, who is running for another term as Race Director next year, and KB, who plans to stay involved with the racing program, have some exciting ideas in mind. There was talk at the end of the last of the four-week seminars of racing teams and challenges to other clubs, both local and distant, and enthusiasm is running high.

All Scot racers I spoke with plan to continue to race. So don't be surprised if you see these budding racing enthusiasts out on the river running pick-up races and ad hoc practices. The racing bug bit hard with Scot sailors this year, and we're running the start line, assessing the favored end and waiting for the flag to drop!

More on Pirates!

Submitted by Jack Regan, SCOW Member on "Speak Like a Pirate Day"
from: "The Straight Dope" Fri 12 October 2007

<http://www.straightdope.com/columns/071012.html>

Piracy dates back at least to ancient Greece and continues today; its golden age began in the 1650s and peaked circa 1720, when around 2,000 pirates terrorized the Atlantic. But nearly all our notions of their behavior come from the golden age of fictional piracy, which reached its zenith in 1881 with the appearance of Robert Louis Stevenson's *Treasure Island*. Its influence on subsequent pirate lit can't be overstated: Stevenson flat-out invented some of the genre's most durable clichés — treasure maps marked X, the black spot as token of impending doom — and his vision took hold so quickly that almost all subsequent works involving piracy are in some way derived therefrom. Long John Silver, the one-legged ship's cook with a parrot on his shoulder, was his most fertile creation, but basically every pirate you've ever seen has some

Clothing. Pirates did wear scarves, bandanas, hats, etc, to ward off the sun. Generally captain and crew alike dressed practically — e.g., avoiding loose clothing that might snag on a spar. But the frilled shirts, frock coats, and full-bottomed wigs popular in movies make some sense, since (a) occasionally there was a need to pose as legitimate gentlemen of the era, (b) a few captains apparently adopted this as their everyday look, and (c) plundered finery was distributed to the crew. Hooks, peg legs, eye patches. Seamen often got seriously hurt in battle or bad weather, and amputation was the primary treatment for major limb injuries — the ship's surgeon (or carpenter) typically just sawed off the unlucky extremity ASAP and tied off or cauterized the blood vessels. Men missing hands were often seen; surviving the loss of a leg was relatively rare, though, and the ubiquity of peg-legged pirates is almost certainly the Long John Silver effect at work. Lost eyes, and thus patches, weren't too unusual. Parrots. Seafarers in the tropics commonly brought home exotic fauna as souvenirs. Parrots were particularly popular because they were colorful, could be taught to speak, and were easier to care for than, say, monkeys. They also fetched a good price back in London. However, one can't imagine a crewman actually heaving at the capstan with a bird perched on him.

Piratespeak. "Arrrrr" showed up late, probably in movies of the 1930s. Actor Robert Newton played Silver in the 1950 version of *Treasure Island*, one of the better portrayals of old-school piracy, and reprised the role in sequels and on TV; his accent featured a strong rolling R, which likely helped fix "arrrr" in the piratical canon. Much pirate lingo, like "avast," was simply nautical speech of the time; "shiver my timbers" predates Stevenson, but he ran with it.

Skull and crossbones. This was only one of many pirate-flag insignia. Why fly a pirate flag, anyway? To terrorize victims into surrendering without a struggle. The earliest such flags were plain red or black sheets — red symbolizing blood and battle, black for death. Later captains added emblems: hearts dripping blood, fiery balls, hourglasses, cutlasses, skeletons, etc. Around 1718, Captain Richard Worley flew a black flag with a white death's-head and crossed femurs, a symbol of death dating to medieval times. By about 1730 this design had caught on among English, French, and Spanish pirates in the West Indies and was called the "Jolly Roger" or "Old Roger."

Walking the plank. Unmentioned in historical accounts of the golden age; tossing someone over the side was quicker. In one instance from 1829 the perps apparently had some extra time and/or panache, and men were indeed tied, blindfolded, weighted with shot, and made to walk. This can't have been a total anomaly (ancient pirates may occasionally have used a ladder in some planklike fashion) but it wasn't common.

Marooning was, however. Victims were left on small deserted islands to die slowly from starvation or exposure. Stevenson nailed it in one important respect: he portrayed pirates as murderous and cruel. Later books (such as Rafael Sabatini's *The Sea Hawk* and *Captain Blood*) and movies would romanticize them as swashbuckling adventurers. But David Cordingly, whose *Under the Black Flag* (1996) is probably the best single volume on things piratical, reminds us that "pirates were not maritime versions of Robin Hood and his merry men," and their "attacks were frequently accompanied by extreme violence, torture, and death." Nothing too jolly about that, Roger.



non-SCOW boats - Vicarious enjoyment observed from the Afterdeck after the SCOW spinnaker water class was cancelled due to Small Craft Advisory.

SCOW Flying Scot Spinnaker Class October 2007

By Shirley Castle, SCOW Member

On October 20, 6 of us met at the Nannie Lee Rec Center in Oldtown for the SCOW spinnaker class—Tom Kelly, Ron Sheldon, Alice Starke, David Thomasson, Shirley Castle, and Peg O’Laughlin. The training director the night before had already sent out a warning that there was a Small Craft Advisory (SCA) forecast for 10-15 kts gusting for the day and we might not be able to get on the water. Abandoning thoughts of blowing off this class for the DISC race which would not have 10-15 kt restrictions against sailing, I joined my classmates and instructors, Henry Yung and Nate Bokil for the classroom session. Henry had sent out some videos for us to watch in preparation for the class and these are worth sharing with any potential adrenaline junkies in the club:

http://www.youtube.com/view_play_list?p=76D8F8542D7669F7

After receiving multi-media classroom instruction on asymmetrical and symmetrical spinnakers and various riggings and the step-by-step procedure of spinnaker gybe and takedown from Henry and Nate, we proceeded to make our way to the marina to Danschweida on the trailer to complete our class on the pavement where there wasn’t a 10-15 kt. small craft advisory (SCA). This turned out to be a very good exercise where we each took turns being the guy-guy or guy-gal and then the foredeck person hoisting and dousing the spinnaker. There was sufficient and steady wind, even with Danschweida positioned at a 90-degree angle to the wind, to raise and trim the spinnaker and douse and stuff it into the basket. This provided the advantage of allowing us to rehearse the sequence with each student with no concern of boat movement or personal safety. Thanks to Nate and Henry for a great class infecting us with the enthusiasm to try this on our own-- and eventually on the water ;) Next spring is the makeup class, provided the wind is light enough not to trigger an SCA, below 10 kts apparently. After the pavement demo, a group of students gathered on the Afterdeck with some brews, vicariously enjoyed watching the lasers, Hobies, and windsurfers enjoy the fine wind, and plotted our next opportunity to try sailing Flying Scots with spinnaker.



Spinnaker Up: Henry and Nate demonstrate hoisting and trim of spinnaker while Peg, Alice, and Ron observe.



Nate-demonstrating-spnk-guy-control: Nate demonstrating spinnaker guy control with instructor Henry Yung, and students Tom Kelly, Alice Starcke and David Thomasson observing (Laser in the background getting ready to launch)



Call for SailHers!

Come join the SCOW SailHers for lunch!

The gals meet in various restaurants near Union Station the second Wednesday of each month at 11:45am to swap sailing stories and keep in touch. Most of the current SailHers met one another at these informal luncheons so do not be shy!

Just send an email to vericrain@gmail.com to get on the email list. We will let you know where we next plan to meet and who to contact to get on the reservation list.

Tribute to Woody Woodside

Hi all,

Here's a photo of Woodie "Topaz Callisto Genevra" Woodsides, one of our SCOW founders-- a great guy! It was fun to hear some of the stories he told tonight, including the old races they used to run before folks would sue over a slippery sidewalk.... It seems they used to run a race that started in the marina bar with the drinking of a beer. All the teams would then race to the boats, rig and drop 'em in the water, and race 'em around the buoy at the Wilson bridge, then back to the Washington Sailing Marina, where they'd hoist, and stow the boats and race to the bar where the first to get their new beer delivered was the winner. I'm glad we don't do a race like that in his honor! I mean, that'd be silly, right?!

Anyway, see you on the water!

Chris McGraw

P.S. From left to right in the photo are: Dot, John, Woodie, and Veri.

Editors Note: With the purchase of SCOW's new Catalina 25 – the name Woody Woodside was considered.

Veteran's Day Cruise

This will be the last raftup of the SCOW Bay sailing season, to be held on November 10-12. Past year's have seen gatherings at Galesville with frost on the docks, and in Tilghman Creek and Rideout creek with T-shirt temperatures. Last year, we enjoyed a real sleigh-ride home, as winds freshened to near gale force for our broad reach down the Bay. Skippers, please let me know if you will be attending, with boat name, type of boat, home port, cell phone number, and crew compliment (or requirements) Potential crew, provide brief description of your experience and contact info. We'll decide on the raftup locations once we see where folks are coming from and what winds are forecast for the period. Not sure where we'll be, but wherever we end up, it's bound to be fun!

Fair winds,
Jack Schwartz
s/v Odyssey

Fowl Weather Raft-UP

HARMONY left Back Creek (Annapolis) at 9:30 a.m. with Evie Banda and Ken Stibolt enjoying a brisk 15-20 kt Westerly breeze and a fair tide (until Noon). We arrived at Granery Creek off the Wye East River shortly before 2:30 pm just ahead of SEANCHAI (Capt. Patrick Derry). Capt. Derry agreed to be the anchor boat and wisely chose the anchor location to port just inside the mouth of Granery Creek. Harmony rafted up at ramming speed (-2 kts) and was graciously (baudily) greeted by the 5(6) skippers aboard Seanchai, which so flustered Evie that she immediately dropped the ignition key into the water and was left holding just the float in hand. Fortunately there was another key aboard or Harmony would have been besieged by the 5(6) skippers, who were all too eagerly recalling jump-start tricks from their mis-spent youths.

Next to arrive was AURORA BLEW (Bobbie Philips) in seemingly good cheer with much good food and outstanding crew (Jean Pierre and Ria crewed with me on their first Bay trip about 4 years ago, so I know how lucky Bobbie is!). Shortly thereafter ODYSSEY (Jack Schwartz, et al.) arrived only to pick up Tom Beecham (SCOW Royal Navy Commander) off Aurora Blew and sail off into the still roaring winds again without so much as touching rails. SEA FROG (Monica Maynard) had engine problems and to add insult to injury had run hard aground, and the SCOW Royal Navy was intent on a rescue mission. They arrived just in the nick of time, as the three far-from-distressed females aboard Sea Frog were not exactly resisting seige by three SOS sailors who had high hopes of a gallant rescue (and no doubt intentions of keeping the booty for themselves).

Their seedy plans were foiled when the SCOW Royal Navy arrived just in the nick of time and dragged the fair maidens off their perilous perch by their halyard and escorted them to safe harbor in Granery Creek. VOYAGER (Bill Bernhards and crew) arrived in good fettle and slid in next to Harmony just as Sea Frog arrived to the raft up and slipped in next to Voyager. Odyssey hooked onto Aurora Blew and we settled in for the night. But not all was well in our little cozy raft-up because there was one boat lost at sea and never heard from. BREAKAWAY was missing. We hailed on channels 16 and 68, but heard nothing but static. We drank a toast to Breakaway and sent out many good wishes for safe journeys. We gave multiple toasts to our absentee Fowl Weather Raftmaster General (Allan Lewis) until certain we had appeased the sirens of the sea of any petty jealousy.

We had a gentle night at anchor, and we awoke Sunday morning to a marvelous ethereal mist gently swirling about our safe harbor with its many boats and raftups nestled in the creeks glorious fall tree colors with the sounds of geese echoing overhead. A picture-perfect morning.

Sunday's homeward bound sail was windless for the trip down the Wye East River, but just as Harmony was entering Eastern Bay, the wind found us. We quickly had 15-20 kt Westerly winds again, except this time we had a foul tide, the wind was on the bow, and we tacked, tacked, tacked and tacked some more. We left Granery Creek at about 10:30 a.m. and dropped anchor off the sea wall in Annapolis Harbor at 6:15 p.m. We settled in thinking it would be another quiet night, but the change to the predicted 5-10 kt Southeast winds never quite happened and we rocked-and-rolled all night from exposure to 15-20 kt. Easterly winds. The next morning we made a trip to West Marine and bought a hook so we can make a snubber for our anchor chain...one of those things we had been meaning to do anyway.

Evie Banda (Harmony)



Azure Blue



"Bow down practice."



"Harmony" and others make way Up the Wye River

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