

Commodore's Log

It's interesting to think that one year ago, a year-long "election season" was heating up, with the Clinton-Obama battle in its early stages. Has a year really gone by? Are we suffering from election fatigue? Well, whether or not you are closely following McCain-Palin and Obama-Biden, or sick and tired of them, we hope you will participate (and consider running) in the REAL election, SCOW's own election of its officers and directors for 2009, coming up at the Annual Membership Meeting on Monday, November 10th, one week after the presidential elections. Why should you take an interest in SCOW's election over the 'other' elections? Allow me to describe some of the many contrasts:

1. An organization that WORKS:

Unlike the politicians you will be electing to serve in your local and federal governments, those who serve in SCOW have a long history of running an organization that works well – year after year, SCOW has produced a balanced budget, cut wasteful spending, run effective programs, maintained club boats and assets, all this and more – lead by the work and dedication of its *unpaid*, *volunteer* officers and directors.

2. Fiscally responsibility with *your* money:

If it were not for the volunteer officers, directors, trainers, maintenance crews, and committee members of SCOW, we would not be the financially strong organization that we are. SCOW's fleet is valued at \$28,000 and the club maintains cash reserves of about \$100,000 at present. The club has run a budget surplus in most years. The board of directors watches over the club's assets to ensure the strength of the club for years to come.



SCOW – Sailing by the Woodrow Wilson Bridge

3. SCOW is YOU! : Unlike the elected officials who operate in the high halls of Congress or the White House, our club's elected officials are just like you and me – actually, they are you and me -- dues-paying members who are just a phone call away, ready to represent the overall members' interests in the club's business.

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The Board consists of 4 officers and 6 directors. Here is a brief description of these roles:

Officers

Commodore: head of the board, leads the monthly board meetings, membership meetings, oversees all club business and sees to it that the club runs smoothly.

Vice-Commodore – responsible for the programs at the general meetings, fills in where needed in the absence of the commodore, takes on various evolving tasks, encouraged to run for commodore in the following year.

Secretary – takes minutes at the board meetings.

Treasurer – maintains the club's bank accounts and financial information, keeps an accounting of all income and expenditures.

Directors

In November 2007 at the annual membership meeting, the club voted to amend the bylaws so that directors run for specific positions within the club rather than running as a generic "director" and then being assigned a duty. For this year's election, the directors are board members with the following titles and duties and further described in the bylaws:

Maintenance Director – in charge of maintaining the club's boats and organizing volunteer maintenance crews.

Social Activities Director – plans the Thursday night social sails, Hail and Farewell, Afterglow party, Re-up brunch and other social events, with the help of volunteers.

Race Director – oversight of the club's racing programs, lotteries for Tuesday night races, maintains a race crew list.

Training Director – organizes the club's training programs by working with the volunteer instructors and trainers.

River/Bay Activities Director – plans club events on the river and bay.

Skipper Certification Director – maintains the records of the club's skippers including certification and safety certificates, organizes skipper checkout days.

The Nominations Committee has been working to assemble a slate of willing candidates for these positions. According to the Bylaws, the committee shall find at least one candidate for each position. The committee will then present its nominations at the meeting preceding the Annual Meeting, i.e. the October general membership meeting. At that time, additional nominations may be made from the floor and, if the nomination is seconded, it will be added to the ballot. Ballots will be mailed to the members no less than 10 days before the Annual Meeting in November. Ballots will be tallied and counted at the Annual Meeting.

Thankfully, each year numerous members step forward and volunteer their time to keep the club running. It seems to be the tradition that those who enjoy this club and remain members, eventually are tapped to fill an official role within the club. Serving on the board of directors is a lot of work added to the daily requirements of life. It is also a rewarding experience, and essential to the club's success.

If you are interested in serving the club in this vitally important way, please send me an email to commodore@scow.org.

Next Membership Meeting: Monday, October 20th, 2008

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.

Thursday Night	Social Sail, Washington Sailing Marina (WSM), April - October, 6:00PM
Social No-Sail	Events and locations will vary, December - April, 6:00PM
Wednesday Night Races	WSM with Flying Scotts, May - October 6:00PM
Board Meetings	4th Monday of every month, 7:00PM (Open to Membership)
Channels Deadline	15th of every month. Submit articles to: channels06@scow.org
2008 Calendar	http://www.scow.org/calendar.html
SCOW Pictures	http://picasaweb.google.com/Sailing.Club.of.Washington
SCOW Homepage	http://www.scow.org/index.html

SCOW ***Hail and Farewell - Dinner Dance*** **November 15th**

7pm to 11:30 pm in the Indigo Landing
Restaurant, Chesapeake Room at the Washington
Sailing Marina.

This is our annual event to honor the 2008 Board,
welcome in the 2009 Board and present special
awards to outstanding members.

It is a night to dress up in cocktail attire, enjoy a
delicious buffet, dance to great music, exchange
tall sailing tales and enjoy surprise entertainment.

And, did I mention the Bar? Not to be forgotten!

Watch for more information on reservations.
Hope to see you all. It is always a fun party!

Like to help with the planning?
Email: Faith Rodell, Social Director.
social@scow.org



<http://www.misscedar.com/wp-content/uploads/2008/03/cocktail-outfit-1.jpg>

Suggested Attire
To the Hail and Farewell Dinner Dance

“To sail is the thing,” wrote Arthur Ransom in his children’s classic, *Swallows and Amazons*. And just what is that thing? Every sailor knows. It’s what the poets say and the pictures show, and everything else, too; it’s the joy of casting off and the delight of returning home, and it’s all the winds and waves in between. It’s the beauty of a boat and the power of the currents, the sound of ratcheting winches and the strain on the wheel; it’s the fair breezes and sunsets, the storms and luffing sails. It’s the beer in the bar when the race is done, and that moment when you feel you’ll never get there. It’s what sailors mean when, safe and dry, standing on solid ground, they look at you and say, “I’d rather be sailing.”

Anne Depue

Author

I’d Rather Be Sailing



Olin J. Stephens

http://www.sail-world.com/photos/Alt_071104PINE-



Sailing

http://www.seaway.org/blog/Olin_Stephens06.JPG

FROM THE RIVER

Jay Weitzel

Olin J. Stephens, II, famed naval architect and partner in the Sparkman and Stephens yacht design house, passed away on Saturday at the age of 100. I've attached a link to the N.Y. Times obituary that appeared today.

The article notes that he designed Dorade, a 52-foot yawl that won the 1931 Trans-Atlantic Race, and Ranger, a 135-foot J-Class sloop for the 1937 America's Cup races, as well as five other successful America's Cup defenders. In 1959, the S&S organization designed the Dolphin 24 -- Psycho, which the club recently sold, was a Dolphin 24 built by Yankee Yachts in 1972.



Leukemia Cup Regatta – The PHRF fleet contesting on the Potomac.



1st Place – Spin Fleet award to Dale Eager



The top fund raising skippers for 2008



The Dickson Family again raise the most for the Leukemia Cup Regatta

A **HUGE THANKS** to the Sailing Club of Washington for your outstanding effort in the 2008 Leukemia Cup Regatta!

We didn't let Hurricane Hanna get us down!! Almost 150 boats of all classes still came out for our delayed races on Sunday September 7th and to celebrate the 15th Annual Leukemia Cup Regatta. Sailors, sponsors, guests and volunteers all enjoyed a gorgeous day - perfect for being outside and on the water! SCOW members could be found throughout the various classes on the water and even among the volunteers helping to ensure registration & the party went smoothly. Twelve teams proudly represented SCOW on the water and many other members participated as crew with these teams or on other boats.

SCOW really worked together this summer to raise both funds and awareness for blood cancers through small events hosted by various teams sailing in the Leukemia Cup. Together the efforts of SCOW members had tremendous success, raising over \$30,000 (with more money still coming in every day!!) for The Leukemia & Lymphoma Society. Overall the 2008 Leukemia Cup Series has raised \$170,000.... and on our way to \$175,000! Once again, the efforts of the Leukemia Cup SCOW teams were responsible for almost 20% of the total amount of money raised! This is phenomenal!

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PRSA - An appeal for more small boat sailors to participate next year!



S/V Liberty Belle – (Note skipper has participated in SCOW for years on the Board and on the Water)



S/V Liberty Belles intrepid crew



Live Music and Dancing – Good fun for all!

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A special congratulations to SCOW Team The 5 Skippers, who remain among the fundraising elite, winning the 2nd highest overall fundraising team for the 2nd year in a row. Also an extra-special thank you to Dorothy Stocks (skipper of S/V Liberty Belle) who served her 2nd year as the SCOW representative to the Leukemia Cup Regatta committee. Dorothy has done an amazing job representing SCOW and making sure the club is kept informed of opportunities and details regarding the Leukemia Cup. Thank you Dorothy for volunteering time to do this!!

The blood cancer patients and their families we serve, as well as the LLS staff, join me in my sincere and deep thanks to all of you who supported this event through your donations & sailing teams. After 2 years I feel like I am really starting to get to know many of you and it's such a pleasure. I appreciate you always including me in your SCOW events and I look forward to working with the club again next year to make 2009 even bigger and better! See you around the Marina!!

Loree



Rebecca Crew



Topaz Crew

SCOW's cruise weekend to the Dumfries-Mattwoman Creek

By Alice Starcke

This was an adventure for sure -- of both the good and not-so-good variety. On a sunny Saturday in mid-August, a group of SCOW members and friends traveled downriver to dine at Tim's Rivershore restaurant in Cherry Hill, Va. (near Dumfries), with a planned overnight stay at Sweden Point Marina near the mouth of Mattawoman Creek on the Maryland shore across from the restaurant. Four boats--leaving WSM, James Creek and other area marinas in early morning--had a pleasant light-air sail past Mt. Vernon, Fort Washington and other scenic spots on the Potomac.

Looking over the rail of the boat, the scenery included algae growth -- a prelude of trouble to come, though we didn't suspect it at the time. SCOW cruisers Topaz and Rebecca were joined by Moody Blue, Valhalla, and others, anchoring offshore near Tim's to wait for the water taxi to the restaurant. I was part of the Topaz crew, along with skipper Wayne Williams, Kyoko Kawai, Yuan John Jiang and his daughter Rebecca.

After a superb meal of crab cakes and other seafood treats, much good conversation and laughs, we water-taxied back to the boats near dusk. For Topaz, the trip proved not-so-fun when we ran out of gas about two-thirds of the way across the river. Radio communication with Rebecca's skipper Mike Rothenberg saved the day, with Rebecca soon pulling alongside to pass a spare can of gas over the rail. After refilling the tank (something of a hassle with a non-fitting gas spout and a makeshift plastic-cup funnel), we finally were able to motor through the shallows of Mattawoman Creek to just barely land at the outer pier. It's probably just as well we didn't have quite enough gas to make it around the corner to our assigned slip. Talking to the folks on Rebecca and Valhalla later, we found they had to struggle through the weed-choked water to their slips. But after hot showers, and a couple of drinks for some, we felt better. Loud power boaters coming into the marina late was briefly a sleep disturbance, but it was mostly a pleasant night. Mosquito netting over the forward hatch proved a good idea.

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Taxi from the anchored boat's to Tim's Rivershore



Live Music at Tim's Rivershore



For long trips down the Potomac –
Even die hard sailors need gas!

SCOW's cruise weekend

(continued)

Sunday morning's weather forecast -- rain coming in by mid-day -- called for an early departure, and we were pretty much all out of there by 8:30 am. On the way back, Topaz had another mishap -- a bolt came loose in the rudder and we nearly lost it. Quick thinking and action by crew members Wayne and Kyoko put together a makeshift fix--truly amazing to think a simple pencil and some rope would serve as a rudder attachment bolt, but it held all the way back to our slip at WSM. Was it luck, or a tribute to the strength of a pencil? Who knows?

I count this a one of my more fun, and instructive, boating weekends. Lessons learned: have plenty of gas, more than you think you will need; get all the gas tanks in sync with the same kinds of fittings (I think this has been done); carry a toolbox with spare bolts and wrenches; and have plastic funnels for gas transfer on the boats, just in case.

--Alice Starcke



SCOW students preparing for
their water-checkout



Jan teaching SCOW sailing



SCOW students



Mike teaching SCOW sailing

Water depths in the WSM lagoon area.

By John Rogers

SCOW members have been known to discuss many sailing topics. One topic of the river sailors is how deep is the lagoon or the river and where are they silting up. Until recently I did not have a depth gauge for my boat. I was occasionally touching bottom and was avoiding some areas because I did not know how deep they were. So, the solution was to collect some depth data. I and others have thought that if every boat collected depth data while they were out, there would be plenty of data to construct a chart. However, collecting depth and location data turns out to be more difficult than I initially anticipated.

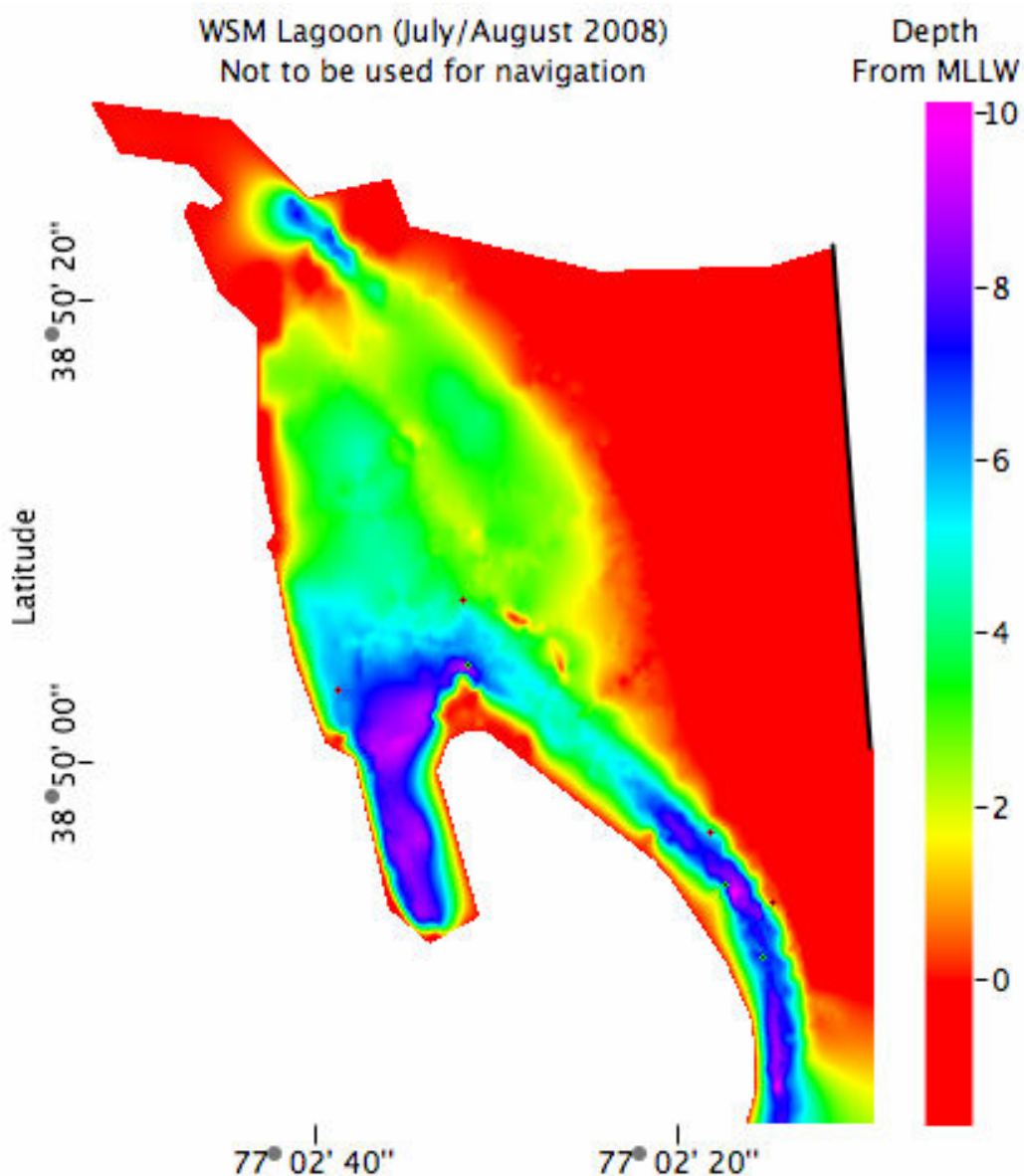
In the end I purchased a depth gauge that had NMEA output that my laptop can read. My handheld GPS also has NMEA output. The computer records the location and depth data as I motor or sail around. To get data in shallow areas, I went out at high tide. I use a statistical program to interpolate to get estimated depths between the locations I have data. Finally I wrote a program to create a plot of the estimated depths. The resulting chart is shown below.

So what is the depth of the lagoon? Well, it depends. First, the depth is adjusted to the standard level for charts, mean lower low water (MLLW). Most days have two low tides. Lower low water is the lowest low tide in a day low tides. I used tide height data from a site near Haines Point (<http://tidesonline.nos.noaa.gov/geographic.html>). It is not quite the same as the marina, but I figure it is good enough. At high tide, there is usually another two and a half feet of water compared to what I show in the chart. Second, what depth does the depth gauge read? I adjusted my measurements to read from the surface. However, on other boats the depth may be measured from the bottom of the keel, or from another location. Finally, if the bottom is hard and your boat draws four feet, less than four feet of water is a problem. If the bottom is very soft mud, does the depth gauge give the depth to the top of the mud? If there is three and a half feet of water, will the Flying Scot slow down much if it is dragging the bottom of the center board through the mud? I don't know. (The Flying Scot draws 4 feet with the board down).

How well have I estimated the depth? The precision (standard deviation) of the measurement is about 3 inches, plus or minus. Where the depths are estimated by interpolation, the depths are less precise. In particular, I took relatively few measurements in some areas, particularly in very shallow areas. Once I got to shallow water, I just assumed it got shallower going toward shore (or toward the landing light pier). Also, in the boat slip areas and the boat launching areas, I did not go between the docks. So those areas are not very precise.

How well have I estimated location? The GPS says it has an uncertainty of 10 to 20 feet. However, it is not perfect and occasionally gives spurious readings. There is also a timing problem, the depth and location data are sent to the computer every two seconds, but the two signals are not synchronized, so there is some uncertainty matching up the location with the depth reading.

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The chart shows small crosses to indicate navigation marks. If you can blow up the chart, the marks are indicated by a black dot (or pixel) with a colored dot above, below, to the left, and to the right. The color of those surrounding dots indicates if the mark is red or green. The black line on the upper right corresponds to the landing light pier. Some marks may not be shown.

Finally, why does it say "Not to be used for navigation?" Is this because I do not want to be responsible for what others do with this chart? Of course! Also, if you look in cruising guides to the Chesapeake (or Caribbean) the charts always say "Not to be used for navigation." So I figure there is a legal reason to use this phrase. I tried to google the phrase to find its source and did not succeed. But I did find a link to some sailing songs on a CD named "Not to be used for navigation" (<http://cdbaby.com/cd/quinn4>).

As I gather more data, I may update this chart or create a chart for a section of the river.

For comparison, see <http://demo.geogarage.com/noaa/> and google maps of the lagoon:

<http://maps.google.com/maps?f=q&hl=en&geocode=&q=marina+drive,+alexandria,VA&sll=37.0625,-95.677068&sspn=53.696917,59.677734&ie=UTF8&ll=38.835613,-77.041669&spsn=0.013037,0.01457&t=h&z=16>.

2008 Board of Directors

Position	Name	Home	Work	E-mail
Commodore	Tom Paquin	202.281.8999	202.659.6500	commodore@scow.org
Vice Commodore	Lisa Eller	423.360.6899	202.353.2755	vice@scow.org
Secretary	Maggie Nelson	202.415.1983		secretary@scow.org
Treasurer	Chris Von Guggenberg	703.683.6649	703.622.9125	treasurer@scow.org
Training Director	Mike Rothenberg	703.820.1270		training@scow.org
Maintenance	Fran Jezisek	301.839.3351	202.721.4564	maintenance@scow.org
Social Director	Faith Rodell	301.474.2444	301.674.9324	social@scow.org
Skipper Director	Bret Astmann	202.360.0512		skipper@scow.org
River Director	Melissa Ennis	703.845.5764		river@scow.org
Racing Director	Adam Pressman		703.850.2072 cell	race@scow.org
Records Director	John Roland	703.368.9792	703.321.4614	records@scow.org

Other Key People

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SCOW Photos	Alice Starcke			pictures@scow.org
Bay Director	Vacant – could be you!			bay@scow.org
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Advertising	Vacant – could be you!			advertising@scow.org
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For Information about Club Activities

Visit <http://www.scow.org> or email info@scow.org