

# Chan Nels

Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover.  
- Mark Twain

The Newsletter of the  
Sailing Club of Washington

## November 2012

Commodore's Log	1
It's Election Time	2
Meet the Nominees	
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary	29
Book review & excerpt	
Down The River	32
Calico Jack's	
Upcoming Events	33
Annual Meeting	13th
Boat Lighting Party	15th
Hail & Farewell	17th
Parade of Lights	12/1
Afterglow Party	1/5
Contact the Board	34
Submit feedback, ideas, content and photographs for next month's issue to	
<a href="mailto:editor@scow.org">editor@scow.org</a>	

## Commodore's Log

Chris McGraw, Commodore



How time flies! We have a new slate of board candidates for 2013 and our fantastic Hail and Farewell Bash on November 17th is just around the corner! Make sure to RSVP! Please take the time to vote on next year's slate of board candidates online. Voting online saves us hundreds of dollars in mailing costs that we can put towards better equipment and social events for the club.

Check inside this issue for bios from 2013 board candidates, pictures from our maintenance day and centerboard repair, sailing vocabulary, and much more. Don't forget that since it's past Oct 1st, SCOW members need to be wearing PFDs (or, as they used to call them in the old country, "life-jackets") at all times on the boats. Thanks to Officers Calligaro, Poskus and Elmer from the DC Harbor Patrol for helping us improve our boating safety and to all the volunteers getting and attaching them. We now have whistles attached to the PFDs on our boats and are a little bit safer on the water.

See you there!

Commodore Chris

How many places is it appropriate to use the word "rope" on a sailboat? Find out on page 29!



At the cranes Tuesday morning after Sandy. Ute reports that our fleet appears to be in good condition. Photo by Ute Laser.



Photo by Jonathan Thron.

**November 2nd (this Friday!) is your last chance to RSVP for our elegant evening of fun!**

November 17, 2012, 6:00 pm - 11:00 pm  
Old Dominion Boat Club  
One King Street, Alexandria, VA 22310

\$50 per person, cash bar.

Checks payable to

The Sailing Club of Washington

Attn: Joe Bonanni, P.O. Box 25884

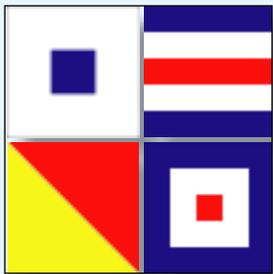
Alexandria, VA 22313

or

\$51.50 via paypal, vendor: [payment@scow.org](mailto:payment@scow.org)

WSM reports that the water to the wet slips will be turned off for the season on or around November 15th!





## November 2012

## Election Time! Here are the 2013 Board Nominees

Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

Book review & excerpt

Down The River  
Calico Jack's 32

Upcoming Events 33

Annual Meeting 13th

Boat Lighting Party 15th

Hail & Farewell 17th

Parade of Lights 12/1

Afterglow Party 1/5

Contact the Board 34

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**Chris Tindal**  
*Nominee for Vice Commodore*

Chris Tindal joined SCOW in 2010 and quickly set his sights on becoming a Flying Scot skipper. Chris learned to sail as a teenager (just a few years ago), and perfected his skills on the water at the U.S. Naval Academy. He spent five years on Active Duty in the Navy as a Surface Warfare Officer, and then transferred over to the Navy Reserves for another 25 years. While he was stationed at Newport, RI as an Ensign, he was a sailing instructor for the Navy Marina on the base.

Chris is now a Cruiser and Flying Scot skipper, and helps out SCOW as a qualified Flying Scot water instructor and capsized instructor.

### Candidate Statement:

I enjoy sailing and being a part of a great organization like SCOW. There is a wealth of knowledge and unique skills within our membership. It is fortunate that many members want to share their love of sailing and teach others about the passion of being on the water.

I truly enjoy meeting new members, and people that are new to sailing. I love to see the growing smiles on fresh faces when they take the tiller for the first time and experience the thrill of capturing the power of the wind.

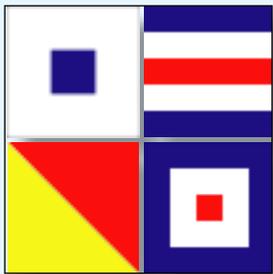
I want to continue our mission of getting people excited about sailing. The enthusiastic leadership has kept the club at the top of its game. I want to continue that tradition, and keep our club strong and filled with many various activities and opportunities.



**Ute Laser**  
*Nominee for Secretary*

Love and passion for being in and on the water started in my childhood, growing up in the northernmost part of Germany, flanked by the North Sea and the Baltic Ocean. However, I started sailing myself only in 2008 on the Lake of Constance. After sailing on small boats, this passion grew and I consequently got my cruising license. So far, I sailed in Germany, on the Mediterranean and off the Norwegian Coast. Future cruises are already planned and highly anticipated! After having arrived in Washington DC last year, I joined DC Sail. There, I taught basic sailing classes this summer, which I enjoyed a lot.

This September, I joined Scow so that I can sail more often, especially on cruisers. Despite being a new member, I noticed that Scow's sailing and social activities are outstanding. This club truly lives from the enthusiasm and engagement of its members. I would love to contribute my professional experience as Personal Assistant in the role as Scow's secretary and assist wherever I can on the water, too. Given my previous experience with DC Sail, I am sure being involved in Scow's activities will be rewarding to both sides, too.



## November 2012

## Election Time! Here are the 2013 Board Nominees

Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

Book review & excerpt

Down The River  
Calico Jack's 32

Upcoming Events 33

Annual Meeting 13th

Boat Lighting Party 15th

Hail & Farewell 17th

Parade of Lights 12/1

Afterglow Party 1/5

Contact the Board 34

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**Joe Bonanni**  
*Nominee for  
Treasurer*

Joe joined SCOW in 2011 to get back into the sport of sailing.

After growing up in New York and Connecticut and

spending most of his time powerboating, Joe took up an interest in sailing after graduating from college. He was instantly hooked, and took formal lessons on the Long Island Sound and in New York Harbor. Upon moving to DC from New York, Joe wanted to continue to practice and enjoy sailing. Joe began showing up to Wednesday Night Races and enjoyed learning about the racing side of sailing from SCOW seasoned

members. Joe has had a great experience learning and sailing with SCOW and looks forward to spreading the joys of sailing as a skipper. Joe has also greatly enjoyed the opportunity to meet SCOW's members. Joe has participated in the Leukemia Regatta, DISC Fall and Saturday races, as well as instructed Special Olympics athletes.

Joe has had such a great time meeting SCOW members that he desires to volunteer and make SCOW even better. Joe would love to serve as Treasurer of SCOW. With a background in finance and in engineering and finance, as well as serving as treasurer to other organizations, Joe looks forward to creating the most streamlined financial process possible. Joe believes that SCOW members should be focused on sailing, and not on the financial dealing of the club.

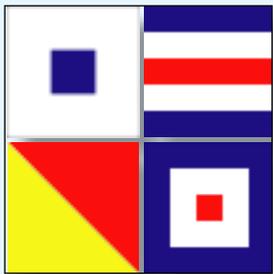


**Thomas Vaughan**  
*Nominee for  
Training Director*

Tom began sailing when he joined SCOW in 2009.

He is a skipper on both the Flying Scots and the

Cruisers. Tom has also raced the past three years with the Daingerfield Island Sailing Club. He served as Training Director in 2012 and helped with on-the-water training for the Flying Scot, Cruiser and Spinnaker classes. Away from the Potomac, Tom and his wife did a bareboat charter in the BVI's in 2011. In 2012, they did another bareboat charter in the San Juans along with an offshore delivery from Annapolis to Block Island. This story is featured in ChaNNels June 2012 issue.



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Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

Book review & excerpt

Down The River 32  
*Calico Jack's*

Upcoming Events 33

Annual Meeting 13th  
Boat Lighting Party 15th

Hail & Farewell 17th

Parade of Lights 12/1  
Afterglow Party 1/5

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**Jan Earle**  
*Nominee for  
Skipper Director*

Jan has been a member of SCOW for ten years, serving as Training Director in 2003 and 2004, Commodore in

2006, and as trainer, checkout skipper, and racing skipper for eight years. She has been sailing since she was 17, when she drove herself to a local marina, checked out a Sunfish, and taught herself to sail. Sailing her own small skiff in the Rocky Mountains, converting it to an iceboat in the winter, and almost 50 years of crewing for friends with larger boats added to her skills and confidence. Her first sailing course in 40 years of sailing was with SCOW in 2003, a tribute to what she says is the best sailing instruction program for the price anywhere.

### Candidate Statement

I am proud to be associated with SCOW. It is the best sailing and social outlet in the DC Metro area, or anywhere for that matter. SCOW's mission is to make sailing available at a reasonable price, and we cannot make

sailing available without skippers to sail the boats. SCOW's skipper certification program emphasizes both skill and safety and the role of Skipper Director is to facilitate certification and maintain the club records for qualified skippers. I look forward to serving SCOW in a new position, especially one so closely linked to getting our boats – and our members – out on the water.



**Kristine Sadusky**  
*Nominee for  
Social Director*

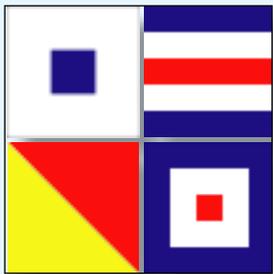
Kristine is a new SCOW member who joined the club in the spring of 2012. She has enjoyed playing

an active role this season hosting as a chef for several social sails, assisting as a dock master, participating in raft-ups, learning about racing, and attending club events such as guest speaker presentations, maintenance day, and monthly meetings. Her interest in sailing was sparked by a love of the water and of learning new sports. She is a high school physical education teacher

and head coach of a varsity swim and dive team who enjoys many active pursuits including cycling, running, kayaking, and hiking. Her cousin, who was also an active SCOW member, first learned to sail through SCOW training courses and introduced her to sailing years ago on the Chesapeake Bay. Having recently relocated back to the DC area where she grew up, Kristine has enjoyed having the opportunity to get back out on the water with SCOW and looks forward to planning fun social events for the club.

### Candidate Statement

I have really enjoyed meeting many of the members of this club throughout the season and participating in social sail nights at the marina. It is a great group of welcoming people who share their passion for the sport and are willing to help others learn. As I continue to learn more about sailing, I hope to take training courses through SCOW and with time and experience I'd like to become a skipper one day. In the mean time, since I have much to learn, I look forward to the opportunity to get to know everyone and support the club as your nominee for the social director position. I am excited about the upcoming 2013 season and becoming more involved in the sport of sailing.



## November 2012

## Election Time! Here are the 2013 Board Nominees

Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

Book review & excerpt

Down The River 32  
*Calico Jack's*

Upcoming Events 33

Annual Meeting 13th

Boat Lighting Party 15th

Hail & Farewell 17th

Parade of Lights 12/1

Afterglow Party 1/5

Contact the Board 34

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content and photographs  
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**Luis Rivas**  
*Nominee for  
Maintenance  
Director*

Luis started sailing around 2000 but only joined SCOW in July 2010.

He has a Basic

Keelboat certification from US Sailing and has enjoyed cruising on the Potomac, Chesapeake Bay and Long Island sound. He hopes to someday continue his US Sailing certification by taking the Basic Cruising and Bareboat Cruising courses. Luis is both a Flying Scot and a Cruiser skipper and tries to participate in as many social sails as possible

### Candidate Statement:

Following Sarah Jones' departure to Germany, I took over the role of SCOW Maintenance Director in early 2012. I had to deal with a few emergencies this past year, including the extensive repairs to Suzie Q due to an unfortunate accident early this summer. For the most part, the fleet was kept in good repair and boats were available to skippers. I would like to serve again as Maintenance Director in 2013.



**Anna Sheinberg**  
*Nominee for River/  
Bay Director*

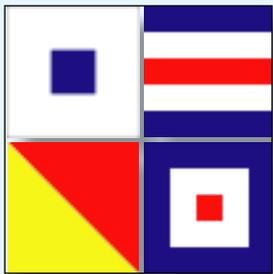
Anna would like to continue on the Board of Directors for SCOW for the 2013 sailing season. She was

first introduced to sailing many years ago through attending Camp Seafarer, a sailing camp in North Carolina. Anna joined the Sailing Club of Washington three years ago after attending her first social sail in 2010. Two years later in 2012, she served on the Board of Directors for SCOW as the Social Director.

### Candidate Statement:

As SCOW's social director, I have really enjoyed organizing the club's social events for its members as well as making new comers welcome. In the same spirit, I hope to be elected the River/Bay Director for 2013 sailing season!

*continued*



## November 2012

## Election Time! Here are the 2013 Board Nominees

Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

*Book review & excerpt*

Down The River  
*Calico Jack's* 32

Upcoming Events 33

*Annual Meeting 13th*

*Boat Lighting Party 15th*

*Hail & Farewell 17th*

*Parade of Lights 12/1*

*Afterglow Party 1/5*

Contact the Board 34

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for next month's issue to

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**Julian Mallett**  
*Nominee for  
Racing Director*

Julian is a recent member of SCOW having relocated recently from Boston. He has been sailing and

boat building for more than 40 years. His first major project was a Hartley TS 18 built from plywood in the mid-70's which he sailed in the North Sea and off the coast of Holland. As a result of his working career he lived in several countries which enabled him to enjoy sailing in many different locations including the Malacca Straits, Swan River, Perth and the South China Seas. His past club affiliations include Kingston Rowing Club, Royal Selangor Yacht Club, New York Yacht Club, and the Bass River Yacht Club, the oldest sailing club on Cape Cod.

His small boat experience includes his Fireball Dinghy, Mercury's, J/22s an O'Day

15, a Bettle Cat and various Puddle Ducks, Sharpies and a Proa he built with his two sons during their teen-age years.

He regularly races a Wianno Senior on Nantucket Sound and participates each year in the Scudder Cup .

During the short time he has been at SCOW Julian has participated regularly in Wednesday night racing, the Presidents Cup and the recent DC Sail Halloween Regatta.

At SCOW Julian has been involved in maintenance of the Flying Scots and occasional Dockmaster duties.

### Candidate Statement

SCOW has been a wonderful experience for me and has led to a number of good friendships. I am eager to contribute to the club in any way possible including the racing program and Flying Scot repair and maintenance. I look forward to working with the club and other keen racers to strengthening the racing program at SCOW.



**Barbara Thacker**  
*Nominee for  
Membership  
Director*

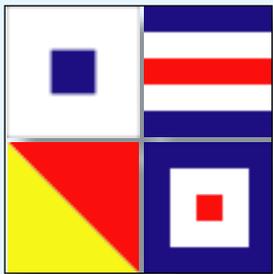
Barbara first learned to sail on a small lake in Pennsylvania in 2008 and

joined SCOW in 2011. She is a Flying Scot skipper and an enthusiastic crew member in the DISC Tuesday night races on Too Many Cooks. Barb has served as editor of ChaNNels for the past year and volunteers through SCOW in support of the Special Olympics sailing program.

### Candidate Statement:

I have found SCOW members to be generous in their eagerness to share sailing knowledge and experience. I will enjoy the opportunity to serve as Membership Director and contribute efforts to continue this wonderful club culture.





## November 2012

## Get familiar with Hiatus

## The Journey with Hiatus

*By Chris McGraw*

- Commodore's Log** 1
- It's Election Time** 2
- Meet the Nominees**
- Hiatus is Here!** 7
- Volunteers Make Our Club Better** 9
- Restoration of a Centerboard** 10
- Maintenance Day A Huge Success** 15
- Downrigging Weekend Pics** 23
- Acquiring A Vocabulary** 29
- Book review & excerpt*
- Down The River** 32
- Calico Jack's*
- Upcoming Events** 33
- Annual Meeting 13th*
- Boat Lighting Party 15th*
- Hail & Farewell 17th*
- Parade of Lights 12/1*
- Afterglow Party 1/5*
- Contact the Board** 34

Dozens of cruiser skippers and crew took a break after Maintenance Day to attend the mandatory familiarization briefing on Hiatus Saturday, October 13th. Chris McGraw introduced our beautiful new boat and pointed out her features as well as her idiosyncrasies, to ensure that all cruiser skippers are familiar with her before checking her out.

If you have questions regarding the Mandatory familiarization for cruiser skippers, or if you were unable to attend, please contact Jonathan Thron at [skipper@scow.org](mailto:skipper@scow.org)

We had an exciting trip delivering our new boat, Hiatus from the middle river down to our marina. Monday afternoon we started down the Chesapeake Bay in the club's newest Catalina 250 expecting to make the whole voyage down the Chesapeake and up the Potomac in about five days. On night one, we dropped anchor still well north of the Chesapeake Bay bridge and prepared that night for our next day's journey. The winds were already high at about 15 knots or so with 3 to 4 foot waves that rocked our boat gently, or not so gently, through the night. Some quick calls and a check on

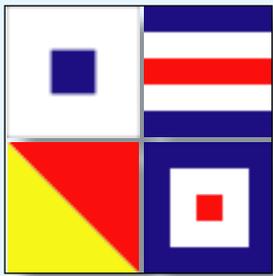
the internet showed storms coming in for Tuesday, and not just any high winds, but in fact a Tornado Watch was predicted. With an engine that still needed some looking after--that story later--we decided that instead of rushing down the river to find a safe haven before the predicted storm hit that instead we'd backtrack to Bowley's marina and shelter at the docks. It was a good call, as after we tied up we saw the water just outside the protected harbor littered with whitecaps. The rushing winds raised the water levels way above normal and even forced one unlucky boat owner who must have tied his boat up wrong to bring in emergency help to pump out his bilge and keep the boat from sinking. The crew and I (Luis Rivas, Deepak Bellani and Chris McGraw) caught a showing of Batman Begins (great movie!), added to our ice and provisions, and got ready to make the great run down the bay at first light Wednesday morning.

The morning showed up beautifully with winds of about 17 coming out of the North. They were perfect for a fast run south down the river under sail. Crossing under the Bay bridge before noon we continued



*The delivery men: Chris, Luis and Deepak.*

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## November 2012

Commodore's Log	1
It's Election Time	2
Meet the Nominees	
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary	29
Book review & excerpt	
Down The River	32
Calico Jack's	
Upcoming Events	33
Annual Meeting	13th
Boat Lighting Party	15th
Hail & Farewell	17th
Parade of Lights	12/1
Afterglow Party	1/5
Contact the Board	34

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*A nice local mechanic.*

to sail South adding a little electric wind late in the day to help us reach the Little Choptank river. For fun and screwing around we cut our engine and set our anchor in the Little Choptank under sail just beside the protection of James Islands. After a beautiful day on the water and a quick swim behind the boat under more stars than you'd imagine were in existence we hit the hay early. Thursday morning, we sailed off of our anchor just for fun again and did a quick jog around Point Lookout at the mouth of the Potomac and had made a long way up the river having to use the engine since the wind had died when all of a sudden near the end of the day, the engine's warning light went on. We immediately cut the engine and sailed while we diagnosed the problem.

The alarm would herald either low oil or an overly hot engine, but neither seemed to be the case. We sailed into a marina at Shymansky's and spent the night waiting for a professional opinion on the motor alarm in the morning.

A nice local mechanic took a look in the morning. It had turned out that

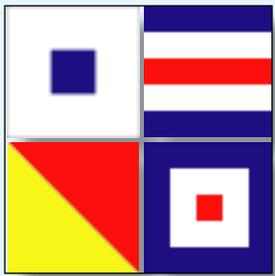
when we'd gotten our boat inspected by a surveyor up at Bowley's before buying the boat, the marina had hit the motor with a forklift. It seems that when they repaired it, they'd left out an O-ring that allowed the oil to get low. Curiously, our oil dipstick on our motor reads like it has full oil on it's crenulated side of the oil dipstick even when you clean it off and reinsert the stick despite the oil actually being low. We felt a little less chagrined that the dipstick threw off the pro, too. He diagnosed the oil level as fine too until we were able to rule out other causes of the alarm and came back to trying to just add more oil. That did the trick and a dipstick showing oil on both sides and a new O-ring had our motor back in peak shape.

We hit the water around 11:00am and with winds coming out of the East, they were perfect for a motor sail the rest of the way up the Potomac. It was a great trip, but we were happy to see the familiar lights of Mt Vernon and then the Wilson Bridge a bit after nightfall. Hiatus is now happily berthed at the end of G dock.

See you on the water!

Chris





## November 2012

Commodore's Log	1
It's Election Time Meet the Nominees	2
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary	29
Book review & excerpt	
Down The River Calico Jack's	32
Upcoming Events	33
Annual Meeting	13th
Boat Lighting Party	15th
Hail & Farewell	17th
Parade of Lights	12/1
Afterglow Party	1/5
Contact the Board	34

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## Volunteers Make Our Club Better!

Mark stepped up to Luis' September 21 e-mail plea for help to the membership. The sail lockers were in a state of disarray, and we will all benefit from Mark's efforts to get our lockers back in ship shape.



Photos by Dick Vida.



Nice work Mark!

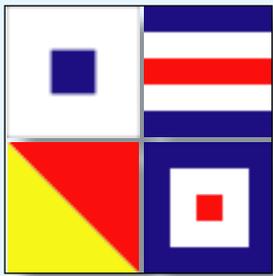


Thanks to some good thinking from Jan and some sleuthing from Bryan and Bill we were able to diagnose and fix Rebecca's motor tilt. The motor wouldn't tilt and untilt properly at the dock when putting it away and could kick up onto the air when out on the water when you'd rev it in reverse.

We warped the boat at the dock and found a spring that had come unattached. A few minutes of investigation and our motor is good as new again!

If you are a skipper, please help us to diagnose and pick off these maintenance tasks as they come up so we can keep our fleet in great shape!





*The next time you see them, thank Dick Vida, Anne Reb and Julian Mallott, who took on this centerboard repair project for the club.*

## November 2012

## Restoration of a Centerboard

*By Julian Mallott*

Commodore's Log	1
It's Election Time Meet the Nominees	2
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary <i>Book review &amp; excerpt</i>	29
Down The River <i>Calico Jack's</i>	32
Upcoming Events	33
<i>Annual Meeting</i>	13th
<i>Boat Lighting Party</i>	15th
<i>Hail &amp; Farewell</i>	17th
<i>Parade of Lights</i>	12/1
<i>Afterglow Party</i>	1/5
Contact the Board	34
Submit feedback, ideas, content and photographs for next month's issue to <a href="mailto:editor@scow.org">editor@scow.org</a>	

The club had a spare, but badly damaged centerboard, so we decided to restore the board and use it as a temporary replacement so that the boards on each boat could be removed and repaired on a rotational basis without having to take each boat out of service.



*The damaged centerboard. Photos by Julian Mallott.*

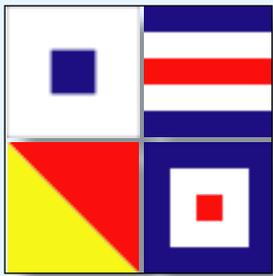
The centerboard was in very bad shape. The history of the board was unclear, but the nature of the damage indicated that it had been dragged many times along a hard sea bed, probably rocks or sand. The Potomac around DC and the Daingerfield Island is a soft mud, so the damage must have occurred before SCOW obtained the boat it came with. Dragging the board had completely worn away a substantial part of the board exposing the internal lead ballast. The sides of the board had delaminated from the lead and a lot of debris, including sea shells, stones and dirt had become wedged inside the board.



*The damage to the centerboard is so significant that the lead ballast is exposed.*

The dragging of the board had not only exposed the lead ballast it had also deformed the lead causing it to bend over to one side and become thickened at the lower leading edge.

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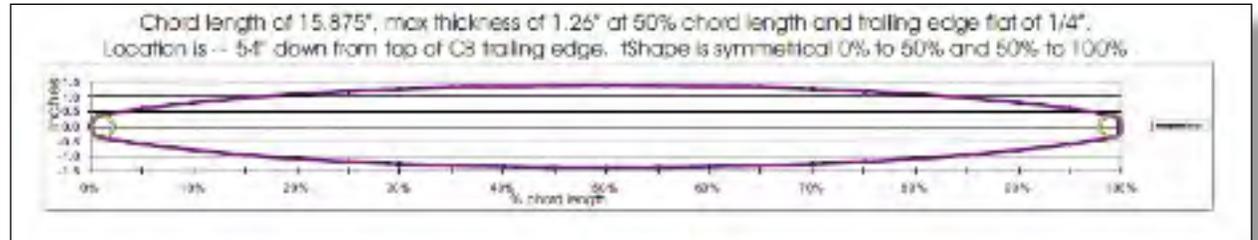
## November 2012

### Restoration of a Centerboard continued.

Commodore's Log 1

The first concern was to see if the damage had removed so much material, especially the lead ballast, that the board would be under weight.

Flying Scot centerboards are required by class rules to weigh between 100lbs and 110lbs and must conform to cross section of the original design. The board was first weighed by standing it on a set of bathroom scales. The weight came in at 99.5lbs, just half a pound underweight. This gave us confidence that not too much lead ballast had been removed and, based on the amount of missing material that, after restoration the board would meet class rules.



It's Election Time Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make Our Club Better 9

Restoration of a Centerboard 10

Maintenance Day A Huge Success 15

Downrigging Weekend Pics 23

Acquiring A Vocabulary 29

Book review & excerpt

Down The River Calico Jack's 32

Upcoming Events 33

Annual Meeting 13th

Boat Lighting Party 15th

Hail & Farewell 17th

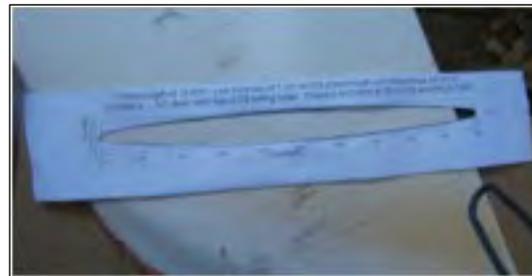
Parade of Lights 12/1

Afterglow Party 1/5

Contact the Board 34

Submit feedback, ideas, content and photographs for next month's issue to

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The next step was to verify the board's cross section.

Dee Burns at Flying Scot Inc. was extremely helpful and sent me the profile dimensions as drawn by B. B. Zabek. Using these dimensions I cut out a cross section at 54" down from the top of the board and used this to assess the amount of deformation. It was close, but clearly too thick. We deduced that there must be a lot of debris caught under the delaminated fiberglass shell. This was removed by prying

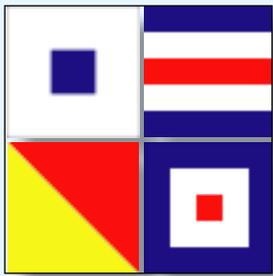
the board open gently and fishing around inside with a variety of knife blades. We found sea shells, pebbles and mud. After removing these the sides of the board could be squeezed together using firm hand pressure giving us confidence that the board could be conformed to the correct profile. We discovered that the delamination had occurred on only one face of the board.

Knowing that the board would conform to weight limits and profile we moved forward with a thorough cleaning by washing inside

the delaminated area with water, acetone and a lot of scraping. The deformed lead ballast was tapped back into shape using a light hammer.

The next step was to epoxy the sides together and clamp it. A series of small holes was drilled in the face that was delaminated in a grid pattern with a spacing of about 3". We used slow hardening West Epoxy 105 with 209 hardener in order to give us time to fill the gap before hardening took place. This mix, without

*continued*



## November 2012

Commodore's Log	1
It's Election Time Meet the Nominees	2
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary <i>Book review &amp; excerpt</i>	29
Down The River <i>Calico Jack's</i>	32
Upcoming Events	33
<i>Annual Meeting</i>	13th
<i>Boat Lighting Party</i>	15th
<i>Hail &amp; Farewell</i>	17th
<i>Parade of Lights</i>	12/1
<i>Afterglow Party</i>	1/5
Contact the Board	34
Submit feedback, ideas, content and photographs for next month's issue to <a href="mailto:editor@scow.org">editor@scow.org</a>	

### *Restoration of a Centerboard continued.*

filler, was injected by syringe into each of the holes. The board was set on a slight slope by supporting one end on a 2X4 and the other on a 1X2. This enabled us to start the injection process at the lower end filling the gap until it started to emerge from the higher elevation holes. At that point the hole was taped over to prevent the liquid epoxy from running out and the process moved from hole to hole until the tip of the board was reached. The final part of this stage was to tape wax paper over the exposed end so that the epoxy filled and sealed the end of the lead ballast.

The sides could then be clamped together using 2X1's which could bend somewhat and conform to the profile. This clamping squeezed a little more epoxy out at the tip, forming a nice shape in the taped wax paper.

Slow hardening West System 206 takes at least a day to set. By this time it was late in the day and were happy to sit and drink beer, although I don't think that was an essential part of the curing process.

After a couple of days we were ready for the next step. This meant sanding and smoothing the edge of the board where the



*After injecting the epoxy with a syringe, the sides were clamped together.*

buildup would take place to create a large surface on which to bond new fiberglass. This needs to be faired out at an angle of about 1:12.

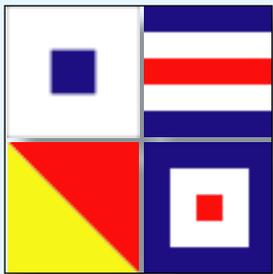
The required shape of the board was unclear and we were unable to obtain a dimensioned drawing. Careful study of various line drawings we were able to find online indicated that the tip edge should be straight and at an angle of approximately 62 deg from the trailing edge (152 deg from the leading edge). The board was laid on a piece



*A template of the required shape of the board is made.*

of cardboard and by projecting the leading edge using strip of wood and calculating the location of the leading tip we made a template. The correct shape was drawn on to the cardboard. Wax paper was taped over the cardboard using painter's masking tape and then the cardboard was taped to one side of the centerboard to provide a mold and supporting surface during lay up.

*continued*



## November 2012

**Commodore's Log** 1

**It's Election Time  
Meet the Nominees** 2

**Hiatus is Here!** 7

**Volunteers Make  
Our Club Better** 9

**Restoration of a  
Centerboard** 10

**Maintenance Day  
A Huge Success** 15

**Downrigging  
Weekend Pics** 23

**Acquiring A  
Vocabulary** 29

*Book review & excerpt*

**Down The River** 32  
*Calico Jack's*

**Upcoming Events** 33

*Annual Meeting* 13th

*Boat Lighting Party* 15th

*Hail & Farewell* 17th

*Parade of Lights* 12/1

*Afterglow Party* 1/5

**Contact the Board** 34

Submit feedback, ideas,  
content and photographs  
for next month's issue to

[editor@scow.org](mailto:editor@scow.org)

### *Restoration of a Centerboard continued.*

West System 105 with fast hardening 205 hardener was mixed up into a thick paste with 404 high density filler. Using disposable brushes this paste was first laid on to the wax paper and strips of glass mat laid on to the paste. Build up was achieved by alternating paste and glass mat until full thickness was achieved. The only problem we experienced was that as the epoxy begins to set it generates heat which accelerates the setting process. The thickness was enough to generate quite a bit of heat and we had to work quickly before the paste became too stiff and un-workable. Glass reinforced epoxy is best layered while still in the wet stage as each layer forms a chemical bond to the layer below it. Overlaying on a surface that has already set results only in a mechanical bond, so it is best to complete this operation in one step, with the added advantage that the whole job takes less time.

Once the buildup has been completed and the epoxy left to set firmly the next task is to sand and fair it to shape. The buildup was good and there were only a few small depressions left on the surface that were sanded and filled with a final application of epoxy and 404 filler.

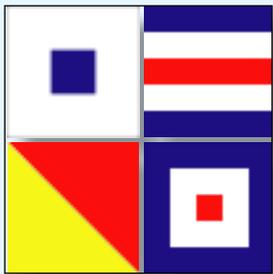
Finish coating consisted of a brushed application of Interlux Brightside polyurethane. We used Seattle Gray #4205, mostly because it just looked like a good centerboard color. Strictly speaking Brightside should only really be used above

the waterline, however since SCOW boats are dry sailed and rinsed down after each use the hard polyurethane finish was considered adequate, especially since it can be readily sanded and over painted in the future.



*The finished product.*





## November 2012

## Maintenance Day A Huge Success

Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

Book review & excerpt

Down The River 32  
*Calico Jack's*

Upcoming Events 33  
*Annual Meeting 13th*  
*Boat Lighting Party 15th*  
*Hail & Farewell 17th*  
*Parade of Lights 12/1*  
*Afterglow Party 1/5*

Contact the Board 34

Submit feedback, ideas,  
content and photographs  
for next month's issue to  
[editor@scow.org](mailto:editor@scow.org)

We had a beautiful day to spend on our fleet, and Maintenance Day was extremely productive thanks to a good turnout of volunteers!

Selkie received the newly refurbished centerboard, as well as a new pre-stretched line to replace Selkie's frayed centerboard wire. We will monitor its usage and wear on Selkie, and consider replacing the rest of our Scot Fleet's as well.



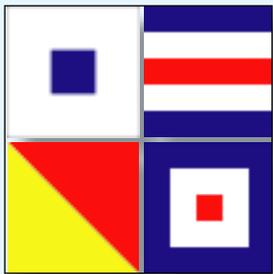
*Judy and Mark get an early start. Photo by Chris Von Guggenberg.*



*Selkie's old centerboard. Photo by Gregory Segal.*



*Julian poses with the fabulously restored spare centerboard. This was installed on Selkie on Maintenance Day. Photo by Gregory Segal.*



## November 2012

Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

*Book review & excerpt*

Down The River  
*Calico Jack's* 32

Upcoming Events 33  
*Annual Meeting* 13th  
*Boat Lighting Party* 15th  
*Hail & Farewell* 17th  
*Parade of Lights* 12/1  
*Afterglow Party* 1/5

Contact the Board 34

Submit feedback, ideas,  
content and photographs  
for next month's issue to  
[editor@scow.org](mailto:editor@scow.org)



*Jim, Charles, Kevin, Julia and Tracy go over plans for Ms. Ellie. Photo by Chris Von Guggenberg.*



*Martha takes a break between chores. Photo by Chris Von Guggenberg.*

Ms. Ellie received a new main halyard on Maintenance Day. Her halyard winch assembly was also replaced, and Kevin placed brake shoes on the spring in the halyard assembly to control the winches from spinning without tension.

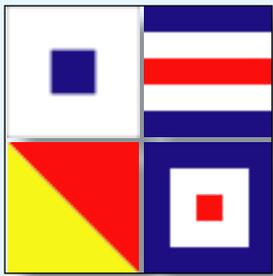
Ms. Ellie is now sporting new bungee cords for the spin pole down haul, and has a new metal spin halyard cleat, replacing the old plastic cleat. Other upgrades include a centerboard roller bold replacement, and a jib tack wire.



*Dick using a drill to remove the rivets from the old broken mast ring to which the spinnaker pole secures. Photo by Chris Von Guggenberg.*



*Bryan replacing the frayed wire that secures the jib tack. Photo by Chris Von Guggenberg.*



## November 2012

- Commodore's Log 1
- It's Election Time 2
- Meet the Nominees
- Hiatus is Here! 7
- Volunteers Make 9
- Our Club Better
- Restoration of a 10
- Centerboard
- Maintenance Day 15
- A Huge Success
- Downrigging 23
- Weekend Pics
- Acquiring A 29
- Vocabulary
- Book review & excerpt
- Down The River 32
- Calico Jack's
- Upcoming Events 33
- Annual Meeting 13th
- Boat Lighting Party 15th
- Hail & Farewell 17th
- Parade of Lights 12/1
- Afterglow Party 1/5
- Contact the Board 34

Submit feedback, ideas, content and photographs for next month's issue to [editor@scow.org](mailto:editor@scow.org)

Sunset song is in great shape with a new centerboard roller bolt and her plastic spin halyard cleat has been replaced with metal ones. She's looking good with a wash, dry and "Star Brite" hull. Just before Maintenance Day, she had her rudder blade lift wire w/forked fittings done and she'd gotten a new lifting line to the rudder.



*Sunset Song gets some attention and a thorough cleaning. Photo by Chris Von Guggenberg.*



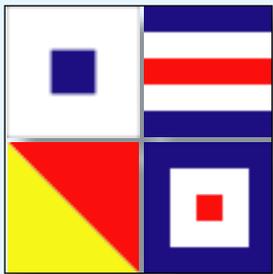
*Photo by Chris Von Guggenberg.*



*Martha attaches a distress whistle to a PFD. Photo by Chris Von Guggenberg.*

*The whistles were given to Luis on behalf of SCOW, courtesy of Harbor Patrol (far right).*





## November 2012

<b>Commodore's Log</b>	<b>1</b>
<b>It's Election Time</b>	<b>2</b>
<b>Meet the Nominees</b>	
<b>Hiatus is Here!</b>	<b>7</b>
<b>Volunteers Make Our Club Better</b>	<b>9</b>
<b>Restoration of a Centerboard</b>	<b>10</b>
<b>Maintenance Day A Huge Success</b>	<b>15</b>
<b>Downrigging Weekend Pics</b>	<b>23</b>
<b>Acquiring A Vocabulary</b>	<b>29</b>
<i>Book review &amp; excerpt</i>	
<b>Down The River</b>	<b>32</b>
<i>Calico Jack's</i>	
<b>Upcoming Events</b>	<b>33</b>
<i>Annual Meeting</i>	<i>13th</i>
<i>Boat Lighting Party</i>	<i>15th</i>
<i>Hail &amp; Farewell</i>	<i>17th</i>
<i>Parade of Lights</i>	<i>12/1</i>
<i>Afterglow Party</i>	<i>1/5</i>
<b>Contact the Board</b>	<b>34</b>

Submit feedback, ideas, content and photographs for next month's issue to [editor@scow.org](mailto:editor@scow.org)

Suzie Q now has a new centerboard gasket, as well as some other fixes including a spin halyard replacement, a centerboard roller bolt replacement, spin blocks on aft end deck and new bungee cords for spin pole down hauls. We've also replaced her plastic spin halyard cleat with metal ones. The final touches are the wash, dry and "Star Brite" hull.

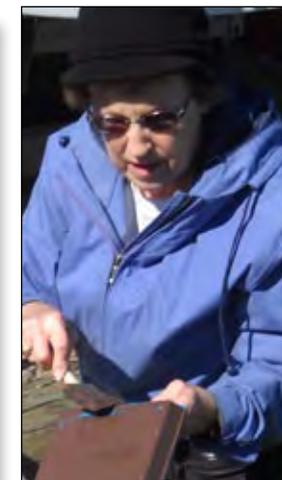


*Dedicated members labor over Suzie Q's new centerboard gasket. Photos by Chris Von Guggenberg.*

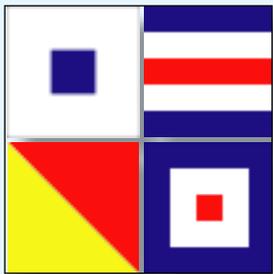
*Chris and Maggie, happy to see the end of the line.*



*Checking the directions and making progress! Photo by Chris Von Guggenberg.*



*Alice has got a project.*



## November 2012

Commodore's Log	1
It's Election Time	2
Meet the Nominees	
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary	29
Book review & excerpt	
Down The River	32
Calico Jack's	
Upcoming Events	33
Annual Meeting	13th
Boat Lighting Party	15th
Hail & Farewell	17th
Parade of Lights	12/1
Afterglow Party	1/5
Contact the Board	34

Submit feedback, ideas, content and photographs for next month's issue to [editor@scow.org](mailto:editor@scow.org)



*After her new centerboard gasket is installed, it takes a group effort to right Suzie Q again.*



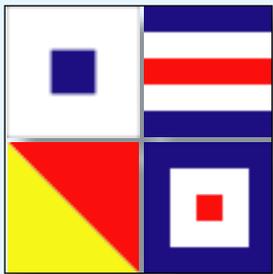
*Bryan, Chris and Ann work on a block on Suzie Q.*



*Dan supervises while Randy works at Suzie Q's mast. Charles at the bow, Dick and Ann standing by. Bryan mans the shroud.*



*Goof balls removing the knots from Suzie Q's belly band. Our intentions were good, if not wise : ( Photo by Chris Von Guggenberg.*



## November 2012

Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

*Book review & excerpt*

Down The River 32  
*Calico Jack's*

Upcoming Events 33

*Annual Meeting 13th*

*Boat Lighting Party 15th*

*Hail & Farewell 17th*

*Parade of Lights 12/1*

*Afterglow Party 1/5*

Contact the Board 34

Submit feedback, ideas,  
content and photographs  
for next month's issue to

[editor@scow.org](mailto:editor@scow.org)



*Lunch time, thanks Dan!*

Check out Rebecca since she's gotten her newly installed topping lift and spreader end covers. She's also got a manual bilge pump and replacement hooks that hold the amp cord and hose. She's been thoroughly cleaned inside and out!

*Rich working hard, sorting out equipment.*  
*Photo by Chris Von Guggenberg.*



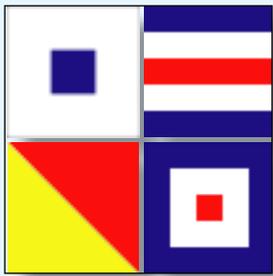
*Christine and Jim discuss maintenance day plans for Rebecca with Joe (aboard).*



*Who is that behind those Foster Grants? Photo by Chris Von Guggenberg.*



*Elizabeth and Sabine. Photo by Chris Von Guggenberg.*



## November 2012

- Commodore's Log 1
- It's Election Time 2
- Meet the Nominees
- Hiatus is Here! 7
- Volunteers Make Our Club Better 9
- Restoration of a Centerboard 10
- Maintenance Day A Huge Success 15
- Downrigging Weekend Pics 23
- Acquiring A Vocabulary 29
- Book review & excerpt
- Down The River 32
- Calico Jack's
- Upcoming Events 33
- Annual Meeting 13th
- Boat Lighting Party 15th
- Hail & Farewell 17th
- Parade of Lights 12/1
- Afterglow Party 1/5
- Contact the Board 34

Submit feedback, ideas, content and photographs for next month's issue to [editor@scow.org](mailto:editor@scow.org)



*Joe and Jonathan remove seat cushions in preparation of cleaning up inside. Christine fixes a broken latch on the life line. Photo by Chris Von Guggenberg.*



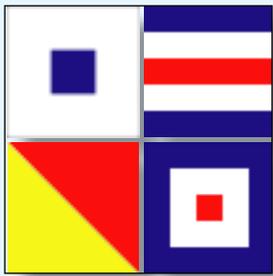
*Mike, Jonathan and Christine busy on Rebecca. Photo by Chris Von Guggenberg.*



*Chris and Anne taking a break. Photo by Chris Von Guggenberg.*



*Tom and Ron wouldn't want to be anywhere else! Photo by Chris Von Guggenberg.*



## November 2012

Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

*Book review & excerpt*

Down The River 32  
*Calico Jack's*

Upcoming Events 33

*Annual Meeting 13th*

*Boat Lighting Party 15th*

*Hail & Farewell 17th*

*Parade of Lights 12/1*

*Afterglow Party 1/5*

Contact the Board 34

Submit feedback, ideas,  
content and photographs  
for next month's issue to

[editor@scow.org](mailto:editor@scow.org)



*Ute, Luis and Judy discussing the new curtains Judy is making for Hiatus.  
Photo by Chris Von Guggenberg.*

Hiatus and Skirmish also benefitted from some TLC on Maintenance Day, and we all enjoyed a morning of working together.

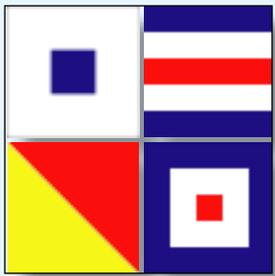


*Bill, Peter and John busy on Skirmish.  
Photo by Chris Von Guggenberg.*



*Bill on  
Skirmish.  
Photo by  
Chris Von  
Guggenberg.*





## November 2012

Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

*Book review & excerpt*

Down The River 32  
*Calico Jack's*

Upcoming Events 33  
*Annual Meeting 13th*  
*Boat Lighting Party 15th*  
*Hail & Farewell 17th*  
*Parade of Lights 12/1*  
*Afterglow Party 1/5*

Contact the Board 34

Submit feedback, ideas,  
content and photographs  
for next month's issue to

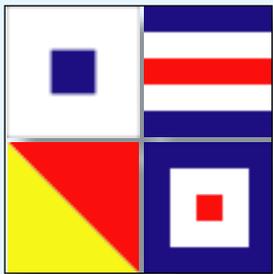
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## Downrigging Weekend

*Photos by  
Kevin Longenbach*

Several members made the road trip for Downrigging Weekend in Chestertown last Saturday. Here are some of Kevin's images from the day.





## November 2012

Commodore's Log	1
It's Election Time Meet the Nominees	2
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary <i>Book review &amp; excerpt</i>	29
Down The River <i>Calico Jack's</i>	32
Upcoming Events	33
Annual Meeting	13th
Boat Lighting Party	15th
Hail & Farewell	17th
Parade of Lights	12/1
Afterglow Party	1/5
Contact the Board	34

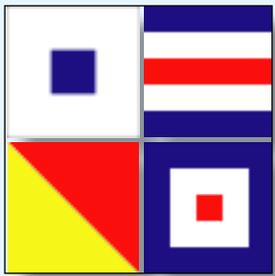
Submit feedback, ideas,  
content and photographs  
for next month's issue to

[editor@scow.org](mailto:editor@scow.org)

## Downrigging Weekend

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Kevin Longenbach*





## November 2012

Commodore's Log	1
It's Election Time	2
Meet the Nominees	
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary	29
Book review & excerpt	
Down The River	32
Calico Jack's	
Upcoming Events	33
Annual Meeting	13th
Boat Lighting Party	15th
Hail & Farewell	17th
Parade of Lights	12/1
Afterglow Party	1/5
Contact the Board	34

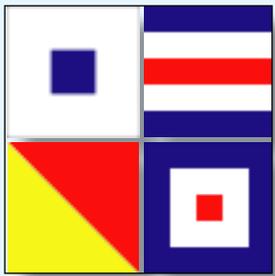
Submit feedback, ideas, content and photographs for next month's issue to

[editor@scow.org](mailto:editor@scow.org)

## Downrigging Weekend

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Kevin Longenbach





## November 2012

Commodore's Log	1
It's Election Time Meet the Nominees	2
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary <i>Book review &amp; excerpt</i>	29
Down The River <i>Calico Jack's</i>	32
Upcoming Events	33
Annual Meeting	13th
Boat Lighting Party	15th
Hail & Farewell	17th
Parade of Lights	12/1
Afterglow Party	1/5
Contact the Board	34

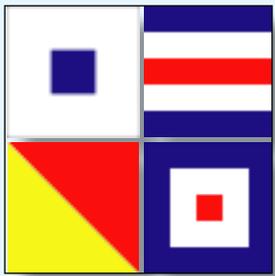
Submit feedback, ideas,  
content and photographs  
for next month's issue to

[editor@scow.org](mailto:editor@scow.org)

## Downrigging Weekend

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## November 2012

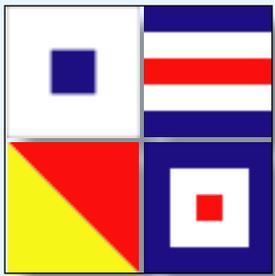
Commodore's Log	1
It's Election Time Meet the Nominees	2
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary <i>Book review &amp; excerpt</i>	29
Down The River <i>Calico Jack's</i>	32
Upcoming Events	33
Annual Meeting	13th
Boat Lighting Party	15th
Hail & Farewell	17th
Parade of Lights	12/1
Afterglow Party	1/5
Contact the Board	34

Submit feedback, ideas,  
content and photographs  
for next month's issue to  
[editor@scow.org](mailto:editor@scow.org)

## Downrigging Weekend

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## November 2012

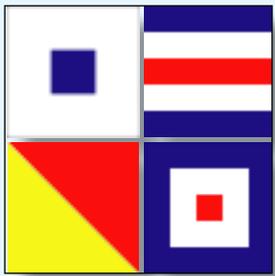
Commodore's Log	1
It's Election Time Meet the Nominees	2
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary <i>Book review &amp; excerpt</i>	29
Down The River <i>Calico Jack's</i>	32
Upcoming Events	33
Annual Meeting	13th
Boat Lighting Party	15th
Hail & Farewell	17th
Parade of Lights	12/1
Afterglow Party	1/5
Contact the Board	34

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## Downrigging Weekend

*Photos by  
Kevin Longenbach*





## November 2012

Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

*Book review & excerpt*

Down The River  
Calico Jack's 32

Upcoming Events 33

*Annual Meeting 13th*

*Boat Lighting Party 15th*

*Hail & Farewell 17th*

*Parade of Lights 12/1*

*Afterglow Party 1/5*

Contact the Board 34

Submit feedback, ideas,  
content and photographs  
for next month's issue to

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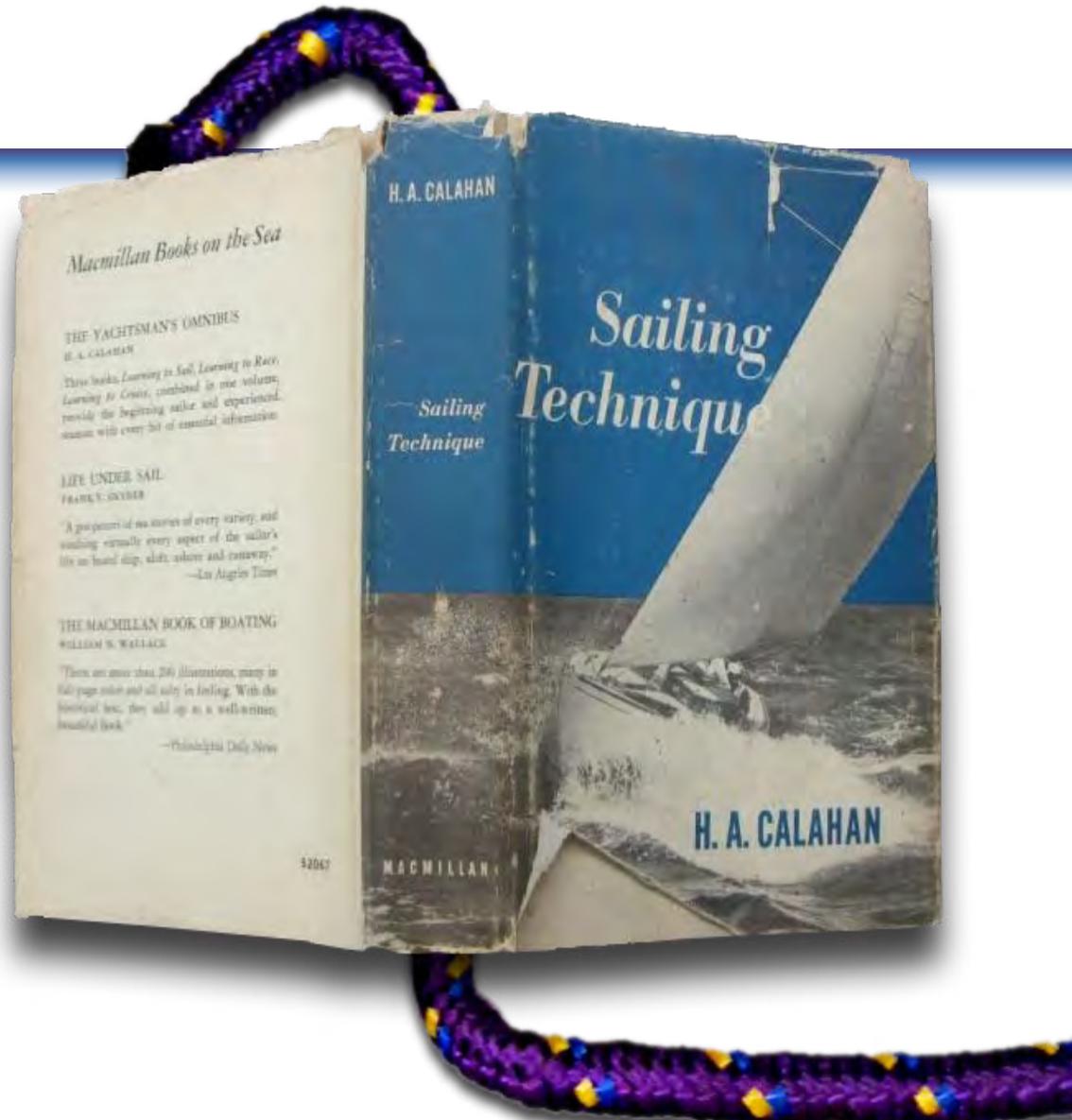
## Acquiring A Vocabulary

by Tom Vandenbosche

I bought an old book titled **Sailing Techniques** from Calico Jack's second hand shop in Lively, Virginia. I love Calico Jack's shop, but more on that later. The **Sailing Techniques** book was written by H. A. Calahan, which didn't mean anything to me, but there were graphics in this book about apparent wind that looked like something good for Basic Sailing Class material. Published in 1960, this old book still has relevance to sailing modern sailboats 52 years later. It turns out that Harold Augustin Calahan has published nearly a dozen books (mostly about sailing and sailboat racing). H. A. Calahan (1889 –1965) was a Lieutenant Commander in the United States Navy. One of his books is a novel titled **Back to Treasure Island** (1935) which is a sequel to Robert Lewis Stevenson's **The Treasure Island**.

Some of Calahan's other books include:

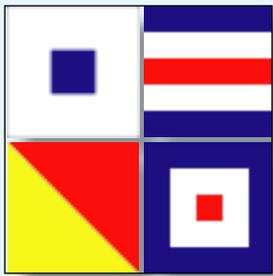
- Learning to Sail (1932)
- Learning to Race
- Back to Treasure Island (1935)
- Yachtsman's Omnibus: Learning to Sail, Learning to Race, Learning to Cruise (1935)



- Gadgets and Wrinkles: A Compendium of Man's Ingenuity at Sea (1938)
- Learning to Cruise (1945)
- The Heavens As a Guide: The Sky and the Sailor; A History of Celestial Navigation' (1952)

I found this part of Chapter 4, **Acquiring a Vocabulary**, in **Sailing Techniques** about ropes on a sailboat to be very fascinating that there are times when it is appropriate to call it a rope, not a line. Here is a reprint of text from pages 40 and 41 about ropes on a sailboat:

*continued*



## November 2012

### *Acquiring A Vocabulary continued.*

<b>Commodore's Log</b>	<b>1</b>
<b>It's Election Time Meet the Nominees</b>	<b>2</b>
<b>Hiatus is Here!</b>	<b>7</b>
<b>Volunteers Make Our Club Better</b>	<b>9</b>
<b>Restoration of a Centerboard</b>	<b>10</b>
<b>Maintenance Day A Huge Success</b>	<b>15</b>
<b>Downrigging Weekend Pics</b>	<b>23</b>
<b>Acquiring A Vocabulary <i>Book review &amp; excerpt</i></b>	<b>29</b>
<b>Down The River <i>Calico Jack's</i></b>	<b>32</b>
<b>Upcoming Events</b>	<b>33</b>
<i>Annual Meeting</i>	<i>13th</i>
<i>Boat Lighting Party</i>	<i>15th</i>
<i>Hail &amp; Farewell</i>	<i>17th</i>
<i>Parade of Lights</i>	<i>12/1</i>
<i>Afterglow Party</i>	<i>1/5</i>
<b>Contact the Board</b>	<b>34</b>

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**"How many ropes are there in a ship?"**

Now we come to the rigging. Rigging may be divided into two general classifications, the "standing rigging" and the "running rigging."

In general, the standing rigging stands and the running rigging runs, or, in other words, the standing rigging is set up with a large degree of permanence and is rarely moved except for slight adjustments, while the running rigging is pulled and hauled, trimmed and slacked off.

The principal function of the standing rigging is to hold the masts in the boat. It is therefore made of strong wire and is set up to the proper tension so that the masts and the rigging become a strong structure on which to carry the strains delivered by the sails.

The running rigging may be of wire rope and there is a present tendency to increase the amount of wire and reduce the amount of rope in the running rigging. It is designed to hoist and control the sails.

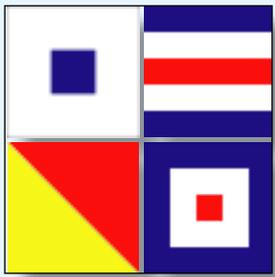
Yet there are lines that seem to come part way between the standing rigging and the running rigging in that they are frequently

set up and adjusted and therefore may be called running rigging, but since their primary function is to strengthen and secure the masts, they should properly be classified with standing rigging.

You will notice that I used the word, "line." Rope, wire or cordage put to work in a vessel is known quite generally as a "line," not as a "rope." Yet rope is the proper term for the material before it is put to work. You may carry a spare coil of "rope" with you, not "line," but when it is put to work it becomes a "line," not a "rope." Even wires are made of a material known as wire rope, but when they become part of the standing rigging they become lines. -,

One fairly frequently hears the question in radio quizzes, "How many ropes are there in a ship?" If you should ever be so unfortunate as to become the stooge in a radio quiz program, the best answer to give is, "One. The bell rope," and explain that all the others are "lines." This will lead you up to the \$64 question and the jackpot but it will not be correct. I can think of at least eight kinds of cordage on a ship that are called "ropes" and not "lines."

*continued*



## November 2012

Commodore's Log	1
It's Election Time Meet the Nominees	2
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary <i>Book review &amp; excerpt</i>	29
Down The River <i>Calico Jack's</i>	32
Upcoming Events	33
<i>Annual Meeting</i>	13th
<i>Boat Lighting Party</i>	15th
<i>Hail &amp; Farewell</i>	17th
<i>Parade of Lights</i>	12/1
<i>Afterglow Party</i>	1/5
Contact the Board	34

### *Acquiring A Vocabulary continued.*

First, there is the **bell rope**. This is made fast to the clapper of the bell.

Next, there is a **bucket rope** tied to the bailor handle of a bucket. (Incidentally, at sea it is always a "bucket" and never a "pail," and what would be a "garbage pail" on land is a "gurry bucket" at sea.)

Next, we have the **head rope** under the bowsprit. In the old days this was used as a convenient perch for toilet purposes, and the strange term "head" which means the toilet on every American naval vessel is derived from the name of that rope.

Then we have **top ropes** used to hoist or lower topmasts. They do not hoist a topsail. That would be a "line" and would be called a "topsail halliard."

The rope which is used as a binding on every sail is known as a "**bolt rope**."

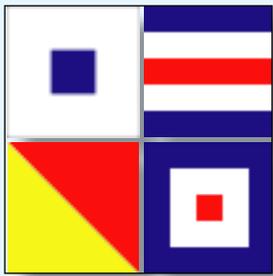
Underneath the yards of the old square riggers and sometimes found today under the overhanging parts of the booms of large vessels are ropes on which a man can stand. These are known as "**foot ropes**," also "horses." In England, however, a "horse" is what we call a "traveler" in the United States. We will come to that later.

Wherever a rope serves as a hand-rail as on a companionway or accommodation ladder, it is known as a "**man rope**."

And a rope trailed alongside so that the crew of a boat may grab hold of it while boarding a pilot or for similar uses, is known as a "**boat rope**." The line, not rope, which is made fast to the bow of a small boat, however, is not a boat rope but a "painter."

These eight, then, are properly called ropes, but all other pieces of cordage are known as lines. On a very small yacht the only rope would probably be the bolt rope of the sail or a rope not yet put to use and therefore called a rope and not a line.





## November 2012

## Down The River

by Tom Vandenbosche

Commodore's Log 1

It's Election Time  
Meet the Nominees 2

Hiatus is Here! 7

Volunteers Make  
Our Club Better 9

Restoration of a  
Centerboard 10

Maintenance Day  
A Huge Success 15

Downrigging  
Weekend Pics 23

Acquiring A  
Vocabulary 29

Book review & excerpt

Down The River  
Calico Jack's 32

Upcoming Events 33

Annual Meeting 13th  
Boat Lighting Party 15th  
Hail & Farewell 17th  
Parade of Lights 12/1  
Afterglow Party 1/5

Contact the Board 34

Submit feedback, ideas,  
content and photographs  
for next month's issue to

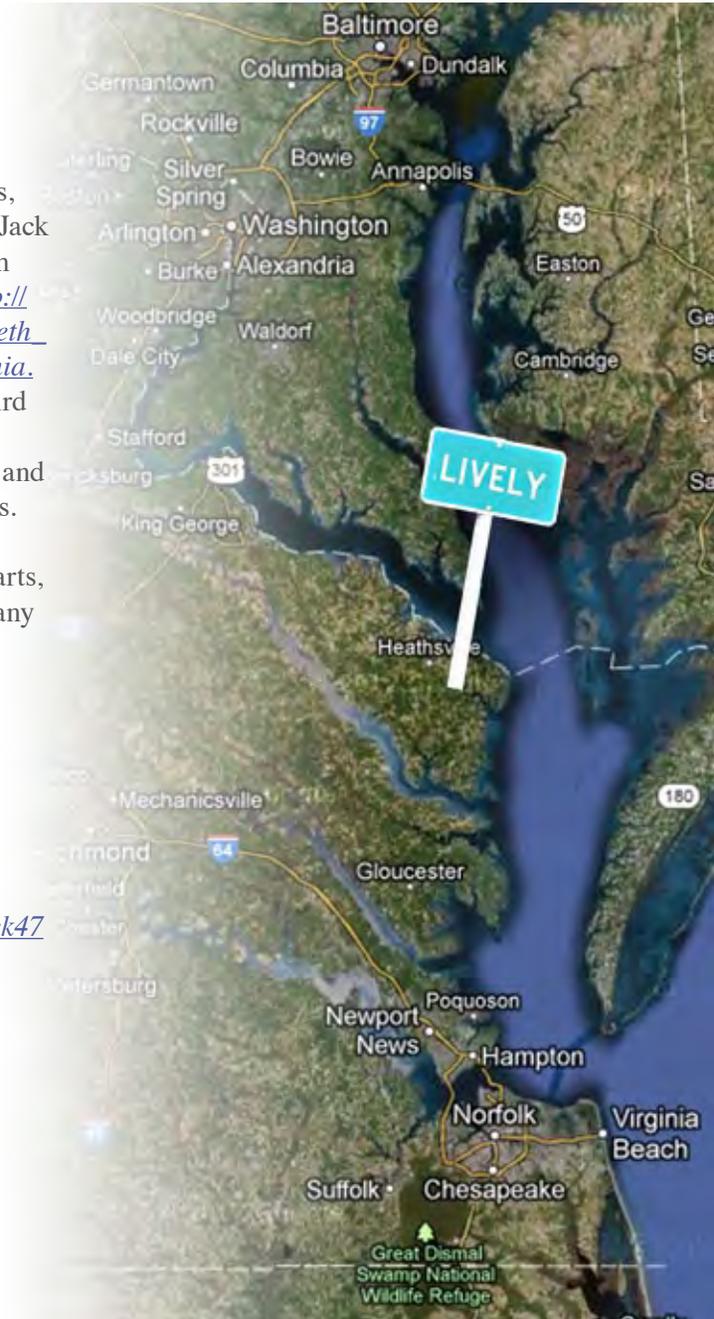
[editor@scow.org](mailto:editor@scow.org)

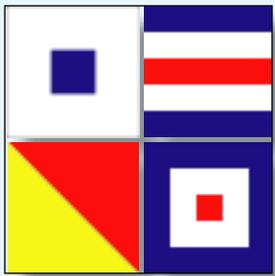
I have spent most of my weekend time in the last 3 years down the Potomac River on the Northern Neck at Colonial Beach, Virginia. I've had many fun excursions from our base of operations at Colonial Beach. One of my favorite visits is to Calico Jack's Trading Company in Lively, Virginia. Jack's shop is a 3 story house that is chocked full of antiques and oldtiques. Jack's focus is nautical, and in particular sailboats, while his wife's focus is more to home furnishings and antique furniture. I have been there twice in the last year, and Jack has had sailboats for sale in his front yard. Most of the frontyard boats are dingy sailboats, sunfish, and day sailors, but in the backyard, I have found trailer sailor boats ranging up to about 25 foot LOA and often include rowboats and kayaks. Inside the house, his wife has quite a collection of antique furniture and accessories, enough to make this a great stop for a couple. I particularly love the outbuildings on his

property that include a garage, a 2 sheds, and about 3 tent type garage buildings. Jack has many fittings, parts, and pieces from old boats that Elizabeth Holcombe ([http://elizabethholcombe.typepad.com/elizabeth\\_holcombe\\_whimisi/2010/05/lively-virginia.html](http://elizabethholcombe.typepad.com/elizabeth_holcombe_whimisi/2010/05/lively-virginia.html)) described as "mantiques". The third floor of the house has a library of old books, many about sailing and boating, and a large collection of old charts and maps. The rooms on the first floor have cleats, turnbuckles, winches, blocks, rigging parts, nautical theme decorative items, and many many more fun to see things.

You will find Calico Jack's at:  
Calico Jack's Trading Co.  
5179 Mary Ball Rd.  
Lively, VA 22507  
Phone: 804 296 4350

Website: [www.facebook.com/CalicoJack47](http://www.facebook.com/CalicoJack47)  
Email: [dmpclp@gmail.com](mailto:dmpclp@gmail.com)





## November 2012

## Upcoming Events

Visit [www.scow.org](http://www.scow.org) for listings of all club events.

Commodore's Log	1
It's Election Time Meet the Nominees	2
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary <i>Book review &amp; excerpt</i>	29
Down The River <i>Calico Jack's</i>	32
Upcoming Events	33
<i>Annual Meeting</i>	<i>13th</i>
<i>Boat Lighting Party</i>	<i>15th</i>
<i>Hail &amp; Farewell</i>	<i>17th</i>
<i>Parade of Lights</i>	<i>12/1</i>
<i>Afterglow Party</i>	<i>1/5</i>
Contact the Board	34
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### Annual Membership Meeting

Tuesday, November 13, 2012  
6:30 pm - 9:00 pm  
Capitol City Brewery  
2700 South Quincy Street  
Arlington, Virginia 22206

Join us for a SCOW Happy Hour from 6:30 pm - 7:30 pm. (select menu items and beer half price!) followed by the annual membership meeting from 7:30 pm - 9:00 pm. If you haven't voted for the board positions for 2013, this is your last chance!

### WSM Boat Lighting Party

Saturday, November 15, 2012  
Washington Sailing Marina

WSM invites you to decorate your boat for a chance to win discounts off of next year's slip fees. An awards party will be held after the judging at Indigo Landing. Contact the marina for more information and updates.

### Hail and Farewell Awards Dinner Dance

Saturday, November 17  
6:00 pm - 11:30 pm  
Alexandria Boat Club, Alexandria, VA

Your last chance to RSVP for this annual event is November 2nd! Don't miss out on a fun evening with a delicious dinner, dancing and socializing. Join us in honoring the 2012 Board members, welcoming the 2013 Board members and giving recognition of all the volunteers who contribute to the Club's success.

### Alexandria Holiday Boat Parade of Lights

Saturday, December 1, 2012  
Alexandria, VA

For more information about this event visit <http://dc.about.com/od/christmasevents/a/AlexHolBoatPara.htm>

### Afterglow Party

Saturday, January 5, 2013  
7:00 pm - 11:00 pm  
The Colonies of McLean  
7681 Provincial Dr.  
McLean, VA 22102

After the Holidays will you be ready for one more party with your great sailing friends?

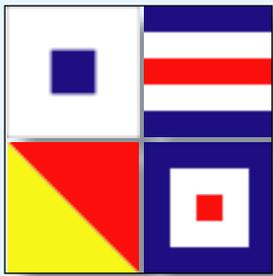
A Potluck Dinner (Ham and Roast Beef will be provided) you bring something else delicious to share. Empty handers will be charged \$10.

Musicians: Bring your instrument!  
Dancing: Bring some great dance CDs.

Volunteers: Let's hear from you!  
[social@scow.org](mailto:social@scow.org)

We need cooks to pre cook the beef and hams, set up helpers, bartenders, deck swabbers, etc.





## November 2012

Commodore's Log	1
It's Election Time	2
Meet the Nominees	
Hiatus is Here!	7
Volunteers Make Our Club Better	9
Restoration of a Centerboard	10
Maintenance Day A Huge Success	15
Downrigging Weekend Pics	23
Acquiring A Vocabulary	29
Book review & excerpt	
Down The River Calico Jack's	32
Upcoming Events	33
Annual Meeting	13th
Boat Lighting Party	15th
Hail & Farewell	17th
Parade of Lights	12/1
Afterglow Party	1/5
Contact the Board	34

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## 2012 Officers

Commodore..... Chris McGraw ..... [commodore@scow.org](mailto:commodore@scow.org)  
 Vice Commodore ..... Kyoko Kawai ..... [vice@scow.org](mailto:vice@scow.org)  
 Secretary ..... Maggie Kruesi ..... [secretary@scow.org](mailto:secretary@scow.org)  
 Treasurer ..... Joe Bonanni ..... [treasurer@scow.org](mailto:treasurer@scow.org)

## 2012 Board Members

Maintenance Director ..... Luis Rivas ..... [maintdir@scow.org](mailto:maintdir@scow.org)  
 Racing Director ..... Deepak Bellani ..... [racing@scow.org](mailto:racing@scow.org)  
 River/Bay Director ..... Faith Rodell ..... [river@scow.org](mailto:river@scow.org)  
 Membership Director ..... Charles Gilbert ..... [membership@scow.org](mailto:membership@scow.org)  
 Skipper Director ..... Jonathan Thron ..... [skipper@scow.org](mailto:skipper@scow.org)  
 Social Director ..... Anna Sheinberg ..... [social@scow.org](mailto:social@scow.org)  
 Training Director ..... Tom Vaughan ..... [training@scow.org](mailto:training@scow.org)  
 ..... & Anne Reb ..... [training2@scow.org](mailto:training2@scow.org)

## 2012 Board Appointees

Channels Editor ..... Barbara Thacker ... [editor@scow.org](mailto:editor@scow.org)  
 Membership Coordinator ... Henry Cheng ..... [members@scow.org](mailto:members@scow.org)  
 Email Administrator ..... Jeff Teitel ..... [postmaster@scow.org](mailto:postmaster@scow.org)  
 Web Editor ..... Luis Rivas ..... [webmaster@scow.org](mailto:webmaster@scow.org)  
 Picasa Pictures ..... Charles Gilbert ..... [pictures@scow.org](mailto:pictures@scow.org)

All,

Many thanks on behalf of the membership to all the volunteers who worked to ensure that our fleet was as safe and secure as possible this week. I hope everyone has weathered Sandy without too much drama.

VOTE!

<http://www.scow.org/2012Election>

I am looking forward to seeing everyone all spiffed up for our Hail & Farewell celebration on November 17th. Don't miss your chance to RSVP, the deadline is Friday.

Thank you also to everyone for contributions to this big fat issue of ChaNNels. Tom, I am looking forward to going "down the river" again in December.

Submit feedback, ideas, content and photographs for next month's issue by November 21st to [editor@scow.org](mailto:editor@scow.org)

Stay safe,

Barb

**Don't forget to wear your PFD!**

