

ChanNels

The Newsletter of the Sailing Club of Washington
December 2010

Commodore's Log

By Chris Von Guggenberg, Commodore

Huff, puff...wait a minute...I'm trying to catch my breath here. That's right, being commodore is kind of like running a marathon, you know you can quit anytime but somehow that isn't an option, and just when you think you're coming towards the finish line you find the biggest hill is in front of you. I developed a good pace during the year but September to November proved more difficult than anticipated, with the elections, bylaw revisions, the Hail and Farewell, issues with Topaz and transitional issues which will take me into December. All in all, I'm glad it's mostly over with.

If you didn't get word as yet, the following individuals ran for office and were elected. The election reached a quorum with 86 votes from 446 active members (the bylaws require a minimum election quorum requirement is 15% of the active members)

1. Officers:

Commodore elected - Faith Rodell, 86 "For"
Vice Commodore elected - Chris McGraw, 86 "For"
Secretary elected - Maggie Kruesi, 86 "For"
Treasurer elected - Mark Hogan, 86 "For"



Chris McGraw receives the Woodie Woodside Award

2. Directors:

Training Director - Ula Felt, 84 "For" vote, 2 "Abstain"
Skipper Director - Dan Sandhaus, 86 "For" vote
Social Director - Lisa Carr, 86 "For" vote
Maintenance Director - Sarah Jones, 85 "For" vote, 1 "Abstain"
River/Bay Director - Richard Cecilio, 84 "For" vote, 2 "Abstain"
Racing Director - Kyoko Kawai, 86 "For" vote

I hope you will join me in congratulating the above candidates and I hope many of you will work to support their efforts in 2011 such that we can have another successful year.

The bylaw revisions passed with 73 "For" vote, 5 "Against", 8 "Abstain".

Hail and Farewell this year was attended by some 55 people and included most of the 2010 and 2011 board. It was fun party and we succeeded in keeping the awards ceremony as brief as possible. The 3 awards were given to the following individuals: (*continued on page 2*)

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1. Mark Hogan received the Al Blankfield Award - Awarded annually for Outstanding Service to the club during the past year. He did an outstanding job as a board member, supervising maintenance and volunteered for many activities besides.
2. John Rogers received the Ellie Abramson Award Awarded annually for Outstanding Service over an extended period. It's hard to find a photograph of John Rogers but he's always there for training, maintenance, helping out with the FACES reservation system.
3. Chris McGraw received the Woodie Woodside Award Awarded annually to the SCOW member who has done the most to promote sailing by sharing the love of sailing through example, mentoring & service. Chris is very much involved in training, maintenance, tutoring and brings a wonderful attitude and enthusiasm for SCOW and sailing.

Many others were recognized for their efforts in volunteering to help the club. A list is included inside this issue. SCOW is an amazing organization, it works amazingly well for a volunteer organization, and we hope that you will continue to contribute for our collective benefit.

With regards to Topaz, I'm delighted to report that the insurance company agreed to pay for the repairs and it is back in service. Mark Hogan did an outstanding job of supervising the maintenance of the boat and has an article in this issue on the lessons learned and what we should do to prevent these kinds of problems in the future.

The SCOW activities are winding down but there are a few left, namely the Parade of lights on December 4, and the Afterglow party (SCOW's holiday party) on January 8, 2011.

Wishing you and yours happy holidays.

Sincerely yours,

Chris von Guggenberg
Commodore

Holiday Boat Parade of Lights Taking Place in Early December

By Lisa Carr, River/Bay Activities Director

SCOW boats will be participating in the Alexandria Holiday Boat Parade of Lights on December 4. Festively decorated boats light up the sky along the Potomac River, including 50 power boats, sailboats and the District of Columbia's fireboat, the John Glenn, which will be spouting water 70 feet in the air. Awards will be given to boats that are decorated, including "Best in Show", "Best Thinking Outside the Christmas Box" and "Hardest Souls". The best place to view the Alexandria Holiday Boat Parade of Lights is from the docks of the Alexandria marina. Santa will arrive by boat to visit with children dockside at the gazebo and the Torpedo Factory Art Center will hold special holiday shows with gift items.

Music and entertainment begin at 4 pm and last until 6 pm on the Alexandria waterfront docks. Santa arrives at 4:15 pm, The parade starts at 5:00 pm from Washington Channel off of Maine Avenue, and the Parade arrives in Alexandria between 6 and 7 pm. The boat parade will repeat its display at the Washington Harbor in Georgetown on Sunday starting at 6 pm.

The Annapolis Parade of Lights is taking place on December 11 from 6 to 8 pm. Approximately 70 boats participate with the best viewing available on the bridge between Annapolis and Eastport.

Mark Your Calendars!

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

Our annual **SCOW AFTERGLOW PARTY** will be held , **Saturday January 8th 7-11pm**

Where: The Colonies at McLean

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

Music: We have some great musicians in SCOW -- Bring your instrument and let's have a great jam session like we have had in the past

Dancing: Boom Box will be there -- bring some great dance CD's



Pool Tables available and a **giant screen TV** for your favorite Sailing Video or **Scow's Laptop** to show your pictures of this last years sailing season!

Come for an evening of great fun as only SCOW sailors know how to have.

Volunteers: Please call if you can help. Need: Cooks to pre cook the Beef and Hams, Set up helpers, Bartenders, Deck Swabbers, etc.

Lisa Carr
SCOW Social Director 2011
Social@Scow.org

Awards and Recognition at Hail and Farewell

At the Hail and Farewell dinner event, in addition to the 3 awards mentioned in the Commodore's Log of this issue, the following members were recognized for their substantial contribution to the success of the club:

1. Commodore's recognition:

Tom Paquin	Channels Editor
Henry Cheng	Membership Coordinator
Jeff Teitel	Email Administrator
Cristina Thalhammer-Reyero	Photos on Web
Luis Rivas	Web Assistance
Catherine Ziegler	Webmaster
Rhonda Glasmann and Charles Gilbert	Co-chairs, Special Olympics

2. Secretary' Recognition:

Mark Hogan

3. Training Director's Recognition:

Declan Conroy
Marty Crowson
Jan Earle
Larry Gemoets
Ken Giberson
Jim Klein
Maggie Kruesi
Steve Linke

Larry McAndrews
Dan McClafferty
Chris McGraw
Jim Metcalf
John Rogers
John Roland
Neil Shepherd
Jeff Teitel

Stuart Ullman
George Umberger
Thom Unger
Tom Vandenbosche
Ed Venere
Jay Weitzel

4. Skipper Director's Recognition:

Jan Earle
Chris McGraw

5. Social Director's Recognition:

Marty Branham
Charles Gilbert
Mark Hogan

Jim Klein
Elaine McLaughlin
Michael Null

6. Maintenance Director's Recognition:

Bill Bernhards
Martin Branham
Bruce Britton
Henry Carter
Phyllis Casey
Rodger Casey
Moyra Cassidy
Richard Cecilio
Richard Chan
Julia Clones
Craig Connelly
Declan Conroy
Martin Crowson
Judy Cyre
Paul Cyre
Paul Cyre
Rita Daley
Bill Davenport
Donna Davis
Joe DePoorter
Patrick Derry
John Dickinson
Jan Earle
Urszula Felt
Peter Feltman
Samuel Frentzel Beinme
Carroll George

Ken Giberson
Bill Gillespie
Terry Green
Fred Guillermet
Vivien Harris
Klara Huesers
Christian Iffrig
Fran Jezisek
Yuan John Jiang
Sarah Jones
Ryan Kautz
Kyoko Kawai
Tom Kelly
Jim Klein
Jim Klein
Maggie Kruesi
Steve Linke
Janet Lonegran
Kevin Longenbach
Charles Lorenzetti
Bob Lucas
Richard Magee
Chris McGraw
Elaine McLaughlin
Michael McNulty
Jim Metcalf
James Miner

Bonnie Neuren
Michael Null
Kim Richards
David Richter
John Roland
Frank Schowengerdt
Craig Searls
Ron Sheldon
Neil Shepherd
Jenny Sprinkle
Jim Sprinkle
Alice Starke
David Sullivan
Kathy Sullivan
Bill Swanson
Marty Taylor
Jeff Teitel
Mike Truehart
Stuart Ullman
George Umberger
Thom Unger
Tom Vandenbosche
Tom Vaughan
Jay Weitzel
David Williams
Maggie Wiseman
Gilbert Wright

7. River/Bay Director's Recognition:

Mike Rothenberg
Richard Cecilio
Jack Weaver (aka, River party dude)

Jack Schwartz
Allan Lewis

8. Racing Director's Recognition:

Jim Klein
Jim Wright

Topaz Returns to Service Stronger than Ever

By Mark Hogan, Maintenance Director

SCOW's Catalina 25 swing keel cruiser has been completely repaired and is returning to service this week following a series of repairs to the hull and swing keel. Leaks resulting from cracks in the hull took Topaz out-of-service several weeks ago.

The cracks were caused by the 1,500 pound keel swinging forward and impacting the hull. The swing keel can damage the hull when Topaz passes over a submerged log or other object which causes the keel to initially raise up then drop abruptly. As the keel drops it swings forward and impacts the bottom of the hull in front of the pivot point attaching the keel to the hull. In the raised position, the keel fits into a slot formed in the fiberglass hull. It is the front of that slot in the hull that is particularly vulnerable to damage when impacted by the swing keel.

Alexandria Boat Works surveyed the damage on behalf of SCOW then researched repair options with the design engineers who manufacture Catalinas. The extensive repairs made to the fiberglass hull are considered by the experts to be stronger than the hull was when it was new.

In order to prevent this type of damage from occurring in the future SCOW will modify the procedures for using the swing keel. Previously, the keel was lowered until the swing keel cable was slack, indicating that the keel was all the way down. That procedure will now be revised by first lowering the keel all the way down, then cranking the swing keel cable in the upward direction until tension occurs in the cable, and continuing to raise the keel an additional turn of the crank to ensure that an inadvertent drop of the keel (passing over a log for example) will not impact the hull. That impact force of the swinging keel will be absorbed by the tensioned cable not the hull.

While these repairs were extensive and thorough, the expense was covered by the Club's insurance thus avoiding a drain on the Club's financial reserves. Finding the right solution, working with the insurance company, the marina and with Alexandria Boat Works has taken Topaz out of service for an extended period, but well worth the solution to a potentially devastating problem. The volunteer efforts of those who assisted with these repairs is greatly appreciated. □

Jack's ICW Voyage

The Intracoastal Waterway (ICW) is a 3,000-mile (4,800-km) waterway along the Atlantic and Gulf coasts of the United States. Some lengths consist of natural inlets, salt-water rivers, bays, and sounds; others are artificial canals. It provides a navigable route along its length without many of the hazards of travel on the open sea.

SCOW member Jack Schwartz has been navigating the ICW since early November. Those members subscribed to the club email list have been receiving his log entries for the journey. The most recent entry is posted below:

(from Jack's recent ICW Log) Tuesday, November 23: 74, SW7, although mostly light south. Bicycled into Historic Jekyll to go to the Georgia Sea Turtle Center, which opened at 9am. Enjoyed the exhibits, and even got to watch Juneau get treatments for boat propeller injuries. Also went into rehab facility, which is basically a bunch of wading pools, with water circulation pipes, and a turtle in each, swimming in slow circles. One had a strange life-jacket type thing, which I assume had to do with protecting an injury or bandage. Got back to marina in time for a 10am departure.

Tide was high, so I got a bit of a free ride down Jekyll Sound. However, this was to change as I turned and headed back into St. Andrew's Sound for the trip up the Cumberland River; very strong current was against me, so I took a bit of a departure from the sacred purple line, and cut across a shoal to save a bit of distance; after all, it was high tide, and I didn't see anything below 14 feet. I was hoping that the current would change soon, as it would be going out Cumberland Sound, and I knew this river fed into that. However, as I passed each marker, I saw more "wake" indicating contrary current. From the chart, I could see Cumberland Dividings was coming up, and I figured that this was where the current would switch. Well, it didn't. I throttled up a bit, because I wanted to be sure to get to Cumberland Island National Seashore before the Visitor's Center closed, to get a map for my explorations. Pulling out into Cumberland Sound, the current finally became favorable, and I made good time heading down the shipping channel, and past the Naval Submarine Base at Kings Bay. I followed the marks to Red 34 as instructed, but when I headed for what I thought was light E, I saw that it was labeled with a B. Not wanting to go the wrong way, I headed back out into the Sound to check my chart. I found it, and plotted a safe course back up the channel behind Drum Point Island to where I could see a number of anchored boats. I never did find E, but did find the dock where the ferry takes visitors to the Park, and anchored a short way up, so that I had a modest row to the visitor's center.

A nice park ranger let me in on my Park Pass, and gave me brochures and maps, and suggestions for my 2 days of touring. I began with a simple hike over to the beach. On the way, I had a lengthy encounter with an armadillo, who did not appear to fear me at all. (After all, he IS armored. Looked kinda like a bunny that got eaten by a football.) I reached the beach and walked along the tide line for a while. A group of folks were trying to get a strange contraption (made of bicycle parts, 2 by 4s and a couple "sails" of blue tarp material) to sail down the beach. I suggested that reaching, rather than running, might get them going better. It really did not appear to have the structural integrity to do much, however, and the sails had no draft. I returned to the dinghy and rowed back to Odyssey for a relaxing dinner. Tomorrow morning I'll do the hike down to Dungeness, where there are some interesting ruins. mile711

Wednesday, November 24: Not a great night. Awoke to lots of slurping and swishing noises, and dinghy bumping. Once again, Odyssey's keel had gotten over the anchor rode, and the pressure was more than I could relieve. The boat had dragged a bit, but appeared to be settled in, so I attempted some fitful sleep. Next morning, I was a bit closer to the visitor's center than I had been the night before, but anchor appeared to be holding. I dinghied ashore and explored the ruins at Dungeness, then headed back in time to leave by 10:30am.

St Mary's was a short distance away, and I easily reached it by noon and tried to anchor in what appeared to be a good spot. A guy on a boat a few hundred feet away started complaining that his anchor was over there and I should move. I suspect we would have been fine, but I was not going to argue with him, so I picked up the anchor and headed over to another part of the anchorage. I put an anchor down there, in a pretty convenient spot, and watched it for over an hour to see how Odyssey swung, compared to the other boats. After a while, she started to dance, as the current increased, and a trawler nearby wanted to be her partner, which is not good where boats are concerned. I discussed it with the trawler's owner., and we agreed that another anchor could remedy the situation. I took my second anchor in the dinghy and rowed upcurrent to drop it, with limited success. A passing dinghy with outboard gave me a hand, and I was able to depoly the second anchor and it seemed to do the trick. I went ashore to see what was happening. Caught up with Faune and Alex, and saw that Skye had arrived, and anchored right off the marina. Discussing the two anchors with Alex, it seemed prudent to move Odyssey before evening. Alex helped me get both anchors up, and we motored out to find another spot. At first, he suggested a spot out by the entrance, but it was quite deep there, and I would not have had adequate scope by high tide. Then I suggested a couple spots, and tried a drop or two, but ended up too close to other boats. Finally, we headed over towards the Florida side, and found depths around 12-15 feet at low tide, and dropped in a spot that was far enough from all other boats. I wanted to be

closer in, but by then all the spots had been taken. I am NOT dropping the anchor another time! Mile 711.

There was a Painkiller party on one of the docks, and then an oyster roast, which I attended. (I actually prefer them cold.) However, there were lots of other goodies, and so I did not need to make dinner. Visited with Francis, Joe, Alex, and others, before I headed back to find Odyssey, where I discovered a power boat right next to her, within a boat length. However, the currents seemed to be less in the shallower water, so the boats behaved themselves all night and stayed just far enough apart.

Thursday, November 25: Morning came early and foggy. I went about making my succotash to bring to the Thanksgiving feast, and rowed ashore to help with setting up tables. At 10:30 there was a talk about Bahamas cruising, given by a number of folks who had been there many times. David, as particularly knowledgeable gentleman, suggested going to the Exumas first, and then up to the Abacos, because the Abacos are more prone to winter fronts in January and February, but nicer by March, while the Exumas are perfect during the winter months. Also suggestions for passages; I think I will try Key Biscaine to Gun Key. Also, lots of folks saying that anchoring on the bank for a night is just fine, as long as you get a mile or so away from the marks, because there is night traffic of mail boats and freight boats. Sounded like a great place to cruise, and lots easier than I had originally thought, as long as the Gulf Stream passages aren't during northers. The rest of the sailing is mostly trade winds, and sheltered waters. My cousin Roy called from California to wish me Happy Thanksgiving-nice.

Then I headed over to Seagles, a bar and hotel where the feast was to occur. Alex had staked out a couple tables for us, and a line was starting to form, which I got into. I met a group who was heading over to the Bahamas; Ed, the skipper had formed his crew from a web site; I think it was crewfinders.com, but he had spent over 6 months screening applicants to find ones who would work out.

The food line opened, and there were so many things to choose from one couldn't possibly try it all, so I found a bunch of things that appealed to me. Only thing I couldn't find was skin, which had probably been snapped up by the first folks in line. There was lots of stuffing and gravy, though, so I was a happy diner. Enjoyed visiting with folks all afternoon. Sophie finally warmed up to me, with the help of some doggy biscuits, and falsetto voice. Also, may have lined up a trip to the airport; Joe and Joy are folks I have met on the way, and her sister, Sally was in town with her husband Manny; they live in Sturart, and he asked if I needed anything.

Found a guitar in the bar and played a few songs while we visited, finally rowing back to the boat around 6pm, just as darkness was falling. I think tomorrow I will head out early to make it to an anchorage at 765; a long day, but much better than the anchorage at 744, and a short day the next day to St Augustine, where I reserved a slip. Running engine to charge batteries, which had fallen to 10 volts, so fridge had stopped working.

Friday, November 26: I went ashore for the swap meet, which really didn't have much of anything to speak of, so I left about 10am. As I was rowing over to Odyssey, a dinghy passed by and the folks said that there was a power boat pretty close to my boat. I said that I knew, she had been that way for 2 days now, and I was leaving in 10 minutes anyways. As I got closer, however, I saw that the power boat (this is the one with all the lights on it) had been dragging, and was now closing in on another sailboat behind Odyssey. We hailed the boats, but no one was aboard either, and they used their radio to make an announcement, but also to no avail...oh well. Wonder how far that boat went before it stopped or was discovered.

South 8-12, Left St. Mary's around 10:30. Unfurled genny on a nice reach, then run in the St Mary's River, then a reach out Cumberland Sound, until it became too close hauled as I entered the Amelia River, near Fernandina Beach. The winds were pretty strong, and the water a bit rough, and the scenery left much to be desired: industrial. Entering Kingsley Creek, it became rural once again, and narrow. The waterway widened again as it came to the South Amelia River, then crossed Nassau Sound into Sawpit Creek. The skys were threatening, but rain holding off. It sprinkled a bit as I neared the Fort George River, and my selected anchorage for the night. As I entered the River, a crane flew across Odyssey's bow, and joined about a half dozen on the shore. I dropped the anchor sat 3pm, and was looking forward

to relaxing a bit. Mile 735

Alas, this was not to be. Odyssey likes to do this trick where the anchor rode gets wrapped around her keel, and she rides sideways to the current, which can be considerable. I was unable to get the rode out, or the boat turned to sit to the current. For a while, it held, and I figured I'd just have to wait until slack water to fix it. Then Odyssey started cruising up the River at considerable speed, dragging anchor. I watched in horror as Penelope (the dinghy) came perilously close, then brushed against the pilings of the Park Service dock. I went up onto the foredeck and set out the other anchor, which started to bite just in time to avert complete catastrophe. (about 6 inches or 2 seconds away from completely shearing the dinghy off the back of the boat!) Settling back onto this anchor, I felt a bit better; at least Odyssey was now in one place. I then set about trying to get the other anchor rode out from under the keel. The usual process involves dumping about 20 feet of rode all at once, and it usually frees itself. However, I was literally at the end of my rope...or so I thought. I went below and looked into the rope locker, and discovered that the knot that had been holding the anchor rode was not the one I tied at the end, but a snag that had developed. Removing this, I was able to get the necessary extra line to release, and it worked! Odyssey is now lying to one anchor, with an other rode out to the side. While not ideal, I will leave it this way until morning, when I will figure out how to pick them both up. Particularly as it has just started to rain pretty hard.

The rains stopped, and the sun came out, and even a rainbow, with a daymark at the end of it. I may see about dealing with the anchors now. Not sure if I will go ashore in the morning to see the fort, or head out early to try to make St. Augustine. Right now, a slip sounds pretty nice. At slack water I brought the primary anchor back in. Now am hanging on 22 pound Bruce. Checking on it frequently. At one point, quite close to the Park Service dock, although clear of it. At about 11:30, when I went to check, the marsh appeared awfully close, so I turned on fathometer, which read 5.1. Called Tow Boat US and suggested I needed help at this point.

Adam was quite a nice young man. He spat a lot, but I guess I need to realize that I am now in the land of "chaw." He used to be a casino boat captain until he had to quit over disagreements with the owner, who was making him take the boat out in unsafe conditions. He took some time off to recharge before coming to Tow Boat US. It was really great to see him coming at 1:00am. Also glad I had towing insurance to cover the \$800 bill!

I could see the lights coming down the ICW, across the marsh. They stopped briefly at the mouth of the River, and then headed slowly in, a spotlight arcing from the beach on one side to the marsh on the other. It was Adam, from Tow Boat US. He gave me a line to put onto a stern cleat, and towed the boat back, which allowed the anchor rode to go slack, and it dropped off the keel. He then towed me over to pick up the anchor and I guided him to a new spot, where I dropped it, and he backed down to set it. We then completed the paperwork, had a nice chat, and he motored off into the night again. I finally managed to get to sleep around 1:45am.

Saturday, November 27: Was very happy to awaken with Odyssey in the same spot as when I had retired five hours earlier. Winds were blowing pretty good from the northwest, and I had a long day ahead of me, so I skipped breakfast and started to pick up the anchor by 7am. Motored out into Sisters Creek, and then out into the St. Johns River, where I noticed a two-hulled power boat with interesting superstructure, heading into the next land cut of the ICW. They appeared to know the channel pretty well, so I followed them for quite a while. Current was now favorable, and Odyssey was making over 7mph under power. Through Cabbage Swamp, the ICW went through a long land cut, and some of it lent to unfurling the genoa for a bit of help, but not enough to turn off the engine yet. As it opened into the Tolomoto River, however, the winds freshened (or at least appeared again) so I set sails: first genoa, and since speed was barely 3mph, added a reefed main and made around 4mph. There were a couple other sailboats around, and we all enjoyed a couple hours of peaceful sailing. I furled the main, started the engine, and rolled up the genoa as I approached St. Augustine Inlet.

Motoring first out around some shoaling, then turning back in, there were lots of boats around now, including a ferry, a tour boat, Lynx (a schooner who had been at Cambridge), and even a pirate ship. The Bridge of Lions opens on the hour and half hour, and we were all a bit early, so we milled around until the 2:30 opening. I radioed the bridge to find out if northbound or southbound traffic should cross

first. There was one northbound, and he got permission to pass first. I then called again, and was told it was OK to continue through. I landed at the St. Augustine Municipal Marina, where I fueled up and got a slip assignment, then left the fuel dock and proceeded towards the bridge, where I turned into the strong current, and rounded up into the assigned spot. Tied up, connected power, and took a nice hot shower before heading out to tour. Mile 778

What culture shock: I don't remember the last time I saw so many people at the same time (even more than in Charleston)! I was glad to pay the \$5 admission to the Colonial Spanish Quarter museum, if only to get to where there weren't so many people! I was wandering along St. George Street, which is a big tourist area. I eventually found my way to the Castillo de San Marcos, but they were going to close soon, so I just looked around the outside. May go back in the morning if there is time.

I also found the Visitor's Center, and got some other information, as well as a suggestion for a route that would show me something other than tourist traps. Went down Spanish Street, Aviles Street, and St Francis Street, where I passed the Oldest House. I checked out a number of eateries, and decided on Habana Village Cafe. Rosanna suggested the roast pork, which came with yellow rice, black beans, and fried plantain. It was indeed so tender it cut with a fork, and I enjoyed it all very much, ending my meal with a Cuban coffee, strong and sweet.

End of part ten

Sunday, November 28: Decided to stay in St Augustine for another day, but to move to a mooring, which is considerably less costly. Made arrangements, including scheduling the first pickup with the launch. I decided it was better to move Odyssey right away, since it was close to slack water, rather than wait until later, when there would be a strong current to deal with. Left the slip with no problems, and found my way out to mooring M39, and got a line around it. Hitched a ride with some nice folks who were passing by in their inflatable, which saved me waiting an hour for the launch. When I went over to the City Dock to tell them I didn't need a ride, I met Kelly, aboard Lynx, and we chatted for a while. I had met the Lynx crew in Cambridge when they were there for Schooner Rendezvous.

I went over to the Castillo de San Marcos, and got there just in time for a ranger talk, which is usually quite informative. I also was able to catch a ceremonial cannon firing. I was a bit perturbed by one of their rules, however: "In particular, pay close attention to small children." I generally prefer to ignore them if possible. From there, I headed back over to the visitor's center to ask what else I should see while here. On the way to the Fountain of Youth, I noticed some tents, and when I went over to them, saw that they were having an art and craft show. Admission was only a buck, so I went in, and walked through all the displays, up to letter R. Quite a large show. Found the food concessions, and had a nice plate of paella, with lots of fish and seafood, and salad, although it cost me my last dollar (\$12). I will need to find some cash for later. Sat down and listened to some live music while eating.

Then I started on the mile walk to the Fountain of Youth (they fortunately took Discover). On entering, one gets a taste. Since I was thirsty from my long walk, I asked for seconds, which they offered. I visited some Native American exhibits and a planetarium show, as well as walking over the the shoreline, where there were monuments and statues, and another cannon firing. One the way back, I passed the Mission of Nombre De Dios and Shrine of Our Lady of La Leche. I also headed back through St. George Street. I was thirsty, and stopped at a drinking fountain; it tasted remarkably similar to the water from the Fountain of Youth.

Back at the marina, I stopped by Lynx and was invited aboard to take a short tour, until I caught the 4:00pm launch back to Odyssey. Made a phone call to Loggerhead: By advancing my contract to start tomorrow, I can stay for free at two Loggerhead marinas on the way down to Stuart. This means a couple free nights dockage. (Well, sort of. I will pay the monthly rate of \$11/feet for an extra five days, but that is barely what one night transient would cost.) Tomorrow, I will need to leave a the crack of dawn, since it will be a 52-mile day.

Monday, November 29: Today's Topic is "Why it is important to maintain communications with bridge tenders." (This was going to be the topic from the start, but by the end of the day it became even more

appropriate.) When I was going into St. Augustine, there were a bunch of boats waiting to go through the Bridge of Lions. I called at one point to ask if northbound or southbound went through first. The answer was surprising: "Only one boat has asked for an opening..." I believe the bridge tender was feeling taken for granted, because everyone assumed they could go through on a scheduled opening, without actually requesting it.

The first bridge I was to go through today was the Crescent Beach Highway Bridge, a double bascule bridge. I was following behind a catamaran, Dream Catcher, and heard them call for an opening. I also called and asked if I could go through on the same opening, and was told to "keep on coming" As we went through, we each announced when we had cleared the bridge, and thanked the bridge tender for the opening. This seems to be customary, and the customary response is "You're welcome, have a safe journey." However, this time, there was another addition "Catamaran, give hard port rudder, you're about to run aground."

Next came the LB Knox, also a double bascule bridge. At this point, I was a bit behind Seabiscuit, a motor vessel from Chestertown, MD (When they had passed, we had conversed a bit about such important items as the merits of Blue Heron restaurant.) They asked for an opening, and I called in to ask if I could go through as well. The bridge tender called them back and asked if it would be OK for them to wait until I caught up. They said that would be fine with them, and I said I'd pick up the pace and stand by on channel 09. I got there just as it was opening and went right through.

I remember the Gilmerton Highway bridge in Norfolk that was scheduled for hourly openings. When folks pestered the bridge tender, she replied that she would open when she could, and not before. Some bridge tenders wield their power, and it is best to cooperate with them, because they can make your life easy, or hard. Most are very nice folks doing their job, which is to facilitate passage of both cars and boats.

Then there was the Route 70 highway bridge on the way to Beaufort, NC. I had taken Russel Slough channel, which is a shortcut approach, and had the foresight to check with Tow Boat US to be sure there was enough water for me to make it in there. When I called the bridge tender, I was told that, although the bridge opened on demand, it would take an hour and a half to open, because there were people working on the bridge. Had I waited until the bridge was ahead of me, I'd have had a long way to back-track. As it was, I was able to find another way out and back to the main ICW channel without losing too much time.

There was one bridge, I forget the name, where I had thought it was scheduled to open on the half hour, and I had just missed an opening. The bridge tender called out and let me know it was demand, and if I sped up, I could go through right away, which I did. The boat ahead of me had been waiting while I had throttled back, and was happy when I finally arrived so they could go through.

My trip today was a long one, leaving at 7:15am, and needing to cover over 50 miles. In the beginning, the going was slow, with opposing current keeping speeds below 4 mph. The winds were out of the southeast, so sailing was not really an option. It was quite cloudy, and rained lightly for a bit. Fortunately, later in the day, currents diminished or reversed, and speeds increased; I was planning to arrive at Loggerhead marina around 4pm.

As I approached Daytona, there were a number of fixed bridges and two draw bridges. I called for the opening at the Main Street bridge, and went through with another boat. Then I came to the Memorial Bridge and did the same. Clearing that bridge, I made the customary thanks, and headed on my way to find the marina. When I called on the radio, I got no response, so I called by cell phone. When I asked where they were, I was told just south of marker 32; I was at marker 39! A look at the chart showed that I had passed them a while back, before going through both draw bridges. I did a quick U-turn and headed back to the Memorial drawbridge. Calling on the radio, I was told that they had to close to clear traffic, but would open for me shortly. I slowed to steerage way speed, and drifted ever closer to the bridge, hoping it would open before I got there. I needed a bit of reverse to hold place for a minute or so, and saw the gates lowering to stop traffic. The bridge began to open, and I went through. I then approached the Main Street bridge AGAIN, and it was about to open for southbound traffic. I called and asked about going through and was told to go ahead as it opened.

I then continued north and found the marina. I reached them on the radio, got instructions, and set up for starboard side tie-up, then turned back down to approach their dock. Wind was slowing me down and blowing into the dock, which made for a nice docking, only a half hour behind schedule. There were two dock hands waiting to help with lines, and in minutes Odyssey was secured, and I was on my way to register. Since I am now a Loggerhead member, and did not need electric hookup (which was good since my cable did not reach the connection), the slip was free. I found the hot tub, and took a much-needed relaxing soak, before heading over to Caribbean Jacks for a nice dinner of scallops and shrimp and onion rings, while listening some great acoustic guitar and vocals from Chip. Mile 829

Next time: Why it is important to check cruising instructions CAREFULLY and remember destination mileage BEFORE heading out.

Which I-Phone Apps does Thom Unger Use? **(your guide to being a hipster on the water)**

Chart Plotting Programs

- Navionics US East Coast (has recent charts loaded in memory)
- Navionics Caribbean
- iNavX (which downloads the latest NOAA charts)
- Chart & Tides (connected to ActiveCaptain account)
- Chesapeake

References

- Nav Rules
- BoatersRef
- Ship Shape

Weather

- NOAA NWS
- Hurricane
- windAlert
- BuoyData

Space

- Flyby (tells you when the Space Station, or other interesting satellites are passing overhead)
- puUniverse (point it at the sky, and it'll tell you what stars or planets you're looking at)

Reference

- Pocket First Aid & CPR

Games

- Sailboat PRO (sailboat racing game)

Misc

- Red Laser (scan a bar code in West Marine, then use the lowest price that comes up to request a price match)
- Theodolite (use to find any angle, optical range finder, height of a distant object, etc.)
- Google Earth
- Wind Meter
- TideGraph
- ShipFinder
- AnchorAlarm
- SailTimer

Note to your 2011 Calendar:

Kick off the sailing season at the annual

Scow RE-UP BRUNCH

– Sunday, March 13th 2011
10:00 am to 2:00 pm

The Colonies 7681 Provincial Drive, McLean, Virginia

**Delicious brunch of omelets and pancakes
along with great Bloody Marys & Mimosas.**

Bring a dish to fill out the buffet table – fruits, salads, desserts, etc.
or pay \$10.00 without a dish

**Renew your membership or join for the first time
Sign up for various training classes**

Got an article idea, photos or other content for a future newsletter? Send an email to the editor, Tom Paquin, at: editor@scow.org.

Next Membership Meeting: Monday, January 10, 2011

Guest Presenters: to be determined

Location: Holiday Inn, 625 First Street, Alexandria, Virginia

Time: Socializing begins at 6:30pm with reduced price happy hour food and drinks; meeting begins at 7:30pm

Social Sail: Every Thursday, Washington Sailing Marina, April - October, 6:00 pm
Social No-Sail: Events and locations vary, December - April, 6:00 pm
Board Meetings 1st Monday of every month, 7:00 pm (open to members)
Channels Content: submit by the 20th of every month to: editor@scow.org
2010 Calendar: <http://www.scow.org/calendar.html>
SCOW Pictures: <http://picasaweb.google.com/Sailing.Club.of.Washington>
SCOW Website: <http://www.scow.org>



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