

"I find the great thing in this world is not so much where we stand, as in what direction we are moving - we must sail sometimes with the wind and sometimes against it - but we must sail, and not drift, nor lie at anchor." - Oliver Wendell Holmes, Jr.



ChaNNels Monthly Newsletter – October, 2018

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Commodore's Log

By Joe Leoncio



Post raft-up to celebrate River and Bay Director Marie Brennan's birthday. From left to right: Jonathan Thron, Macon Morrison, Peter, Marie Brennan, Sara Sepanski, Johnathon Fountos, Kristine Sadusky Fountos, & Commodore Joe Leoncio. (Kathy McCormick is taking the picture). 10/19/18.

I love this time of year for sailing. The temperatures are cooler and the humidity is gone. Most of the recreational boaters have retreated which makes the river feel empty aside from the occasional water taxi passing by. As winter comes, I feel like October is my last chance to fit as much sailing in as possible. I've been making an effort to go out as often as my schedule permits during weeknights. Lately, it feels like we've had either really great wind at 15-25 knots, or the nights have been calm. We have fun either way.

The club's been busy as we look forward to club elections at our membership meeting on Nov. 6th and our big annual shin-dig, Hail and Farewell, on Saturday, November 10th. As I wrote last month, drop what you're doing and get your tickets today. They're still only \$50. You can buy your tickets here: <https://www.scow.org/page-1863650>

We're a big club with several programs that cater to sailors' individual interests, like training, racing, social events, etc. Hail and Farewell is a huge formal party that we throw to bring everyone together for a final hurrah - **the LAST club event in 2018!** The food will be great, we'll have live music, and there will

be dancing so please join. If you're new to the club, I'd especially like to see you come out as this is another fine opportunity to connect to the SCOW community.

See you on the water!

Joe Leoncio
Commodore
Sailing Club of Washington
703-314-7583



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Hail and Farewell 2018

Cocktails, Dinner, Live Band, Raffles, Dancing,
Volunteer Awards, Your SCOW Friends and Future
Friends, and a Great Time!



November 10, 7-Midnight.
Limited tickets left. Reserve your tickets at www.scow.org.

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Farewell to 2018 Racing



A great finish to the season. Start getting excited about next year.

Editor's Note: A hearty **Thank You** to racing director Dave Beckett for continuing to pour his energy and enthusiasm into the racing program this year. Dave keeps it fun while welcoming all comers, regardless of experience. Dave - All who have raced with SCOW over the past several years appreciate your substantial contributions to the club.

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The Schooner Sultana

By **Mike Hooban**, with considerable borrowing from the Model Expo website and Wikipedia.

Since my early twenties, with significant gaps of time, I've enjoyed building models of sailing ships. Once I began sailing myself, this hobby took on new interest, as I had a better grasp of what all the various bits of line and hardware are intended to do, and how they might operate in different conditions.

It's very helpful for the modeler to be able to see actual life-size examples of the ships being modeled, especially when you can see how real people would look in context when the boat is in operation. The film *Master and Commander*, for example, provided a lot of detail on how things might have been on a Napoleonic period British warship.



One of my projects slated for some yet to be determined date, is to build a model of the schooner Sultana, shown below in her modern replica form.

Built in the yard of renowned Boston Shipwright Benjamin Hallowell in 1767, *Sultana* might have gone on to little historical note if it weren't for chance. Sir Thomas Asquith, the wealthy merchant she was built for, decided she was too expensive to upkeep. Instead, he arranged for *Sultana* to be bought into a new fleet the Admiralty was assembling, small, quick ships to patrol the North America coast as Revenue Cutters.

Sultana survived a wintertime crossing from Boston to London unscathed, but the Admiralty was initially disappointed with her. Promised as a 65 ton Schooner, roughly the size they sought, in reality, she was 52 tons - not large enough to accommodate a full schooner's crew of 30, and not stout enough in her timber to mount a single carriage gun on her decks. Still, the Shipwrights said of her "Appears well wrot and put together," and in the summer of 1768 she was fitted with topmasts, more sail, 8 ½- pound swivel guns and a crew of 25 with newly commissioned Lieutenant John Inglis, a Philadelphia native, loyal to the Crown, in command. *Sultana*'s overall length was about 50 feet at deck level, 38 feet at the keel. Her beam was about 16 feet, and her depth of hold was a bit over 8 feet. Bigger than our SCOW boats, for sure, but not by a whole lot, especially for a boat that made transatlantic crossings.

Lieutenant Inglis and David Bruce, *Sultana*'s Master and second in command, both kept meticulous logs of the vessel's position and duties for every day of her four and a half years of Naval service. Their

entries, conjoined with the draughts made in the Deptford Yard and muster books of all 101 men who sailed aboard *Sultana*, make her one of the most well documented vessels of the Colonial period. Additionally, they shed light onto previously unknown historical incidents - such as Inglis and Bruce dining with then Colonel George Washington at his Mt. Vernon Estate in 1770 - and mark the steady rise of Colonial disdain for British Rule.

In October 1772, after four years of hard patrolling, searching hundreds of vessels yet only making one seizure, *Sultana* was ordered back to England. That May she had been challenged by the crew of the Brig *Caroline*, while the previous year angry Colonists nearly put her to flames while she lay at anchor off Newport. Once the British Naval ensign ceased intimidating Colonial Ships, *Sultana* lost much of her authority and without it any merchantman with a carriage gun was more than her match for her overworked and under-armed crew.

Daring yet another North Atlantic crossing - this time getting knocked down onto her beam ends and surviving only by cutting away a small boat and essential provisions - *Sultana* arrived in England in December 1772 and was sold out of service the following January. The detailed records of the Navy cease at that point, and nothing of her fate is known with certainty.

A new *Sultana*, launched in Chestertown MD, in 2001, serves as an educational vessel for schoolchildren and others as it travels around the Chesapeake Bay. Each year there are public excursions out of Chestertown and other ports. "Downrigging Weekend" in Chestertown is always the first weekend in November. Replica sailing ships from all around the mid-Atlantic participate in sailing excursions and allow the public on board.

The replica vessel is not an exact reconstruction. It has a diesel auxiliary engine and otherwise conforms to Coast Guard regulations in order to carry passengers. The modern version is framed with Osage orange and planked with oak; there is a lead ballast keel which the original did not have. She has only four guns, rather than the original eight. All work and can be fired. Within modern safety requirements, however, she was built following traditional methods as much as possible.

You can get more information about the replica at the website www.sultanaeducation.org. It may even make for a good SCOW river and bay type of activity at some future point to go visit it.

Some books that talk about *Sultana* in whole or in part are:

Schooner Sultana, Building a Chesapeake Legacy, by Drew McMullen and Lucian Niemeyer, about the reconstruction project and launching.

Squalls Before War, His Majesty's Schooner Sultana, by Ned Bustard, a fictionalized account of *Sultana's* operations in the Royal Navy.

The Colonial Schooner 1763-1775, by Harold Hahn, discusses *Sultana* and two other schooners of the same period, One is the *Halifax*, the other the *Hannah*. Also goes into some detail on how to model these vessels.

History of American Sailing Ships, by Howard I. Chappelle. Mentions *Sultana* and many other vessels important in American nautical history.

The Search for Speed Under Sail, also by Chappelle. Again, mentions *Sultana* in the context of her times.

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Water Music I

By Mike Hooban

Much as I enjoy sailing with SCOW, I find myself sometimes disappointed that we aren't more musical. After all, sailing vessels and the sea have been the source of a lot of musical inspiration. Whether it's Bobby Darin's rendition of Charles Trenet's *La Mer* (Beyond the Sea, in Anglais) or the theme from *Titanic*, or the many traditional and folk performers, there's a wealth of material to choose from. Given that we mainly sail on the Potomac, a river, I think we could justifiably also call on things like Creedence Clearwater's *Proud Mary*, or even Allison Krauss's *Down to the River to Pray*, among others. Why then, I ask myself, do SCOW boats tend to sail in silence, or at least non-musically?

I do recognize that many of the traditional sea songs are intended to coordinate the efforts of a crew of several people engaged in common tasks, such as turning the capstan to raise the anchor, or hauling yards aloft and such, which don't really happen that much on our Flying Scots and cruisers. Still, I don't think it would hurt once in a while, or even regularly, to burst into a bout of nautical song to celebrate the very fact we're out on the water, perhaps coming back from a day sail or a regatta, celebrating a victory or at least a pleasant day on the water and some lessons learned.

So I thought I'd occasionally suggest a bit of nautical musical doggerel for consideration by SCOW sailors. One of my personal favorites, possibly because of my Massachusetts roots, is called *Cape Cod Girls*. It has a very simple tune and an easy to remember call and response structure with good possibilities for improvisation. It goes like this:

Cape Cod Girls ain't got no combs
Heave away, haul away
They comb their hair with codfish bones
Bound away for Australia

Chorus:
So heave her up my bully bully boys
Heave away, haul away
Heave her up and don't make a noise
We're bound away for Australia

Cape Cod kids ain't got no sleds
Heave away, haul away
They slide down the dunes on codfish heads
Bound away for Australia

Chorus

Cape Cod doctors ain't got no pills
Heave away, haul away
They feed their patients on codfish gills
Bound away for Australia

Chorus

Cape Cod cats ain't got no tails
Heave away, haul away
They lost them all in northeast gales
Bound away for Australia

Chorus.

A good rendition of this song is on Dan Zanes' album Sea Music, readily available on YouTube and elsewhere, or even on good old-fashioned CDs (younger reader may want to ask their parents or other old people what CDs are). The same album has a number of other pieces of music appropriate to sailing ventures or all sorts.

You can, of course, make up your own verses, appropriate to the circumstances. For example, coming back from SCOW racing with Dave Beckett, you might come up with something like the following:

Triple-B sails really fast
Heave away, haul away
Generally first, and never last
Bound away for Australia

I'll leave it to the interested reader to come up with additional verses.

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Your Article Goes Here

By Any SCOW member willing to share content of interest to our community.

[At any time, please submit articles, or links to articles that you think would be meaningful to other SCOW members. Photos are always welcome – preferably with captions. Word format preferred but not necessary. Be informative! Be creative! Unleash your inner-writer (in a super safe forum). Be serious or funny! Please submit to editor@scow.org]



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Upcoming SCOW Events – November 2018

November 5	Monday	7:00pm	SCOW BOD Meeting
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**November 6 Tuesday 6:00-9:00pm SCOW Annual
Membership Meeting - Elections (Hard Times Café - Alexandria)**

November 10	Saturday	7:00pm – Midnight	Hail and Farewell
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Check SCOW.ORG for all membership events and details.

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SCOW Board of Directors

Commodore	Joe Leoncio	commodore@scow.org
Vice Commodore	Richard Kaiser	vice@scow.org
Secretary	Steve Youngblood	secretary@scow.org
Treasurer	Mike Hooban	treasurer@scow.org
Training Director	Jyoti Wadhwa	training@scow.org
Skipper Director	Brian McPherson	skipper@scow.org
Social Director	Julie Pixler	social@scow.org
River/Bay Director	Marie Brennan	river@scow.org
Flying Scot Maintenance Director	Dick Vida	scotmaint@scow.org
Cruiser Maintenance Director	Vincent Penoso	cruisermaint@scow.org
Racing Director	Dave Beckett	racing@scow.org
Membership Director	Talya Mallin	membership@scow.org
Full Board	All Board Members	board@scow.org

All SCOW board members welcome your questions, comments and input.

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