

"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 – September, 2018

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Commodore's Log

By Joe Leoncio



Sept. 1, 2018 - Labor Day weekend charter out of Annapolis to the Eastern Shore. Pictured from left to right: Liz Kauffman, Wayne Williams, John Kauffman, Martha Gibson, Kim Mikos, Carlie Smith, Josh Sharpe, and Joe Leoncio (me).

First thing's first. Stop reading the SCOW newsletter, go to your web browser, and purchase your Hail & Farewell ticket at <https://www.scow.org/page-1863650> . Did you get your ticket? Ok, good! See you there!

Now for the Commodore's Log.

Earlier this month over Labor Day weekend, I had the pleasure of chartering a 40-foot catamaran out of Annapolis to the Eastern Shore with SCOW members Carlie Smith, John and Liz Kauffman, Martha Gibson, Kim Mikos, Wayne Williams, and Josh Sharpe. (Check out our video: <https://www.facebook.com/joey.leoncio.3/videos/10160621200465532/>)

What I value most about SCOW are the friendships that I've cultivated through my involvement in the club. John was my cruiser instructor when I took the SCOW cruiser class in 2014. I met Kim in the Bahamas on a bareboat charter trip organized by our mutual friend Matt Smith of the DC Sailing Community earlier this year. The rest, I met at SCOW social sails over the last 5 years.

Truth be told, I didn't join SCOW to make friends - I only needed access to boats. Making friends happened naturally as I pursued my own self-interests within the club. Nowadays sailing isn't the reason why I'm here at SCOW anymore. I've done so many charter trips that the novelty of sailing large, modern yachts has actually worn off. I barely even sail anymore as my eager SCOW crew is more than happy to take the helm and handle the sheets. I'm here at SCOW because I like SCOW's people, and it is truly rewarding to belong to this community.

Invest your time in the club and the return will be priceless. The more people you meet, the more connected you will become within the community, and it will open up a vast world of possibilities.

See you on the water!

Joe Leoncio
Commodore
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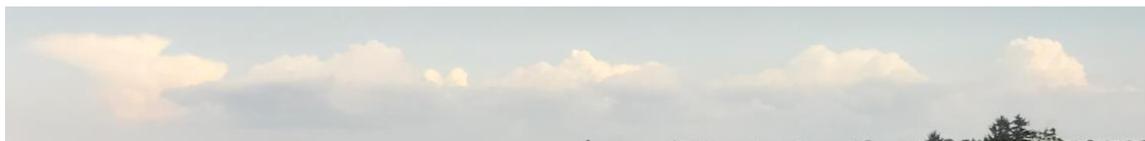
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Sailing Weather Safety

By Joel Hough

I have been watching the weather closely for sailing and soaring for forty-years, and have never been caught on the water or in the air during a storm. I believe this streak of luck is from favorably stacking the deck in the areas including awareness of the developing weather, knowing the forecasted weather, time to safety, distance to safety, personal safety margins and weather knowledge from experience and books on sailing, flying, and the weather. An added incentive occurred from being caught in thunderstorms while delivering papers and watching fireworks.

The weather is always changing, and sometimes hazardous conditions develop. The clouds in the picture below by Joel Hough illustrate existing hazardous conditions and developing conditions.



Cumulonimbus (ThunderStorm) Cloud and Developing Cumulo Congestus Clouds

The cumulonimbus cloud is on the far left with cumulo congestus clouds in the middle and right. Generally, in western Pennsylvania the cumulo congestus clouds take greater than 30 minutes to develop into cumulonimbus thunder storm clouds. This 30 minutes gives you time to dock the boat, and monitor the conditions for getting better or worse. Some thunderstorms develop from storm fronts and are easier to forecast. Other storms, such as afternoon summer storms in July, develop independently of storm fronts and are harder to forecast in time and place. The radar screen capture from the WeatherBug App shows a storm front below.



Storm Front from WeatherBug App

Keep in mind the weather radar can take 15-20 minutes (Reference 8) of calculation and distribution time. A fast-moving storm may move 10-20 miles in that time. Aircraft pilots have died trying to beat a storm on the radar. During a storm, you can watch the radar loops from the safety inside your home to see how fast a storm moves, and to see how much the radar jumps between updates.

Some storms are not forecasted and are embedded in clouds so are harder to perceive. Fortunately, there are five ways, which I believe I first read in the Red Cross's sailing book. These are listed below:

- a. Dark spot in cloud,
- b. Beginning of rain,
- c. Wind changes in direction,
- d. Wind changes in intensity or gustiness, and
- e. Temperature change.

Additionally, a cloud top transitioning from condensed water (cauliflower like) to ice crystals (cotton candy like) is another sign. The ice crystals fall through the air and condense more water, which releases heat and speeds up the development of the cloud into a cumulonimbus cloud. Read reference 1. for a thorough explanation of the thunderstorm lifecycle. While watching clouds develop ice crystals, you can watch the radar images get darker as the ice crystals reflect more radar. General radar color guidance includes green (the rain might reach the surface), yellow (the rain will reach the surface, docking the boats, and waiting is advised), orange and darker (put the boats away, and wait for a better time or day).

On one sailing adventure, knowing the 5 signs urged me to sail to shore while on Lake Pymatuning to check the weather radio. No storm was forecasted, but the sky had a small darker area, there were a few sprinkles, the wind changed direction, the wind increased in intensity and gustiness, and the temperature decreased. My crew and I decided not to sail, but to wait on shore for 30 minutes to monitor if conditions would get better or worse. The conditions got worse. The storm included lightning with boats being driven before the storm down the lake, while other boats headed for the closest shore. Fortunately, no one was hurt, though some were scared.

In addition to weather radar, WeatherBug comes with a lightning detection application. The red dot in the picture below is Watts Bay on the North Shore of Lake Arthur.



Lightning Concentration Above Lake Arthur from WeatherBug App

An interesting feature of this picture is the amount of lightning concentrated on Lake Arthur. My guess is that either the warm moist air rising off the lake is either strengthening the storm or decreasing the electrical resistance of the air. One storm, whose strength was not adequately forecasted, was strengthened by the warm waters of Mobile Bay. This storm swept more than 100 boaters into the bay, and several died. Read reference 6 for the Smithsonian article on this storm.

Reference 7 recommends that pilots keep 20 miles away from severe thunderstorms. You can have your own personal minimums, which may include being 40 miles away from a thunderstorm.

In conclusion, sail closer to shore, dock the boat or stay on land whenever storms are in the forecast or whenever any of the 5 signs of a developing storm occur. Knowing these 5 signs and paying attention to the developing weather may keep you off of the water for the first lightning bolt. Also, you may choose to see a movie on days when storms are in the forecast. After all there are better days to sail than when lightning is in the forecast.

Some thunderstorm links and references are listed below:

1. <https://climate.ncsu.edu/edu/Thunderstorm> (Shows the Lifecycle of a Thunderstorm)
2. http://www.lightningsafety.noaa.gov/resources/OSHA_FS-3863_Lightning_Safety_05-2016.pdf
3. <https://www.osha.gov/Publications/OSHA3863.pdf>
4. <http://www.cfinotebook.net/notebook/weather-and-atmosphere/thunderstorms>
5. [https://www.faasafety.gov/files/gslac/library/documents/2011/Aug/56397/FAA%20P-8740-12%20Thunderstorms\[hi-res\]%20branded.pdf](https://www.faasafety.gov/files/gslac/library/documents/2011/Aug/56397/FAA%20P-8740-12%20Thunderstorms[hi-res]%20branded.pdf)
6. <https://www.smithsonianmag.com/history/racing-storm-story-mobile-bay-sailing-disaster-180963686/>
7. <http://www.faraim.org/aim/aim-4-03-14-487.html>
8. A Field Guide to the Atmosphere by Vincent J. Schaefer/John A. Day Houghton Mifflin Company Boston Copyright ©1981

All Rights Reserved. © 2017. Joel Hough has been a US Sailing Instructor with Moraine Sailing Club for the past 3 years, has been a flight instructor with the Pittsburgh Soaring Association for 24 years, and has started instructing at Skyline Soaring Club. He is a Sr. Software Engineer, developing autonomous flight software for Aurora Flight Sciences, A Boeing Company. Joel joined SCOW last month. Welcome!

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Naval Sayings

By Mike Hooban

I enjoy making boat and ship models, as well as models of things like naval guns and such. This has put me in contact with an Australian company called Modelers Central. They send out a monthly e-mail newsletter with a variety of elements, mostly describing model kits they offer, but also talking about famous shipwrecks and other things related to old time sailing. One thing they do from time to time is provide information about things we say day to day that have their origins on or near the sea. Below, with introduction by Modelers Central, is a sampling.

There are many sayings and expressions that originate from language used historically by sailors. These sayings described specific aspects of life at sea and maritime traditions, and often referred to parts of sailing ships. Many of these expressions date from the late eighteenth and nineteenth centuries. Some, over time, have crossed over in to common use, and are still used today, although in many cases the meanings of sayings now are far removed from their original meanings.

Hard and Fast

Meaning - Rigidly adhered to - without doubt or debate.

This is a nautical term. A ship that was hard and fast was simply one that was firmly beached on land. The term must have been well-known by the early 19th century as it was use in a figurative sense then; for example, The [London] Times, January 1820:

"She was laid before the fire, at about a yard distance, and was hard and fast asleep."
The Sailor's Word-Book, William Henry Smyth's 1867 nautical dictionary, defines the term:
"Hard and fast. Said of a ship on shore."

High and Dry

Meaning - Stranded, without help or hope of recovery

This term originally referred to ships that were beached. The 'dry' implies that, not only were they out of the water, but had been for some time and could be expected to remain so. It was used in a 'Ship News' column in The [London] Times, August 1796:

"The Russian frigate Archipelago, yesterday got aground below the Nore at high water, which; when the tide had ebbed, left her nearly high and dry."

Taken Aback

Meaning: Surprised or startled by a sudden turn of events.

'Aback' means in a backward direction - toward the rear. It is a word that has fallen almost into disuse, apart from in the phrase 'taken aback'. Originally 'aback' was two words: 'a' and 'back', but these became merged into a single word in the 15th century. The word 'around' and the now archaic 'adown' were formed in the same way.

'Taken aback' is an allusion to something that is startling enough to make us jump back in surprise. The first to be 'taken aback' were not people though but ships. The sails of a ship are said to be 'aback' when the wind blows them flat against the masts and spars that support them. A use of this was recorded in the London Gazette in 1697:

"I braced my main topsails aback." If the wind were to turn suddenly so that a sailing ship was facing unexpectedly into the wind, the ship was said to be 'taken aback'. An early example of that in print comes from an author called Eeles in the Philosophical Transactions of the Royal Society, 1754:

"If they luff up, they will be taken aback, and run the hazard of being dismasted."

Note: 'to luff' is to bring the head of a ship nearer to the wind.

The figurative use of the phrase, meaning surprised rather than physically pushed back, came in the 19th century. It appeared in The Times in March 1831:

"Whigs, Tories, and Radicals, were all taken aback with astonishment, that the Ministers had not come forward with some moderate plan of reform."

Charles Dickens also used it in his American Notes in 1842:

"I don't think I was ever so taken aback in all my life."

Tell it to the Marines

Meaning: A scornful response to a tall and unbelievable story.

The US Marine Corps are probably the best-known marines these days and this American-sounding phrase is often thought to refer to them. This isn't an American phrase though and, although it has been known there since the 1830s, it originated in the UK and the marines in question were the Royal Marines.

The first marines in an English-speaking country were The Duke of York and Albany's Maritime Regiment of Foot, formed in 1664, in the reign of Charles II. Charles I of Spain had established a similar marine corps - the *Infantería de Armada* (Navy Infantry) in 1537 but, being from a non English-speaking country, that corps are hardly likely to be the source of the phrase. The Duke of York's men were soldiers who had been enlisted and trained to serve on-board ships. The recruits were considered green and not on a par with hardened sailors, hence the implication that marines were naive enough to believe ridiculous tales, but that sailors weren't. Such a tall tale is often quoted as the source of this phrase. It is said King Charles II made a remark to Samuel Pepys in which he mocked the marines' credulity in their belief in flying fishes. That's a nice story, but it has been shown to be a hoax that was perpetrated in the 1900s by the novelist W. P. Drury - a retired Lieutenant Colonel of the Royal Marines.

Most of the early citations give a fuller version of the phrase - "You may tell that to the marines, but the sailors will not believe it". This earliest reference I can find to it that uses the short version that is used today comes from the transcription of a journal that was written by John Marshall Deane, a private in the Foot Guards. His journal was written in 1708 and was transcribed and printed in 1846, under the title of A

Journal of the Campaign in Flanders. The preface, which was the work of the transcriber rather than Deane and so must be dated as 1846 rather than 1708, includes this:

[The commanding officer] if a soldier complained to him of hardships which he could not comprehend, would be very likely to recommend him to "tell it to the marines"!

The longer version of the phrase is found earlier, in John Davis's *The Post-Captain*, or, *The wooden walls well manned comprehending a view of naval society and manners*, 1804:

"He may tell that to the marines, but the sailors will not believe him."

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SS Homer

By Mike Hooban

I've mentioned above the Modelers Central pieces on Naval Sayings. They also seem to take a certain joy in describing shipwrecks. SCOW has been fortunate to avoid sinking any of our boats so far, though there have been a few times when this may have been in doubt. What follows is one of their descriptions of a wreck on another of America's rivers.

Waters have for many millennia separated but also connected civilizations. They have been the carrier of many human adventures. Some of the traces of the travelers, warriors or merchants have found their last resting place on the bottom of the sea, rivers and lakes.

It can be estimated that over 3 million shipwrecks are spread across ocean floors around the planet. While this is of course only an estimate and while the preservation of their remains depends much on the environment, some of these wrecks are thousands of years old. They can provide precious historical information. A shipwreck by nature is testimony to trade and cultural dialogue between peoples. It also functions, however, as a time capsule, providing a complete snapshot of the life on board at the time of sinking. Each month we take a look at a shipwreck from around the world.

The SS *Homer* was a sidewheel paddle steamer which plied the waters of the Mississippi River and its tributaries. Built in 1859 in Parkersburg, West Virginia, she was 148 feet (45 m) long, 28 feet (8.5 m) wide, and 5 feet (1.5 m) deep. Her first significant service was in 1860, when she was used as a packet steamer on the Red and Ouachita Rivers, under master and co-owner Samuel Applegate. In 1861, after the start of the American Civil War, she was contracted to the government of the Confederate States of America and was used to transport men and war materiel. She was used to supply the defenders of Port Hudson, Louisiana, in 1864. That year she was captured by the Union Army forces of General Frederick Steele when she was about 30 miles (48 km) below Camden, Arkansas on the Ouachita River. Steele was at the time engaged in a major expedition whose goal was to reach Shreveport, Louisiana, but had stalled due to Confederate resistance and a lack of supplies. Steele had then occupied Camden, and it was during this occupation that the ship was taken, loaded with grain and other supplies. The Union forces piloted her back to Camden.

After having an attempted resupply operation thwarted by the Battle of Mark's Mills, Steele decided to abandon Camden. On April 26, 1864, Union troops left the city, abandoning or destroying equipment and supplies his draft teams were unable to haul, and scuttling all of the ships they held, including the *Homer*. Returning Confederate troops, observing that her cabin remained above water, were able to recover planking from the ship to fashion rafts to facilitate their crossing of the river in pursuit of Steele.

The *Homer's* wreck site was listed on the National Register of Historic Places in 2002. It was, at the time of its listing, the only known steamer wreck on the Ouachita, and one of a small number such wrecks in Arkansas. It had at that time been subjected only to minimal archaeological study.

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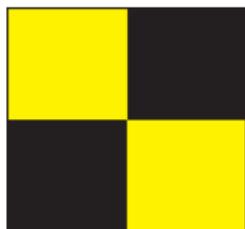
SCOW Racing Program

By David Beckett

Fall Racing Schedule

23 Sep	Club Races	PRO: Scott McConnell
29 Sep	Cantina Cup	PRO: DC Sail
30 Sep	Club Races	PRO: Scott McConnell
7 Oct	Directors Cup	PRO: Ronnie Lewis

Flag of the Month



The “Lima” or “L” flag, when displayed by the Race Committee Boat, means “come within hail.” Normally the flag will be raised accompanied by one sound signal. When you see this flag flying from the Committee Boat before the first warning signal of the day, it means the Race Committee is ready for all boats to check in. Sail past the stern of the Committee Boat on starboard tack and check in with the Race Committee Score Keeper by stating your sail number, boat name, and skipper name.

If you see this flag displayed on the Committee Boat between races, approach the Committee Boat as described above to receive instructions.

Racing Rules Corner

From “Definitions”:

Room: The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 (When Boats Meet) and Rule 31 (Touching a Mark), while maneuvering promptly in a seamanlike way.

Keep Clear: A boat *keeps clear* of a right-of-way boat

- (a) if the right-of-way boat can sail her course with no need to take avoiding action and,
- (b) when the boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact.

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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 – October 2018

October 1	Monday	7:00pm	SCOW BOD Meeting
October 3	Wednesday	5:00pm	Wed. night racing (WNR)
October 4	Thursday	6:00pm	Oktoberfest Social Sail
October 6	Saturday	9:00am	Fall Maintenance Day
October 7	Sunday	12:00pm	Director's Cup
October 10	Wednesday	5:00pm	WNR
October 13	Saturday	9:00am	Fall Maintenance Day (rain date)

October 16 Tuesday 6:00-10:00pm SCOW Membership Meeting (Hard Times Café - Alexandria)

October 17	Wednesday	5:00pm	WNR
October 26	Friday	6:00pm	Full Moon Raft-Up

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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