

## **Commodore's Log**

*By John Rogers, SCOW Commodore*

As February ends, it is actually warming up, the snow is melting.

Hopefully, by the time you read this the ice will be off the river.

It still won't be spring, but maybe time to consider what you need to do to get ready for the sailing season. If you are reading this, that probably includes renewing your SCOW membership.

If you do get out sailing, here is a minor factoid: the river is still cold (less than 50 degrees until the end of March) and the current is higher in March (on average) than any other month.

Just as the cold weather set in, some SCOW (and non-SCOW) members and I were able to get away for a nice sailing trip around St. Martin, St. Barts, and Anguilla in the Caribbean. In all, the group chartered four catamarans. The weather, the sailing, and the company were great. I can only hope that Washington weather will be as good when spring gets here.

Meanwhile, the Board has been working on the budget and getting ready for the Re-Up Brunch. We have a preliminary budget based on last years figures and plan to finalize the budget at the next Board meeting. Not counting fees for social events, about half of SCOW's income comes from member dues. The rest is split between skipper fees and training fees. The social events generally pay for themselves.

However, SCOW has subsidized the Hail and Farewell in recent years.

SCOW's income has exceeded expenses in recent years, with a reasonable portion of the excess going into the Boat Asset Fund for the purchase and upgrading of our fleet.

There is one constraint on the budget process. The concessionaire at the Washington Sailing Marina is Guest Services. They offer sailing basic sailing lessons on Flying Scots and a Cruiser. We have an long standing agreement with the National Park Service that the combination of the SCOW membership fee and the class fees will not be less than the fees charged by Guest Services. Since Guest Services is raising their fees, fees for some of our classes will unfortunately also go up.

For more information about these and other topics, read on\*

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## **Spring Forward and Don't be Late for the Spring Re-Up Pot Luck Brunch**

*By Dot Almassy*

☞ For the first time, US Daylight Savings Time will begin on March 11th, 2007. DST will end in November providing an extra month of Daylight Savings Time. Don't forget to adjust your clocks so you won't be late for the festivities. ☞

Welcome Spring!

Sunday March 11, 2007 from 11-2 at the Colonies in McLean

Ten dollars for empty handers. Mimosas and omelets will be featured along with your pot luck contributions. If you can help, please contact [social@SCOW.org](mailto:social@SCOW.org).

From the **Beltway**, take **Rte 123** to **Old Meadow Dr.** (Just inside the beltway from Tysons Corner) follow Old Meadow to the Entrance Gate for **the Colonies** and straight ahead is the clubhouse. Look for the SCOW signs.

This is our annual Pot Luck Brunch and YOUR opportunity to sign up for sail training and make contacts for the 2007 sailing season. Bring your checkbooks to get your dues and other opportunities covered. We'll share pictures of the 2007 Winter Cruise and any pictures you have to share. Folks willing to help bartend, door tend, omelets makers, food tend, food prep, setup, cleanup and entertain are again requested to come forward.

If you find you can help with any of these, please let me know. Many hands make for light work. You have all helped in so many ways for the previous functions. I look forward to this event with great anticipation.

**BRING YOUR FRIENDS SO THEY CAN ENJOY SCOW TOO !!!!**

Pass the word to all your friends that this is THE opportunity to sign up for training, renew your memberships or become a member of SCOW.

Let's make lots of Social Plans for 2007. I look forward to your suggestions, support and help.

One of the items on the agenda this year will be to update the SCOW DHOW! If you are so inclined to work on this project please talk with me!!!

We'll also be planning and will have sign up sheets available for the Thursday Social Sails starting in April. I look forward to hearing from you and implementing your ideas for social activities for SCOW\*  
✱

Dot,

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

## **Wanna Race!**

### **Don't miss the Annual Re-Up Pot Luck Brunch**

(details above)

Sign up for racing there and email the Race Director ([race@scow.org](mailto:race@scow.org)) for SCOW with your first and last name and the email address you'd like to receive our Racing News



## **Maintenance Report**

*by Bill Davenport, Maintenance Director*

Refits and up grades are ongoing. Many thanks to Bob and Lisa Eller for their continued involvement in repairs on Rebecca, they recently installed jib sheet cam cleats mounted on hand made risers. This will make sailing Rebecca easier when short of experienced hands. I have almost finished the long awaited "sailing class tiller" for Rebecca and it should be installed shortly. Custom made Catalina 25 cockpit cushions have arrived via ebay auction at about 25% of the delivered retail price.

A stern mounted grill is on the way, also via ebay at about 40% of retail. This will facilitate comradery with hot dog parties on the dock or hot dog raft ups in the lagoon (maybe after dark with the Scots). Commodore John tells me the grill isn't permitted on SCOW cruisers under the current rules. I'm hopping to get a pass to allow use of this new grill for SCOW events. Back ordered parts for the "TURBO SCOT" are in and installed. So we are almost there. We just need a crew to lower the mast and reinforce the mast head sheave cheeks. Please step forward if you're qualified and have tools. Forewarning, you will probably need to finance this project and await reimbursement. After that, all that's needed is a dry run at hoisting the sails and ironing out any problems. Arrangements will need to be made to guard against sail chafe from the lifting wire. The trailer modifications have been put on hold. Volunteers are always needed.

Smooth sailing and stay cool ~

A knot is never "nearly right"; it is either exactly right or it is hopelessly wrong, one or the other, there is nothing in between.

Clifford Ashley, Author *Ashleys*  
*Book of Knots*

## **US Sailing Race Management Seminar**

*By Adam Pressman*

On February 10th one of our sister sailing clubs hosted a seminar on race management practice. The US Sailing organization aims to have all regattas announced, setup and scored in a consistent fashion. US Sailing has a program to certify race management officers in a day long event with a test at the conclusion of thorough training in scoring, required documentation, protest practices, the Racing Rules of Sailing and all facets of scheduling, announcing, conducting and scoring a fun and fair regatta.

Your Race Director completed his certification as a Club Race Officer with a perfect score and everyone passed. As some of the skippers are routine participants in the many races on the river and the bay, I look forward to better racing as this knowledge diffuses through the fleets.

You can get more information on the US Sailing Race Management programs at the US Sailing website on the subject. Also below is a link to study questions for the certification test.

<http://www.ussailing.org/racemgt/>

<http://www.ussailing.org/racemgt/documents/RMStudy-Basic.pdf>\*



## **Samuel Plimsoll (1824-1898)**

*By Bill Davenport*

A British politician, was early in life reduced to destitution through his failure as a coal merchant and for a time lived in common lodging houses which, he claimed, introduced him to the wretched conditions of the poor.

Plimsoll directed his attention to what was known as "coffin ships" which were unseaworthy, overloaded, and heavily insured against loss. Ship owners of the time were permitted under law to risk the crews of these ships.

Eventually a successful businessman, Plimsoll tried to get a bill passed to change the law, unsuccessfully. He wrote a best seller called *Our Seamen*, which aroused so much interest Parliament was forced to introduce a bill that was later abandoned as result of pressure applied by ship owners.

Plimsoll lost his temper in the House of Commons and called the members "villains" and shook his fist in the speaker's face. The depth of feeling and public outcry forced the government to reintroduce and pass the bill. Later, a mark was placed on all ships beyond which they could not be loaded. This became known as the Plimsoll mark✳

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## **Reading the depth of the Potomac**

*By Bill Davenport*

There has been much discussion and humorous banter about the water depth at WSM lately.

The lagoon in our home port, lies at the mouth of a creek. Which deposits lots of effluent and urban flotsam. The "mud flats" are ever changing. I have found that a good way to judge the depth when I leave the marina is seeing how high the poles that anchor the small boat docks are sticking above the docks. Real tall poles=real thin water.

One way of better judging this is with easily read marks on the pole or poles furthest from land. Like Plimsoll marks on the bow of a ship. Maybe someone out there will contact the marina, get permission and make this happen. This will certainly make things easier for sailors new to this marina without taxing those that have learned it.

Going up river or coming back to the marina from up river requires traveling downstream of our marina in order to access the marina's deeper channel. The temptation is great to "cut the corner" and go across the shoal that extends south of the landing lights pier. It's the shape of this shoal that's so hard to judge. When coming home it may get shallower after leaving the light pier abeam and just before reaching our home channel. If that's the case, when your attempting this; head down river and slightly away from our home channel until the board/rudder stops dragging. It seems that in the past this bump has been the catch because the slope of this sandy/muddy bottom is gradual and otherwise easy to read, (save for logs, shopping carts etc). It is ever changing however.

When leaving the marina in a keel boat, traveling along the outer side of the channel (the red marker side) at low water is inviting trouble. There's more water on the green side. Also the shape of the channel is tricky when leaving if you try to line up the red markers that are past the small boat docks you may find the bottom inside of that line when you haven't reached the first red mark. It just seems to be more prudent to exit using

*Continued on page 9*

# March through June 2007 Calendar of Events

Saturday through Friday

		Sat Mar 3	Sun Mar 4	Mon Mar 5	Tue Mar 6	Wed Mar 7	Thu Mar 8	Fri Mar 9
MARCH				Board Meeting				
		Sat Mar 10	Sun Mar 11	Mon Mar 12	Tue Mar 13	Wed Mar 14	Thu Mar 15	Fri Mar 16
			Re-Up Brunch	General Meeting			Channels Deadline	
		Sat Mar 17	Sun Mar 18	Mon Mar 19	Tue Mar 20	Wed Mar 21	Thu Mar 22	Fri Mar 23
		St. Patrick's Day - River Sail & Social						
C		Sat Mar 24	Sun Mar 25	Mon Mar 26	Tue Mar 27	Wed Mar 28	Thu Mar 29	Fri Mar 30
		Race Seminar (tent.)						
H		Sat Mar 31	Sun Apr 1	Mon Apr 2	Tue Apr 3	Wed Apr 4	Thu Apr 5	Fri Apr 6
		Train the Trainers		Board Meeting	Passover			Good Friday
APRIL		Sat Apr 7	Sun Apr 8	Mon Apr 9	Tue Apr 10	Wed Apr 11	Thu Apr 12	Fri Apr 13
		Spring Maintenance	Easter	General Meeting			Social Sail	
		Sat Apr 14	Sun Apr 15	Mon Apr 16	Tue Apr 17	Wed Apr 18	Thu Apr 19	Fri Apr 20
			Channels Deadline			Basic I (Land)	Social Sail	
		Sat Apr 21	Sun Apr 22	Mon Apr 23	Tue Apr 24	Wed Apr 25	Thu Apr 26	Fri Apr 27
	Basic I (Water)	Basic I (Water)			Basic I (Land)	Social Sail		
L		Bay Raft-up (Tentative)	Bay Raft-up (Tentative)	Cruiser (Land)				
		Sat Apr 28	Sun Apr 29	Mon Apr 30	Tue May 1	Wed May 2	Thu May 3	Fri May 4
	Basic I (Water)	Basic I (Water)			Basic I (Land)	Social Sail		
	Cruiser I (Water)	Cruiser I (Water)	Cruiser (Land)					



## February River Report, or, why it's better to be in the Caribbean!

by Wayne Williams, SCOW River

The great ice storm of Valentine's Day 2007 was an ordeal. Schools closed for days. Potomac River frozen nearly solid. Is it true a watched pot never boils? Is that why a stirred pot won't freeze? Whatever the reason, the bubblers have been churning the water at the marina, and have kept the ice in the Potomac from encroaching on Rebecca and Psycho.



SCOW – 2007 Cruise Pic by Veri)

The ice on the docks was, however, another matter. The Washington Sailing Marina posted signs indicating the hazard with the caveat "Enter at Your Own Risk". No one would risk slipping on the ice and tumbling into the cold water. In fact, efforts to shovel this "snow" even on shore were futile, and so the docks have remained impassible. SCOW maintenance crew/skippers could not even spend a few hours with minor boat repairs while at the dock.

But, sailing season is just around the corner! So plan on attending the re-up brunch and sign on for another year of sailing with SCOW. Who knows you may end up in the Caribbean!\*



SCOW – Fun in the Sun (Pic by Veri)



SCOW-Cat by Sunsail (Pic by Veri)



SCOW – Winter Cruise (Pic by Veri)

## Sailing Schoolhouse in the Virgin Islands

By Adam Pressman

There's a number of ways to get certified sailing skills but none more pleasant than attending Blue Water Sailing School's on the water courses. The American Sailing Association certifies sailing skills so that bareboat charter operators can be assured of a level of competency appropriate for safely enjoying charter sailing. ASA also certifies and recognizes exceptional training skippers like Bill Condon. Despite almost twenty years racing sailboats there was something incredibly useful I learned from Bill each day of the seven day program.



*Our classroom and home for 7 days...Blue Water's Weatherbird.*

Combining in an effective way the classroom and practical sailing instruction in the ASA 101, 103 and 104 courses, our group of relatively new sailors was drilled in dozens of man overboard drills, an excellent test for almost all sailing skills. Everyone steered, trimmed and each had to cook a meal for the others to demonstrate prowess below decks as well.



*Beautiful days spent sailing, learning and enjoying the Virgin Islands*



*Students plot a fix in between dozens of "man overboard" drills.*

At the end of the training Captain Bill proclaimed our group fit to take out a boat without a skipper to continue sailing in the Virgin Islands...some did just that. Not just empty praise as Bill said in the same breath that the significant majority of sailors in this very easy place to sail lack these skills.

The Blue Water Sailing School was highly recommended to me and I can now see why. The management, who offer programs in Fort Lauderdale and Newport as well as Saint Thomas, arranged all travel requirements, provided excellent checklists and all the reading materials with plenty of time to have read them before the voyage. Bill Condon is an excellent cruising skipper instructor and an accomplished racer.



*Students studying the ASA approved training manuals.*



*Seamanship and knot practice are required daily activity*

You can reach Blue Water Sailing Schools at the link and number below:

<http://www.bwss.com/> 800.255.1840



*There are three days of comprehensive tests. Success means ASA 101,103,104 certification.*



*The Captain in his "office" grading the tests.*



*After passing our tests it was time for Captain and crew to celebrate.*

the middle of the channel or favor the green side. The green side will also bring you closer to the small boat docks and traffic. Many a keel boater has given a wide berth only to end up aground.

**Tide and current:**

Water level doesn't rise and fall with the tide at the same rate over a 25 hour period. The current, in or out, flows the swiftest the hour preceding high or low tide. This is called max flood or max ebb respectively. I hope the old salts will forgive me as this is aimed at those who are learning the water.

Current is the horizontal movement of water and tide is the vertical movement of water. What this means is if you find the bottom during these periods you will either float off in a few minutes or things will quickly get worse.

**Getting off quickly:**

If the skipper of a Scot or other centerboard boat has persisted in finding the bottom with the board up, your stuck and will be there until the tide rises or the boat gets lighter.

If you are in a keel boat the crew can lean the boat over with their weight on the rail, up the mast and out on a swung out boom. In extreme cases its possible to lift the water intake for the inboard motor out of the water or into the mud. Water coming out of the exhaust pipe indicates what's going in the engine.

Or.....

Send all that beef that's in the cockpit to the pointy end of the boat. Leaving the lightest person to operate the controls. This may lift the prop of an outboard up and require leaning the boat to the side that the motor is mounted. Attention must be paid that the cooling water indicator stream from the motor head, is strong and continuous. Look at this and judge what's normal before leaving the dock. This only lifts a few inches so be ready. Know where the deeper water is and how to get there. In forward or reverse. If you hit something in reverse the more fragile rudder hits first.

Many keel boats are designed with their max. draft aft of their max beam or with less volume/buoyancy forward of max. draft. That's why this works and its quick\*

## See you at the Annual Re–Up Pot Luck Brunch!

March 11, 2007

11AM to 2PM

The Colonies Clubhouse

McLean, VA



**2007 Board of Directors**

<b>Position</b>	<b>Name</b>	<b>Home</b>	<b>Work</b>	<b>E-mail</b>
Commodore	John Rogers	202.244.5537	301.294.2804	commodore@scow.org
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Maintenance	Bill Davenport	301.598.7524	301.367.3301	maintenance@scow.org
Social Director	Dot Almassy	703.560.0367	703.681.5385	social@scow.org
Skipper Director	Susan Berman	202.244.5537		skipper@scow.org
River Director	Wayne Williams	703.981.9320		river@scow.org
Racing Director	Adam Pressman		703.850.2072	race@scow.org

**Other Key People**

Crew Liaison	Melissa Ennis	703.845.5764	301.279.4201 x2180	crew@scow.org
Bay Director	TBD			bay@scow.org
Channels Editor	Adam Pressman	703.850.2072		channels06@scow.org
Email Administrator	Jeff Teitel	202.271.1238		postmaster@scow.org
Membership Coordinator	Monika O'Connor	703.921.9262	703.593.4380 (cell)	members@scow.org
Web Editor	Peg O'Laughlin			webmaster@scow.org
Photos on Web	Mike Rothenberg	703.998.0692	703.820.1270	pictures@scow.org

**For Information about Club Activities**

Visit <http://www.scow.org> or email [info@scow.org](mailto:info@scow.org)

