

# ChanNels

The Newsletter of the Sailing Club of Washington  
December 2005

## Commodore's Log

### From the Commodore

November gave us excellent weather for Potomac River and Chesapeake Bay sailing. You can see photos of happy SCOW members on the SCOW website under photos.

The November 18th Hail and Farewell party was a very big success at City Tavern in Georgetown, thanks to party planner of the year, Kathy Martin. SCOW members of all ages and sailing experiences came for the dinner, and even more showed-up for the auction and dancing! Some of us even enjoyed a post-party party at Chadwick's. We even have a member offering to schedule dancing on a regular basis!



**Sailing the Potomac**

December brings a changeover of Board members at the Board meeting but there will be no monthly membership meeting for December. Come back in January!!

By unanimous vote the newly elected Board members are:

Commodore - Jan Earle  
Vice - Henry Cheng  
Treasurer - Walter Perterson  
Secretary - Annette Keller

Directors (Specific duties will be assigned later, per SCOW By-laws.)

Dot Almassy  
Melissa Ennis  
Karen Moreno  
Dorothy Stocks  
Kristin Stone  
Wayne Williams  
Karl Wolf

We owe these new Board members full support in the coming year and judging by the talented lineup, it will be a banner year for SCOW in 2006. Pictures and backgrounds of the newly elected Board members are still posted on the SCOW website.

I wish each of you a very Happy and safe Holiday Season. Be safe and think about the upcoming charters and spring weather. It is certain to be another great sailing season.

Steve Linke  
Commodore  
Sailing Club of Washington

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**Next Membership Meeting:  
Monday, January 9<sup>th</sup>, 2005**

The January meeting will be on the second Monday of the month. Location is at the American Legion, 400 Cameron Street, in Old Town Alexandria (around the corner from Gadsby's Tavern). Socializing downstairs is at 6:30 pm and the meeting begins upstairs at 7:30 pm.

River Report

Hi fellow SCOW members. I would like to thank you for your support on this year's SCOW river program. Special thanks to those skippers/owners who at one time or the other helped out the river program. Some of these fine folks are:

Seth Allen, Mary Bashore, Dale Eager, Jennifer Kamm, Doug Kelch,  
Graham Leadbetter, Steve Linke, Bob Lucas,  
Larry McAndrew, Bill Patton, Dorothy Stocks, Wayne Williams.



I'd also like thank Jay Weitzel and Dave Simpson for their availability when I went through our cruiser checkout process, and Steve Linke who gave me (Henry Cheng) a chance to take on the role of River Director.

Being the Vice Commodore-elect, I am looking for lots of help and advice from our fellow members and Jan Earle, our Commodore-elect.

**Social Events**

Check out the website [www.scow.org](http://www.scow.org) for a complete calendar of racing, sailing and social activities!

Stay tuned for new indoor events coming in January, such as dancing! Also, please, suggest some winter time activities.



SCOW  
Sunset

*The first time you sail your boat up to the dock so she stops within a foot of the cleats is a triumph that will bring a glow to your life.*

Lin and Larry Pardy

## Bay Activity-Veteran's Day Cruise to Tilghman Creek

I don't want to accept it, but the piles of laundry all around my living room are making me face the truth: sailing season is ending. We had September-like weather that made it that much harder to accept. The Veterans Day raftup provided a great ending to SCOW's Bay calendar. Friday brought brisk conditions; C'est la Vie and Sea Frog (Stuart, Barbara, and Monica aboard) joined Odyssey tacking around in the West River. We all returned to West River Yacht Harbor, where Tom had made arrangements with Billy the Harbormaster for guest slips. Partying started as soon as lines were secured, with cider and Southern Comfort and a variety of appetizers.

As the evening wore on, we were joined by guests and additional crew. A late dinner of Paella a la chef Bobbi was enjoyed by the over a dozen hungry crew members gathered in the salon. Good company, conversation, and drink were enjoyed until late into the night. We awoke to frost on the docks, and the crew emerged for showers and breakfast. As the sun rose higher in the sky, temperatures became quite comfortable, but one thing appeared to be lacking: wind. The buoy report of 3 knots at Thomas Point light was discouraging. As Odyssey drifted out the West River, we saw C'est la Vie coming up behind us, circling to raise their sails. Next thing we knew, the wind filled in beautifully, and Odyssey picked up speed.

We passed the marks at the mouth of the West River, and beat down the Bay in a freshening southerly wind. Reaching the shipping channel, we observed a tanker heading north, and held port tack until she had passed. Tacking onto starboard, we saw that C'est la Vie had already rounded Bloody Point lighthouse and was reaching into Eastern Bay. We reached Tilghman Point around 4:00pm, and managed to find our way into Tilghman Creek, with the navigation marks silhouetted by the setting sun.

After a couple of attempts to find the perfect spot, C'est la Vie anchored and Odyssey rafted alongside. Pain Killers (beverages) were enjoyed by all, along with shrimp cocktail, chicken, and a fine dinner of Beef Stew with dumplings. The partying was a bit more subdued than the night before, and eventually everyone retired for some well-earned rest after a great day of sailing.

Morning brought another glorious day, and Odyssey got underway around 10:30. Rounding Tilghman Point, we found about 15 knots of steady breeze in Eastern Bay, and managed better than 6 knots with

## **Help the Editor**

To facilitate the production of SCOW, please follow the following "Keys to Article Submission."

### Keys to Article Submission

1. When you e-mail the article, entitle your email: **article submission**
2. When you submit photos for the newsletter, always include the names of people in each photo.
3. Submit your article by the **15<sup>th</sup> of the month**
4. Submit a full, written-out article
5. Submit your articles to [Channels@scow.org](mailto:Channels@scow.org)

This applies not just to SCOW Board Members but also to SCOW freelance writers and photographers!

ChaNNels can also be read at:

[www.scow.org](http://www.scow.org).

Please email all submissions. If you would like a copy of the 2005 ChaNNels editorial calendar, please request via email to [channels@scow.org](mailto:channels@scow.org). Thanks!

*Diana Combs, Editor*  
*Wayne Williams, Layout Editor*

just our genoa drawing. We headed up to a close-haul as soon as possible, and probably could have fetched (passed on the correct side without tacking) the green marker, but decided a short tack would be prudent--to be sure to clear the shoaling and fish traps that extend to the south of Kent Point.

As we bore off, the wind lightened, and we enjoyed a sunny broad reach up the Chesapeake, arriving at Holiday Hill marina about an hour before sunset. This left plenty of time to start removing sleeping bags, pillows, linens, clothes, and so forth for the season.

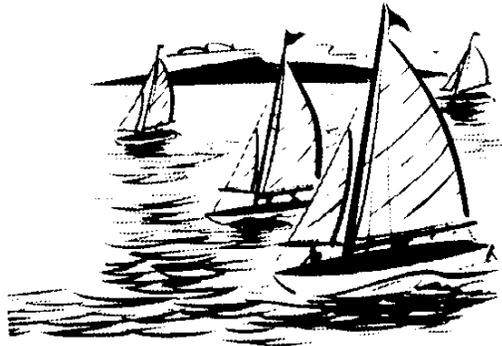
Fair winds,  
Jack

### Correction:

In the November issue, we printed Jack's Bay article as stating that the boat was sinking to the bottom. The author meant for the article to read that the boat was finding the bottom. We apologize for any confusion or embarrassment the word change might have caused.

River Report con't from page 2  
Henry Cheng

Last but not least, I'd like to share with you all a recent adventure I had. You all may think that after a big race, there wouldn't be much more excitement. But hold that thought... I was in the delivery crew for National Maritime Heritage Foundation's schooner American Spirit (A.S.) under the leadership of Captain Duncan Hood after The Great Chesapeake Bay Schooner Race. Many may remember Duncan and the schooner from this year's marina day. I hitched a ride to Norfolk on Saturday October 15th and was just in time for the last bit of festivities.



A.S. lost her engine and was stranded at Rebel Marina in Norfolk after a trial race from Baltimore. A generous mechanic in Norfolk loaned A.S. a fuel bladder, and helped to locate a fuel filter and fuel/water separator. Then Duncan changed the fuel filter and fuel/water separator, disconnected the two main fuel tanks, and connected the fuel line to the bladder. Before we could clear the marina though, the fuel pump gave in. The same mechanic came to the rescue once again, and this time he brought us a new fuel pump, noticing that it was Sunday. Duncan then bypassed the fuel pump (tapping into the instrument switch for DC power), added the fuel/water separator, and connected the bladder and we started our journey back home Sunday evening. We had 75 gallons of diesel in the bladder and about 5 more gallon of spare diesel. If I understand correctly, it was first thought that the fuel line was clogged and water may be the cause of problem after the perilous journey from Baltimore. We sailed through the night and made it from Norfolk to Cobb Island with wind from the South and with literally no spare diesel left as we were about 100 yards from the dock. We couldn't leave Cobb Island without further repairs so the next morning, Duncan changed the steering cable which had 2 strands left. We left Cobb Island late in the morning, but there was no diesel to be found to re-fuel. By that time, we were pretty sure the pump was the root cause and Duncan worked his magic again like a surgeon and operated on the engine to reconnect the fuel line from the main tank while I was at the helm making sure the boat drifted properly and did not run into anything. All that time, Duncan never showed any signs of discouragement -- even though on top of all the engine problems and close calls, he also slid down the rear cabin stairs and hurt his knee! Ouch!

The crew was wonderful, my cabin mate Dave Lamay was fun, helpful and taught me to splice rope. Lisa (Cookie) Finney kept us well fed so we could face up to our challenges. Patrick Staiger was energetic and enthusiastic. It was planned to be a 24-hour trip and ended being three fun and exciting days on the water. On the last leg, we even flew the duct-taped spinnaker (it was torn during the race) as we were close to Highway 301. Many thanks to Duncan, who taught me to fly the spinnaker, and most of all, for being an awesome captain who brought us home safely. We passed the Woodrow Wilson Bridge at 11:00 pm when it opened and we docked at Gangplank marina Thursday morning about 1 am Oct 20th.

Talk Like A Sailor

Bill Patton - Vice Commodore

So SCOWers, it's quiz time. At the beginning of the year I decided to continue the Talk Like A Sailor column started by then outgoing Vice-Commodore Jay Weitzel. I purchased the book "Origins of Sea Terms" by John G. Rogers and Mystic Seaport's Maritime Library and set off to write the monthly column. I have enjoyed putting this column together and encourage incoming Vice Commodore Henry Cheng to continue the tradition. So take a moment and test your knowledge by matching the terms with the correct definition. Correct answers appear at the bottom of this page (don't peek!) as well as in past Channels on the SCOW web site.

1	Windlass	A	The fore-and-aft motion of a vessel
2	Blanket	B	Grease rubbed on various equipment, to lubricate and preserve
3	Bunts	C	Large gib top sail
4	Pitch	D	The body of a sail, especially a square sail
5	Nip	E	Flat Calm
6	Slush	F	A device for raising and lowering an anchor
7	Yankee	G	A loop of an eye splice, or a line spliced around a thimble or grommet
8	Grog	H	Lines rigged to raise or lower sails
9	Lazy jack	I	Diluted rum ration
10	Irish Hurricane	J	Stealing the wind of another boat that is down to leeward



*The dream I had long held was to voyage afar in a sailing boat; to see people and places in a manner possible by this means; to move in humble harmony with the sea and the wind and to count these formidable elements as my friends; to encounter new experiences, discover new values, and to enrich my life. I have found these things.*

Richard J Voigt

Talk Like a Sailor Quiz Answers:

Talk Like a Sailor Answers

1-F, 2-J, 3-D, 4-A, 5-G, 6-B, 7-C, 8-I, 9-H, 10-E

### 2005 Board of Directors

Position	Name	Home	Work	E-mail
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#### Other Key People

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#### Membership Meetings

On the second Monday of each month (except December) at the American Legion Hall, 400 Cameron Street  
(around the corner from Gadsby's Tavern), Old Town Alexandria, Virginia.

Socializing starts at 6:30 p.m. downstairs, and our meeting begins at 7:30 p.m. upstairs

#### For Information about Club Activities

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