

ChanNels

The Newsletter of the Sailing Club of Washington
January 2004

(Vice) Commodore's Log

This section of Channels is traditionally occupied by the Commodore's Log. As Vice Commodore, I am standing in this month for Commodore Len Zuza, who has been called away from town by an emergency.

What a remarkable difference, so far, between last winter and this one! Last winter, I was visiting my boat in December to clean off the snow. This winter, I've actually been sailing. And, I've seen our SCOW boats on the river on several occasions, so I know many of you have been enjoying the great weather, too.

Something else I've noticed -- and that you may have noticed too -- is the increased presence of the United States Coast Guard and other law enforcement groups on the river as a result of the heightened national security alert. I wanted to use this column to let you know how this can affect all of us as boaters.

I was sailing Needa Breeze on the Potomac River near the Naval Research Laboratory on the afternoon of January 3rd, and experienced some things that were new to me. I saw two of the Coast Guard pursuit boats we're used to seeing on the river, but this time with 50 caliber guns mounted both fore and aft. I also saw a helicopter fly repeatedly along the entire length of the Wilson Bridge at bridge level, as if

inspecting it. Then a third and larger Coast Guard boat sailed slowly by me, stopped, and launched a small runabout with three crew. The small craft approached my boat, hailed me, and tied alongside. The crew asked if I'd ever been inspected by the Coast Guard. I replied that I'd never been inspected. They told me that they were not boarding vessels that day, but were checking identification and registration. They asked for a picture ID and for the boat registration. They verified my identity and the boat registration by radio. (OK, no jokes here about how I just generally look suspicious.)

The crew then told me that they were requesting the assistance of all boaters in the area to help them by being extra "eyes and ears" to watch for security issues. They asked us to be alert for anything suspicious -- for example, a fishing boat lingering by a bridge without any fishing gear in use. They told us that if we saw anything suspicious, we should alert authorities immediately either by hailing on Channel 16 or even by calling 911 on a cell phone. The Coast Guard conducted similar stops of several other vessels in the area that day.

I offered to pass this information along to our club and the Coast Guard crew encouraged me to do so. If you're planning to sail on the river, make sure you have identification and registration handy. If you have a radio on your boat, make sure it is turned on and tuned to Channel 16, especially if

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January Membership Meeting

Monday, January 12, 2004

SCOW's regularly monthly meetings will resume on Monday, January 12, 2004. The meeting will be at the usual time and place - the American Legion Hall in Old Town Alexandria, 400 Cameron Street (visit www.scow.org for directions). Socializing begins at 6:30; meeting opens at 7:30.

We'll ring in the New Year by viewing a SCOW "photo montage" presentation depicting club happenings throughout the past year - you won't want to miss it. See you there!

(Continued from page 1)

you see Coast Guard or law enforcement vessels in the area. If you are hailed, either by radio or by voice, by a Coast Guard or other law enforcement vessel, obey their commands. (Those 50 caliber shells can make pretty large holes in your gel coat.) Also, help the Coast Guard by keeping alert for any suspicious activity. If you do see anything that doesn't look right, contact the authorities.

Fair Winds!

Jay Weitzel

SCOW Goes to the Movies

On December 4th, more than 20 SCOW members enjoyed a special Social No-Sail group outing that included watching the newly-released movie, "Master & Commander, the Far Side of the World," and dinner following the movie. SCOW's Allan Lewis graciously agreed to write the following review:

"Master & Commander, the Far Side of the World" The movie offered a little something for everyone, and seemed to depict life on a British warship during the Napoleonic Wars (late 18th/early 19th centuries) quite accurately. The most exciting sailing scene was the frigid, stormy passage around Cape Horn that stressed the wooden ship to its limits, after which the crew resourcefully completed major repairs while underway so that little time would be lost pursuing a French warship. The tactics used in the naval engagements were interesting, determined by the limited maneuverability of the square-rigged ships, the limited ability to aim the ship's cannon, and the different sizes of the opposing vessels (the French ship was almost twice as large and much more heavily armed than the British ship). The battle scenes were quite graphic and brutal. I personally found the depiction of primitive surgical practices quite fascinating. Long before cranial implants, a simple Coin of the Realm could work perfectly to plug a hole in one's head, should the need arise. Many enjoyed the characters that comprised the ship's crew, especially the leads, Cap't. Jack "Lucky" Aubrey and his close friend, Stephen Maturin, the ship's doctor. At one point during the voyage, Cap't. Aubrey had to make a painful decision between his sense of duty and friendship. The doctor had been shot accidentally, and surgery on the bullet wound could only be performed ashore, but this would delay the pursuit. The crew

put ashore on the Galapagos Islands, and the surgery was completed successfully (by none other than the doctor himself...with mirrors...honest!) The movie used the doctor's recuperation on the islands to depict the activities of early naturalists. To find out how the battle ends...you'll have to watch the movie!

After the show, most of the SCOW members in attendance shrugged off the snow that was beginning to fall and met at Hops for dinner. The restaurant, situated close to the movie theater, brews its own beer, so there were plenty of choices, and the food was good, too. Based on the success of the inaugural "SCOW Goes the Movies" event, we hope to try to schedule more such events from time-to-time during the Social No-Sail season.

Editor's Note: "Master & Commander, The Far Side of the World" is still playing in theaters throughout the Washington, D.C. area. Visit the entertainment section of www.washingtonpost.com for show times.

ChaNNels

can also be read at:

www.scow.org.

Submit articles to

channels@scow.org

by one week after the monthly meeting. Use any means, but email is preferred. If you would like a copy of the 2004 ChaNNels editorial calendar, please request via email to channels@scow.org or in-person at the January meeting.

Lisbeth Lyons, Editor

Chris Chubb, Layout Editor

Monika O'Connor, Mailing Lists

SCOW Social News

Rob Langford

I hope all have survived the holidays, returned and exchanged gifts, visited the gym (with resolutions to back you), and are looking forward to a cold, dark, snow-bound January. Well even in these days of snow and sniffles, SCOW is there with social events to brighten up your days!

Holiday Raft-Up!

The Holiday Raft-up, which was scheduled for this Sunday, January 11th, has been postponed until the next weekend, January 18th. On the January 18th, the event will be held starting at 5PM and ending at 9:00 p.m. at the Colonies in McLean, VA.

The reason for the postponement is due to an error SOLELY on my part. I had failed to properly confirm the space at the Colonies for the desired date. As a result, the space was given to another function for this weekend.

After conferring with the current past members of the Board of Directors, in which the options of finding another venue or postponement were debated, I made this decision with their consent. In addition to this e-mail, I will be sending out a postcard invitation to arrive at your door by the end of this week.

So, with that...

COME One COME All to the SCOW Holiday Raft-up!!! This event will ring in the New Year on Sunday, January 18th at 5PM. The event will last until 9PM. The event will be held at the Colonies in McLean, Virginia (the same location as the Re-up Brunch.) See directions below.

SCOW will be providing a couple of hams and turkeys. We need club members to provide side dishes, desserts and drinks - each of which should be able to feed or semi-souse at least 8 people.

Can't cook? Then we will be asking for \$10 at the door, to help pay for the club provided food, drinks and room rental.

Also, I will be looking for volunteers to help with the following:

1) Setup

2) Event Operation, (done in 2-hour shifts) to include:

- Bar Tending
- Food Service
- Taking entrance fees
- "Environmental maintenance" (making sure everyone is happy.)

3) and Clean-up.

If you can help, let me know. This will be my last event as Social Director, and a good introduction to the new Social Director, Gerri Hanna. So, let's get Gerri and the New Year off to a good start (considering). "Many hands make light work!"

The exact address to the Colonies Condominium clubhouse in McLean (Provincial Drive, off Old Meadow Road, off Route 123 - just inside the Beltway) is 7700 Provincial Drive, McLean, VA 22102. (Look it up on your computer!) The telephone number is (703) 821-9391.

DIRECTIONS TO THE COLONIES: From the Capital Beltway (I-495), take the exit for Route 123 North (towards McLean - Exit 46 off the Beltway). At the first light, turn RIGHT onto Old Meadow Road (GEICO building on your right). Go approximately 1/4 mile and the entrance to the Colonies will be on your LEFT. Tell the Guard you are attending the SCOW party. The Clubhouse is the first building on the left after the guardhouse. You may park in any space that is not marked "Reserved."

Social No-Sails!

Another event(s) that will be taking place throughout January is the Thursday night Social No-Sails. To date, these have been pretty well attended. Last week we had a crowd of ten people swing by at various times. The Social No-sails are held at Mango Mike's (www.mangomikes.com) in Alexandria, VA. They have been starting around 7:00 p.m. and lasting until 9:00 p.m. However,

people have been showing up around 7:30 p.m. So if you are there at 7:00 p.m. and no one is present, stick around and people will start trickling in eventually.

Also, there has been the suggestion that we start the Social No-Sails at 6:00 p.m. This would make it more of a Happy Hour-style event that members can hit on their way home from work. What do people think? Suggestions? E-mail me.

New SCOW Social Chairperson!

Finally, I want to welcome Gerri Hannah as the 2004 Social Chairperson of SCOW. To assist her

in her new duties, I am looking for a whole crowd of volunteers - to both help with and manage events. If you can volunteer, please e-mail social@scow.org and list what you would like to do. If you have an idea for a new event, let us know! We will be drawing up the 2004 schedule in January, and would like to add new activities to the calendar.

Farewell..

Well, that's it for me! Thanks to all for your help throughout the past year. I will see you around in 2004.



Skipper Director News

Karyl Owings

Greetings and Happy New Year to everyone at SCOW! As your newly elected Skipper Director for 2004, I am looking forward to working with all of our SCOW Skippers and serving the whole club to the best of my ability. In addition to welcoming new skippers and welcoming back existing ones, I hope to encourage all of our skippers to enthusiastically support the Race, Social and Training programs this year. These SCOW activities are designed to get you out on the water, and that's what it's all about! If you're not a SCOW Skipper... why not?! Skipper or not, I can't wait to see and sail with you all this year. See you on the water!



(Courtesy of Sean Elkin)

12/29/03 - Last sail of the year?

Notes From the Boat Yard

John Roland

Fleet Status

Psycho remains on the injured reserve list. On Saturday, November 22, a gallant effort was made by Mike Clifford, Donna Cohen, Joe Depoorter, Dale Eager, Lukas Kohler, Bob Lukas, Karyl Owings, George Umberger, Joe (unknown), Len Zuza, and a couple of others whose names I've missed, to repair her steaming light. We dropped the mast, ripped out the old wiring and PVC conduit, installed all new wiring and re-raised the mast. Darkness prevented a complete restoration and final testing. The following week, I reinstalled the remaining standing rigging, did the interior wiring, and tested the installation...the steaming light still does not work.

Danschweida still has a defective port side ratchet block, but is serviceable. The other boats are all in service.

Ongoing and Upcoming Projects

Psycho's steaming light - back to the drawing board on this one. I'm hoping that we just didn't get the bulb seated in the socket properly. We'll need to send someone up the mast to check the bulb and, if needed, test the circuit. This will probably wait for a nice weekend day after the holidays. We broke the light socket on the starboard running light while working below (old plastic gets brittle). It's operational (taped in place), but we'll want to get a new socket or an entirely new fixture soon.

Danschweida's ratchet block - no activity is planned on this until Psycho is back in service.

Topic of the Month - Flying Scot Halyard Winches

During restoration of the Scots after Hurricane Isabel, I noted that many of the boats had frayed halyard cables. These were replaced at that time or during the Fall Maintenance Day, but a special effort by the Scot skippers will be required to keep the halyards in good condition. The halyard winches used on the Flying Scots have some undesirable characteristics and need special care in use to avoid excessive wear and damage to the halyards. The problem is that steel cable halyards are springy, and when the tension on a halyard is released they tend to fluff up on the winch drum. This happens whenever you drop the sails or even release the tension on the halyard to connect a sail and raise it. Flying Scot has designed a set of spring-loaded brake pads to prevent the winch drums from turning freely in an effort to prevent this from happening. These are installed and adjusted on Ms-Elli and are ineffectual; they are not installed on the other boats.

The following procedure will take a few seconds each time you rig the boat, but it will ensure that the halyards are tightly and smoothly wound on the winch drums each time they are used. This will make it easier to raise and tension the sails, and will ensure that they remain tensioned properly during use. Likewise it will ensure proper tension will be retained when the boats are stored. Finally, it will eliminate the excessive wear and tear on the halyards.

Whenever the halyard fluffs up on the drum (happens pretty much whenever you release tension on the halyard), remove all the cable from the drum and rewind it smoothly under moderate tension. This is easiest to do if you just pull on the far end of the halyard (where it shackles onto the sail) to pull the cable off of the drum and maintain tension by holding the shackle as you rewind the halyard. If you are raising a sail, shackle the sail to the halyard prior to stripping the halyard from the spool and continue to maintain tension as you raise the sail until the weight of the suspended portion of the sail is sufficient to keep the halyard under tension. If you are putting the boat away, shackle the halyard to its storage position: the ring on the mast for the main halyard, and the jib tack shackle for the jib halyard, and then strip the halyard from the spool and rewind it under tension. If you do this correctly, the halyard will lay down on the spool smoothly with adjacent coils tight against their neighbors and the spool will look like a new, machine-wound spool of thread. If there are gaps in the rows of coils, you are probably not keeping sufficient tension on the halyard (this can also happen if there are kinks in the halyard). If the halyard bunches up at one side of the spool, there is probably something binding it or it is improperly routed. If the problem is not obvious and immediately correctable, notify maintenance@scow.org.

It is possible to avoid this process by maintaining tension on the halyard at all times. You can do this if you use your hand to apply a braking force to the winch drum as you lower sails or loosen the shackles to install them, or if you use the winch handle in reverse to control the drum (winding the halyard off the drum). While these procedures work, I find they take more time than just letting the halyard fluff up and then correcting it. Fluffing up doesn't damage the halyard; the damage occurs when the halyard is tightened over a fluffed-up section. The tight coils press down on the loose ones causing kinks. Sometimes a loose coil will pull tight. This causes friction against adjacent coils, frays the cable and can also cause kinks.

The Sailing Gourmet

SCOW members are fortunate to have great restaurants and watering holes at which to gather along the River and Bay, but sometimes it's nice - or necessary - to cook on-board. This year, SCOW is cooking up a batch of on-board recipes that require only basic ingredients and kitchen tools, and allow you to impress fellow sailors with your culinary prowess. Bon Appetit!

Chicken in a Bomba Log w/ Rum Dipping Sauce*

Skipper and guests will love this Bahamian-style snack!

Ingredients:

- 2 boneless, skinless chicken breasts
- 2 ripe bananas
- 2 Tbsp. butter
- 2 Tbsp. flour
- 1 tsp. baking powder
- 2 Tbsp. sugar
- 1 Cup rum (dark or amber)
- ½ Cup brown sugar



Directions:

Cut chicken into size-desired chunks; roast or grill. Sauté bananas in butter until soft. Stir in sugar, flour, baking powder until batter resembles a thick pancake mix. Form batter around chicken chunks, and pan fry until golden brown. Place finished fritters on paper towel to cool. Boil rum until reduced by half. Add brown sugar; stir until completely dissolved. As an option, add fresh grated ginger to taste. (*Source: www.sailboatowners.com)

Editor's Note: Are you a Sailing Gourmet? If so, submit one of your favorite on-board recipes to channels@scow.org for possible inclusion in future newsletters.

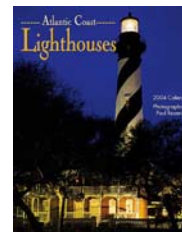
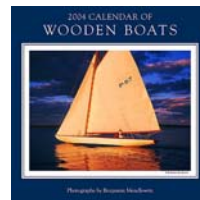
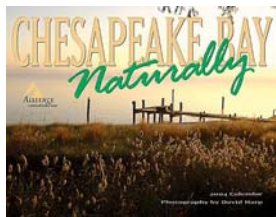


How Do You Love SCOW? Help Us Count the Ways...

Valentine's Day is next month...and a good reason to remember why we love SCOW all year long! Help veteran SCOW members "rekindle the passion" for the club, and encourage new members to "embrace" all SCOW has to offer by completing the sentence, "**I love SCOW because...**" and emailing your submission by January 19th to channels@scow.org. We'll try to publish as many of your "sweet-nothings" as possible in the February ChaNNels.

ChaNNels is looking for...SCOW's Fair(er) Weather Friends!

If you're heading off to warmer waters this winter, do your SCOW friends a favor by helping us escape vicariously to the islands with you! E-mail channels@scow.org to share your adventures with the club. Your information will benefit fellow SCOW members in planning future sailing trips this winter and next. Please include information on the "who, what, when & where" of your winter sailing with us, and include e-photos to really make us drool!



A Sailor's Bookshelf

Need help keeping track of 2004 SCOW meetings and events, not to mention all of those New Year's resolutions? You're in luck! This month, A Sailor's Bookshelf offers a sample of the many inspirational wall calendars available to keep you on point and in the sailing mood:

1. "2004 Chesapeake Bay Naturally" (\$11.95): The Bay shines in all its photographic beauty, and proceeds of the calendar are directed to Chesapeake Bay conservation efforts.
2. "2004 Cruising World" (\$12.95): The editors and photographers of Cruising World magazine bring exotic ports of call and dream sailing trips to life.
3. "2004 Calendar of Wooden Boats" (\$14.95): Color photographs of wooden boats of all kinds are partnered with informative marine history text.
4. "2004 Art of the Sea" (\$12.95): A variety of ships are depicted in illustrations by top contemporary marine artists, and proceeds of the calendar benefit the National Maritime Historical Society.
5. "2004 Atlantic Coast Lighthouses" (\$12.95): It's impossible to ignore the simple beauty and symbolism of historic lighthouses. The calendar features photographs of lighthouses dotting the Atlantic coastline from Maine to Florida.

Editor's Note: Pricing and availability information is for www.barnesandnoble.com, although many other booksellers carry these items. Also, please note that your favorite maritime organization or locality may also sell calendars as a fundraising tool.

A sobering sign of the times...Safe travels and sails to all!



(Photo courtesy of USCG PA2 David Mosley)

A Boatforce DC rigid-hull inflatable smallboat, better known as a Safeboat, patrols the waters of the Washington, D.C. area as part of homeland security.



(USCG Photo courtesy of Telfair H. Brown)

Reserve Petty Officer 2nd class Ken Harper (L) and Petty Officer 3rd class Derek Navin, of Boatforce DC, patrol the waters of the Washington, D.C.

2004 Board of Directors

Position	Name	Home	Work	E-mail
Commodore	Leonard Zuza	202.543.5443	202.543.2330	commodore@scow.org
Vice Commodore	Jay Weitzel	703.866.9190	703.205.3320	vice@scow.org
Secretary	Marie Rutledge	703.845.9838	703.761.0584	secretary@scow.org
Treasurer	Dorothy Stocks	703.521.0903	703.524.3147	treasurer@scow.org
Training Director	Jan Earle	202.249.0855	202.513.7667	training@scow.org
Maintenance Director	John Roland	703.368.9792	703.321.4614	maintenance@scow.org
Social Director	Gerri Hanna	703.216.3381		social@scow.org
Skipper Director	Karyl Owings	703.626.0823	703.234.0743	skipper@scow.org
River & Bay Director	Evie Banda	410.507.0017	202.862.5649	bay@scow.org
Racing Director	Genie Williford	703.765.4740	703.426.2172	race@scow.org
Other Key People				
New Members	Melissa Ennis	703.845.5764		info@scow.org
	Jeremy Spilker	703.494.7237		info@scow.org
Historian	Jane Farthing	301.972.2636		historian@scow.org
River Coordinator	Donna Cohen	202.965.1622	301.897.2684	river@scow.org
Database Administrator	Monika O'Connor	703.921.9262		dba@scow.org
Email Administrator	Jeff Teitel			postmaster@scow.org

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

Call 202.628.7245 (202.628.SAIL) or email info@scow.org or visit <http://www.scow.org>

