

Commodore's Log

By John Rogers, SCOW 2007 Commodore

Welcome to a new sailing year!

With the new year comes a new board and a new author of the Commodore's Log. Also contributing to this issue of ChaNNels are articles by Tom Beachem Bill Davenport, Carole Jackson, and Wayne Williams on the January membership meeting, maintenance activities (Yep, there are maintenance work days in the winter!) and social activities. Don't forget the After Glow party on Saturday January 6.

Despite the winter season and the change in the SCOW board, SCOW has been busy. Check out the details (and volunteer opportunities) below on: 1) changes to the fleet (Boat Asset Committee Report); 2) we need a Bay Director; and 3) possibly making boat reservations through the SCOW web site (Looking Forward).

The Boat Asset Committee (BAC) is established by the club's By-Laws. Its duties include long-term planning for maintenance and acquisition of club boats, inspecting the safety equipment on SCOW boats, and provide the incoming board with a report on the status of the boats and recommendations for coming year. The By-Laws also establish a separate Boat Asset Fund for boat-related capital expenditures. The club makes yearly contributions to the fund. This fund is used to purchase new boats and make major changes/repairs to the boats we have.

The Boat Asset Committee prepared their report for the December board meeting and their recommendations were accepted by the board. The following summarizes their recommendations for the various boats:

Psycho: Due to her age and because she is not configured adequately for the club's uses, the BAC recommends that no additional funds be spent for improving or upgrading *Psycho*. The BAC further recommends that SCOW find a replacement boat and subsequently sell *Psycho*.

Rebecca: The BAC recommends some upgrades and maintenance.

The BAC had several recommendations regarding our Flying Scots. Too summarize, SCOW plans to purchase a fourth Flying Scot. In addition, one of the Flying Scots will be modified to make the boat easier to launch and less prone to failure. This is an experiment. The new maintenance director has already started "optimizing" *Danschwieda*. (See the accompanying article.) The BAC also made other maintenance recommendations.

To further implement the BAC recommendations, the Board will establish procedures for the purchase of a fourth Flying Scot and a replacement for *Psycho*. If you would like to be involved in the process, contact me (Commodore@scow.org) or the maintenance director (Maintenance@scow.org).

The most important item for the January board meeting is to set the schedule for the coming year, setting dates for classes, parties, maintenance days, and river and bay events. Although the schedule can be

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modified later, this meeting sets the agenda for the rest of the year. The board meeting will be on Tuesday January 2 at the Commodore's house (not the usual location or time due to the Holidays).

We do not have a Bay director. This is your chance to volunteer, get a vote on the board, and influence what happens on the bay this year (Sorry, the power of the Bay Director is somewhat limited, you will not be able to actually direct the bay or influence the tides). You do not need to own a boat on the bay to be the SCOW Bay Director. However, familiarity with the bay is helpful. In the absence of a Bay Director, the board will schedule events and solicit a volunteer to coordinate each event. Is there a bay raft-up/event you would like to sponsor/coordinate? Thanks in advance for volunteering.

This year is already shaping up to be busy. My most important objective this year is to maintain the sailing and social experience to which we have become accustomed here at SCOW. Part of that is adjusting to changes over time – changes in the boats and changes in technology:

As noted above we will be making changes to the fleet.

We have also identified changes to several By-Laws to improve elections and to clarify some items in the By-Laws. There will be more discussion of these items as the year progresses.

Finally, there has been some discussion over the years about upgrading the SCOW website. We may be pushed in this direction because the WSM marina would apparently like us to make boat reservations on-line through the SCOW website rather than through the marina staff. There are many options here that need more discussion. Although upgrading the website can provide better service to members and simplify some SCOW functions, changes take time or money and must address the needs of all SCOW members. Is there some function you would like to see on the SCOW website? What might a "Members Only" section contribute? What problems would you have if boat scheduling or other functions (perhaps paying your membership dues or getting skipper materials) was through the website? How might those problems be addressed?

If you have any expertise to help guide SCOW in these decisions or you have time and skills to do the relevant programming please contact me at commodore@scow.org

That's a lot for my first Commodore's Log. But it is winter. At least you are not trying to read this while on a sail boat.✱

And I advise all sound cruises to anchor properly in a harbor, not tie up at a "marina," the yachtsmen's slum.

Samuel Eliot Morison

*Historian and Author
Spring Tides*

The SCOW After Glow Party

Date: January 6, 2006

Time: 7:00PM

Location: The Colonies of McLean, 7681 Provincial Dr., McLean VA

Phone: 703-827-8388

Cost: \$10 or a dish per person, (couples need two dishes to get in free) , so plan to bring a dish to share!

Still looking for helpers if you can assist or have questions contact Dot Almassy at (703)560-0367 or dorothy.almassy@us.army.mil

If you're planning to bring a dish, let us know just so we don't get 42 potato salads. SCOW is providing a couple of mains. We'll let you know what they are as soon as that is firmed up.

River Sailing

by Wayne Williams



SCOW – December Sailing

The unseasonably warm weather in December brought SCOW sailors out for many a Sunday sail on the Potomac River. Temperatures went up to 65F, although the wind chill on the water felt much cooler. There were, however, no power boats or tour boats to contend with, since most folks are busy with Holiday shopping.

John and Lisa were seen at Starbucks in Alexandria, while skippers Mike as well as Tom and Heather enjoyed breakfast in Old Town! All a short sail from the Washington Sailing Marina, and within sight of the National Capital and Washington Monument*



Tom, Heather and Crew



Mike and Crew Sailing Home



John and Lisa
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Maintenance Committee Report

By Bill Davenport

Maintenance on *Rebecca* continues with repairs to the starboard life line stanchion (the post that holds up the life-lines) and the addition of a lifeline gate brace. Hopefully, this will prevent the stanchion being broken again. Apparently Catalina [the manufacturer] had problems with the original stanchions and have gone to a thicker wall stanchion tubing on replacement stanchions. Also while this work is being done PVC pipe was installed on the cockpit sections of the life lines to form a more comfortable back rest.

Dansweda has become our experimental Flying Scot. The experiment being to make her easier to launch and quicker to rig and sail. This is ongoing and will involve rigging and trailer modifications. Many thanks to the SCOW members who have come forward to help in these projects Dave Reed, Michael Scott, Len Deerkoski, Randy Rosenfeld, Ulrich Lueking and Lynn Russillo.

One of the upcoming projects which does not involve skills with hand tools or great physical strength is wiping down *Rebecca's* deck with wax remover. It seems some well intentioned member thought that waxing the deck would be a good thing. Any way I'm looking for volunteers for that task, and some general cleaning chores. Please contact me at billdav21@hotmail.com

Fair Winds, Bill Davenport*

Don't Miss the Philadelphia Sailboat Show

By Carole Jackson

The Philadelphia Sailboat Show is coming up **January 18-21, 2007** -- that's a holiday weekend for you Federal types -- and SCOW is going!

If you'd like to go, we have an opportunity to help you save money, in several ways:

-- First, if you want discounted show tickets, e-mail me at carolej@hotmail.com and let me know you'd like to go, and I'll arrange for tickets.

-- Second, the show sponsors, Sail America, have arranged for a 10 percent discount on AMTRAK fares, which you can get by booking your fares by telephone and citing discount code X92E928. This 10% discount is the same as the regular discount you can get by using your AAA card, if you have one. Members of the military can get a 15% discount if they have a DoD ID card and buy their tickets at the train station -- but lines are usually long, and it's not worth it (IMHO) to chance missing a train for an additional 5 percent off.

Other travel information can be found on the sail show link below:

<http://www.strictlysail.com/shows/phili.asp?show=ph>*

Help the Editor

To facilitate the production of ChaNNels, please do the following:

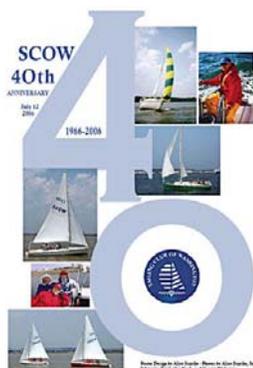
When you submit photos, always include the names of people in each photo

Submit your article by the 15th of the month

Submit a full, written-out article

Submit your article to
channels06@scow.org

Don't Forget the Re-Up Brunch At the Colonies, in McLean Virginia



SCOW Anniversary Posters for Sale

Don't miss out on getting your very own poster commemorating SCOW's 40th Anniversary. Log on to www.scow.org and view a larger version of this beautiful poster designed by members, featuring photos by members. This is a one-time opportunity to have a memento of a special year for your sailing club -- don't miss out. An order form can be downloaded from the website.

January and February 2007 Calendar of Events

	Sat Dec 30	Sun Dec 31	Mon Jan 1 New Year's Day	Tue Jan 2 Board Meeting	Wed Jan 3 Full Moon	Thu Jan 4	Fri Jan 5
J	Sat Jan 6 After Glow Party	Sun Jan 7	Mon Jan 8 General Meeting	Tue Jan 9	Wed Jan 10	Thu Jan 11	Fri Jan 12
A	Sat Jan 13	Sun Jan 14	Mon Jan 15 Martin Luther King Day	Tue Jan 16	Wed Jan 17	Thu Jan 18	Fri Jan 19
N	Sat Jan 20	Sun Jan 21	Mon Jan 22 Channels Deadline	Tue Jan 23	Wed Jan 24	Thu Jan 25	Fri Jan 26
U	Sat Jan 27	Sun Jan 28	Mon Jan 29	Tue Jan 30	Wed Jan 31	Thu Feb 1	Fri Feb 2 Full Moon
A	Sat Feb 3	Sun Feb 4	Mon Feb 5 Board Meeting	Tue Feb 6	Wed Feb 7	Thu Feb 8	Fri Feb 9
R	Sat Feb 10	Sun Feb 11	Mon Feb 12 General Meeting	Tue Feb 13	Wed Feb 14 Valentine's Day	Thu Feb 15 Channels Deadline	Fri Feb 16
Y	Sat Feb 17	Sun Feb 18	Mon Feb 19 President's Day	Tue Feb 20	Wed Feb 21	Thu Feb 22	Fri Feb 23
F	Sat Feb 24	Sun Feb 25	Mon Feb 26	Tue Feb 27	Wed Feb 28	Thu Mar 1	Fri Mar 2

Veteran's Day Cruise, Nov. 10-12th

by Tom Beachem

While many sailors were busy winterizing their boats on the bay for another winter season, and others were starting to work on long-term maintenance projects, an intrepid group of SCOW sailors set forth out on the Chesapeake to see what the wind gods would provide.

We weren't disappointed, as the bay offered up a full range of weather and sailing experience, compacted into three days of fun and adventure.

On Friday the 10th, the crew of Bobbi Phillip's *Aurora Blew* were busy with provisioning and last-minute maintenance projects (note to self: NEVER attempt a major maintenance project before starting a planned trip, like say, pulling a cable up the mast!) Although we all enjoyed watching Thom Unger swinging from the top of the mast, we were late to get out on the bay. In clear, fall-like weather with temps in the 60s, we raced under motor to join Jack Schwartz on *Odyssey*, poking our way through the descending dark into the beautiful, deserted (reads: no power boats!) anchorage at Tilghmann Creek off the Eastern Bay. Doug Kelch joined us on *Seas the Day*, and we enjoyed an evening of camaraderie, when out of the darkness loomed Jenny Kamm on *Sangria* (and we thought we were brave!). Seems Jenny had another offer from a competing raft up in the cove, when she attempted to raft with them in the dark, due to the raft master's inadequate direction ("Ahhh, you can't miss us!").

Saturday morning found the crews well rested and ready for a grand day of sailing. We bade farewell to Doug, who decided to stay in the Eastern Bay, and the rest of us took off for the open, clear (did I mention there were no power boats?) waters of the central bay. Enjoying 10-20 knot Southerly winds, and temps in the 70s (!), the fleet reached out and up the bay, arriving before sunset to Rideout Creek off of Whitehall Creek/Bay, just North of Annapolis. Navigating the dogleg of the creek was a bit of fun, only to find ourselves in a beautiful, well-protected creek. After a quick depth-sounding survey, we set the anchor on *Aurora*, and proceeded to have a fabulous raft-wide meal aboard. Yankee Pot Roast was on the menu (yes, pot roast, unbelievably mouth-watering good), with libations flowing liberally from Bobbi's well-stocked wine storage. Soon after dinner, while cleaning up, someone put on the "Abba" CD, and Voila!, the Galley Boys made their appearance, putting on a show, which, well, you'll just have to come to a raft up to find out...

Later in the evening, as the crews relaxed in *Aurora's* cockpit, Thom politely asked Jenny if there was some reason her boat was constantly pumping out water...lo and behold, *Sangria* was actually in the process of sinking (albeit slowly, much to the relief of the now-concerned raft master...). Thom immediately dove into *Sangria's* bilge looking for the leak (hmm, he looks so natural down there!), while Jenny started pumping valiantly (those diaphragm pumps can move A LOT of water when you're motivated). Meanwhile, Jean Pierre, Ria and I pulled a battery out of *Aurora*, and installed it on *Sangria* to provide a dedicated battery for the bilge pump, now seeing heavy use. Fortunately we had the right electrical bits on board. As the bilge cleared of water, the leak was located below the stuffing box, where the shaft penetrates the hull. How to plug it? Between the boats we had no "emergency caulk", or anything like it. What to do? Lee Cook was placidly chewing gum to think through the situation, when everyone looked at him, and the next thing I recall (vividly) is half of the raft up crew sitting in *Sangria's* cockpit at 2AM chewing gum in near desperation, while the rest scrounged every stick of gum from the boats! The huge wad of gum worked, and Thom cheerfully declared victory (well, almost) over the leak.

After these late-night escapades, the crews turned into their bunks for a well-earned rest. The wind, having shifted into the North for an anticipated blow, had settled the raft anchor firmly, and the raft master retired for the night, with the GPS anchor alarm set (note: would have been nice to have a "sinking alarm, too!")

Sunday morning the crews were sleeping late in their bunks; we dozed and listened to the North wind pulse through the top of the rigging (we were well-protected in this hole). After a particularly large pulse, the anchor alarm went off, and the raft master raced out on deck in his skivvies, to find, yep, the raft had dragged, with *Odyssey* touching a mud-bank. After a quick knock on *Odyssey's* hull, Cap'n Jack Schwartz appeared with crew Deri Moeis decked out in proper cold-weather gear (how did they do that?) While I shivered and remembered where the deep water was (note: the local depth survey paid off), Jack carefully swung the raft back into deep water.

After picking up our anchor and re-setting the raft in deep water, the now fully up, properly clothed (well, except for me) and alert crews retired to *Aurora's* main cabin for a humongous meal of French Toast, coffee, sausage, bacon, coffee,

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muffins, juice, coffee, well, you get the idea.

Anticipating a heavy-weather romp down the bay back to our port-o-call, Jean Pierre and Thom volunteered to sail back with Jenny on *Sangria*, with *Odyssey* and *Aurora* shadowing, in case the gum didn't hold! With everything battened down as best we could, we got our usual "Crack of Noon!" start. *Odyssey* towed *Sangria* out to Whitehall Bay, where we began to sail. Once in open water, we encountered 20-25 knot Northerlies, with 3-5 foot waves. What a sleigh ride! An awesome sail, surfing the tops of the waves, temps in the mid-50s, a classic, blustery sail, averaging 6 knots/hour... The fleet reached their home ports with time to spare, with tired but very happy crews aboard.

Many thanks to Bobbi, Jack, Jenny, Doug, and the rest of the crew for a really great trip, and for really finishing off the '06 Bay cruising season in style.

P.S. – Jenny's boat is fine, last I heard was up on the hard for repair. Note: we all learned the value of having the right repair/maintenance tools/materials on board. Fortunately we had the right combination of materials and talent amongst us. Sail without either of them at your peril...

P.P.S. - *Sangria* is back afloat (and appears to be staying that way) with new shaft packing and engine realignment thanks to Thom, Billy the Harbormaster, and Steve the Mechanic.



Member's Meeting on January 8th

The next member's meeting is on Monday, January 8, 2007

Our speaker for the meeting is Doug Kelch who writes:

The topic for January is Cruise planning - making the wind, weather and tides work for you. An alternate title is Whimsical charting because the subject will encourage you to pick up a chart book for your favorite area and let your whimsy become reality.

Cruising is supposed to be a pleasurable experience and a little route planning can increase the odds of fair winds and gently seas. Or if your interests are in overcoming difficulties you can plan that as well. There is an old English saying that "Gentleman never go to windward". This talk will teach you to be a gentleman*

Here, "the world is too much with us." Out there we are alone. And what a world of water and wind and sky. A world of ever-changing, inexhaustible beauty. A world, moody and capricious, perhaps; but always fair and square. Sometime soothing and benign, sometimes boisterous and gay, sometimes lowering, threatening, mad and dangerous; but always giving fair warning, always playing the game with all the cards on the table if we but know them when we see them.

H.A. Callahan
Author, Learning to Sail

2007 Board of Directors

<i>Position</i>	<i>Name</i>	<i>Home</i>	<i>Work</i>	<i>E-mail</i>
Commodore	John Rogers	202.244.5537	301.294.2804	commodore@scow.org
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Secretary	Lisa Mehlin			secretary@scow.org
Treasurer	Jennifer Kamm	703-830-8012	703-297-7393	treasurer@scow.org
Training Director	Karen Szymczak	703-971-1388		training@scow.org
Maintenance	Bill Davenport			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

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For Information about Club Activities

Visit <http://www.scow.org> or email info@scow.org

