
CHANNELS -- SPECIAL E-MAIL EDITION

July 1997

Channels is the newsletter of the Sailing Club of Washington. The E-mail edition is an edited text-only version of our hard copy monthly publication.

Commodore's Log

(Anne La Lena) July is one of my favorite months -- long, languid days with plenty of warm sun and balmy breezes. It also holds a favorite holiday, July 4th. Happy Birthday America!

The American Revolution resulted from an error in judgment -- British disdain for the colonists, as demonstrated by taxation without representation and more. Not to oversimplify the events and factors which culminated in the war and spawned a new nation, it was Britain's lack of respect for its far-flung subjects which caused a revolution and much more.

Respect is a recurring theme in many political and social struggles. It is crucial in all endeavors. Aretha sang of the need for respect and went to the top of the charts as her song became an anthem for so many women. In our country we have had enough riots and other violence erupt from real or perceived disdainful or disrespectful treatment. No nation, no people it seems is immune from making this error. And no individual, even well-meaning ones most of the time, is immune from this type of behavior.

Pretty heavy thoughts for a recreational boating group, huh? Yes. They are. Because respect is pretty important in sailing and social activities just as in politics or business. No, I'm not suggesting a revolution is fermenting because of a lack of respect. I am saying it's time to remember and value what and who we've got in the club.

What is respect? Webster defines it as to feel or show deferential regard for, to esteem, to value. Another definition is to avoid violation of or interference with. It is also defined as the willingness to show consideration or appreciation. A very apt term and concept for our all-volunteer club.

We learn very quickly to respect the weather and physical elements. That's why we check weather forecasts, learn to decipher cloud formations and study charts or find out the hard way where shallow water is or rocks are.

Rules were developed to avoid violating our boats, for example. A maximum of six people in a Flying Scot. Sailing a Scot in between the docks is not permitted. These rules and

others are meant to be conducive to more safe sailing, for both people and our boats. Do we respect our rules? Or do we act as if rules are for other people?

In a volunteer club everybody is needed. And it is up to everybody to participate and then to thank each other for what gets done. That goes for our trainers and maintenance mavens to people flipping burgers and inhaling the smoke during a Thursday night Social Sail. Thank the Dockmasters and cooks and help set and clean up. If food runs short, don't grouse at the cook. That produces ill-feelings, not another hot dog.

If something is going on in the club that you disagree with or you consider a problem, take it upon yourself to go to a Board member and voice your concern and suggestion for improvement. Don't sit there scowling or pouting, you'll just get wrinkles and look unattractive.

Social sail is one of the best things about our Club. We have a fun, easy and inexpensive way to mingle and sail on a weekly basis. Notice I said "inexpensive," not free. Are we really forking over a proper amount for our burgers and hot dogs? If everyone who ate contributed fairly, I wouldn't bring this up. Guess what, not everyone does. Self-police. Put in your share.

Pretty stern taskmaster, aren't I? Wait, there's more coming. Don't forget, the Scots are not supposed to be out past dusk. If you're going to be the last boat out, don't make the Dockmaster wait on you even if it's still light. Take responsibility for the boat, put her away and let the Dockmaster know before you go out that you will do so. Respect the rules, the boats and other people's time and efforts, including monthly speakers.

Nothing like a good scolding to engender good will, right? But of course, I'm not scolding you. This is only for those few people who had a momentary (or two) lapse in judgment and didn't quite respect the situation, or other people or other boats as they deserved to be. Who knows, a revolution may be avoided, or at least some unpleasantness.

One last thing, if there is a policy or a rule that you think should be changed, bring it up to the Board. I won't guarantee it'll get changed. I will guarantee that it will get considered.

SCOW is truly our club. It's not up to "others" or "them" to do something. It's up to us. And many of you -- Barbara Ullman, Stuart Ullman, Monica Maynard, Dick Dyer, George UMBERGER, and many more give SCOW a lot. Please know your efforts are appreciated and you are valued.

July Speaker

The U.S. Coast Guard protects our shores and does much, much more. Come hear our July speaker discuss the "The Coast Guard Today." It's not all running down drug smugglers or rescuing off-shore sailors or would-be refugees.

No August doldrums for SCOW !!!

For your listening pleasure, we present an unparalleled evening of nautical entertainment. Making its first SCOW appearance, the sea chantey singing group, "Ship's Company" will croon ballads as well as chanteys. Ship's Company is a volunteer reenactment group researching and demonstrating the working conditions and skills of early American sailors. Come enjoy their special salty tang. Note: to defray costs, SCOW asks for a \$5 donation per person.

SCOW'S Buddy System

The Sailing Club of Washington is introducing a Buddy System to more quickly integrate new members into the club and provide a bridge between new and more established members.

The buddy system is designed to be fun and easy. It is not mentoring; it's neither that serious nor that involved.

A SCOW buddy calls up a new member, introduces her/himself or meets the new member in person and explains the simple concept: meet and greet.

They plan to meet at a mutually convenient time at a SCOW function, social sail, picnic, meeting etc., and then the buddy introduces the new member to at least 10 SCOW members --new, old, male, female -- it does not matter. You don't have to have a lengthy conversation with each person. And this is flexible -- if your new person doesn't want to meet 10 SCOW people, only five, fine. But 10 introductions should definitely do the trick as far as breaking the ice and that's why the number was picked.

The SCOW buddy also helps answer any questions the new member has, by either providing the information or pointing the new member in the right direction. The SCOW buddy is not expected to know all the answers or to get the information for the new member.

No other obligations exist. Whatever else happens depends on chemistry. The purpose of the program is to ease in more quickly and easily those new members who would like that, by those established members who would like to do so.

To be a buddy, all an established SCOW member has to do is let the Secretary know that he/she wishes to participate.

What's an established SCOW member? Anyone who's been a member of the club for a while -- and we define "a while" loosely. What's important is that the established member, whether of 5-days standing or 5-years standing, puts out the modicum of effort it takes to call someone up and introduce her/himself, arrange a meeting, makes the 10 introductions and helps find answers to questions. And Viola, an opportunity for a new friendship is created!

Call SCOW's Secretary, Victoria Hampton at: home: 703-620-9541 or work: 202-624-2967 to sign up as a buddy.

Treasurer's Log

Paul Carrow I am sitting at my desk behind my PC, using Quicken to keep track of SCOW accounts, wondering why Susan and I are not onboard our boat, sailing level on a beam reach to Onancock, VA, with 20knt winds, 3 ft seas, 75 degrees F, sunny skies with great overnight forecast, Jimmy Buffet on the cassette player, and a bottle of rum for the evening anchor drink. Or for that matter, even to Reedville, VA. with her lovely smell. Quiet Times, our beloved catamaran, is tied to the dock at our marina on the South Potomac wondering if we have deserted her. However, the treasurer's duties call. It's time again for me to report on the financial state of the Club. By the time you read this issue of the Channels, half of the year will have passed and the Club continues to maintain its good financial state.

Our account balances as of 8 JUNE 1997 are:

\$11,986.53 SCOW Regular Checking. Used for Operating Expenses.

\$4,374.24 SCOW Money Market Account. Operating Reserve.

\$11,686.26 SCOW Boat Asset Fund. Boat Asset Fund

\$28,047.03 Total

Our revenue intake since January has been \$21,916.92 compared to a budgeted amount \$34,550.00. Our expenses have been \$14,809.11 within a budgeted amount of \$34, 550.00. However, with the early renewal of membership and the peak boat use and training fee collection behind us, our major revenue sources will start to ebb. At the same time our expenses will begin to flood as we enter the active months of the boating season. One way you can help stem the tide or hold the port (if you are more of a landlubber) is to actively seek out new members. New members are the lifeblood of our club. We have a common purpose not only to sail but to provide the opportunity for others to learn to sail safely. During the rest of the boating season we will all have opportunities to recruit new members. I encourage you to do so for the benefit of both the Club and the new sailors!

Now we can rescue our Quiet Times from the dock and go sailing!

NEW MEMBERS:

SCOW welcomes the following new members:

Kathy Biggs, Noah Davis, Rene Muhl, Amandeep Narula, Kathleen O'Ryan, Jill Richards, Mary Richards, Jann Richards-Hardy, Linda Shore, Migvon Smith, Donna Thurber, Steve White, Kasseo Yanosek, Kristen Yanosek

The River to Skipperhood is Dredged with Good Intentions

Skipper Coordinator Denise Malueg Derry I am happy to report that SCOW has six brand new Flying Scot skippers. These members are: Larry Gemoets, Richard Kowalczyk, Steve Messere, Melinda Miller, Shelby Shoop, and Wilson Varga. Four of these folks are fresh from this Spring's exciting Basic Sailing Course. Maybe their success will encourage their eight classmates to schedule their water exams as well? (hint, hint) Please congratulate these six folks when you see them..... perhaps while you are loitering at the marina, contemplating taking the checkout exams too.

The steps to skipperhood are few: pass a written test, an on-the-water exam, complete the Skipper Agreement & Skipper Application and send me a check (payable to SCOW, of course). You'll be reserving one of SCOW's three Flying Scots or two cruisers in no time!

There are few prerequisites to skipperhood. For the Scots, you must demonstrate your sailing competence and knowledge of SCOW procedures by passing the written and on-the-water exams. For the cruisers, you must demonstrate your sailing ability through the written and water exams, as well as have logged a minimum of 20 hours as skipper on any other sailboat - be it the club's own Flying Scots, rental boats, your own boat, or charter boats in exotic lands. The point being that a skipper's responsibilities are greater than those of crew. SCOW wants its skippers to have some experience prior to sailing SCOW's cruisers.

Contact me to receive a skipper package of your very own. This package will include the SCOW Boat Policies & Procedures and individual Sailor Information Files, as well as the written and water exams. Complete the written exam using any references if necessary - but the work must be your own. Passing the written exam using someone else's brain won't help you in a grounding situation out on the river.

Return the written exam to me, and I will notify you of the results and help you arrange for a water checkout with an approved checkout skipper. The on-the-water checkout exam is included in the package so you can practice, practice, practice! You are expected to be familiar with the launching, rigging, sailing, and recovery of the boats. The on-the-water checkout is not a familiarization or training course - it is a test of your sailing competence. I can help you select a tutor if you'd like more tiller-time, or are new to the club and would like a familiarization with SCOW's fleet prior to your water exam.

Arrange for a friend or another skipper-candidate to come along as crew on your water checkout. While you may certainly ask the checkout skipper to handle lines during the sail, it is expected that someone else will be there to serve as primary crew, so the checkout skipper can observe your boat handling and crew management skills. Your checkout skipper will discuss the sail with you after the exam. This is a valuable assessment of your skills and can teach you on what to focus when next on the water, even after you pass the water exam. Every sail is a learning experience!

After you pass the on-the-water exam, return the signed checklist to me, along with the SCOW Skipper Agreement, Skipper Application and a check for the appropriate fees. This year's fees are: \$80 for Flying Scots, \$110 for Cruisers, \$140 for both. I will notify you of

the locker combination and add your name to the Scheduler's list of skippers at the marina.

Viola, you will now have access to the coveted SCOW fleet!

As this article's title states, the river to skipperhood is dredged with good intentions. These are on both sides of the helm. You have good intentions to send me legible exams which will be a joy for me to review, to practice the man-overboard drill and figure eights, and to submit your written exams much earlier than you do. I intend to answer questions quickly, mail exam packages within days of the request, and grade exams within 72 hours of receipt. Our intentions do not necessarily meet reality, but we keep plugging anyway. We all need nudging sometimes. I am not averse to being nudged periodically by you. I admit, sometimes I need it! With that said, I hope you won't be surprised to be nudged a bit by me. Sailing is a challenging sport. The more skippers we have, the more exciting and skillful will be our club. I hope to see more members meet their 1997 resolution promises to sail more often... by being a SCOW skipper!

Training-Just Sail It!

Mike Geissinger There have now been enough warm days for us to say that summer is truly here. The endless Spring of 1997 will live in infamy for its high winds, cold temps, and wet basic sailing students. Take a deep breath and let's move on.

July, and the months to follow are not training free. Everyone by now should be ready to plunge into the waters of the Potomac for the Capsize Course. No, the course will not be taught by the three basic students who went in on their first outing, though they probably could. On July 19th you will have an opportunity to experience a controlled capsizes and recovery of a Flying Scot. The operative word is "controlled." The capsizes won't have to be a new experience when it happens. And yes, it will happen, sooner or later. It's an all day course, from 10:00 AM to 4:00 PM, and usually has a good group of hearty tars. Cost is \$30, and well worth it.

For those of you who missed the first one, July 22nd is the second Racing Seminar. The initial session had an overflow crowd to hear Cap'n Don Deese relate the why's and how's of the new racing rules. This is the International Sailing Federation's quadrennial attempt at making the rules of sail racing inch ever closer to the U.S. Tax Code. It's only \$10 and starts at 7:00 PM in the Sailing Marina's Chart Room.

Here are a couple for all you folks who keep a calendar more than three days ahead. In September, the Bay & Coastal Navigation Course will help you find your way around, even when you can't see land. Knowing which way is up and where the sun will rise tomorrow morning is something no sailor should overlook. This offering will give you the direction you need (I don't believe I wrote that). Classroom, at the WSM Chart Room, on September 10th and the water session on the Bay September 13th.

Later in the month Len Zuza will again conduct the Intermediate Sailing Class. The classroom dates are September 25th & October 2nd and the water sessions are September 28th & October 5th. Len will schedule more if needed. The course is dynamite for those people who want to jump in ahead of the basic level, who have had some sailing experience, who want to refresh what they once knew, or any other excuse.

We're taking names of those people who would like to have another session of the Basic Sailing Course. Just call me, (703) 548-1388, and if the interest is high enough we'll schedule the course for September.

To receive your registration form either call me, number above, and I'll fax or snail mail it to you. Send me an e-mail, mike.geissinger@pressroom.com, and I'll cyber space it to you.

I'll leave you with this to ponder. sail-ing - the fine art of getting wet and becoming ill while slowly going nowhere at great expense.*

* *A Dictionary for Landlubbers, Old Salts, & Armchair Drifters* by Henry Beard & Roy McKie

May was a Busy Month for Maintenance

Maintenance, Dick Dyer Usually early summer is the time for great sailing and not a whole lot of maintenance. But not the month of May in 1997. It seems one or more of our five boats has been out of service for repairs since the annual Maintenance Day in April. A combination of rough weather and unreliable vendors has kept your maintenance director, crew chiefs and the many volunteers busy.

Both Rebecca and Psycho were taken out of the water for inspection of their hulls and repair to some underwater fixtures (on the second and third full weeks of May respectively). We had only scheduled one week for each boat to inspect the hulls and do some painting. But a close look at the electrical wiring in both masts convinced us to completely rewire both. Plus the unseasonably poor weather slowed things even more. Rebecca went back into service on the 8th of June. Crew chief Stu Ullman Joe DePoorter and the rest of the Rebecca crew deserve a lot of thanks for spending many more hours than they had ever expected.

Psycho is almost done, but the mast can not be raised until all new standing rigging is delivered by the vendor. We had been promised two week delivery, but it now looks like we won't be able to wrap this one up until mid-June. Thom Unger was crew chief for Psycho repairs. He, with able assistance from Monica Maynard and the rest of the Psycho crew have done a great job. The only obstacle to getting back in service is getting the rigging and raising the mast.

These projects show why the job of Maintenance Director for SCOW is very satisfying. Stu and Thom have managed these projects completely, and have gotten great support from

many SCOW members. SCOW is a membership club -- and the membership turns out when there is a need.

We have also been busy with the Flying Scots. Harsh weather in early May caused serious damage to both Danschweda (mainsheet block torn out) and Susie Q (boom slide broken). An accident later in the month resulted in Danschweda's boom being broken. All repairs have been made, including purchasing a new boom. The new sails have also been returned from the sail makers where reefing points were added and the batten pockets reinforced. We again have all three Scots in use. Deepest thanks to all of you pitched in on these chores.

Bay Activities

Larry Gemoets Over the Memorial Day weekend, we had a total of six boats and eighteen people at once time or another. On the first night Dulcinea, Drifter, Echante, Escape, and Sprindrift gathered in the Rhode River. In spite of some thrilling moments, rain, and anchor dragging, a good time was had by all. The short passage below, written by Don Deese, will give you a taste of what the weekend was like:

"Three boats rafted in Duns Cove: Enchante (Dave Snellen and Michelle Daniels) acted as anchor boat with Carpe Diem (Don Deese and Nancy Roth) and Dulcinea (Ted and Jane Schad, Sharon Schoumacher, and Liz Bruening) rafting alongside. We had a wonderful time socializing during Happy Hour on Enchante, with Enchante's bimini allowing us to ignore the periodic rain. Enchante's crew joined Carpe Diem for dinner, with Dulcinea's crew arriving for after-dinner drinks and conversation.

Enchante's anchor held the raft secure during the early-morning squall that swept through the anchorage. This was not the case with some of the other boats in Duns Cove. We enjoyed the entertainment of watching various rafts break up and try to anchor in the late night, as various boats drug their anchor. One dragging boat touched Carpe Diem's stern railing but caused no damage. The skipper of the other boat insisted that our raft was dragging; we just smiled as we watched him move on down to a leeward raft.

Monday's strong Northerly winds provided Carpe Diem with an exciting sail back to Solomons, while Enchante and Dulcinea were less fortunate as they beat into the periodic rain and waves. "

As I write this, the June and July Bay gatherings are yet to be, .so I can't tell you about that until next month. We'll see you out there. p

River Activities

Lee Spain Social sail has been going great this season. I would really like to thank all of the volunteers that have helped run social sail thus far this season. People like Nicki Goodman, Rick Peters, Gayle Rubin, Monica Maynard, and Denise Derry have been great hosts and dockmasters like Cathy Hess and Scott Janes have also been invaluable.

We continue to need hosts, dockmasters, and big boat skippers for social sail. If every active club member acts as host just once this summer, the task would be much easier and more rewarding for everyone. Please offer to help the social sail volunteers with setup, cooking, cleanup, and extend to them the warmest of thank yous.

Racing has been very active this season. We have usually had 2 or 3 private Flying Scots and a couple of club boats involved each Wednesday night. Early this season, we "wimped out" a few times due to a combination of bad weather, high winds, and very low tides. On those nights when racing has been canned, some folks used the Scots for very nice group cruises. I'm sure the summer doldrums will soon be upon us.

However, even racing during quiet nearly breezeless evenings can be fun. Each zephyr of wind, each ripple on the water, and each movement, or change to sail trim becomes much more important. I would encourage skippers and crew to continue participating during throughout the summer. I would like to remind skippers that they are responsible for everything that happens aboard "their" vessel. Club skippers should be careful to avoid contact with other boats. If you do collide with another boat, please extend your apologies, note the circumstances (when, where, what tack, relative position of the boats, etc.), and attempt to assess any damage that evening after the race. Club skippers also should check back at the docks to swap crew between races.

SCOW's Membership Meetings-

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 upstairs.

Call 202.628.SAIL (202.628.7245) for information about club activities.

DATES TO REMEMBER:

Every Month:

First Monday 7PM- Board Meeting in the chart room

Second Monday 6:30PM Membership Meeting at the American Legion

Every Wednesday: SCOW races

Every Thursday : Social Sail

July:

4-6- Bay Sail: Independence Day, Solomons

13- Basic Sail #2 Check-Out

19- Capsize Course, Water.

20- New Member All Day River Sail

20- Canoe Trip

22- Racing seminar, Chart Room 7-10PM

23- Advanced Sail Course, Chart Room 7-10PM

26- Advanced Sail Course, Water 10AM

August:

1-3 Bay Sail: Severn R/Whitehall Bay/Mill Creek. New Moon Cruise

16 Marina Scavenger Hunt Social

30-Sep 1 Bay Sail: Little Choptank River Labor Day Raft up

Submit all articles by midnight after monthly membership meeting. Submit articles to the Editor by any means, email is preferred.

Larry Gemoets, Editor

Barbara Brecher, Layout and Design

Declan Conroy, web publisher

Cindy Peters, Composition and Publisher's Coordinator

Sam Schaen, Mailing lists.

SCOW's 4th Annual Canoe Trip Sunday, July 20, 1997 at 10:00 a.m.

SCOW is organizing the 4th annual canoe trip on the south fork of the Shenandoah River. The trip, designed for beginners and experienced canoeists alike, goes through some of the most beautiful scenery on the river. It is twelve miles long and takes approximately three to five hours to canoe. We will meet up afterwards at 4:00 pm at Dean's Steak House, 708 South Royal Avenue, Front Royal (on the route back to DC) tel: 540-635-1780.

Price: \$23.00 per person which includes all equipment rental and shuttle.

Where: Downriver Canoe Co., Rt. 1 Bentonville, VA (tel: 540-635-5526). Take interstate 66 West off the beltway and follow it for approximately 54 miles to exit 13 Front Royal, Linden. From there follow Rt. 55 west 5 miles into Front Royal. Go straight through town to a "T" intersection. Turn left at the intersection onto Rt 340 Sth. Proceed south for 10 miles to the village of Bentonville. Just past a big white church on right, turn right on to Rt. 613 (Indian Hollow Road) for one mile to the Downriver Canoe Co. Headquarters. Driving time is approximately 1.5 hours from D.C.

When: 10:00 am Sunday July 20th. Meet in the parking lot of the DownRiver Canoe Co. by 10:00 am to sign in and get our equipment organized. Please be there on time so that we can all be shuttled to the put-in point together.

What to bring: An old pair of sneakers, a change of clothes to leave in your car, plastic bag to keep things dry and act as trash receptacle; light cord to secure items in canoe, a picnic lunch, plenty of water, bathing suit; sun screen and hat.

To register: Fill out the coupon below mail with a check made out to SCOW for \$23.00 per person to: Cathryn Sacra, 3 East Cliff Street, Alexandria, VA 22301 (tel: 703-739-9654) by Monday July 14th.

For more information call Cathryn Sacra: 703-739-9654

SCOW Canoe Trip Registration Form:

Name and Address:

Phone numbers and email address:

Enclosed is my check for \$_____.00 for _____ people. This includes me and:

Are you Planning to meet up for dinner afterwards? _____

Do you need a ride? _____

Do you have space for extra passengers? How many? _____

Wedding Bells

"Elaine Emling and Mike Jenner are delighted to announce their engagement. They plan to marry on 9 August. Yet another resounding success for Len Zuza's Intermediate Sailing Course (Class of July '95)!"

Volunteer Needed to Sell Used Outboard Motors

SCOW rents commercial space for storage of equipment and supplies. We recently undertook an inventory of this storage locker unit. There are three used outboard motors which we do not need, and which take up valuable space in the locker. The Commodore has directed that we sell these motors and we are looking for a volunteer to establish a fair price for the motors and to serve as agent to deal with interested buyers.

All three of the motors are Evinrudes, and all three were in satisfactory working condition when they were last tested in April 1995. The largest is a 15 horse and includes a battery charger (Model 15904E; SN E0001184). The other two are both 6 horse fisherman models. One of these has the long shaft required for many sailboat applications (Model 6303S; SN J01796). The other one has a regular shaft (Model 6302S; SN J0014873). All require external gasoline tanks -- which are not included in the sale.

These motors will be offered to all interested parties via ads, swap meets, etc. Of course any SCOW member who is interested in buying one of these motors will have the first opportunity.

If you are willing to take on this special task, please call the Maintenance Director, Dick Dyer, at 703/841-3416 during the work day, or send email to: rdyer@wjsa.com. I would also appreciate any guidance on establishing a fair market value.

Yo Ho Ho and a Bottle o'Rum (SCOW Scavenger Hunt)

All ye skippers, sailors, deck swabbers, and treasure seekers hopin' to get yer hands on some pirates' Treasure come to the SCOW August 16 social at the Washington Marina. Rumor has it that there's bounty hidden on Daingerfield Island just waiting to be found!!

Be among the lucky ones who find it!!! A feast of summer fare and Black Beard's favorite beverages will be served up to all lurking pirates, treasure hunters, and hungry peglegs. Clues? Riddles? X's marking spots? See you there, mates!!!

Channels Info

Channels is a monthly publication of the Sailing Club of Washington. Channels is also available on the World Wide Web at www.sailing.org/scow, and via email. Submit all articles not later than the close of the monthly membership meeting. Submit articles to the Editor by email, Larry Gemoets, Editor; Barbara Brecher, Layout and Design; Declan Conroy, web publisher; Cindy Peters, Publisher's Coordinator; Sam Schaen, Mailing lists.