
CHANNELS -- SPECIAL E-MAIL EDITION

May 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) Finally, sailing season is officially here and SCOW's ready!!!

Our boats are scrubbed and buffed, washed and waxed and ready to go, thanks to Maintenance Director Dick Dyer and many energetic and enthusiastic club members at our April 26th maintenance day. This was SCOW at its best, pitching in together and having fun taking care of our second most precious asset, our three flying Scots and two cruising boats.

This is Dick's second year as maintenance director and his energy, concern and ideas for our boats have not flagged. Dick would be the first to say that he doesn't do it alone. And he doesn't. Many of you help in large and small ways. Thank you for your efforts. They are appreciated and needed.

But the responsibility rests on Dick's shoulders, and he does a lot, much more than we hear about. Maintenance not only safeguards our physical assets, but our life and limb. Thank you Dick, for all you have done, and all you're going to do this summer and beyond. SCOW, please thank him yourself for all his fine work, and make his job easier by telling him what you want to work on, and what your skills and interests are.

And please join me in thanking Joanie Dyer for a very well-received picnic for the helpers. It provided the right amount of fun, good food and fuel for the scrubbers and washers.

Now that our boats are ready, are we ready? Are we mentally prepared? Certainly we're eager enough to get out on the water.

As we heard from our April speaker, Harold Phinney, quite a few adventures, some of them downright dangerous can befall sailors. Luckily, Harold's ordeal of spending seven hours in the Gulf Stream waiting to be rescued ended happily. His last sail on the schooner, The Alexandria really was the last sail. But because of his preparation -- he had on those inflatable suspenders-- he survived to sail again and again. And Harold is ready to go again on another ocean voyage.

A few of our own sailors had some exciting sails recently. Captain Pat Derry and his trusty (crusty too) crew of Sandy Clover, Larry Gemoets and Jeff Teitel have some story-telling moments on his odyssey transporting his new Gulfstar ketch Seanchai from South Carolina to Solomons Island.

Please join us at our May meeting to listen to SCOW's renown raconteur recount tales of the Atlantic on Seanchai.

Last, but not least, please join us at our new members' picnic May 17th. Maestro Social Director Jim Metcalf is planning a Mexican fiesta for SCOW to welcome its new members.

See you at social sail, on the Bay and the River -- we have something planned for all venues. Come and enjoy.

Don't fret, just send me a check!

(Skipper Coordinator, Denise Malueg Derry) **By this time, my paid-up skippers have been notified of new locker combinations...and skippers who have not renewed are left standing on the docks. The remedy for this is a check, sent to me, along with your skipper renewal and agreement. If you've misplaced the copy I sent you in February, contact me and I'll send you another. So far this year, I know of a couple folks actively pursuing their skipperships. I hope to report names of new skippers in this column next month. Will yours be one of them?**

During the past month, the Training & Skipper Certification Committee has been burning up the e-mailboxes with discussions of requirements for cruising boat skippers and prerequisites for the cruising boat class. I'll risk reiteration with Mike Geissinger's article by presenting our resolutions here. I'm sure you flipped right to this ol' skipper coordinator's column first thing anyway, so he'll be repeating me!

After deliberation, the committee decided that to qualify as a skipper on the cruisers, the candidate must first show sailing knowledge and ability by convincingly attesting to 20 hours experience as skipper in command of a vessel (i.e., as a SCOW Flying Scot skipper, through charter experience, helm time on own boat, etc.). The cruiser skipper candidate must then successfully complete the SCOW cruiser written and on-the-water exams. Easy enough, right?

The prerequisites for the cruising boat course were thoughtfully and exhaustively discussed, although terms such as doodlebug and gooberhead did appear in the exchange. The committee decided that the potential student must demonstrate basic sailing ability by successfully passing the written and on-the-water exams for SCOW's Flying Scots. This does not mean, however, that the candidate be a paid-up Flying Scot skipper.

This allows the focus of the class to be on the unique characteristics of sailing a larger boat. The Cruising Boat Class will present the information needed to pass the Cruiser Skipper Certification, however, the class will not provide the necessary time as 'skipper in

command' to meet the certification requirement. The 20 hours of experience required for certification must still be met through other means. The committee did not want to curtail the desire of some members to take the class with the intention of an overview of cruising boats to better their crewing ability.

One last thing I need to remind my skippers about: Scheduling. There are established time periods during which the boats may be sailed. If you want to extend into another time period, you need another skipper aboard who has reserved the boat for that following time slot, or you need to return to the docks, check with the scheduler that no one has reserved the next period, and then you may take it out for the next period. You need not reserve the entire time slot, but your time must fall within the hours defining a time slot. The time slots are different between the cruisers and daysailers. To schedule a boat, call the marina office, 703-548-9027.

Flying Scot Time Slots	Cruising Boat Time Slots
8:00 am-Noon	8:00 am-5:00 pm
Noon - 4:00 pm	5:00 pm-Midnight
4:00 pm - Dusk (8:00 ish)	5:00 pm - 8:00 am* (overnight)
	*overnight requires permission of the Skipper Coordinator

Spinnakers Anyone?

If you have the desire but not the skill, here's your chance. Bill Gillespie has offered to present a spinnaker course again. Interested? Contact Mike Geissinger (703.548.1388), or go right to the source and call Bill (703.671.6191).

Volunteers Needed for Special Maintenance Tasks

(Dick Dyer, Maintenance Director) By the time you read this, Maintenance Day will be behind us (except for those of us with email-ed.). In advance I thank everyone who pitched in and made it a success. But now I am looking for volunteers for four special jobs we couldn't do on Maintenance Day.

Task #1: The V berth on Psycho is paneled with a molded laminate shell (marine plywood for those of you who prefer English to techno-speak). Over the years water has gotten into the berth and ruined large sections of the wood paneling. I am looking for someone who is comfortable with paneling and woodworking to lead a team to cut away the delaminated sections and replace them with new material. This is largely a cosmetic job and calls for someone who has craft skills (and is much neater than I am).

Task #2: When we bought Rebecca, the marine inspector recommended that we relocate the 12 Volt electrical distribution panel. In it's current location, the back side (terminals & connections) is exposed into the lazarette where we store fuel tanks for the outboard engine. In addition there are several places in the cabin area where wiring is exposed. I am looking

for a volunteer who is comfortable with electrical wiring and codes to relocate the control panel and attend to the loose wires. Some carpentry skills are required to provide an attractive mounting box for the relocated electrical panel.

Task #3: As we begin to use Rebecca more for overnight cruising we have realized a need for more sleeping space. I am looking for a volunteer to design and construct a frame which would allow one or two additional people to sleep in the main cabin (spanning the area where the table would be during the day). The person for this Task needs to be innovative and possess carpentry skills (and tools).

Task #4: The combination of water leakage and plain old age has taken a heavy toll on the cushions on Psycho. The vinyl covers are torn and cracked. Foam fillings are just plain gross. I am looking for a volunteer who can lead a team to make (or buy) new cushions. This job may be as simple as selecting a vendor and ordering what we need. I simply don't know.

I have done a little homework on these tasks and have a basic idea of what needs to be done. But I don't have practical experience in any of the areas. The main responsibility of the volunteers will be planning and mentoring. As always we can count on SCOW membership to provide the workers.

If you can help in any of these Tasks, please call me or send an E-Mail. The direct phone to my desk (days) is 703/841-3416. E-Mail address is rdyer@wjsa.com

On The Bay

(Bay Activities- Larry Gemoets) On April 19th, Dulcinea and her crew of four braved 25 knot NW winds and ran down to Harness Creek off South River under a double reefed main and working jib. Dulcinea rode well. Ted Shad and his crew: Kelly Bowers, Jeff Teitel, and Monica Maynard were the only ones there, so I guess it wasn't a raft up! But they enjoyed themselves anyway. The return was a bit gentler, still NW, but only 10-15K. Given the forecast for the weekend up to the last minute and the early season, I think we were lucky to get to call this a success. Thanks Ted and crew for saving the event.

Spring Cruising Schedule			
Month	Dates	Place	Occasion
May	3-4	Upper Potomac	River Rendezvous
May	24-26	Rhode River/Duns Cove	Memorial Day
June	20-22	Choptank River	Full Moon Cruise

Let me know if you intend to be there- no penalty for cancellation!

I hope that some Bay Skippers found the time it takes to get up river to join the SCOW river fleet on the 3rd and 4th of May. If not, there will be another opportunity later this season.

Seanchai, Part One

I expect you have heard something about gales etc, and who knows what else. Rather than tell you a sea story, I'll just give you some free advice:

Don't Ask: About:

Larry seasickness, bilge pumps, electrical quirks, dry places

Sandy bruises, hawse pipes, broken doors, dry places

Jeff berthing, roller furling, all those sick people, dry places

Patrick All the above, dipsticks, \$\$\$\$, leave balances, \$\$\$\$.....

Denise colds, SOB, musical vehicles,

Tina mysterious bites, colds,

As mentioned elsewhere in this issue, Patrick will spin yarns at the next meeting. Most of the crew will probably be around to keep him honest least he strays too far.

Seanchai Plods North, Six Abandon Allegra, Char-Lee II Lost-

While Seanchai clawed her way toward Beaufort on the morning of April 2, a crew of six aboard the 34 foot sloop Allegra, was rescued by the Merchant Vessel Sea Wolf. According to a news account of the incident, there were 25 foot swells and 55 knot winds prior to the rescue. 250nm west-northwest of Allegra, Seanchai was experiencing similar conditions. Sea Wolf and 2 other vessels were directed to Allegra by the Coast Guard after she activated an EPIRB. Much closer to Seanchai the 40-foot fishing vessel Char-Lee II, is presumed lost with a crew of three. On April 8, the Coast Guard suspended the search for the Char-Lee II, which has been missing since March 31.

In the finest SCOW tradition, I promise ideal weather for the next raft up. If your boats aren't ready, make 'em so, and we'll see you out there.

New Member Taco Feast

(*Jim Metcalf, Social Director*) SCOW honors its freshman class with a Taco Feast and "South of the Border" cuisine: tacos, pintos, rice, and all that goes with it. Cool-off between chili-peppers with a spin around the lagoon. SCOW boats and skippers will be ready.

Be at the picnic tables near the small boat dock at 4:00 PM (that's 1600 for you die hard navigator types) on Saturday, May 17th. Cost is \$10 per person. Contact Jim Metcalf (see back of this issue) or just send the money to Jim at 5209 Pimlico Court, Fairfax 22030.

RACING RULES

(*Lee Spain, River Director*) As racing season cranks up, I thought I'd present a few key racing rules for the benefit of SCOW racers. The 1997-2001 International Sailing Federation (ISAF) rules will be used to govern all racing on the Potomac this year. Since most of us are relatively new to racing, we might want to obtain our own personal copies of

the rules. These rules can be conveniently found on the worldwide web at <http://www.sailing.org/newrules>. The Washington Sailing Marina and other local marine stores should also have the new rule books. Rules knowledge may come in handy in both big and small boat evening races, the PRSA Spring Regatta, this falls Leukemia Cup, and our Also Ran Regatta.

A FEW KEY RIGHT OF WAY RULES PARAPHRASED FROM THE 1997 ISAF RULES OF RACING:

Rule 10-For boats on Opposite Tacks: When boats are on opposite tacks, a boat on port tack must keep clear of a boat on starboard tack.

Rule 11-For boats on the Same Tack, Overlapped: When boats are on the same tack and overlap each other, a windward boat shall keep clear of a leeward boat. **Rule 12-On the Same Tack, Not Overlapped:** When boats are on the same tack and not overlapped, the boat astern must keep clear of a boat ahead.

Rule 13-While Tacking: Keep clear of other boats while you are tacking until you are close-hauled again. If two boats are subject to this rule at the same time, the one on the others port side shall keep clear.

Rule 14 Avoiding Contact: A boat should avoid contact if reasonably possible. But, if you have the right of way or are entitled to room, you don't have to act to avoid contact until it becomes clear that the other boat is not keeping clear or giving room. You are not penalized unless there is contact that causes damage.

Rules 15 & 16 Right of Way: When you move to get right of way, give other boats room to keep clear.

Rule 17 Proper Course on the Same Tack: According to the new rules, you can't luff up or sailing down to block a pursuing boat on the downwind leg of a race when boats are two hull lengths or less apart. There is no mast abeam rule anymore.

As SCOW members, we can preserve our precious boats by not pushing the limits of the right of way rules. However, we can not expect other classes of boats to give way or maneuver to avoid us if they have the right away. Serious racers can interpret Rule 14 very strictly. Remember, if someone calls starboard be prepared to tack away. They either have the right of way or--even worse--think they have the right of way.

Anyway, the rules are there to make racing safer and more predictable. Together, we will all learn them in order to avoid collisions and prepare for more competitive regattas. I hope everyone comes out and tries racing on Wednesday nights.

Monthly Stuff:

Calendar-

Dates to remember:

Every Month:

First Monday 7PM- Board Meeting in the chart room

Second Monday 6:30PM Membership Meeting,

American Legion Hall, 400 Cameron St. in Old Town

Every Wednesday: SCOW races

Every Thursday : Social Sail

May: 3,4 River Overnight- Bay boats welcome!

7,14,21 Basic Sail Course #1 in the Chart Room

3,4,10,11,17,18 Basic Sail-Water Sessions 8-4

24-26 Bay Raft-Ups: Rhode River and Duns Cove

31 Basic Sail Course #1 Check-Out Day

June: 4,11,17,25 Basic Sailing Course, Chart Room 7:30-10

7,8,14,15,21,22 Basic Sailing , Water, 8-4

5 Cruising Boat Course, Chart Room, 7-9

13,20 Cruising Boat Course, Evening sail,

28,29 River Overnight-Cruising boats

20-22 Bay Full Moon Cruise-Choptanks

SCOW welcomes our newest members

John Brigham, Annette Colucia, Marsha Johnson, Robert Johnson, Elizabeth Kauffman, John Kauffman, Linda Klenk, Brian Lee, Marian Leeds, Nancy McNamara, Stuart Robinson, Anne Marie Thomas, David Wolfe.

Channels info box-

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.

Announcements/Pleas/Ads This month:

Is This Your Last Issue?

If you haven't renewed your SCOW membership, this will be your last newsletter. Please check your mailing label. If above your name it says "Member 1997 season," then you're all set. If, on the other hand, it says "Last newsletter unless you renew," you need to send in your dues. If you believe you renewed prior to the April 14 SCOW meeting and the label says otherwise, contact Victoria Hampton.

New Bay Opportunities For SCOW Members

This spring, Seanchai (pronounced Shawn-a-key) a 50' Gulfstar cutter rigged ketch, will join the Bay fleet.

Memorial day raft-up will be the first Raft-up that Seanchai will be available for charter. Seanchai will also be available for the 4th of July raft-up and every SCOW raft-up after that. Patrick Derry will start accepting reservations at the May monthly meeting. The cost will be \$50.00 per person per day and payment in full will hold your reservation. The payment is non-refundable one week prior to sailing. Seanchai has room for 6 in two double staterooms and the main cabin. The berthing assignments will be pretty much first come, first served, so if you really want the V-berth stateroom, you need to reserve early.

Classic Wooden Sloop Melody For Sale

Many of you have seen Melody at SCOW raft-ups or out sailing on the bay. This 30-foot Sparkman and Stephens Sloop has Beautiful lines and great sailing qualities. The sleek hull shape and varnished mahogany brightwork make all who see her take notice. However, Melody's owner of 17 years is ready to move up to a larger vessel and so, reluctantly offers Melody for Sale.

Melody is located in Solomons, Maryland and prospective owners are Welcomed to come take a look, Or even to come out for a sail (weather permitting). Information is available by contacting Melody's owner, Jack Schwartz, at (301) 989-4664. (Jack is asking \$12.8K-ed.)

"Sea-Fever" by John Masefield

**I must go down to the seas again,
to the lonely sea and the sky,
And all I ask is a tall ship
and a star to steer her by,
And the wheel's kick and the wind's song
and the white sail's shaking,
And a grey mist on the sea's face and a
grey dawn breaking.**

**I must go down to the seas again,
for the call of the running tide
Is a wild call and a clear call
that may not be denied;
And all I ask is a windy day
with the white clouds flying,
And the flung spray and the blown spume,
and the sea-gulls crying.**

**I must go down to the seas again
to the vagrant gypsy life,
To the gull's way and the whale's way**

**where the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over."**

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