

ChanNels

The Newsletter of the Sailing Club of Washington
November 2005

Commodore's Log

From the Commodore

Looking back on October, we got some things done and had some fun. Thanks to Skipper Director Dave Simpson and his crew of checkout skippers, we have another group of new skippers checked out. Lynne Russillo, her team of Bosuns, and all the people who came out for Maintenance Day got the boats cleaned up and repaired. Psycho got her bottom painted. Thanks are also extended to Lynne and her team!



SCOW
Starboard Tack on a Flying Scott

There were also exceptional sailing activities on the River and Bay in October. We found a place I call "Atlantis" across from Old Town and sailed to Atlantis. We're making plans to go back.

Allen Lewis did a great job recruiting and hosting his annual "Fowl Weather" raft-up on the Bay.

Coming up on November 14th are elections for SCOW's Board of Directors. You should have gotten your blank ballot in the mail by now and you can read about the candidates inside. We have a very fine slate lined up which should make 2006 a banner year, fitting for the 40th Birthday of SCOW, originally incorporated in 1966.

To say welcome to those new officers and thanks to all of the volunteers who kept SCOW running through 2005, we will have our annual Hail and Fairwell, a very fine dinner and dance party on November 18th, at City Tavern in Georgetown. Kathy Martin can really put on a party! More details inside.

Thanks to Joe Cianfrano's enthusiasm and organization, SCOW is planning at least one charter sail for 2006.

Happy Thanksgiving.

Steve Linke
Commodore
Sailing Club of Washington

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Talk Like A Sailor

Bill Patton – Vice Commodore

This month we will gather at the Hail and Farewell party to recognize the end of a successful sailing season. It will be a time to thank the outgoing board for their hard work and dedication to the club and become familiar with the names of the 2006 SCOW Board and Directors. So let’s look at a few names that have found their names into the Origins of Sea Terms book that has served as the foundation for this column throughout the year.

For obvious reasons, I have affection for the term “Handy Billy” which is an assisting device. It usually refers to light tackle for a variety of uses. A composite word, handy goes back to Anglo-Saxon, gehende, meaning “near at hand.” Billy is an old Scottish word, still heard, meaning “an assisting tool.” Another use of the term “Handy Billy” is a small gasoline-powered portable pump for damage control and firefighting purposes.

Earlier this year, we learned about some racing terms including a spinnaker. “Annie Oakley” is the nickname of an early parachute spinnaker for racing sailboats that had a series of holes on its center seam.



Do you know anyone named Gale? It has been a particularly tough year for us, with big storms, and we have become familiar with hurricane classifications. At the other end of the high wind scale is a Gale, a continuous strong wind, of about thirty five to sixty five knots in velocity. The derivation is uncertain; it could be from the Old Norse term “gallen,” meaning mad, or frantic.



SCOW
Ft Washington on the Potomac River

We had a wonderful presentation this summer about spending a semester at sea aboard a square rigger. Imagine learning all the names of the sails and rigging on such a vessel. A “Jamey Green” is a quadrilateral fore-and-aft sail set under the bowsprit and jibbom by square riggers when the wind was abeam. This sail was most often used on the clipper ships, and is believed to have been named for a clipper’s captain.

Sailing and boating people use lots of names with lots of different meanings. We hope that your name is one we will become familiar with as an active volunteer of SCOW. I hope to see you at the Hail and Farewell party and on the water.

Reference: Origins of Sea Terms by John G. Rogers and the Mystic Seaport American Maritime Library

“Happiness is not a matter of events, it depends on the tides of the mind.”

Alice Meynell

**Next Membership Meeting:
Monday, November 14th, 2005**

The November 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.

The Short List

They were only to set off for a week in a rowing skiff down the River Thames, but they new they needed a list. So they wrote down everything that they'd like to take. When they saw the list it became clear they couldn't go at all. They had no room in the boat for themselves.

"You know," said George, "we are on the wrong track, altogether. We must not think of the things we could do with, but only the things we can't do without.

They gathered the items on that short list and rowed happily off together.

-- adapted from Three Men in a Boat

Social Events

Join us next Thursday at 6:30 or any Thursday through October 6. We meet at the Washington Marina, just south of National Airport on the George Washington Parkway.

Donation for dinner is only \$5.00. There are still slots open to host a Social Sail so contact me at social@scow.org and we'll find a date that works for you. This is really a great way to meet club members and get more time on the water.

Be sure to check out the website www.scow.org for a complete calendar of racing, sailing and social activities!



SCOW
Columbus Day Sail

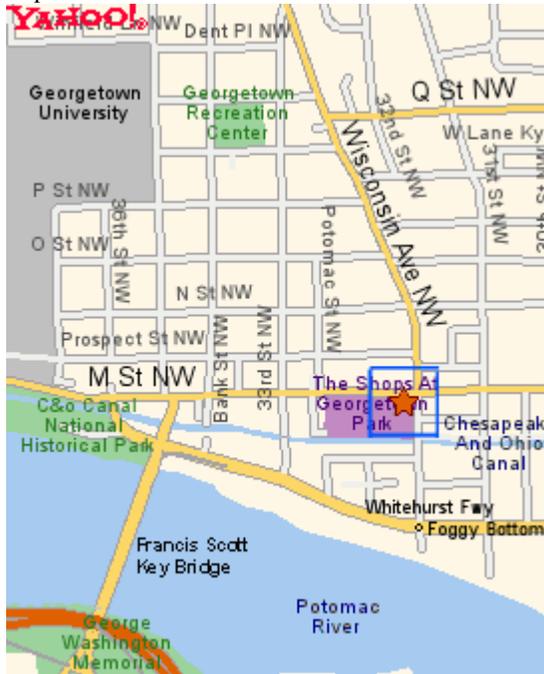
REMINDER: HAIL AND FAREWELL

THE DINNER CLOSED NOVEMBER 1, BUT THERE STILL ARE A FEW SPACES AVAILABLE FOR THE DANCE/SILENT AUCTION

Hail and Farewell Dinner Dance for 2005
Honor the SCOW 2005 Board
Welcome the SCOW 2006 Board
CITY TAVERN CLUB
3206 M ST NW WASHINGTON DC 20007
Friday, the eighteenth of November, 2005
Seven to Eleven o'clock
Reception, 7:00 to 7:30 PM
Dinner, 7:30 to 9:00 PM
Dance, Silent Auction, Cash Bar, 9:00 to 11:00 PM
If you prefer to attend the Dance and Silent Auction only, please arrive between 8:30 and 9:30 PM

Dance/Silent Auction without Dinner
\$25 per person, includes one drink (wine, beer or soda)

Cocktail attire, black tie optional, coat and tie required.



SCOW
Hale and Farewell Location
At City Tavern Club

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 it: **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 **15th of the month**
4. Submit a full, written-out article
5. Submit your articles to 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.

Use any means, but email is preferred. If you would like a copy of the 2005 ChaNNels editorial calendar, please request via email to channels@scow.org or in-person at the next meeting. Thanks!

Diana Combs, Editor
Wayne Williams, Layout Editor

Please make check payable to SCOW. Please mail check (with name, number of guests) to: SCOW, c/o Kathy Martin, 1114 Loxford Terrace, Silver Spring, MD 20901. Space is limited.

Dance tickets may also be available at the door, if space allows, from 8:30 until 9:30 PM.

Please bring Silent Auction items with you to the dinner dance.

Please no cell phones.

Note: City Tavern Club is next to Banana Republic, near intersection of M Street NW and Wisconsin Avenue. Front of the Club has Indian King sign, similar to an old tobacco shop sign. City Tavern Club telephone number is 202 337 8770.

Parking: Georgetown Park (adjacent; \$12); Waterfront garage next to Chadwicks (1 block, \$5)

CITY TAVERN CLUB



THE SIGN OF THE INDIAN KING

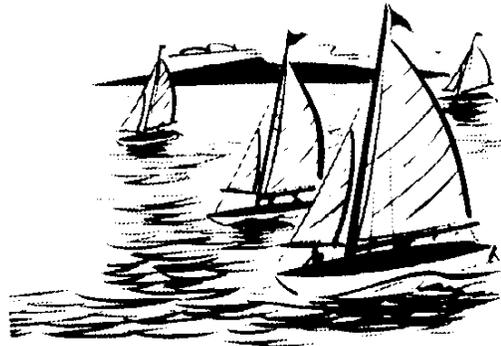
Bay Sailing

Jack Schwartz

- Bay Activities Director

I have always been a little afraid to go to Smith Island. Sure, I've been to Tangier lots of times, but I have also heard too many stories of boats sinking to the bottom on their way in to Ewell! So, when Dot Almassy started planning the excursion to Smith Island, I was intrigued. There were assurances from locals that there was enough water in the channel, and the promise of someone to guide me in, so I thought, why not?

The trip from Mayo would take somewhat longer than a weekend, but I had some vacation time, so I planned a cruise. I left the Rhode River on my own in a strong northerly, dutifully donning the SOSpenders and rigging a jackline. (What do other sailors use?) Unfurling the genoa, Odyssey enjoyed a brisk broad reach down the Bay, and I dropped anchor in Hudson Creek, off the Little Choptank River.



The next morning was still blowing strong enough that I needed to use power to pull up the anchor. Putting up the genny as soon as I cleared the creek, I took a series of tacks to get out of the Little Choptank. Rounding the shoals off James Island, I bore onto a broad reach down the Bay. I got a feeling of deja-vue, watching the power plant, the LNG pier, and Cove Point light pass to starboard. As I passed Calvert Cliffs, I felt a sense of homecoming. (I sailed out of Solomons for 10 years.)

Odyssey entered the Patuxent River with plenty of daylight, so I headed under the bridge and anchored in Mill Creek. The next morning brought a leisurely sail to Solomons, where I met my friend Ellen. We enjoyed a seafood dinner at the Captains Table, one of the more reasonably priced places. Friday we left for Smith Island, motoring most of the way into a light southerly wind. Rounding the Ghost ship, we enjoyed a couple hours of a quiet broad reach. Smith Island is pretty low to the horizon, and you don't really see it until you're about a mile away. GPS confirmed we were on the right track, and the entrance marks appeared where expected. Then we had to see if Steve Eades' piloting directions would keep us off the bottom!

Pelicans were hanging out all along the breakwaters on each side of the approach. Entering the channel, I stayed close to the greens, and had at least nine feet the whole way in. Finding the Chesapeake Sunrise marina was easy, and we were in a slip in no time at all. We spent the afternoon and evening touring Ewell, and dined on the best softshells I ever ate.

Saturday morning brought strong winds and the arrival of the Ferry, with about 20 SCOW members aboard. They understood why the Captain had suggested moving the chairs close to the railing, when the rocking slid them across the deck. Luggage was unloaded, assignments made, and people found their way to rooms at either Steve and Pauli's Bed and Breakfast or the Ewell Tide Inn. We spent the afternoon touring the island and setting up tables and chairs on the deck, getting an appetite for the feast to come. Phantom Phlyer's arrival completed the group; they had a great reach over from the Patuxent River and were ready to join the party.

Someone brought over a couple bushels of freshly steamed crabs, along with corn, slaw, and other goodies. Hungry from their explorations, everyone enjoyed a real crab feast. It was a treat being able to throw the shells over our shoulders into the water, where the gulls fought over them, leaving not a trace behind! After eating our fill of crabs, we were treated to a local delicacy, 10-layer cakes, for dessert.

Bay Sailing (Continued)

After dinner, it was time for the Sunset Cruise: a water tour of the island, including a trip down to Tylertown, and everyone enjoyed themselves. Jenny Kamm reported that one of the first buildings we arrived at had a map of Tylerton, including points of interest, painted on the side of it. I believe that was the post office, but I'm not sure. In the middle of the town there was a general store that everyone seemed to gravitate to, probably because there was nothing else open at night. There was a group of old men sitting inside talking away. This was supposedly where you could find the best crab cakes around. Walking down one street, we came across a church tucked in between houses. Since the streets are so narrow, the church seemed to tower over us although it was only a few stories high. It was a very beautiful church, I would have loved to have seen the inside. Other than that, it was just a very quaint little town with tiny little streets. We had fun just walking around the island, it was so peaceful there. If I were going to live on Smith Island I would definitely want to live in Tylerton.

Sunday morning we enjoyed a leisurely breakfast and another walk around the island, picking fresh figs at Ewell Tide Inn. Odyssey had been aground in the slip at low tide, so we took the opportunity of high water to leave. Unfortunately, we took the mark a little wider than we should have and promptly found the bottom. Lucky for us, Bob Soule (Phantasy Phlyer) was monitoring the VHF, and came out with Steve aboard Sunrise to pull us off. Once clear of that shoal, we hugged the greens and remained in the channel the rest of the way out, with Phantom Phlyer behind us. With a light southerly, we were running all the way up the Bay, and raised the asymmetrical spinnaker for a great ride, pulling into Solomons just as the sun was setting!



Wear of Personal Flotation Device (Life Jackets) or, Sailors are Smarter

Steve Linke, Commodore

The trend in wearing PFDs is fairly flat. Most people don't wear them. Some exceptions are personal watercraft where use of PFDs is legally required. But interestingly, among the sailors observed, there is a trend toward more use. According to a series of studies commissioned by the US Coast Guard, more sailors are choosing to wear life jackets, particularly day sailors. See http://www.uscgboating.org/statistics/2003_PFDReport.PDF

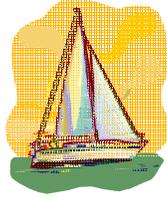
From the report:

"The only types of craft that demonstrated a consistent increasing trend in PFD wear rates were day-sailor sail boats and cabin sailboats. From 1998 to 2002, wear rates for adults on daysailor sail boats steadily increased from 24.8% to 46.1% for this type of craft. In 2003 the previously observed increase declined to 39.1% but this wear rate was still higher than any previous year except for 2003. PFD wear rates on cabin sailboats increased from 4.9% in 1998 to 11.8% in 2000. Since then, the wear rates have essentially leveled off with minimal fluctuation."

Some thoughts:

- Consider wearing a life jacket especially when it is windy or with colder water temperatures.
- Consider buying yourself a PFD this holiday season. Treat yourself right.
- Judging by SCOW experience, we should also include a warning here about those early days in spring when sailors are just returning to the docks. SCOW had several members this spring who just stepped off. Fortunately no one was injured, so far.

Be smart. Be safe out there.



Sailing Club of Washington
Cordially invites you to the

Hail and Farewell Dinner Dance for 2005
Honor the SCOW 2005 Board
Welcome the SCOW 2006 Board

CITY TAVERN CLUB
3206 M ST NW WASHINGTON DC 20007
Friday, the eighteenth of November, 2005
Seven to Eleven o'clock
Reception, 7:00 to 7:30 PM
Dinner, 7:30 to 9:00 PM

Dance, Silent Auction, Cash Bar, 9:00 to 11:00 PM
If you prefer to attend the dance only, please arrive between 8:30 and 9:30 PM

Dinner and Dance:

\$51 per person (choice of grilled chicken, salmon, or vegetarian), or \$61 per person (8 oz grilled filet mignon)
Includes wine with first and second courses, tax and service

Dance Only

\$25 per person, includes one drink (wine, beer or soda), tax and service.
Cocktail attire, black tie optional, coat and tie required.
R.S.V.P. by November 1, 2005

MENU

First Course

Assorted baby greens salad, rolls and butter
Chardonnay

Second Course

Choice of grilled chicken, salmon, filet mignon, or grilled vegetable medley with pasta
Seasonable vegetables
Merlot

Third Course

Tiramisu cake, Coffee and Tea Service
Juice or soda may be substituted for wine if you prefer

PAYMENT AND ENTREE SELECTION MUST BE RECEIVED BY NOVEMBER 1ST

Be Safe When Sailing

Former Commodore and then Vice Commodore, Jay Weitzel

You may wonder why SCOW places such an emphasis on safety in our skipper training and checkout program. Some data from the National Transportation Safety Board (NTSB) will explain. When you drive a car, you assume that every other driver has had training and been tested. Well, read on – when sailing, you’d be safer assuming that the other boaters in your vicinity have had no training at all, and are absolutely clueless as to the “rules of the road.”

But first, just to get your attention, would you be safer aboard a Flying Scot or a Cessna two-seater? Think again: fatalities from recreational boating exceeded fatalities in aviation accidents. In 2002, the U.S. Coast Guard recorded 750 deaths and 4,062 serious injuries in boating accidents in this country. Of the 750 fatalities, 524 drowned. But the real figures may actually be worse. An American Red Cross survey indicates that over 355,000 people are injured from recreational boating accidents annually, and more than 40 percent of these injuries require medical treatment beyond first aid. At SCOW, we’d like you not to add to or be a part of these numbers.

The NTSB did a study to try to determine the cause of boating deaths. The NTSB concluded that people involved in fatal boating accidents uniformly operated their vessels in a manner inconsistent with the “rules of the road” and safe boating practices. In fact, the NTSB study found that over 80 percent of recreational boat operators involved in these accidents had never taken any type of boating education course. Even worse, the NTSB estimates that only 7 to 22 percent of boaters take a voluntary boating safety course before they take the helm of a boat for the first time. These data have been duplicated in several studies. A survey of accident data from 49 states showed that 84 percent of those involved in any boating accidents had no boating instruction. A 1997 study showed that 87 percent of personal watercraft skippers had no training whatsoever. Coast Guard boating statistics for 1991 through 1996 found that 85 percent of boat operators involved in fatal boating accidents had no boating instruction. In 2002, the United States Coast Guard again found 80 percent of all boating fatalities occurred on vessels where the operator had not completed a boating safety education course.

Well, you’re asking: What about that safe boating course I have to complete before I can be a SCOW skipper?



SCOW

Psycho – Ready for a Cruise

Well, states didn’t start that requirement until 1994. And, at this time, only twenty-three states, the District of Columbia, and Puerto Rico require such courses before a person is permitted to operate a recreational boat. In addition, many states “grandfathered” existing boaters.

So, if you’re skippering a SCOW boat, it is likely that any boat you see out there on the water around you (or heading directly towards you) is being skippered by a person who has never taken a safe boating course. As a spokesman for the NTSB says, we basically have a system in which “any boat operator can rent or buy a vessel that can operate at speeds in excess of 70 miles per hour without demonstrating knowledge of basic safety rules or skills in operating these sophisticated vessels.” So, the reason we emphasize safety in SCOW is not just to make sure you know how to sail safely, but to make sure you can protect yourself and your crew from the multitudes on the water who don’t.

Think about these statistics the next time you’re tempted to assume that the other skipper knows the rules of the road. Don’t assume because the rules say you have the right of way, the other skipper knows or cares. Look again at the Inland Rules, and especially the rules requiring every vessel to keep a lookout and to avoid collisions.

And . . . be safe out there.

2005 Board of Directors

Position	Name	Home	Work	E-mail
Commodore	Steve Linke	703.684.5266	703.604.7006	commodore@scow.org
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Skipper Director	David Simpson			skipper@scow.org
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Racing Director	Mike Murphy	703.820.1991		race@scow.org

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Web Editor	Peg O'Laughlin			webmaster@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

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