

ChanNels

The Newsletter of the Sailing Club of Washington
October 2006 – 40th Year Anniversary

Commodore's Log

By Jan Earle, SCOW 2006 Commodore

When the days grow cooler and the daylight shortens, you know that the warm weather sailing season is drawing to a close. No more balmy after work cruising in the Scots. No more Social Sails. No more refreshing libations and tale-telling in the twilight on the deck at the marina. But that doesn't mean that SCOW activities are over.

SCOW events and personal sailing opportunities continue year round. Our next big social event is the Hail & Farewell dinner-dance on November 18. This is a top quality party that provides an opportunity to see your mates looking entirely different and to meet your new officers for the coming year. The Fowl Weather Raft-Up on October 21-22 and the Veteran's Day Cruise on November 10-11 will top off our Bay activities. River activities continue to offer convenient opportunities to get out on the Potomac, with a Moonlight cruise on October 6, the Pohick Bay Sail 'n Camp on October 14-15, the Hot Toddy cruise on October 27, and the 6th Annual Parade of Lights on December 2. Finally, our Fall Maintenance Day on October 28 will prep our boats for winter weather and all hands, experienced or inexperienced, are encouraged to participate.

Many hardy SCOW members continue to sail throughout the winter, if the ice isn't too thick and the winds aren't too blustery. So unpack those wooly jumpers and dig out those insulated gloves and earmuffs. And don't forget to wear a PFD - that water gets Coooold! Wishing you fair (and balmy) winds throughout the Autumn.

Nominating Committee

Yes, it's that time of year when we are looking for candidates for the 2007 SCOW Board of Directors. Everything that happens in SCOW - from membership meetings to social sails, the Re-Up Brunch to racing, training to raft-ups - results directly from the efforts of the dedicated volunteers who make up the Board. They don't do all the work themselves, but they get things organized and get everyone motivated to keep SCOW running smoothly.

You don't need a lot of experience to be on the board. You just need enthusiasm and a willingness to help the club. If you would like to nominate yourself or someone else, email the Nominating Committee Chair, Chris von Guggenberg, at cvongugg@comcast.net or call him at 703-683-6649. You may also contact any of the other members of the Nominating Committee: Kathy Kurtz, Steve Linke, Dorothy Stocks, and Jan Earle.

SCOW's Board is a WORKING board, not just a decision-making body. Positions include Commodore, Vice Commodore, Secretary, Treasurer, and 6-8 Director positions. Each of the Director positions require taking responsibility for one of the Club's major activities: Social, Maintenance, Training, Skipper, River, Bay, and Racing, although each of these positions may have assistants to help carry the work load.

Candidates for the 2007 Board of Directors will be announced at the membership meeting on Monday, October 9th. Additional nominations will also be accepted from the floor at the meeting. The election will be held at the November meeting.

Next Membership Meeting: Monday, October 9th, 2006

Location: American Legion, 400 Cameron Street, in Old Town Alexandria

Time: Socializing downstairs begins at 6:30 pm and the meeting begins upstairs at 7:30 pm.

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SCOW Bay Activities

By Jack Schwartz, Bay Director

Labor Day Raft-up to the Choptank River

Ernesto tried, but did not dampen the spirits of SCOW's Bay fleet. Friday's storm subsided, leaving rain and exhausted crew members in its wake, delaying departure of most of the upper bay fleet. Not to be discouraged, we met at Holiday Hill marina, finding spots for *Aurora Blew*, *Sea Frog*, and *Almost Crazy* near *Odyssey's* slip. A great meal was shared, including appetizers and antipasto, followed by rice and sautéed shrimp and scallops, and topped off by seafood risotto. There was also no shortage of beverages to go around.

Sunday brought an improvement in the weather (sort of), with motor-sailing conditions. We headed across to the Choptank River, where we met *Phantom Phlyer* in Ledenham Creek. They had sailed from Solomons on Saturday and rafted alone in the Little Choptank. A little maneuvering was needed to bring the raft together, but we enjoyed the evening visiting, eating, and drinking (what else?). Tina enjoyed her "shore leave" as well.

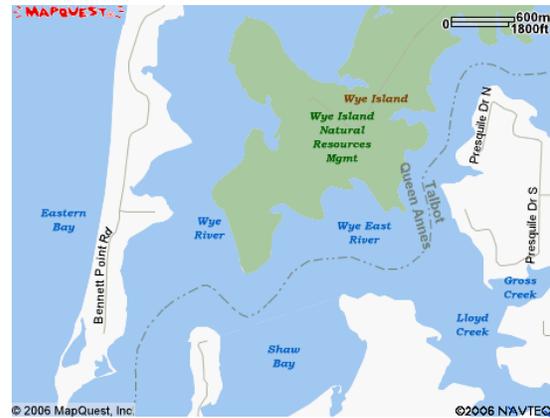
Monday meant a return voyage for most of the boats, but *Almost Crazy* (chartered by John Rogers) joined us as we continued to ply the waters of the Choptank for a couple more soggy days and a visit to Oxford before returning home.

Odyssey completed the week in the upper reaches of the Choptank, with a visit to La Trappe Creek (one of the most beautiful I have anchored in anywhere), and Cambridge. Our return voyage included more of the "Iron Genny" than we would have liked.

Veteran' Day Cruise

November 10-11: Depending on the weather, we may head over to the Eastern Bay, maybe Tilghman Creek or the Wye River, or stay on the Western Shore, possibly the Magothy River, near Cackaway Island, or Whitehall Creek. Bay Skippers, let me know your thoughts on these or other favorite anchorages!

Please reply to bay@scow.org with boat information and home port, as well as if you would be able to take on crew. Members interested in participating as crew, provide a brief description of your experience and contact information.



Mapquest – Wye East River
(Not for Navigation)

Fowl Weather Raft-Up, October 21 & 22

By Allan Lewis

SCOW will once again hold its annual Fowl Weather Raft-Up on the weekend of October 21-22.

We will meet in Dividing Creek, off the Wye East River and adjacent to the Wye Island Natural Resource Area. (Granary Creek, just up the river, will be our back-up if Dividing Creek is full.) This is a great place to watch the migrating geese and enjoy the fall colors, and is one of the best gunkholes on the bay. I'd appreciate it if those skippers planning to attend would touch base beforehand so we have some idea of how many boats to expect. Also, for those who would like to crew, let me know and I will make your names available to those skippers who might be looking for crew.

If you have any questions, give me a call at 301-445-3397(H) or 301-466-7737(cell). You can also reach me by e-mail at allan.lewis@faa.gov

For more information about the natural resource area, go to <http://www.dnr.state.md.us/publiclands/eastern/wyeisland.html>

Hope to see you on the bay!

Correction

Dionysos did not participate in the St. Michaels raft-up as reported in the September issue.

2006 Fall Flotilla Sail 'n Camp Cruise on Potomac River, Oct. 14-15

By Mike Rothenberg

Come one, come all on the SCOW Fall Flotilla for a fun-filled weekend of sailing, camping, eating, drinking and other healthy and frivolous activities. Scheduled for Saturday, Oct. 14 and Sunday, Oct. 15, this trip gives SCOW members the opportunity to either Sail 'n Camp or Drive 'n Car Camp at the beautiful and nearby Pohick Bay Regional Park at Gunston Cove (<http://www.nvrpa.org/pohickbay.html>).

Twenty-eight people have signed up. Plus four private cruisers, possibly a fifth, have joined the SCOW Flotilla. That means we have more room on boats -- as many as 10-15 slots!!! You can sail 'n camp, car camp or just join us for our potluck dinner on Saturday evening. For those who want to car camp or just join us for dinner, the park is just a 30 minute drive from the Washington Sailing Marina off the I-95 Exit for Lorton.

Event Details:

Scenic Picnic Shelter and Campsites - SCOW has reserved a picnic shelter overlooking the waters of Gunston Cove and plenty of scenic camping areas, some of which also have water views.

Sail 'n Camp - For those sailing, we will be departing the Washington Sailing Marina at 9:00 a.m. on Saturday, Oct. 14 and return late afternoon, Sunday, Oct. 15. However, depending on the wind forecast, non-powered sailboats may have to leave as early as 6 a.m. All SCOW boats have been booked for the occasion. Personally-owned boats are also welcome and encouraged to join the flotilla.

Drive 'n Camp - For those interested in just camping, there is plenty to do at the park -- hiking, historical sites, boat rentals and even a golf course.

Food - There will be a potluck dinner Saturday night with each participant contributing a dish to share. SCOW will provide the breakfast on Sunday morning. Participants provide their own drinks, lunches and snacks en route.

Cost - The cost is a mere \$10 per person.

How to Sign-up

Please RSVP as soon as possible by e-mailing me (Mike Rothenberg) at mrothenberg@rothenberg.com. In your message, please indicate one of the following (or an explanatory note, if none of these apply):

1. Bringing own tent and would like to come down on a SCOW or other boat from Washington Sailing Marina.
2. Same as #1 but you also are willing to provide extra space for other SCOW members in your tent or on your boat. Note how many people you can accommodate as well as gender preferences.
3. Need tent or berth space. We will assume everyone in this category can provide his/her sleeping bag.
4. Will be traveling independently by car or boat to Pohick Bay Regional Park and will bring your own tent.
5. Same as #4 but you also are willing to provide extra space for other SCOW members in your tent, on your boat or in your car. Note how many people you can accommodate as well as gender preferences.
6. Have pre-arranged plans to sleep on a boat.

Other Info To Include In RSVP:

a) If you are requesting space on a SCOW boat, please indicate if you are a SCOW skipper (Scot and/or cruiser), and give some rough indication of your level of experience if you are not a SCOW skipper. Space on SCOW boats will be made available on a first come/first served basis.

b) If you are planning to come on a personally-owned boat, please indicate if you will be leaving with the flotilla from Washington Sailing Marina or rendezvousing at some point along the way. Also provide the name of the boat you will be coming on.

Volunteers Needed - When you RSVP, please let me know if you can volunteer to help.

Note of Thanks - Many thanks to Doug Kelch and Karen Parsons, whose work to plan last year's trip have made this year's undertaking much easier than it would have been otherwise.

Hope you can make it! If you have any questions, I can be reached at 703-820-1270.

Rebecca Rigging

By Bill Davenport

This article will be of interest to cruising skippers or others who crew on *Rebecca*. We've replaced some worn sheets and halyards and in the process, there have been some minor changes to her running rigging which are detailed below.

1. There are new main and jib halyards. They're color coded -- the jib halyard is red and the main halyard is green. This will make it easier for skippers sailing with inexperienced crew. Instead of trying to tell them which of the many lines you want them to use, you can just tell them to "Use the red halyard."
2. The outhaul has been replaced with a red and gold line. In addition, two blocks have been added, so that you can get enough purchase to change the shape of the main sail with the outhaul.
3. The topping lift line has been replaced, it is the black and gold line. When you're sailing, you can loosen the topping lift, since the boom will be supported by the sail. The topping lift won't interfere with the main. When the boat is being secured, use the topping lift to bring the boom to a level position. You will still need to use the "pig tail" from the backstay when stowing the boat, since that keeps the boom from swinging.
4. The downhaul line has been replaced. The smaller line will keep the downhaul from sticking as it has in the past. The downhaul cleat has been moved to the starboard side of the mast.
5. You'll see a piece of line near the gooseneck on the boom that goes through the gooseneck. One end is fixed to the port side of the mast and the other is a loop slipped over the topping lift horn cleat on the starboard side of the mast. This is used to hold the boom in place when the boat is being stowed. When you raise the main, take this loop off. When you drop the main, after you loosen the downhaul, you should reattach the loop on the topping lift horn cleat. This will keep the boom at the correct level so that the sail can be flaked with the battens parallel to the boom.
6. You'll also see a red tape line on the boom and another on the starboard side of the mast. On *Rebecca*, you raise the main until these red tape lines match, this indicates the main is now fully raised. Then pull the downhaul line for the desired luff tension.
7. The lines for the slab reefing have been replaced. Two blocks have been added so you can get enough purchase to tension the foot of the main, but the slab reefing works as it did before.



SCOW Bosun Barry Creech



Launching a Flying Scot



Thursday Social Sail

Sailing with Children

By Jay Weitzel

There is no SCOW policy restricting children from sailing on the boat. Geez, those kids are tomorrow's SCOW members! The only guidance is that, as with any other boat use, the skipper should use care and common sense. This information should be of use to anyone who boats with small children, though.

SCOW's policies and the equipment on each boat meet or exceed the legal requirements for each vessel. In this case, the SCOW Boat Use Policy exceeds the Coast Guard requirement. The Coast Guard requires all children under 13 years of age aboard a recreational vessel (whether owned or rented) to wear a U.S. Coast Guard approved PFD while underway, unless the child is below decks or in an enclosed cabin. The Coast Guard defines underway as not at anchor, made fast to the shore, or aground. Commercial vessels are exempt from this requirement, by the way, which is why you don't see kids on the tour boats wearing PFD's.

SCOW requires that children under 13 must wear an approved PFD at all times while on SCOW boats, including if the boat is at anchor, at the dock or aground. The only exception is if the child is below decks on the cruising boats, in which case the PFD may be removed only while the child is in the cabin and must be put on again before returning to deck. The reason we do that is pretty obvious...a child walking around the deck can fall off a boat that is at anchor or even tied up to the dock. We need to keep our future members healthy.

We point out that members may need to furnish their own child preservers because, while we have a couple of children's preservers on the boat, there may not be enough or they may not be the correct size. From time to time, Boater's World (in Springfield) has specials on PFD's...they'll have several boxes on deep discount.

The Coast Guard regulations were implemented because 15 states had no requirement for children to wear PFD's. However, states are free to have more stringent rules. I sent an email out a while back advising those who intend to sail with children in Maryland waters (anything south of the Wilson Bridge on the Potomac) that Maryland has a requirement for children under four years or 50 pounds. Their PFD's have to have additional safety features. A useful summary and drawing are on this site:

<http://www.dnr.state.md.us/boating/pfdlaw2006.pdf#search=%22pfd%20requirements%20maryland%22>

SCOW Welcomes Its New Members

Daniel Bender

Stuart Bolton

Becky Crissey

Timothy J. Gibson

Julie Hanlon-Bolton

Richard Lawrence

Margaret Rasor

Neil F. Rudisill

David Slenzak

Kenneth Stibolt

Linda Velgouse

Glenn Willis

Call for Updated Contact Information

By Monika O'Connor

Since our membership directory publication in May we've have lots of new members! I'd like to provide the membership a list of members not listed in the directory (think simple list here) and thought it might be nice to include those whose contact information has changed as well.

If your information in the membership directory is incorrect, please send the correct information to Monika O'Connor (members@scow.org). This includes address, phone number, and email addresses. Even if you've already sent a note, you may want to send it again. Although I've tried to keep up with who's had changes, I want to make sure I get everyone on the list.

For those members that have joined after the printing of the directory, you will only need to contact me if the information you provided on your application has changed. The list will be available at the next membership meeting which is October 9th.

Leukemia Cup Fundraising

By Lauren Hospital

WOW.... what a team! The Regatta is over and I am so proud of our accomplishments. Please pat yourselves on the back for a job well done. It was truly a pleasure to work with each of you and I don't believe I will ever be able to thank you all enough for the help and support you have given over the summer campaign -- and year round -- to The Leukemia & Lymphoma Society. I am ecstatic to announce our \$160,000 (and counting....!) success for our mission, with the 2005 comparison showing over a \$30,000 increase for the sailors -- WOW!

We also were breaking individual/team records left-and-right this year. Our highest individual total to date was \$11,000 (with John Leary last year) and this year we had many new heights:

Congrats to GEORGE UMBERGER with over \$16,000 in his individual tally! And yet another new record for individual top fundraiser.

TIM DICKSON wasn't too far behind -- also toppling our previous record with over \$13,600!

PETER HOWSON and JOHN LEARY held strong, both breaking the \$10,000 mark!

And the impressive list goes on.....

**Another new record for our "5 Skippers" as the 2006 Leukemia Cup winners with over \$30,000 collected as a team! Far exceeding their \$25,000 goal and their \$20,000 total from 2005. CONGRATULATIONS -- Declan Conroy, Patrick Derry, Mike Geissinger, Tom Hannan, Dan McClafferty and George Umberger!!

Even more kudos...To the National Capital Area Chapter for sending FIVE Fantasy Sailors (yet ANOTHER RECORD for us!!!) to Newport next month. Congratulations to George, Tim, Peter, John and Pat! Way to represent NCA on the national level! Thanks so very much -- you all deserve this great trip!

Well, I can't say it enough -- it's been a true pleasure to work with you all and execute this event for you. I do hope that you enjoyed yourselves, you are proud of the aforementioned successes and more... and are able to relax and rejuvenate for another year.

I feel like I won an Oscar and the music is queuing me to wrap-up.... there are so many people that pull together to make our Regatta happen. Please know that each of you are so appreciated.



Dale Eager – *Coup de Vent*
13th Leukemia Cup

Riverside Chat!

Thanks again to the persons responsible for *Channels* articles and the website calendar: Karen Denholm, Wayne Williams and Peg O'Laughlin. They have been just great in keeping you all informed about River Events, even documented with photos.

In Reflection, we have memories to behold as well as lessons learned. Beginning with the Mattewoman Creek Overnight Flotilla, certainly many lessons learned during that trip. Hopefully we all learned these lessons and are better sailors as a result, both skippers and crew! We had the "Awakening" picnic sail on Memorial Day weekend with lots of wind and lost vittles! Old Town Fireworks Raft-up in June was truly a delight to behold. Independence Day once again offered a spectacular evening and fabulous display of lights. July and August moonlight sails were enjoyed by both new and seasoned sailors. Actually we should all be seasoned sailors now and ready to indulge in brisk fall-weather sailing. The sailing season isn't over yet. We are looking forward to the Gunston Cove weekend – rain or shine.....as I once said to a sailor friend...."Real sailors get wet, don't they?"

Happy Sails to all,
River Director, Dorothy Stocks



Pearson Yacht
by
Bill Shaw



Bill Shaw



WSM – Upended Catamaran



Georgetown FJ Hit by Tree

Eight Bells

From Scuttlebutt,

http://www.sailingscuttlebutt.com/archived_Detail.asp?key=3372

By Jim Harvie

I would like to note the death of Bill Shaw, a renowned yacht designer and friend for over fifty years. After lots of youthful sailing and time in the Merchant Marine and the Navy, Bill pursued his dream of becoming a naval architect by joining the firm of Sparkman & Stephens, where he was involved in the design of many famous yachts, including the America's Cup defender Columbia as Chief designer. He was a founder of the Midget Ocean Racing Club, sparked by his design of the Shaw 24.

He later joined Pearson Yachts as chief naval architect, a position he held for 27 years, also advancing to become general manager of Pearson. During his career there, over 40 classes of boats were designed and produced, mostly quality, family-oriented racing/cruising fiberglass sailboats. He was active in many sailing organizations, including the Cruising Club of America, the New York Yacht Club and the Storm Triesail Club. Bill was a great shipmate, and he will be missed by his many friends and those who sail in one of the boats which he designed.

More on Bill Shaw see the Pearson Current Archive

<http://pearsoncurrent.com/tpcarchive/tpc-1-1.htm>

Hurricane Ernesto

Here are a few pictures of the damage that Hurricane Ernesto did to the Washington Sailing Marina. Note that Hurricane conditions are indicated by winds exceeding 64 knots!



WSM – Brian surveys debris at Boat Ramps and Cranes



SAILING CLUB OF WASHINGTON

Cordially invites you to the

Hail and Farewell Dinner Dance for 2006

To Honor the 2006 Board and Welcome the 2007 Board

CITY TAVERN CLUB

3206 M Street, NW Washington, DC 20007
Saturday, the Eighteenth of November, 2006

Reception, 6:00 PM until 7:00 PM

Hors d'oeuvres, cash bar (including special \$2 "mini-tinis")

Dinner, 7:00 PM until 9:30 PM

Dance, 9:30 PM until 11:30 PM. cash bar

Raffle (\$5 each, 5 for \$20)

Reception, Dinner and Dance

\$55 (grilled vegetables over pasta); \$59 (grilled chicken or salmon);

\$69 (8 oz grilled filet mignon) per person

Includes hors d'oeuvres, wine with first and second courses, tax and service

Dance Only

\$25 per person. Includes one drink (beer, wine or soda) Please arrive between 9:30 and 10:00 PM for dance

Cocktail attire, black tie optional, coat and tie required

R.S.V.P. by November 2, 2006

MENU

Hors d'oeuvres

First Course

Assorted baby greens salad, rolls and butter

Chardonnay

Second Course

Choice of grilled chicken, salmon, filet mignon, or grilled vegetables over pasta

Seasonal vegetables

Choice of Merlot or Chardonnay

Third Course

Tiramisu, coffee and tea service

Juice or soda may be substituted for wine if you prefer

PAYMENT FOR DINNER OR DANCE ONLY MUST BE RECEIVED BY NOVEMBER 2nd.

Please include NAME(S) & ENTRÉE CHOICE PER NAME (or Dance Only Preference) with payment.

Please MAIL CHECK (payable to SCOW) to: Sailing Club of Washington, Ben Franklin Station Post Office, P.O. Box 14138, Washington, DC, 20044 – 4138.

Location Note: City Tavern Club is located between Banana Republic and BCBG, near intersection of M Street, NW and Wisconsin Avenue. The front of the club has an Indian King Sign (similar to old tobacco shop sign). The City Tavern Club's telephone number is 202-337-8770. *Please no cell phones.*

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

2006 Board of Directors

Position	Name	Home	Work	E-mail
Commodore	Jan Earle	202.249.0855	202.513.7667	commodore@scow.org
Vice Commodore	Henry Cheng	571.263.1501		vice@scow.org
Secretary	Bonnie C. Dailey			secretary@scow.org
Treasurer	Walter Peterson	703.960.3260	202.413.7570 (cell)	treasurer@scow.org
Training Director	Kristin Stone			training@scow.org
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Skipper Director	Karen Marino			skipper@scow.org
River Director	Dorothy Stocks	703.521.0903	703.524.3147	river@scow.org
Racing Director	Bill Davenport			race@scow.org

Other Key People

Crew Liaison	Melissa Ennis	703.845.5764	301.279.4201 x2180	crew@scow.org
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Photos on Web	Mike Rothenberg	703.998.0692	703.820.1270	pictures@scow.org

For Information about Club Activities

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