

Commodore's Log

By John Rogers

In thinking about what to write this month, I came across Jan Earle's Commodore's Log from last year. It expressed how I am feeling:

"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."

There are plenty of sailing opportunities left this year even though Social Sails and Wednesday night Racing will finish up in the beginning of October. Last year there were warm periods into January that made for nice sailing.

There will be two more raft-ups on the bay, the Fowl Weather raft-up in October and the Veteran's day raft-up in November. We will have one more spinnaker class, and I am sure there will be some river sails. We will have two more General membership meetings. Besides the usual presentation, announcements, and the 50-50 raffle, the highlight of the October meeting is a presentation from the Nominations Committee with nominees for the 2008 Board.

But don't stop there! If you want to nominate someone else or decide, at the last minute, to run yourself, this is your chance! One nomination, one second, and a willingness to run can get you on the ballot! Of course, then we will have the election. Watch your mail boxes for your ballot (mail boxes, not email boxes!) The votes are counted at the Annual Meeting/ November General Membership meeting. Besides counting the votes, at the Annual Meeting we discuss how the year went and what we would like to see next year. Believe it or not, I think this is the most important meeting of the year. Please come and discuss your vision for SCOW.

The final social event of the year is the Hail & Farewell dinner and dance. This is the best party of the year (see additional information elsewhere in ChaNNels). I hope to see a large crowd to thank the outgoing Board, the incoming Board, and the many volunteers that keep the club going year to year, both new or old members of the SCOW. Pause for the Holidays, practice your knots¹, review your sailing lore², or rent the DVD of Master and Commander! Then we start-up all over again with the After-Glow party in January, planning for the new year, the re-up Brunch in March...; then it is 2008!

¹ <http://www.animatedknots.com>

² <http://sailing.about.com/>

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PIRATES

Submitted by Bonnie Dailey

*Ohh, a pirate's life is a wonderful life
A-rovin' over the sea
Give me a career
As a buccaneer
It's the life of a pirate for me
Ohh, the life of a pirate for me*

*Ohh, a pirate's life is a wonderful life
They never bury yer bones
But when it's all over
A jolly sea rover
Drops in on his friend Davy Jones
Ohh, his very good friend Davy Jones*

These lyrics from “Peter Pan” paint a delightful picture, but what were the pirates REALLY like? (And are there pirates today?) Wikipedia tells us that Piracy is a robbery committed at sea, or sometimes on the shore, by an agent without a commission from a sovereign nation. The great or “classic era” of piracy in the Caribbean extends from around 1560 up until the mid 1760s. Various ‘Pirates of the Caribbean’ were most successful from the 1640s until the 1680s. Caribbean piracy arose out of, and mirrored on a smaller scale, the conflicts over trade and colonization among the rival European powers of the time, including England, Spain, the Netherlands, Portugal, and France. These pirates were generally of Dutch and English origin. Since Spain controlled most of the Caribbean, the cities and ships that were attacked often belonged to the Spanish Empire. Some of the best-known pirate bases were New Providence in the Bahamas from 1715 to 1725, Tortuga (the “Isle of the Tortoise” – now part of Haiti) in the 1640s, and Port Royal, Jamaica after 1655.

Among the most famous and bloody Caribbean pirates is Henry Morgan. This article will focus on him. If SCOW members are interested in hearing about other pirates, just let us know and we’ll publish more articles!

Sir Henry Morgan (ca. 1635 – August 25, 1688) was a Welshman who was among England's most notorious and successful privateers. Morgan and his crew were privateers, not pirates. (Unlike an illegal pirate, a privateer was a private warship authorized by a country's government by letters of marque to attack foreign shipping during war.) Morgan was knighted for his success as a privateer in the sacking of Panama!

Continued on page 6.....



Vessels Heading Home – Pic by River Director (Wayne)

SAILING CLUB OF WASHINGTON

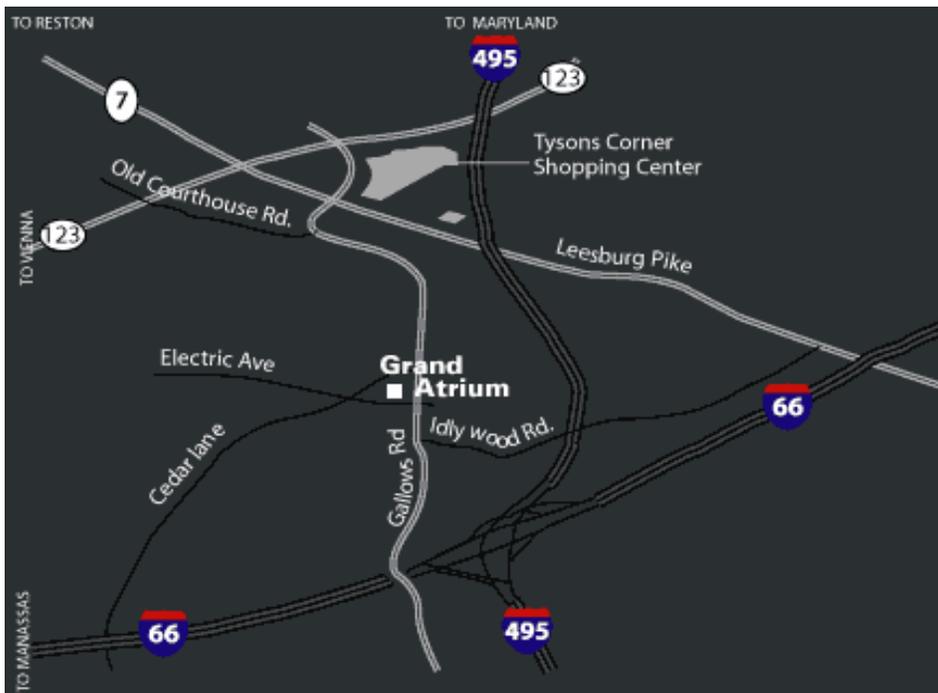


*Cordially invites you to attend the
Hail and Farewell Dinner Dance for 2007
To Honor the 2007 Board and Welcome the 2008 Board
At the Grand Atrium*

2236 Gallows Road, Tysons Corner, Virginia
Saturday, the Seventeenth of November, 2007
Seven to Eleven-thirty o'clock
Buffet Dinner featuring Roast Beef and Salmon
Dance to the Music of Sydney Banda and Friends,
\$60 per person
includes parking and open bar.
Cocktail attire, black tie optional

RSVP by 12 November. Please MAIL CHECK (payable to SCOW): SCOW, 1114 South 17th St. Arlington, VA 22202-1606, VA 22202-1606 ... or hand to Dot at Social Sail !

Location Note: The Grand Atrium is located between Dunn Loring Metro and Tysons Corner, near the 7-11 at Electric Avenue. Brick Building w/Green Awnings. Look for nautical flags. Free underground parking w/elevator service to the Grand Atrium. Shuttle service available from Dunn Loring Metro upon request.



Directions to Grand Atrium

2236 Gallows Rd.
Vienna, VA 22182
<http://www.grandatrium.com/directions.htm>
Ph: (703) 698-0228

Take I-495 to route 7 West
(Towards Tyson's Corner),
Make a left at Gallows Rd. (Second Light)
Go about 1 mile and Grand Atrium
will be on the right
Between Cedar Lane and Electric Ave.

Sydney Band and Friends Demo Music

http://www.sydneybanda.com/HTML/_Commo n/Demo%20Sounds.htm



SCOW Basic Sailing class on the Water:
By Mike Murphy

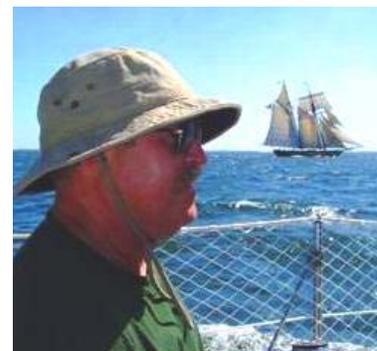
Due to strong winds and a Small Craft Advisory, day one of the Basic Sailing Class was spent at the docks learning how to rig and reef sails. However, cool temperatures and a fresh breeze on day two made for a perfect morning on the water. Student skipper Keren Arkin tacks Miss Ellie up the channel with sails well-trimmed by class-mate Mary Beth Theisen and the centerboard attentively watched by Trent Schindler. Instructor Mike Murphy is along for an enjoyable day on the water.



SCOW - Bay Cruising



Scow Member - Susan



SCOW - Jack Schwartz and the *Pride of Baltimore*

Solomons Island - Our visit to Solomons was a delightful escape for all of us. The Artsfest was a Artsy, tasty, treat with entertainment too! Artsfest is held at the park called Annmarie Garden and was literally a walk through the park! The weather was perfect! The Artsfest is held annually.



Pic of Solomons by Susan – Scow Member

Those on Bob Soule's boat experienced great wind on Sat! We all met up at the Four Winds Café at the Calvert Marina...a small, out of the way spot on Dowell Road...and enjoyed delicious crabs and other delicacies. Thanks to Jack Schwartz who told us about this place. Jack and his crew on Odyssey spent the day at Artsfest and sailed back home to Mayo the following day.

A few of us stayed over on Saturday night (hotel) and went into the town of Solomons on Sunday...it was deserted...(everyone was at Artsfest!) We visited many shops including the museum shop and enjoyed the lovely day walking along the Patuxent River. Such a beautiful venue. I hope you can all join us next time.

Pauli (B&B Owner) says we will try to reschedule the Smith Island trip next spring. I hope they reinstate the ferry from Point Lookout so we can once again go back in time on Smith Island.

Dot Almassy
SCOW Social Director

Reefing in a Jif! By Peg O’Laughlin

You’ve signed out the boat, and your sailing pals are ready to go. But the winds have picked up a bit, and you decide you need to reef the main to sail safely. If you’ve signed out Danschweida, you’ll now be able to reef quickly and easily using a new jiffy reefing system. After much discussion, the SCOW board of directors recently agreed to have Maintenance Director Bill Davenport install a jiffy reefing system on Danschweida, the altered Flying Scot we affectionately call our “Turbo Scot,” which is evolving into an intermediate-level boat. I asked Bill to take us through the process of reefing the main in higher winds using the new jiffy reefing system.



Step 1: Lower the main sail to the point where the reef tack cringle (also known as a grommet) is even with the notch in the mast (where one normally inserts the head of the sail when rigging).



Step 2: Insert the Cunningham hook of the reefing system into the cringle.



Step 3: Pull the Cunningham line until the cringle (and the sail) are down to the boom; Cleat the Cunningham line by pulling it up into the vee jam of the Cunningham block.



Step 4: Pull the red reef line on the boom tight, this will raise the aft end of the boom to the sail while also tightening it. The reef line should be tightened until the sail has a horizontal crease just above the boom. Secure the reef line to the cleat on the forward starboard side of the boom.

Step 5: The boat can now be sailed. If the skipper would like to secure the hanging fold of sail, simply tie it around the boom with the short reef lines on the sail’s reef points.

Removing the sail from the boom is easy also. Just un-loop the reef line from the port side aft cleat on the boom. No need to take the reef line off the blocks on the boom -- just secure it there.

Editor’s note: Thanks to Vanna White, er, I mean, Bill Davenport for posing for the photos!

Pirates, continued (From Page 1)

Henry Morgan was the eldest son of Robert Morgan, a squire in Glamorgan, Wales; there is no record of Morgan himself before 1665. He said later that he left school early, and was "more used to the pike than the book." Richard Browne, his surgeon at Panama, said that Morgan came to Jamaica as a young man in 1658, and raised himself to "fame and fortune by his valor". His uncle Edward Morgan was Lieutenant-Governor of Jamaica after the Restoration of Charles II of England in 1660, and Henry Morgan married his uncle's daughter Mary.

Morgan may have been the "Captain Morgan" who accompanied an English expedition in 1663 when the Spanish settlements at Vildemos, Trujillo and Granada were taken.

It is known that in the autumn of 1665, Morgan commanded a ship in an expedition sent by Jamaican Governor Modyford, which seized Providence Island and Santa Catalina. When the commander of this privateer fleet was captured and killed by the Spanish shortly afterwards, Morgan was chosen by the buccaneers as their admiral.

In 1667, he was commissioned by the same Governor Modyford to capture Spanish prisoners in Cuba in order to discover details of a threatened attack on Jamaica. Commanding ten ships with five hundred men, Morgan landed on Cuba and captured and sacked Puerto Principe, then went on to take the fortified town of Portobelo, Panama. It is said that Morgan's men used captured Jesuits as human shields in taking the third, most difficult fortress there.

The governor of Panama, astonished at Morgan's daring adventure, attempted in vain to drive out the invaders. Finally Morgan consented to evacuate the place upon payment of a large ransom. These exploits considerably exceeded the terms of Morgan's commission and were accompanied by frightful cruelties and excesses. Nevertheless, Jamaican Governor Modyford defended his actions under the necessity of allowing the English a free hand to attack the Spanish whenever possible. In London the Admiralty publicly claimed ignorance about this, whilst Morgan and his crew returned to their base at Port Royal, Jamaica, to celebrate.

Modyford almost immediately entrusted Morgan with another expedition against the Spaniards, and he proceeded to ravage the coast of Cuba. In January 1669, the largest of his ships was accidentally blown up, with Morgan and his officers narrowly escaping death. In March he sacked Maracaibo, Venezuela, which emptied out when his fleet was first spied. Afterwards he spent a few weeks at the Venezuelan settlement of Gibraltar on Lake Maracaibo, torturing the wealthy residents there in an attempt to discover hidden treasure.

Returning to Maracaibo, Morgan found three Spanish ships waiting at the inlet to the Caribbean; these he destroyed or captured, recovering a considerable amount of treasure from one which had run aground, and exacting a heavy ransom as the price of his evacuating the place. Finally, by an ingenious stratagem, he faked a landward attack on the fort which convinced the governor to shift his cannons. This trickery enabled Morgan to elude the enemy's guns altogether and escape in safety. On his return to Jamaica he was again reproved, but not punished, by Modyford.

A new commission was given to Morgan soon thereafter, as commander-in-chief of all the ships of war in Jamaica, to levy war on the Spaniards and destroy their ships and stores - the booty gained in the expedition being his only pay. Accordingly, after ravaging the coasts of Cuba and the mainland, Morgan determined on another expedition to Panama.

He recaptured the island of Santa Catalina on December 15, 1670, and on December 27, he gained possession of the castle of Chagres, killing three hundred of the garrison. Then with one thousand four hundred men he ascended the Chagres River, some of the worst swampland in the area. When his force finally appeared outside of Panama they were weakened and tired.

On January 18, 1671, Morgan discovered that Panama had roughly fifteen hundred infantry and cavalry. He cunningly split his forces in two, using one half to march through the forest and flank the enemy. The Spaniards were untrained and rushed Morgan's line. His main force cut down their frontal attack with gunfire, and then his flanking force emerged and finished off the rest. After looting and taking booty that exceeded a hundred thousand pounds, Morgan had his men burn the city and massacre all its inhabitants. His action is considered, to this date, the most barbarous atrocity ever perpetrated by a British pirate against Spanish colonies in America.

Pirates (Continued from page 6)

The sack of Panama violated a peace treaty between England and Spain, and as a result Morgan was arrested and conducted to England in 1672. He was able to prove he had no knowledge of the treaty, and instead of being sent to prison, in 1674 Morgan was knighted by King George III before returning to Jamaica the following year to take up his new post as Lieutenant Governor of Jamaica.

By 1681, however, then acting governor Morgan had fallen out of favor with the British king, who was intent on weakening the semi-autonomous Jamaican Council. He was replaced by his long-time political rival Thomas Lynch. Morgan gained considerable weight, along with a reputation for rowdy drunkenness. In 1683, Morgan was suspended from the Jamaican Council by the machinations of Governor Lynch. Also during this time, an account of Morgan's disreputable exploits was published by Alexandre Exquemelin (who once had been his confidante), in a Dutch volume entitled *De Americaensche Zee-Roovers (History of the Bouccaneers of America)*. Morgan took steps to discredit the book and successfully brought a libel suit against the book's publisher, securing a retraction and damages of two hundred English pounds (Campbell, 2003). The book nonetheless contributed much to Morgan's ill-repute as a bloodthirsty pirate.

When Thomas Lynch died in 1684, his friend Christopher Monck was appointed to the governorship. Monck arranged Morgan's dismissal from the Jamaican Council in 1688. Morgan's health had steadily declined since 1681. He was diagnosed with "dropsie", but may have contracted tuberculosis during his time in London. It is also possible that he may have had liver failure due to his heavy drinking. He died on August 25, 1688.

Morgan lived in an opportune time for pirates. He was able to successfully use the conflicts between England and her enemies both to support England and to enrich himself and his crews. After his death, the pirates who followed would also use this ploy, but with less successful results. Morgan was one of the few pirates (sorry – Privateers!) who was able to retire from his piracy, having had great success and with little legal retribution.

Numerous films and some books have been inspired by the exploits of Henry Morgan. Perhaps most notably, the 1935 film *Captain Blood*, starring Errol Flynn in the role that made him a star, is loosely based on Morgan's life. John Steinbeck's first novel, *Cup of Gold*, written in 1926, is a fictional account of Henry Morgan's life.

Piracy Today:

Wikipedia again provides us with the facts: Seaborne piracy against transport vessels remains a significant issue (with estimated worldwide losses of US \$13 to \$16 billion per year), particularly in the waters between the Pacific and Indian Oceans, off the Somali coast, and in the Strait of Malacca and Singapore, which are used by over 50,000 commercial ships a year. A recent surge in piracy off the Somali coast spurred a multi-national effort led by the United States to patrol the waters near the Horn of Africa to combat piracy. While boats off the coasts of North Africa and the Mediterranean Sea are still assailed by pirates, the Royal Navy and the U.S. Coast Guard have nearly eradicated piracy in U.S. waters and in the Caribbean Sea.

For more fun and information on pirates, visit the following websites:

http://en.wikipedia.org/wiki/International_Talk_Like_a_Pirate_Day

<http://www.talklikeapirate.com/piratehome.html>

**When a man weighs anchor in a little ship or a large one
he does a jolly thing!
He cuts himself off and he starts for freedom
and for the chance of things.**

Hilaire Belloc

Author, *On Sailing the Sea*



SCOW's Rebecca Takes Second!
Congrats to Bill and the Boat Babes!



Coup de Vente



Liberty Belle

Leukemia Cup

By Henry Yung, Jr.
SCOW Spinnaker Instructor

S/V Indecision took first place in Non-spin Class A, with SCOW Instructor Henry Yung driving and crew of Dirk Gassen, Alan Rubenstein, and Matt Smith. Rebecca was second and Upside Up third.

Non-spin was a very large fleet, and there was strong current, making it essential to get a good start on the correct end of the line. All three starts had boats over early, forcing some confusion with several boat turning around and going back. We were lucky to get three good starts in front of almost all boats.

Non-spin Class B was won by Hawkeye, with Circe second and Time Sweep in third.

Indecision was first to finish in every race, but due to handicapping, Hawkeye (who also raised 28k for the Leukemia Cup) and Circe had better corrected times. The difference in PHRF rating (270 for Hawkeye vs 210 for Indecision) means that we have to give away one minute for every mile of race course length, or usually about 3 minutes/race!

We heard that there were a couple Port/Starboard fouls, but no protests, which always a good thing.

To see more pics try
<http://lcr.di-sc.org/index.html>

Courtesy of Bob Fleck
and PHRF Fleet RC



Little Tomato



Run to Leeward Mark



Hawkeye



SCOW - Psycho

Next SCOW Membership Meeting: Monday, October 8th, 2007

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.



Sailing North of Woodrow Wilson Bridge
Photo Courtesy of Bob Fleck and DISC RC

Huge THANKS to the Sailing Club of Washington!

Thanks for your outstanding effort in the 2007 Leukemia Cup Regatta!

There were almost 150 boats of all classes sailing the Potomac on September 8th for the Leukemia Cup Regatta. Sailors enjoyed gorgeous weather and the best wind the Leukemia Cup has seen in years! SCOW members could be found throughout the various classes. Eleven teams proudly represented the group on the water and many other members participated as crew members on other boats.

SCOW members untied this summer to raise both funds and awareness for blood cancers through small events hosted by various teams sailing in the Leukemia Cup. Together the efforts of SCOW members had tremendous success, raising a total of \$30,533.50 (with more money still coming in every day!!) for The Leukemia & Lymphoma Society. Overall the 2007 Leukemia Cup Serious raised \$160,000. The Leukemia Cup SCOW teams should be extremely proud of the fact their efforts were responsible for almost 20% of the total amount of money raised! This is phenomenal!

A special congratulations to SCOW Team The 5 Skippers, who were the 2nd highest overall fundraising team at almost \$22,000! Also an extra-special thank you to Dorothy Stocks who volunteered her time on the Leukemia Cup Regatta committee, representing SCOW and making sure the club was kept informed of opportunities and details regarding the Leukemia Cup.

The blood cancer patients and their families we serve, as well as the Society staff, join me in my sincere and deep thanks to all of you who supported this event through your donations & sailing teams. I have enjoyed being included in your SCOW events and look forward to working with the club again next year to make 2008 our best Leukemia Cup Regatta yet!

Loree Lipstein
Campaign Manager
The Leukemia & Lymphoma Society
National Capital Area Chapter
703-960-1100, x249
Loree.Lipstein@lls.org



Picture of Woody Woodside who now resides in the Pacific Northwest. Picture courtesy of http://www.qajaqusa.org/gallery/main.php?g2_itemId=28187

Call for SailHers!

Come join the SCOW SailHers for lunch!

The gals meet in various restaurants near Union Station the second Wednesday of each month at 11:45am to swap sailing stories and keep in touch. Most of the current SailHers met one another at these informal luncheons so do not be shy!

Just send an email to vericrain@gmail.com to get on the email list. We will let you know where we next plan to meet and who to contact to get on the reservation list.

Tribute to Woody Woodside

I believe that it was in the 60's that Woody was approached by a struggling group of neophyte sailors, who called themselves "The Three Mile Sailing Club", who desired Woody's knowledge and experience of sailing. This group eventually evolved into the Sailing Club of Washington (SCOW), making Woody a true founding father of our club.

My association with Woody began in the late 70's when we both served on the board. Woody was the training director, not for one single year, but for many years. Woody was not satisfied with merely offering the basic sailing type of course but was constantly developing additional training courses, such as piloting, celestial navigation, spinnaker sailing, and marlinspike seamanship. Woody gave us instructions in the art of splicing, when we needed new mooring lines. The best of us were then assigned the job of preparing the new mooring lines.

Working on a boat would invariably include a short drill on boat handling, such as turning the boat at the dock without the aid of the motor. Wood argued that this could be critical knowledge as sometime you will have to bring the boat in under sail, docking the boat into the wind. This did indeed happen to me, and I was grateful for Woody's lesson.

Woody did not confine himself to training activities, but was always the chief organizer of the "Annual Also Ran Regatta", and served on committees for regattas offered to the DC sailing community, such as the "Annual Heart Fund Regatta" (no longer offered).

Woody was not only a key player in the birth of our club, but made a second career of volunteering his time and expertise to our club both as an all round training department, but as Commodore. How he found time for us I don't know as he was also a volunteer sailing instructor at the U.S. Naval Academy, in Annapolis.

I do not know anybody who had such a long term and all encompassing impact on our club than Woody Woodside.

Graham Leadbetter
Rotonda West, FL

Editors Note: With the purchase of SCOW's new Catalina 25 – the name Woody Woodside was considered.



SCOW Maintenance: Rhonda practices drills for the upcoming regatta while Bekki takes inventory from Bill for a race to the store.
Photo by Chris McGraw



Electronics wizard Tom Kelly peruses the "instructions" onboard Topaz. Photo by Chris McGraw



SCOW Social
Dot at St Michaels



St Michaels - Crabfeast

GPS News – Reported by Nelson Pacheco

If you have GPS with WAAS, you may need a firmware upgrade. This notice is from pyacht.com

New WAAS Satellites...The Federal Aviation Administration (FAA) recently decommissioned two WAAS GPS satellites and activated two replacement satellites. This means the WAAS firmware in certain older and some current model GPS receivers are no longer able to receive WAAS correction signals.

There are a number of ways to determine if your GPS receiver is receiving signals from the new satellites. If your GPS unit has a satellite status page, which most do, check to see if it is receiving data from satellite #51 on the east coast and/or satellite #48 on the west coast. If you are not receiving the data, you will need to either up-grade the firmware in your present GPS, change some settings or replace it entirely to obtain the improved accuracy provided by WAAS corrections



SCOW – Two new skippers; Tom Paquin and Wayne Williams – Checked out in August by past Commodore Jay Weitzel

2007 Board of Directors

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For Information about Club Activities

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