

Chanels

The Newsletter of the Sailing Club of Washington
September 2004

Commodore's Log

At the May membership meeting a new member asked me what I did for the club. When I said I was Commodore, she replied, "Oh, so you're the one who runs the club!" That set me thinking, because a few minutes before her comment I had noted how so many SCOW activities were going quite well without my involvement, intervention or – some would say – disruption. I'd like to share some of my thoughts about that.

SCOW is a volunteer organization. That means two things. First, members of the Board are not paid. Unlike larger clubs, we have no paid staff. Second, anything that ANY member of the club does comes from their good will and generosity. So, at times, things may not operate as efficiently as we would like. On those rare occasions when that happens, please be patient.

But this is not an apologia. Rather, it is an appeal for members to appreciate the superb performance of not just our Board, but the many dedicated members who keep this club going. We have not done a survey of the hours put into the club, but I would like to call your

attention to a few of the standouts who have really caught my attention:

Maintenance John Roland has been committing countless hours not only to repairing club boats, but also to rounding up bosuns and other helpers in these efforts. The July 17 Maintenance Day is a good example of his commitment. Under John's skilled guidance, we restored SCOW's fleet to top-notch condition. Most members do not know the time he is expending, but his wife and family do.

Training Not only is Jan Earle putting in significant time, but so are the many trainers who are helping her. Most notably among them are Larry Gemoets and Neil Shepherd. I am amazed at the number and kind of individual efforts that Jan is making to insure the success of the training program. On one Wednesday night in June, AFTER she finished the Intermediate Class, Jan went to check out the Flying Scots to insure that the vang lines were the correct length for classes! Cumulatively, the time expended on training by Jan, Larry, Steve, and the dozens of other volunteers would be scored in thousands of hours each year.

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Next Membership Meeting: Monday, September 13, 2004

Our September speaker will be Tom Kelly, a World War II veteran who served aboard the U.S.S. Guinevere (IX-67) during the "Battle of the Atlantic" – when German U-boat submarines were regularly sinking American cargo ships in convoys taking supplies to England. Tom was aboard one of the ships that protected the convoys from U-boats. The Guinevere was a 195-foot steel-hulled, three-masted schooner with a crew of 55 and would escort convoys as far as Iceland under power while looking out for submarines then hoist canvas and sail back to the U.S. Tom became a journalist and received three Pulitzer Prize nominations. You will probably never again have the chance to hear first-hand what it was like to serve aboard a Navy sailing vessel in the middle of the North Atlantic, in wartime, surrounded by enemy submarines. So mark your calendars and plan to attend our Monday, September 13 membership meeting. We meet at the American Legion, 400 Cameron Street in Old Town, Alexandria (entrance is around the corner and underneath Gadsby's Tavern). Socializing begins downstairs at 6:30 and the program begins upstairs at 7:30 PM.

(Continued from page 1)

Skipper Coordinator Sheesh! The time and dedication of Karyl Owings is awesome. Not only is she doing a fine job of tracking skipper qualifications, she is also making it a personal crusade to retain as many members as possible. Karyl, too, is expending countless hours and they are paying off in a high number of members renewing not just their skipper tickets, but also their membership.

Social Event Planning Gerri Hanna is another “unsung hero” of the club. Gerri is one of those quiet workers who simply gets things done. She catches my attention with infrequent calls about this issue or that (Should she hire the DJ for the Hail and Farewell in November?) which is usually way off my radar screen. Generally she’s already made a good decision and simply wants me to be aware. It’s nice to have things ticked off of my “To Do” list without my having put them there in the first place!

Utility Infielder And then there are those members who deliberately take a very low profile, but do a tremendous amount of work for the club. This year, the hands-down winner is Jay Weitzel. Much of what Jay is doing is quiet and unseen, but of high value. He is taking the lead in “codifying” club policies (all too many of which are obscured in the fog of the past) and revising our by-laws. Both these functions appear to be “dry as toast,” but are critical for allowing members to know their rights and obligations. Fortunately, we have no controversies now, but the presence of clearly defined rules that are apparent to everyone, will enable future SCOW leaders to deal with disputes without having to worry about *ad hoc* decisions on basic policies. Jay is also working on other issues that require a steady hand and clear insight – both of which he has in abundance.

I’d also like to add a quick word about the quality of the time that members are contributing. It is top rate. In virtually every instance, the standards that individuals are applying to their efforts to help the club are the same as the ones they employ in their professions.

The danger of this kind of review is that I will inevitably forget individuals making important contributions to the club. So, in advance, I’d like to extend my apologies to the Thom Ungers, Stuart Ullmans, Monika O’Connors, Jeff Teitels, and other unmentioned club “heroes.” This applies particularly to all members of the Board who are also working hard, but have not been singled out for recognition. I extend my hearty thanks to each and every one of you who have made the club run so well this year.

My purpose in writing this is to ask you, the members, also to recognize the hard work that these people are doing and to thank them. That recognition will be their only “payment” for all their time, effort, and dedication.

Finally, I’d like to clarify that I don’t run the club, despite the kind words of well-intentioned members. I “lead” by staying out of the way of the many dedicated members who make the club the successful, fun organization that it is.

Fair Winds!

Commodore Len Zuza

Membership News

Did you know SCOW now has 418 members? This month we say “Ahoy and Welcome” to these new members: Matthew Brunner, Ariel Cohen, Barry L. Creech, Wayne Creed, Cathy Dieter, David R. Dieter, Rhonda Lynn Glasmann, John Haskell, Yogesh E. Kashte, Sharon Kay Kulesz, Anna Matheson, Diana Rubin, Lynn Schoenfelder, Frank Schowengerdt, Jeffrey Sherer, Mary Lou Tucker, R. Mark Wagner, and Robert F. Warren. By the way, 118 of our members are checked-out skippers, on the Flying Scots, the Cruisers, or both.

ChaNNels

can also be read at:

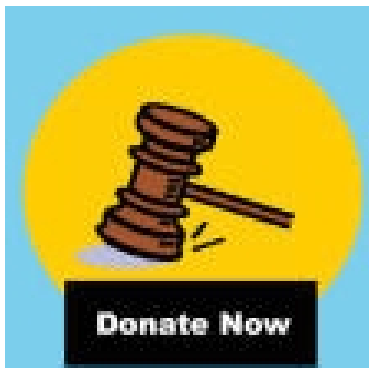
www.scow.org.

Submit articles to

channels@scow.org

by one week after the monthly meeting. Use any means, but email is preferred. If you would like a copy of the 2004 ChaNNels editorial calendar, please request via email to channels@scow.org or in-person at the next meeting.

*Chris Chubb, Layout Editor
Monika O’Connor, Mailing Lists*



Hail And Farewell – And *Your* Silent Auction

Karen Zuza

I hope you are planning to attend this year's Hail and Farewell celebration on November 13th – and to participate in the "Silent Auction". I will be coordinating the donation this year and encourage you to think about what you can donate to this great event – literally sharing the wealth! Donations can include not only items related to sailing, but also services - massages, sailing lessons or dinners; or beautiful things you do - photographs, handwork or handiwork. Contact me with your donations or if you have any questions. Please let me know the best way to contact you as well - we need to be sure we have all items in hand well before the event! Thank you in advance for your hale and hearty generosity!

karen.zuza@verizon.net, 202-234-3424

Fowl Weather Raft-Up

Allan Lewis

SCOW will once again close out the bay sailing season with its annual Fowl Weather Raft-Up on the weekend of October 16 & 17. It's a great opportunity to watch the migrating geese and enjoy the fall colors. We will meet in Leadenham Creek, off of Broad Creek, which flows into the Choptank River from the north. This location is about midway between the north and south fleets, and Daylight Savings Time will still be in effect, so we are hoping that as many boats as possible are able to join up. 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 haven't already, please complete a crew registration form, which can be downloaded from the SCOW website (<http://www.scow.org/CrewingReg.pdf>), and mail to Hope Andruss (her address is on the form). My phone numbers are (301) 445-3397(H) and (202) 385-7297(O), and my e-mail is "allan.lewis@faa.gov". Hope to see you on the bay!



Talk Like A Sailor

No, not those words! We mean the G-rated version: a vocabulary of sea terms! Each month, compliments of Vice Commodore Jay Weitzel, we'll share the origin and meaning of a nautical term taken from "Origins of Sea Terms," written by John G. Rogers and published by the Mystic Seaport Museum.

Talk Like a Sailor in...September

Come aboard and get acquainted with the nautical words used to describe some interior parts of a boat. We'll want to go below to the "cabin," which, on old ships, referred to any officers' quarters. (In the fifteenth century, "cabin" actually meant a suspended box hammock which was quite a luxury in those days.) To get there, we'll go through the "companionway" which is a ladderway through a hatch used to get to the deck below or above; the origin of the word is unclear and may be Dutch or French. Nope, those aren't steps you're going down; on a ship, we call that a "ladder," which comes from a fourteenth century Anglo-Saxon word "bleader," which had the same meaning. Well, we're here - and what you're standing on isn't a floor or even a deck – that part of the cabin on a small vessel is called the "sole," which dates from the nineteenth century. Watch, don't bump your head on the . . . well, we will continue our tour of the boat in next month's column.

Skippers As Good Citizens

Karyl Owings, Skipper Director

With the addition of new sailors to the esteemed ranks of the SCOW Skippers, it's worth taking a moment to remind everyone of the kind of behavior SCOW Skippers should model. We all want to be good examples, for each other as well as for new skippers! With that in mind, I'd like to discuss two items, one from each of our boat Sailor Information Files ("SIFs").

Flying Scot Skippers, don't forget that the Scots cannot be sailed after dusk! But just what is "dusk", exactly? An exact definition of dusk is hard to pin down, but there's something in the Flying Scot SIF that provides more guidance. Section I. B. 1.(c) states: "4:00 p.m. to Dusk (boat on trailer by dark)". If the boat is going to be *on* the trailer by dark, then you should bring it back to the dock *before* dark...or in other words, before the city and marina lights come on. An easy general rule to follow is to have the boat back to the dock at sunset. This allows you to use the period of time between sunset and when the lights come on to unrig and haul the boat, and ensure that it is firmly secured to its trailer by dark, just as the SIF directs. One resource for looking up the exact time of sunset is the back page of the Metro section of the Washington Post print edition.

Cruising Boat Skippers, don't forget to put gas in the tank when you've taken out a cruiser! There have been a couple of instances this year where the gas tank on Rebecca has been found empty or nearly so. Section IV. A. 3. a) of the Cruiser SIF states, "After using boat, the skipper shall not leave the fuel tank less than one-half full." Please take the time to check and refill the gas tank after using a cruiser, if the tank is less than half-full. We all know that all SCOW Skippers want to be both good sailors and responsible Club members. There are a lot of rules to follow, and it's easy to forget or overlook some of them from time to time. SCOW thrives as a "self-policing" organization: We all rely on each other to play by the rules and to always treat others the way we ourselves would like to be treated. Following these principles smoothes the way for everyone to concentrate on the important stuff, which is, of course ... sailing! So let's all get out on the water and enjoy a good time - and make it easy for others to enjoy their sailing as well.

Bylaw Revisions And Club Policies

A committee chaired by Vice Commodore (and Past Commodore) Jay Weitzel, current Commodore (and Past Commodore) Len Zusa and Past Commodores George Umberger and Matt Gaston have been working on proposed revisions to the club's Bylaws. This is a project that was initiated in 2003 by then-Commodore Umberger. We will be presenting the Bylaw revisions to the club and anticipate that we will ask for a vote on the changes in conjunction with the annual elections. The changes will not make any major restructuring to the club but are intended to streamline our Bylaws and to make official some things that are done based on tradition and practice. A parallel effort is being headed by Vice Commodore Weitzel to identify, publish and revise our various club policies as required by the Bylaws. If you look in your 2004 Membership directory, you will see that for the first time in years, we have published the official list of club policies as required by Article V, Section 1 of the Bylaws.



Some Shocking Statistics On Safety! (Or, You Think The Beltway is Bad??)

By Vice Commodore Jay Weitzel

You may have wondered why SCOW places such an emphasis on safety 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."

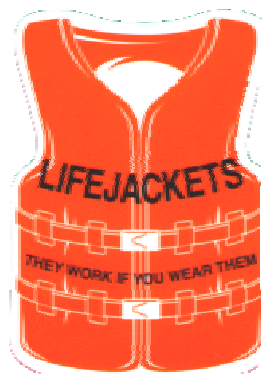
But first, just to get your attention, would you be safer aboard a Flying Scot or a Cessna two-seater? Think again: fatalities from recreational boating exceed fatalities in general aviation accidents. In 2002, the U.S. Coast Guard recorded 750 deaths and 4,062 serious injuries in boating accidents in this country. Of the 750 fatalities, 524 drowned. But the real figures may actually be worse. An American Red Cross survey indicates that more than 355,000 persons 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 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 accidents of any kind 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? 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" in 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 a 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.



Notes From the Boat Yard

John Roland, Maintenance Director

First, the fleet status. The motors are back on the cruising boats and both boats are in service. All Flying Scots are in service. There are a few minor issues on Rebecca that do not affect the use of the boat. On Psycho, the centerboard has jammed down but this cannot be fixed without hauling the boat. If you run Psycho aground, don't try to back it off, or you may damage the centerboard or keel. As an added complication to not grounding, her depth finder is not working properly.



Maintenance Day July 17 was a great success. In all about 30-people came to help clean and repair the boats. Seth Allen took the lead on Rebecca and got her cleaned out, sorted out and back together assisted by Lynne Russillo, Dorothy Stocks and others. Toward the end of the day, we hoisted new member Pip Fryers up the mast to replace the foredeck light bulb. Rob Langford, Doug Kelch, and Len Zuza took the lead in sorting out the Scots. We dropped the masts, inspected and serviced the rigging and sheaves on all the Scots and replaced the wind indicators on Ms Ellie and Danschweida. Enuma Onyeukwu inspected the Scot sails, lubricated the boltropes and refolded them. She noted a couple of minor problems on mainsails for Susie-Q and Danschweida. I'll run these sails through our sailmaker over the next couple of weeks but they are usable for now. All the Scots got a thorough cleaning and gear check and they look great. Stuart and Barbara Ullman assisted by Dorothy Stocks and new member Melissa Pansiri finished up the gear check, cleaning and inventory on Psycho. New member Glenn Mucklow did a great job installing Psycho's new running lights. Mike Clifford, Walter Peterson, Rod Pharness, Alice Starcke, and new member Annie Kearns were also there to help as were a great number of other people whose names I've lost in the confusion and excitement of the day. My apologies to those of you who I've missed naming and thanks to all of you for a great job.

I want to welcome some new additions to the maintenance team, Lynne Russillo, Rod Pharness, Pip Fryers and Melissa Pansiri. Lynne will serve as a floating Flying Scot Bosun while Rod, Pip and Melissa will be serving on an as-needed basis. In addition to our bosuns, a number of members support the maintenance team on an as-needed basis. If you want to be part of this elite group, send an email to maintenance@scow.org and request to be added to the group. I'll get you on the maintenance email list and whenever a job comes up that you want to help with or can take care of let me know and I'll include you in the work team.



My apologies to those of you who have heard this all before but a number of members aren't on the email lists so... We've lost two outboard motor water pumps in short order. Rebecca's motor failed first and we replaced it with Psycho's motor that also failed in a couple of weeks (while on Rebecca). I've inspected Rebecca's pump and it is burned internally and the impeller is destroyed. This kind of damage occurs only when the motor is run without water flowing through the pump. Our mechanic, Tim Reich, tells me that Psycho's pump is in a similar state. I suspect the problem is that as it is difficult to raise and lower the motor on Rebecca someone (or a couple of someone's) operated the motors without getting them fully down into the water. It's not enough to note that water is flowing out of the motor at idle. When the boat is operating at speed, the wake can lower the water level on the motor. The anti-cavitation plate (the uppermost flat-horizontal plate on the motor shaft) should be a couple of inches below the surface when operating at speed.

The Flying Scots seem to be getting a fair amount of misuse as well. There are a lot of new nicks and scrapes in the paint and gelcoat including some fairly large chips that expose the glass laminate. On two boats, the chain plate attachments were bent from being hooked under the dock while lifting with the crane. The latter seems to be due to a single crane. The crane closest to the new launch ramps tends to swing the boats into the dock when hoisting much more strongly than the other two. Since that's the only crane that operates with the portside of the boat closest to the dock and both bent plates were on the portside I think it's safe to say be very careful when using that crane.



Finally, it's time to start thinking about next year's board and there's going to be at least one opening available. I'll have been Maintenance Director for almost a year and a half by this winter and it's time to let someone else have some of the fun. I plan to remain involved in the maintenance group and would like to serve as Bosun on one of the boats but I want to have more time to get involved with the training program and to do some sailing for myself. I'd love to discuss the joys of Maintenance Directorship with anyone who is interested in the position. If you think you might be interested, send me an email at maintenance@scow.org and let's talk.

2004 Board of Directors

Position	Name	Home	Work	E-mail
Commodore	Leonard Zuza	202.543.5443	202.543.2330	commodore@scow.org
Vice Commodore	Jay Weitzel	703.866.9190	703.205.3320	vice@scow.org
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Treasurer	Dorothy Stocks	703.521.0903	703.524.3147	treasurer@scow.org
Training Director	Jan Earle	202.249.0855	202.513.7667	training@scow.org
Maintenance Director	John Roland	703.368.9792	703.321.4614	maintenance@scow.org
Social Director	Gerri Hanna	703.216.3381		social@scow.org
Skipper Director	Karyl Owings	703.626.0823	703.234.0743	skipper@scow.org
River & Bay Director	Evie Banda	202.488.9649	202.862.5649	bay@scow.org
Racing Director	Genie Williford	703.765.4740	703.426.2172	race@scow.org
Other Key People				
New Members	Melissa Ennis	703.845.5764		info@scow.org
	Jeremy Spilker	703.494.7237		info@scow.org
Historian	Jane Farthing	301.972.2636		historian@scow.org
River Coordinator	Donna Cohen	202.965.1622	301.897.2684	river@scow.org
Database Administrator	Monika O'Connor	703.921.9262		dba@scow.org
Email Administrator	Jeff Teitel			postmaster@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

Call 202.628.7245 (202.628.SAIL) or email info@scow.org or visit <http://www.scow.org>