

Chan Nels

**“There is nothing more enticing, disenchanting, and enslaving than the life at sea.”
- Joseph Conrad**

*The Newsletter of the
Sailing Club of Washington*

October 2015

Commodore's Log

Luis Rivas, Commodore



As the days get shorter and the weather gets colder, our sailing opportunities may diminish, but club activities abound!

The Board has been busy preparing for next year and elections are just around the corner. A Nominating Committee has been formed and is being chaired by Chris McGraw. Members of the Committee include Chris Tindal, Alex White, Kevin Longenbach and me. I would encourage all members to consider a Board position for next year. You may email the Committee at nominating@scow.org

scow.org for more information and/or to nominate a fellow member. In addition, members are encouraged to attend the General Membership Meeting on October 15th where nominations will also be accepted from the floor. This year we are going to change the voting process a bit, making it a little easier on everyone. Details will be posted soon on our website and will be followed by an email blast via our SCOW google group.

Please mark your calendars for the upcoming Maintenance Day on Saturday, October 17th. As an all-volunteer club, we depend heavily on our members to help keep the SCOW fleet in tip-top shape. There are tasks for everyone at all skill levels, so don't be shy about attending.

Lastly, Hail and Farewell will be held on Saturday, November 7th from 7:00 pm to 11:00 pm (with an optional after party!) at Pinstripes Georgetown. It will be a festive evening honoring the service of our 2015 SCOW Board Members, recognizing the special contributions of club members and welcoming our newly elected 2016 SCOW Board. To register for this evening of fun and camaraderie, visit the [SCOW website](http://scow.org) and click on the Home Page registration and information link. We are just a few members shy of breaking our attendance record! Get your tickets before they sell out and help make SCOW history for this notable event!

Fair winds, Luis

Commodore's Log 1

Fall Maintenance Day 2

Are You Being SERV'd? 3

Notes From the Skipper Director 4

Weigh Anchor! Proper Use and Care Of the Danforth 5

The History Behind David's Cradle 6

What Knot? Heaving Line 9

Contact The Board 9

Upcoming Events

The [SCOW website](http://scow.org) posts all events year round

Membership Meeting 10/15

Maintenance Day 10/17

Annual Meeting 11/3

Hail & Farewell 11/7

Submit feedback, ideas, content and photographs for next month's issue to editor@scow.org

From the Board Nominating Committee



Hi Friends,

Just wanted to send an additional note about upcoming SCOW board elections. Our club is incredibly lucky to have fantastic volunteers who have helped us find adventures, develop skills, and to have a lot of fun. Some of our hardest working volunteers serve as members of our board. They put in the extra time and deliberation to help our club fulfill her mission-- which as far as I know is "sail a lot, talk about it, and have a lot of fun*".

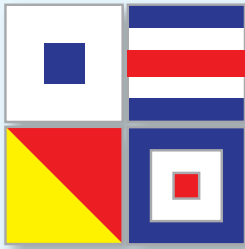
SCOW's Nominating Committee has received some emails and spoken to several great folks who are happy to run for election to SCOW's Board of Directors next year, but there is still time to put your name in the hat between now and our upcoming membership meeting that will take place on October 15th. Indeed, on the 15th, we will be accepting nominations from the floor. The meeting will be at: Teatism Old Town, 682 North Saint Asaph Street, Alexandria, VA 22314 The agenda is: 6:30 - 7:30pm Dinner and Drinks 7:30 - 9:00pm Program. Confirmed nominees will be put on the ballot for the vote of SCOW's general membership.

If you would like to learn more about the various board positions, you can find them here: <http://scow.org/Board-Position-Descriptions> Or, if you'd like to read up on our voting process you can read it here: <http://scow.org/bylaws> If you'd like to put your name on the slate, please send me an email, or email nominating@scow.org Or, if you know of someone who would be great for a position, please encourage them to send in their name.

Thanks for all that you do to help make SCOW as wonderful as it is!

Fair winds! Chris





October 2015 Fall Maintenance Day Approaching

by Jim Talley, Maintenance Director

Our Fall Maintenance Day will be Saturday, October 17 at 9:30. We'll gather at the yellow cranes for bagels, coffee, and juice. Then we'll divide up into teams and work until 2:00 with a break for lunch around noon.

Maintenance activities will include:

- Conduct safety inspections of standing and running rigging.
- Replace or repair any damaged or unsafe fittings and lines.
- Inspect main sails and jibs, patching as needed.
- Inspect Scot trailers and belly bands. Inflate tires to 60 psi.
- Wash and wax hulls. Do not wax decks.
- Inspect safety bags and replace missing contents.
- Update log books.
- Wash and dry all PFDs. Replace missing whistles.

As a reminder, please email me and the boat's bosun, if you notice any particular issues or safety concerns with any of our boats or equipment. Also put a note in the boat's log book. Our boats' bosuns and email addresses are:

- Caroline: Julian Mallett - caroline@scow.org
- Elisse: Jim Klein - elisse@scow.org
- Ms Ellie: Jeremy Goucher - msellie@scow.org
- Selkie: Richard Lawrence - selkie@scow.org
- Sunset Song: Marty Branham - sunsetsong@scow.org
- Susie-Q: Dick Vida - susieq@scow.org
- Hiatus: Luis Rivas - hiatus@scow.org
- Rebecca: Barb Thacker - rebecca@scow.org
- Skirmish: Vince Penoso - skirmish@scow.org

Jim Talley
2015 Maintenance Director
maint@scow.org



Commodore's Log 1

Fall Maintenance Day 2

Are You Being SERV'd? 3

Notes From the Skipper Director 4

Weigh Anchor! Proper Use and Care Of the Danforth 5

The History Behind David's Cradle 6

What Knot? Heaving Line 9

Contact The Board 9

Upcoming Events

The [SCOW website](http://www.scow.org) posts all events year round

- Membership Meeting 10/15
- Maintenance Day 10/17
- Annual Meeting 11/3
- Hail & Farewell 11/7

Submit feedback, ideas, content and photographs for next month's issue to

editor@scow.org 2

A note on the importance of cooling water while running the cruisers' engines:

If a steady stream of water from the cruiser's motor is not present just after starting, turn the motor off, make a note in the boat's log book and report it to the bosun and to Jim, our Maintenance Director so that it can be inspected before any further use. Good care of our fleet and equipment results in less time out of service, less expense and more fun for the club!

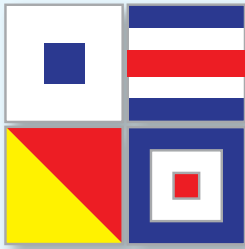
Below are pictures of some of the damage that is done if the engine is not cooled with water while running.

Destroyed water circulating impellor.



Melted motor head swivel gasket.





October 2015

Are You Being SERV'd?

Elisabeth Graham, Membership Director

Ever wondered why you get some SCOW emails addressed to scow-all@googlegroups.com and some addressed to you personally? Want to know what to update if you change your email address? Yes? Read on.

When you join SCOW, you enter an email address on your Profile that both identifies you and lets SCOW's Board Members get in touch with you directly. Your email address is used, for example, to issue renewal reminders, send you a personal invitation to this year's Hail and Farewell party, and send a survey to Skippers.

If your email changes, this is the one you need to update so that we can stay in touch with you. And, you can set your Profile to show this address so that only SCOW members can search for your name and email SCOW's Public Listserv: Scow-all@googlegroups.com

The scow-all@googlegroups.com listserv is an entirely separate entity. You are not automatically signed up for this listserv when you join SCOW; you need to actively do that yourself. The scow-all@googlegroups.com listserv was created so that anyone who joins it can send messages to everyone on the listserv. It's used to announce crew calls, ask general sailing questions, make announcements about boats being in or out of service, tell people about boats for sale at Washington Sailing

The End of Summer 2015



One last Thursday evening opportunity to get together and socialize was enjoyed at our Oktoberfest event, held on the 8th. Many thanks to Richard Kaiser for all his hard work and eclectic music mix (who doesn't love a good Polka?) and to all the members who helped make this event such as success! Photo by Mary Bashore.

Marina, invite members and non-members to Social Sail --- and so on. Anyone can join and many people who are not SCOW members have signed up to receive (and send) sailing-related announcements through scow-all@googlegroups.com. If your email changes,

you'll need to update this listserv too, if you want to continue to receive and send messages.

Questions?

Email me at Membership@scow.org!

Commodore's Log 1

Fall Maintenance Day 2

Are You Being SERV'd? 3

Notes From the Skipper Director 4

Weigh Anchor! Proper Use and Care Of the Danforth 5

The History Behind David's Cradle 6

What Knot? Heaving Line 9

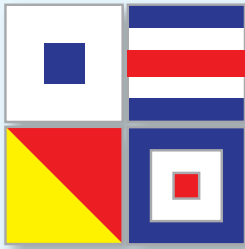
Contact The Board 9

Upcoming Events

The [SCOW website](http://www.scow.org) posts all events year round

- Membership Meeting 10/15
- Maintenance Day 10/17
- Annual Meeting 11/3
- Hail & Farewell 11/7

Submit feedback, ideas, content and photographs for next month's issue to editor@scow.org



October 2015 Notes from the Skipper Director

Commodore's Log 1 *by Rob Reuter, Skipper Certification Director*

Fall Maintenance Day 2 Hello Fellow Skippers!

Are You Being SERV'd? 3

Notes From the Skipper Director 4

Weigh Anchor! Proper Use and Care Of the Danforth 5

The History Behind David's Cradle 6

What Knot? Heaving Line 9

Contact The Board 9

Upcoming Events

The *SCOW website* posts all events year round

Membership Meeting 10/15

Maintenance Day 10/17

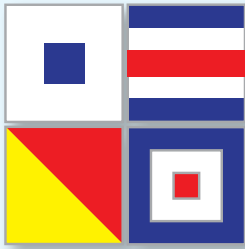
Annual Meeting 11/3

Hail & Farewell 11/7

Submit feedback, ideas, content and photographs for next month's issue to

editor@scow.org

- 1) Always read the previous logbook entries. It's the best indication of that boat's current condition.
- 2) Always make a logbook entry, especially if you take the boat out and return right away after finding something is wrong. If you do find something wrong, always alert the Maintenance Director at maintance@scow.org and the bosun at "[boat name](mailto:boat name@scow.org)"@scow.org.
- 3) Stow that pesky safety bag back into the sail locker after use. They do not belong on the grass or by the trailers overnight. Take them back to the lockers with you when you sign the boat back in.
- 4) Make sure the anchor on the Scots is secured forward in some way. They can, if loose, and have, punctured the floatation bag also stowed in the bow.
- 5) Make sure the anchor is secured and cleaned of all mud and river debris prior to departure and re-check after return.
- 6) Remove and stow the ignition key on Hiatus and lock up all dock boxes, bench lockers, and companionway latches upon return.
- 7) Wash off the hull and give the cruisers a bit of a scrub. And don't forget to swab the cabin sole (floor) to remove the spilt orange juice.
- 8) Replenish the gas tanks on the cruisers accordingly, and do it on the grass fully onshore, not on the dock by the slip. (I messed up on this one.)
- 9) If you can't see it, the cooling water flow is not there, so shut the engine down ASAP and make a report to the Maintenance Director as well as in the logbook. Highlight this problem as critical and mention that the boat should not be taken out until fixed. The next skipper may not get the message right away.
- 10) Remember your cleat hitches on the cruisers, and check boat movement after securing the lines to make sure it can move a bit, but is soundly confined in each direction.
- 11) Be sure to lift the motor out of the water. Also make sure the engine doesn't extend out into the alley behind it. If so, readjust the lines and move the boat forward.



Always leave the boat in better condition than you found it!

October 2015

Weigh Anchor! Proper Use and Care of the Danforth

by *Nathanial Lance*

Using the anchor is a vital piece of knowledge for both safety and enjoyment while sailing. Whether anchoring becomes a necessity due to light winds and strong tide, or part of a decision to stop for lunch, it's important to know its proper use. Here is a step-by-step guide for using the anchor properly.

Before getting underway:

1. Correct use of the anchor starts at the dock before even getting underway. During preparation for departure, it's important to check the anchor locker at the bow to make sure the anchor is present and that the anchor rode is not tangled. This is important to note before leaving so that if the engine fails, you have a problem with the sails, or both, you can stop and hold the boat steady if need be.

When anchoring:

2. When underway and an area to drop anchor has been decided, it is important to circle the location, running the parameter of where the boat has the potential to swing, to make sure the depth is consistent. One should also be mindful of the way the tide will push the boat at anchor. This depth will determine the length of anchor rode that needs to be deployed.

3. Once the location is confirmed, one should get the boat bow to wind and begin lowering the anchor making sure that the rode is under the lifeline, and the anchor and rode is away from the hull so it will not damage the boat as it is lowered.
4. One should deploy rode equal to 7 times the depth being mindful not to allow the boat to move forward (again the tide may pushing the boat a different direction than the wind) and the rode to become entangled with the keel. If you are staying longer (like overnight), one should let out 10x rode for a more secure hold.
5. Once the anchor has hit bottom one should give the rode a good tug to make sure the anchor is not dragging and is secure. It also may be good to use the engine slightly in reverse to make sure the boat is secure. NOTE: When anchoring at night, remember to turn on the anchor light.

Pulling up the anchor and leaving:

6. When leaving, one should pull on the anchor rode, pulling the boat further forward until over the anchor, at which point the anchor should release and allow you to pull it up.
7. Just like when letting the anchor down, as you pull the anchor up it's important to not allow it or the anchor rode to rub or hit against the hull, which could cause damage. As you collect the rode, it should be returned to the locker making sure not to tangle

- the line in case the anchor needs to be deployed quickly.
8. Being the Potomac, the anchor may be a bit muddy. To clean the anchor and avoid fouling the rode, one should dunk it several times in the water to try and wash off as much mud as possible. It may be necessary to use the bucket and scrub brush as well. Once clean, the anchor should be returned to the anchor locker in the bow of the boat.

Upon return to the dock:

9. It may be difficult to get the anchor completely cleaned while still underway. Thus it may be necessary to give the anchor and rode a full cleaning once back at the dock. This way you can use the hose and other cleaning supplies to make sure the anchor is in good shape, as well as the foredeck if it was fouled while using the anchor, before leaving the boat.
10. As with everything on SCOW boats, it is important to leave the anchor, rode, and boat in general, clean and organized for the next skipper and his/her crew. Remember the SCOW golden rule – Always leave the boat in better condition than you found it!

Following these rules and guidelines should have any skipper and crew anchoring without incident. Fair winds!

Commodore's Log 1

Fall Maintenance Day 2

Are You Being SERV'd? 3

Notes From the Skipper Director 4

Weigh Anchor! Proper Use and Care Of the Danforth 5

The History Behind David's Cradle 6

What Knot? Heaving Line 9

Contact The Board 9

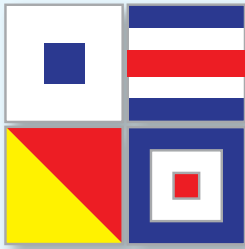
Upcoming Events

The *SCOW website* posts all events year round

Membership Meeting 10/15
Maintenance Day 10/17
Annual Meeting 11/3
Hail & Farewell 11/7

Submit feedback, ideas, content and photographs for next month's issue to

editor@scow.org



The History Behind David's Cradle

by Julian Mallett, Racing Director

I still don't know who David was. There are rumors that he is a past SCOW member but we should all know where David's Cradle is. On the Maryland side of the Potomac, right where DC Water now sits is a location known as Shepherd's landing, and I don't know who Shepherd was either, except that the Route 295 used to be called Shepherd's Parkway.

Extending from Shepherd's landing far out in to the river is a set of pilings which sit below water and are only slightly exposed at low tide. A daymark at the end warns boaters to stay out of that area, although it is a very popular fishing location and occasionally garish looking power boats try to make it through. At high tide a powerboat can do it, but sail boats with a 3 – 4 ft keel have no chance, as David apparently found out.

Submerged pilings in the Alexandria section of the Potomac are nothing special, they are not even rare, the whole area is rich with submerged history dating back over the centuries to the original settlers, but since I sit and look at David's Cradle out my office window all day long I thought I would find out what it is and why it is there.

First we have to go back in history to the Civil War era. At that time Alexandria was a major railroad terminal with trains bringing tobacco,



David's Cradle at low tide showing the tops of the submerged pilings.

coal and many other commodities to the docks for loading. The main track ran along Wilkes Street and through a tunnel under South Fairfax.

Alexandria was a very important location during the civil war and was a center for re-supply of the armies.



Map Showing Railroad Facilities in Alexandria during the American Civil War



(Left) Building the Wilkes Street tunnel in 1863. (Above) The Wilkes tunnel today.

October 2015

Commodore's Log 1

Fall Maintenance Day 2

Are You Being SERV'd? 3

Notes From the Skipper Director 4

Weigh Anchor! Proper Use and Care Of the Danforth 5

The History Behind David's Cradle 6

What Knot? Heaving Line 9

Contact The Board 9

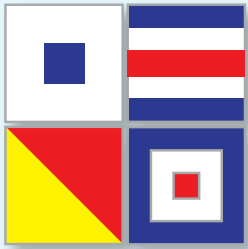
Upcoming Events

The [SCOW website](http://www.scow.org) posts all events year round

- Membership Meeting 10/15
- Maintenance Day 10/17
- Annual Meeting 11/3
- Hail & Farewell 11/7

Submit feedback, ideas, content and photographs for next month's issue to

editor@scow.org



October 2015

Commodore's Log 1

Fall Maintenance Day 2

Are You Being SERV'd? 3

Notes From the Skipper Director 4

Weigh Anchor! Proper Use and Care Of the Danforth 5

The History Behind David's Cradle 6

What Knot? Heaving Line 9

Contact The Board 9

Upcoming Events

The [SCOW website](http://www.scow.org) posts all events year round

Membership Meeting 10/15

Maintenance Day 10/17

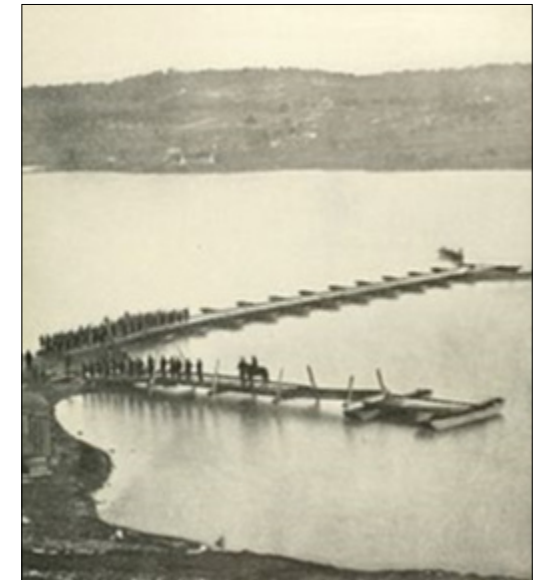
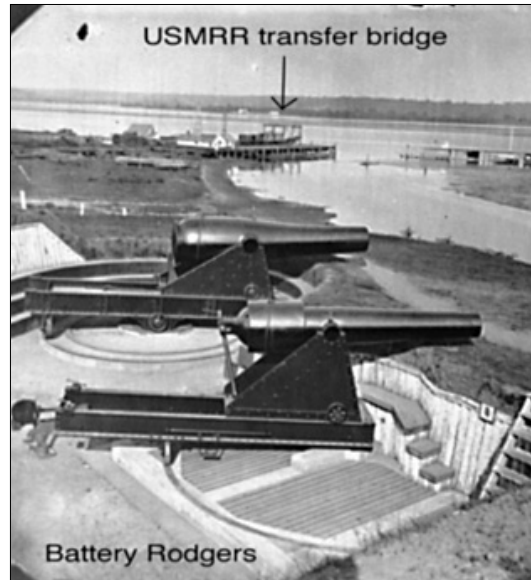
Annual Meeting 11/3

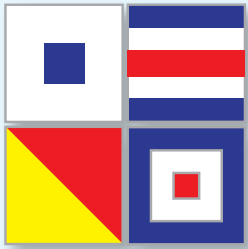
Hail & Farewell 11/7

Submit feedback, ideas, content and photographs for next month's issue to

editor@scow.org

In order to provide a logistical supply chain General Haupt, who was a very distinguished engineer as well as a successful Army General realized that railroad cars could be loaded onto barges and sent down river to Aquia Creek where they would be unloaded and put back on rail tracks. Haupt then built a rail car transfer bridge at Alexandria, next to where Battery Rogers was located. This transfer bridge consisted of 3 side by side ramps. Railcars were uncoupled and loaded on to a barge made from 2 boats lashed together. The barges were floated down river to Aquia creek where they were unloaded.





October 2015

Commodore's Log 1

Fall Maintenance Day 2

Are You Being SERV'd? 3

Notes From the Skipper Director 4

Weigh Anchor! Proper Use and Care Of the Danforth 5

The History Behind David's Cradle 6

What Knot? Heaving Line 9

Contact The Board 9

Upcoming Events

The [SCOW website](http://www.scow.org) posts all events year round

- Membership Meeting 10/15
- Maintenance Day 10/17
- Annual Meeting 11/3
- Hail & Farewell 11/7

Submit feedback, ideas, content and photographs for next month's issue to

editor@scow.org

At the end of the Civil War Railroad companies were in stiff competition. Congress allowed Pennsylvania RR to build through Washington, D.C. in 1870 and granted it exclusive rights to use the railroad tracks on the Long Bridge spanning the Potomac. The Long Bridge (so named because of it's length) has since been re-built and is at the location of today's 14th street railroad bridge. There were no automobiles in the 1860's so the principal traffic was the railroad, pedestrians and horse drawn carriages, all of which passed over the same bridge.

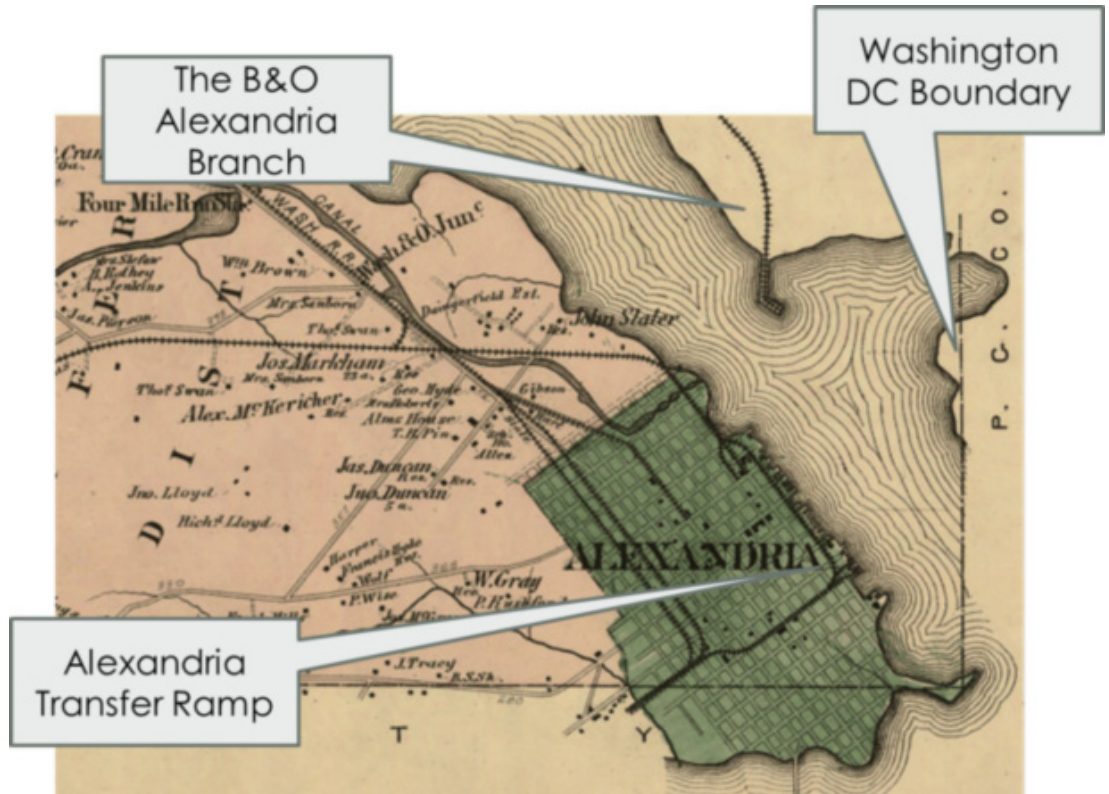
With the north-south traffic monopoly handed to the Pennsylvania, the B&O (Baltimore & Ohio) railroad was left without access to its southern connections. B&O's response was to the Pennsylvania monopoly was to build a 12.5-mile branch from its main line at Hyattsville, Md., to a spot in Washington called Shepherd's Landing, across the Potomac River from Alexandria, Va. Known as the Alexandria Branch, the line was completed in 1874.

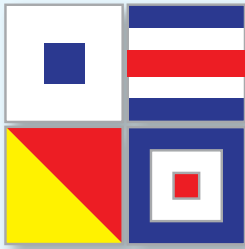
At Shepherd's landing the railcars were then loaded on to the same barges used by General Haupt in the Civil War and transported across the Potomac to the Alexandria transfer bridge which was still in existence.

What we now call David's Cradle was the B&O railroad jetty where the railroad engine and cars were loaded on to the barges. Now it becomes obvious why the pilings are so densely packed together and why they extended so far out into the river at a place where the water was essentially shallow and not really suitable for a shipping wharf. The pilings set in the mud had to support the weight of a railroad engine.

If you ever find out who David was, or how Shepherd's Landing got it's name, let us know, that part is still a mystery.

So next time you sail from the Washington Sailing Marina down to Old Town watch carefully for the daymark, you don't want the Cradle to be named after you! And after dark, maybe you might make out the outline of the ghost of an old barge carrying railroad cars across the river in front of you.





Contact the Board

What Knot?

October 2015

2015 Officers

Commodore's Log 1

Commodore..... Luis Rivas.....commodore@scow.org

Fall Maintenance Day 2

Vice Commodore David Beckettvice@scow.org

Are You Being SERV'd? 3

Secretary Barbara Thackersecretary@scow.org

Treasurer Mike Hooban.....treasurer@scow.org

Notes From the Skipper Director 4

2015 Board Members

Training Director Jonathan Thron.....training@scow.org

Skipper Director Rob Reuter.....skipper@scow.org

Social Director Amy Deckelbaum.....social@scow.org

Maintenance Director Jim Talleymaintdir@scow.org

River/Bay Director Kristine Saduskyriver@scow.org

Racing Director Julian Mallettracing@scow.org

Membership Director Elisabeth Graham.....membership@scow.org

Weigh Anchor! Proper Use and Care Of the Danforth 5

The History Behind David's Cradle 6

What Knot? Heaving Line 9

2015 Board Appointees

Chair, Training & Skipper

Certification Committee..... John RogersTSCC@scow.org

Chair, Boat Assets Committee Alex WhiteBAC@scow.org

Chair, Investments Committee Valerie Peltoninvestment@scow.org

Chair, Audit Committee VACANT.....audit@scow.org

Channels Editor..... Barbara Thackereditor@scow.org

Membership Coordinator Henry Chengmembers@scow.org

Email Administrator Jeff Teitelpostmaster@scow.org

Picasa Pictures George Clarkpictures@scow.org

Web Editor Luis Rivas.....webmaster@scow.org



This elegant knot is commonly known as a **Heaving Line Knot**, and the number of turns you make is dependant upon the length of rope you have to work with. Interested in impressing with this knot at your next raft-up event? [Click here to learn how!](#)

From <http://www.animatedknots.com/heavingline/index.php?Categ=boating&LogoImage=LogoGrog.jpg&Website=www.animatedknots.com>

Upcoming Events

The *SCOW website* posts all events year round

- Membership Meeting 10/15
- Maintenance Day 10/17
- Annual Meeting 11/3
- Hail & Farewell 11/7

Submit feedback, ideas, content and photographs for next month's issue to editor@scow.org