

APRIL 2021

CHANNELS

THE MONTHLY NEWSLETTER OF THE SAILING CLUB OF WASHINGTON



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COMMODORE'S LOG

BY BRIAN MCPHERSON

Flashes of Normalcy

April is a favorite month for many reasons: for sports enthusiasts, it's baseball's opening day, the NCAA tournament and the Masters. For SCOW Members, thoughts turn to getting back on the water, seeing friends both old and new, *Maintenance Days* inspecting and fine-tuning our fleet, remembering how to rig and launch a boat and not forgetting to insert the plug in the Flying Scots!



I recently read the headline "Flashes of Normalcy." While not completely normal *yet*, we *are* making progress. We're striving to prudently progress back to normalcy.

Racing Director **Bonnie Sylwester** has circulated the racing schedule along with the *Wednesday Night Racing* (WNR) program. Our objective for WNR is to match skippers and crew each week, allowing as many of our members as possible the opportunity to participate. Please check the [Race with SCOW](#) section of the website for details.

Brian Terhaar will speak Thursday, April 22nd. His presentation will include "Simple Sailing" and "Don't Overcomplicate." Brian has extensive sailing experience at all levels from 8' dinghies to maxi racing yachts, former member of the America's Cup Stars & Stripes team, and has raced in national as well as international events. I think all SCOW Members will enjoy Brian's philosophy of sailing whether your objective is to maximize speed or enjoy a cruise on the river. Watch your inbox for the announcement.

Our three Flying Scot maintenance days led by **Dana Howe** were a tremendous success. **Wayne Williams** is organizing the same for the cruiser fleet (see the calendar on page 3 for dates and sign up info). I've found *Maintenance Days* are a great opportunity to learn about our boats and meet other SCOW members.

Trueman Sharp, our Training Director, is doing a remarkable job coordinating the training program with lots of moving parts. While he's received great interest in our program, Trueman is working through the backlog of past trainees to match trainers and tutors while organizing the new classes.

Social events are starting to percolate. **Marie Brennan** is looking to bring back the *Burning of the Socks* on April 29th with potential weekly *Social Sails* beginning in May. Watch for announcements and check the [SCOW website](#) for updates.

April is a busy month for SCOW and I hope we continue to experience "Flashes of Normalcy."

DID YOU KNOW?



April is **National Volunteer Month**. Let's take a moment to celebrate the impact volunteers have on our lives and encourage active volunteerism for generations to come. What better way to commemorate this important holiday than to volunteer with SCOW? Our crew of dedicated volunteers can always use a helping hand with maintenance day (see the calendar on page 3 for multiple opportunities), content for this very newsletter, or signing up to tutor a club member on the water, among other things.

ANOTHER SUCCESSFUL MAINTENANCE DAY IN THE BOOKS

PHOTOS BY RICHARD KAISER



A P R I L E V E N T S

- 7 | WEDNESDAY NIGHT RACING | WASHINGTON SAILING MARINA
- 10 | CRUISER MAINTENANCE DAY #1 | 9-NOON
- 10 | DISC CHERRY BLOSSOM REGATTA | 10AM | [INTERESTED SKIPPERS SIGN UP HERE](#)
- 14 | WEDNESDAY NIGHT RACING | WASHINGTON SAILING MARINA
- 17 | CRUISER MAINTENANCE DAY #2 | 9-NOON
- 8-18 | ANNAPOLIS FILM FESTIVAL | 7PM NIGHTLY VIRTUAL SCREENINGS [TICKETS AVAILABLE HERE](#)
- 9 | SPINSHEET VIRTUAL HAPPY HOUR | 5PM | SMART QUESTIONS TO ASK YOUR SAILMAKER WITH DAVID FLYNN OF QUANTUM SAILS | [CLICK HERE TO JOIN](#)
- 13 | KISS (PHRF) SERIES STARTS | INTERESTED COMPETITORS CAN GET MORE INFO [HERE](#)
- 21 | WEDNESDAY NIGHT RACING | WASHINGTON SAILING MARINA
- 22 | "SIMPLE SAILING" PRESENTED BY BRIAN TERHAAR | VIA ZOOM | TBD
- 23 | SPINSHEET VIRTUAL HAPPY HOUR | 5PM | TIPS FOR CREWING ON OTHER PEOPLE'S BOATS | [CLICK HERE TO JOIN](#)
- 24 | CRUISER MAINTENANCE DAY #3 | 9-NOON
- 28 | WEDNESDAY NIGHT RACING | WASHINGTON SAILING MARINA
- 29 | BURNING OF THE SOCKS | WASHINGTON SAILING MARINA | TBD

WHY IS KATE WINSLET STILL FAMOUS?

BY BERNIE COOK

After disappearing in the North Atlantic on April 15, 1912, the Titanic and the iceberg retain a powerful hold on our collective imagination. Other maritime disasters have involved larger losses of life as have natural disasters such as hurricanes and volcanic eruptions. Titanic's 109-year legacy endures, however, aided perhaps by a few additional facets.

In the pre-Hollywood days of 1912, many of the celebrities aboard were famous only for their great wealth. The most expensive suite was \$115,000 in today's dollars. One way. The deaths of famous people were as if Elon Musk, Jeff Bezos, and Bill Gates just each won a \$197 billion lottery and then all went down on the first civilian flight of the Space X Dragon.

Like battleships of the day, the ocean liner was like a Mars lander loaded with technological innovations. These included the latest radio equipment, electric lighting throughout, and four elevators. Ship commands were carried via telephone. First-class cabins also had phones. The bridge had an electronic control panel to manage functions across the ship including operating hatches to seal the watertight compartments. In an age where everyday life for most Americans meant getting by with horses, wood stoves, and outdoor plumbing, the ship was a wonder palace at sea. Then it vanished.

And the ship was four days into its maiden voyage. At 882 feet in length and 46,328 gross tons, the Titanic was the largest ship afloat at the time. With 16 watertight compartments, the ship was considered to be unsinkable.

White Star Line's most experienced Captain, Edward Smith, was on his last command prior to retirement. The ship was racing through the North Atlantic night at 22 knots when the iceberg was spotted too late to avoid a collision buckling plates along the hull. Six compartments were breached, enough to overwhelm the ship's buoyancy, and over 1,500 lives were lost. To this day, the event symbolizes great hubris brought down by a disastrous fate.

REGULATIONS IN FORCE TODAY ARE A DIRECT OUTCOME OF THE DISASTER.

The fate was intensified by missteps. To name one, just 20 lifeboats that could hold 1,178 people were available for an estimated 2,224 passengers and crew. This number of lifeboats met the regulations of the time. The assumption was that lifeboats would only be needed to ferry passengers to a rescue vessel.

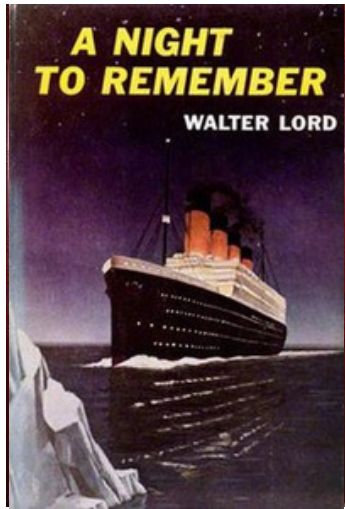
Most of the 892 crew were on board to serve the passengers as stewards and waiters or to tend to the gigantic engines as engineers and stokers. Only 39 were able seamen and most came aboard just as the ship was departing England. They were unfamiliar with the ship and its equipment. Faced with the sudden need to lower boats 70 feet into the water, the evacuation was poorly led and executed leading to many of the boats being only partly filled. In the end, not all the boats available were launched.

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WHY IS KATE WINSLET STILL FAMOUS?

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Regulations in force today are a direct outcome of the disaster. All large cruise ships carry enough rescue capacity for everyone; 75 percent lifeboats, 25 percent inflatable life rafts. Modern lifeboats are covered, motorized, and can carry 150 or even 370 people. Lifeboat drills are mandatory. Like pre-flight instructions, the drills should be taken seriously. The smaller the ship and the shorter the voyage, the greater the dependency on life rafts. If you end up in one, your seamanship skills may be put to the test.



KATE WINSLET IS BEST REMEMBERED FOR HER STARRING ROLE IN THE 1997 FILM TITANIC. A NIGHT TO REMEMBER, HOWEVER, IS A SUPERIOR 1958 VERSION BASED ON THE DEFINITIVE BOOK OF THE SAME TITLE BY WALTER LORD.



How to Find It

The memorial site is located at 38°52'19"N 77°01'09.5"W.

From the Marina, once you clear the lagoon, steer for Hains Point, then proceed north in the Washington Channel. The monument will appear starboard at the border of Ft. McNair.

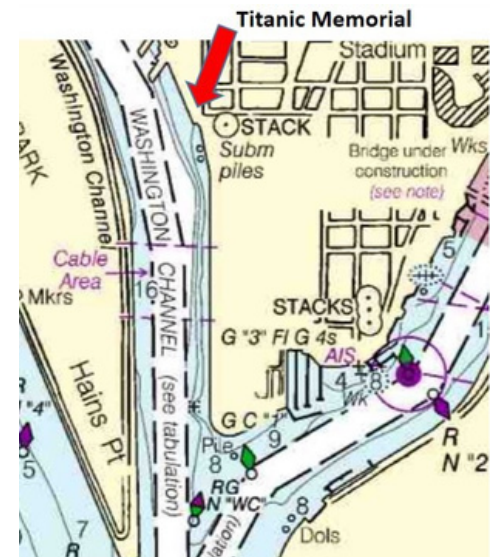
The street address is 1425 4th St., SW. During April, street traffic around the Tidal Basin is restricted and congested. Area parking is disrupted by construction of the new Wharf development.

An echo of the legend stands nearby on the Washington Channel proximate to Ft. McNair -- a National Park memorial dedicated to the men of the Titanic. The overall setting is framed by the line of large trees of the fort, the channel, and the park on the opposite shore. Below a 13-foot granite statue an inscription reads:

TO THE BRAVE MEN WHO PERISHED IN THE
WRECK OF THE TITANIC
APRIL 15, 1912
THEY GAVE THEIR LIVES THAT WOMEN AND
CHILDREN MIGHT BE SAVED

ERECTED BY THE WOMEN OF AMERICA

The Women's Titanic Memorial Association raised funds through small donations and commissioned the design by Gertrude Vanderbilt Whitney. The memorial was dedicated in 1931 but dislodged from its initial site by Kennedy Center construction. It has been at its present location since 1968. Park restoration projects are sponsored by the Friends of the Titanic Memorial Park.



WHO'S WHO IN SCOW

2021 OFFICERS

Brian McPherson, Commodore | commodore@scow.org

Chip Lubsen, Vice Commodore | vice@scow.org

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Mike Hooban, Treasurer | treasurer@scow.org

2021 BOARD MEMBERS

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Esther Petrilli-Massey, Membership Director | membership@scow.org

Becky Cole, Skipper Director | skipper@scow.org

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