

There is nothing - absolutely nothing - half so much worth doing as simply messing about in boats.
-- Water Rat, Kenneth Grahame,
The Wind in the Willows

Chan Nels

The Newsletter of the
Sailing Club of Washington

June 2012

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Commodore's Log

Chris McGraw, Commodore



We've stormed into June and our sailing club is in ship shape The fleet is all in good order, our members are having fun learning sailing skills, teaching, racing and socializing and the weather couldn't be better.

Thanks to our all-volunteer club and great volunteers, our costs are ridiculously low and our finances are doing great. Our three largest categories of income

Training (at 99%), Membership (at 94%) and Skipper Dues (at 98%) are all way ahead of schedule and have nearly reached our goals for the year – and we are only 6 months in! We've got room for a few more fun sailors, so if you have a friend that's fun on the water, have them join! (<http://www.scow.org/join>) Also, if there's someone we should unceremoniously kick from the club, just let us know. Kidding, kidding. We love our motley crew of scalawags.

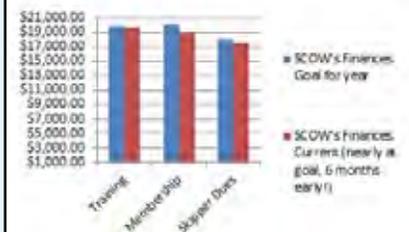


With the house-boat in good order we are ready to upgrade the fleet. Our wonderful Topaz is now officially up for sale with lots of great amenities for the median NADA value of \$8,165. She's a well-kept and tuned 1983 Catalina 25 with a great mainsail and roller-furling headsail, recently painted

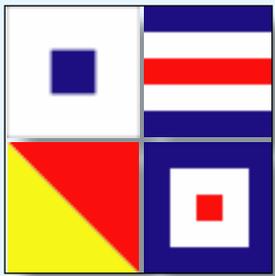
and power-washed hull, a new swing-keel lifting mechanism and depth gauge (thanks bosuns!) an excellent motor, and several other amenities. If you'd like to buy Topaz, please contact our Boat Assets Committee bac@scow.org.

Continued on page 2.

Our finances are healthy thanks to fantastic volunteers!



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



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The search for the replacement will go into high gear now, too. We are looking for

- 25-30 foot long boat
- 4 foot draft or less
- fixed keel
- Model in mass production (e.g., Hunter, Catalina, Beneteau)
- 4 stroke outboard motor
- Functional Nav Lights, Anchor, and Steaming Lights
- Port-a-potty instead of marine head
- 10 years old or younger
- Price between 5K - 30K

If you've got a lead on a good boat, email our Boat Assets Committee bac@scow.org

Also new this month is an updated SCOW racing policy (<http://www.scow.org/bylaws>). Hope you'll get out and join us in the races! And on that note, we're setting up teams to race and fundraise in the Leukemia Cup Regatta! If you are a Scot skipper, you can field a team! We'll be awarding boats to race in this largest regatta on the Potomac one month before the race based on how much your team has been able to fundraise for this great cause! If you are interested in fielding a team, please email me (Commodore@scow.org)!

There's are a zillion other wonderful events going on in the club, but I'll leave that to my colleagues inside the newsletter. Please thank all of our wonderful board members and super-volunteers for their fantastic work. We're in great shape. Volunteer and help us make things even better, and let's get out on the water!

Fair winds!

Chris
commodore@scow.org

24 SCOW members, 6 new members and 8 potential members (total 38 people) attended the June 11th Membership Meeting.

Thanks to Bill Gillespie and Jonathan Thron for their presentation of how to prepare for sailing and being a good crew member. A GEICO cup T-shirts and a SCOW logo polo shirts (courtesy of Jan Earle) were given to 2 door prize winners.

Since there are many SCOW activities during summer to enjoy sailing and meet other members and potential members, there are no membership meetings until September. Please note that next membership meeting is September 10th. Have a great summer!

Kyoko Kawai
SCOW Vice Commodore
vice@scow.org

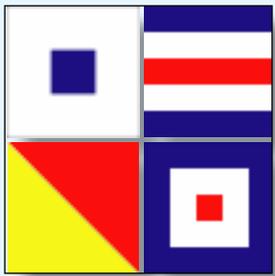
From Our Members:

Thank you to Richard Chan for sharing this fantastic tide resource. Bookmark it on your smart phone!

www.saltwatertides.com/dynamic.dir/potomacsites.html

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From the Desk of the Training Director

Thomas Vaughan, Training Director

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Spring flew by with 3 successful classes under our belt. We welcomed our first graduating class of Basic Sailors who were taught by land instructor Bill Gillespie and our great team of on-the-water trainers. Congratulations to the Spring class:

Gregory Segal, Donald Cohen, Caleb Royer, Olivia Meeks, William Gordon, Lucy Constantine, Vanessa Conyers, John-Philippe Beauvois, Ryan Hersh, Sherry & Bruce Rossi, Jim Talley, Burcu Selmi, Michael Lodico and Mykaella Buchanan! Many of them have already completed the process of become full-fledged Scot skippers.

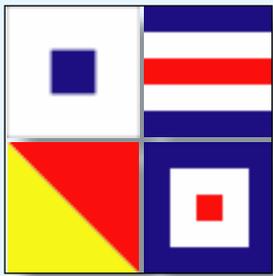
Shortly after the Spring Basic class wrapped up, we graduated a class of cruising students including Peg O'Laughlin, Karyl Owings, Mark Hollingshead, Kevin Mullane and Mike Magyarics. Spinnakers were flying, too: John Rogers, Jim Klein and Chris McGraw collaborated on a spinnaker curriculum for a Spring introductory class that saw 4 students "flying the kite" up and down the Potomac.

The Summer Basic class is off to a good start with John Rogers and Stuart Ullman running the land classes and a cadre of dedicated training volunteers pitching in on the water classes. All of this training would be impossible without the great help and support of our volunteer trainers. Thank these water training club members with a beer next time you see them -- they're amazing volunteers:

Neil Shepherd, Tom Vandenbosche, Jan Earle, Larry McAndrews, Declan Conroy, Kevin Logenbach, Larry McAndrews, Chris McGraw, John Rogers, Dan Sandhaus, Maggie Kruesi, Henry Cheng, Chris Tindal, Jim Klein, Ken Giberson, Marty Crowson, Kyoko Kawai and Anne Reb. Thanks a ton, guys!

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www.scow.org

ChaNels

*Charles, Organizer
Extrodinaire.*



June 2012 SCOW Volunteers for Special Olympics

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SCOW kicked off the 2012 spring sailing season for the athletes on the Virginia and Maryland Special Olympics teams on Monday, June 11th. Countless (believe me, I tried) athletes gathered at the cranes for an exciting evening. Selkie, Suzie Q and Sunset Song were put to work with each Scot carrying two excited athletes, along with a volunteer skipper and crew. DISC members turned out as well, and many generous sailors gave their time and the use of their boats to help make this a successful and memorable start of the season for some very grateful athletes.

SCOW's commitment to Special Olympics is officially over for the season, however, we may be requested to keep one boat on through July. There are few things more rewarding than helping another learn and grow. Please consider helping out as a skipper or crew on our Scots if a request is sent out. For more information, contact Charles Gilbert at membership@scow.org.



(Above) Heroes!

(Below) Athletes and volunteers prepare for a night on the water.

History of Special Olympics

It all began in the early 1960s, when Eunice Kennedy Shriver saw how unjustly and unfairly people with intellectual disabilities were treated. She also saw that many children with special needs didn't even have a place to play. She decided to take action.

Soon, her vision began to take shape, as she held a summer day camp for young people with intellectual disabilities in her own backyard. The goal was to learn what these children could do in sports and other activities – and not dwell on what they could not do. This vision eventually grew into the global Special Olympics movement.

From <http://www.specialolympics.org/history.aspx#>



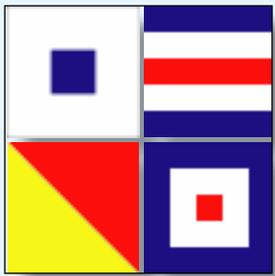
"...To say that the lot of people with intellectual disabilities has improved because of Special Olympics would be a gross understatement. [Eunice Kennedy] Shriver's movement did nothing less than release an entire population from a prison of ignorance and misunderstanding. It did something else, too – create a cathartic covenant between competitor and fan that is unlike anything else in sport. You watch and what you see is nothing less than a transformation, the passage of someone who has been labeled unfortunate, handicapped, disabled or challenged to something else: athlete."

-- Sports Illustrated, December 2008



"You know, Eunice, the world will never be the same after this."

**CHICAGO MAYOR RICHARD DALEY,
OBSERVING THE FIRST SPECIAL
OLYMPICS GAMES IN CHICAGO IN 1968**



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One of These Things Is Not Like the Other...

I was trying to remember where this phrase came from, and apparently it's a song from Sesame Street. Which is a brilliant show, by the way, and as I watched some clips on YouTube and was harkened back to my childhood, I almost got distracted and neglected to write this piece. Funny television, seriously!

In one of the clips I watched, the host draws four circles for Grover, one of which is smaller than the others, and his job is to figure out which one is different. Hilarity ensues.

Perhaps my threshold for what I find funny is lowering dramatically as I age. Or perhaps Grover really is that riveting.

If I show you four sailboat skippers, can you tell me which one is the best and why? Maybe not in a lineup on the street, but hand them the tiller of a boat and I'll bet you could.

Your goal might not be to become the best sailboat skipper on the Eastern Seaboard, but you probably want to be competent enough that people will buy chips and beer and hop on your boat willingly.

My hypothesis going into this was that there are a few simple things skippers can do to distinguish themselves from the others. To test it, I polled some of the most experienced skippers in SCOW-- those with literally hundreds of years of sailing experience between them. This was the question:

“I'd like to know how you can tell that a sailor is a good skipper. What are some reliable indicators that show they had a superb instructor or have otherwise dedicated themselves to excellence in their craft?”

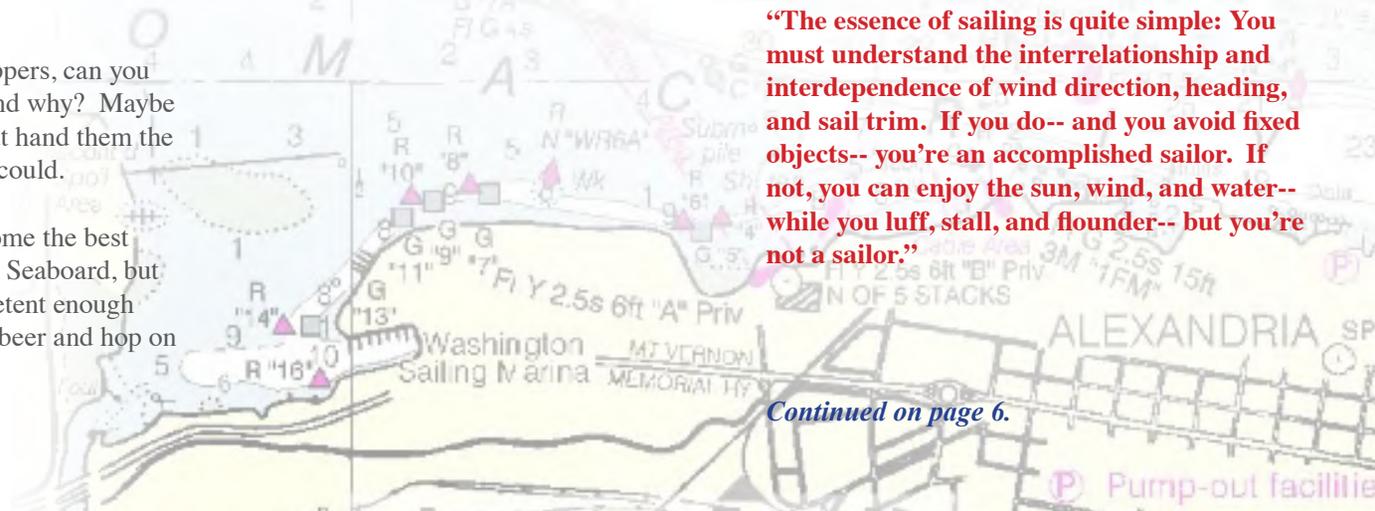
Put another way: What are two or three things that can quickly bump a sailor from “average” to “excellent”?

Put another way: What are two or three of your pet peeves that you've observed in a lot of students over the years?

Put another way: “If Lazar Jones (Scot written test reference) did _____, he could crew for me anytime.”

Most of the Club Elders were out sailing and were unable to chime in (catch them in person sometime and ask them to teach you everything they know), but a few shared some insights, and here's what they had to say:

“The essence of sailing is quite simple: You must understand the interrelationship and interdependence of wind direction, heading, and sail trim. If you do-- and you avoid fixed objects-- you're an accomplished sailor. If not, you can enjoy the sun, wind, and water-- while you luff, stall, and flounder-- but you're not a sailor.”



Continued on page 6.

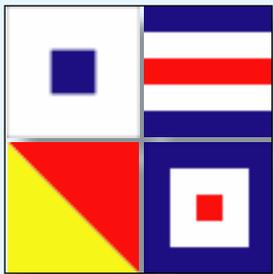


Chart Desk Continued.

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"Be able to tie a cleat hitch. I mean a legitimate one. I've seen some real doozies in my day. Like were you trying to make sure that cleat couldn't escape, or starting to knit a scarf, or trying to give your boat away for free, or what?"

"I'd like to know how you can tell that a sailor is a good skipper. What are some reliable indicators that show they had a superb instructor or have otherwise dedicated themselves to excellence in their craft?"

"When you're crewing-- and particularly when you're at the helm-- focus! Certainly sailing is a social sport, but if you're driving the boat and you're talking too much and getting distracted, that's bad."

"Match your sail trim to your course. I sail with a lot of folks who are pointed close-hauled or beam reach or whatever, but you'd never know it from their sail position."

"Share the workload. A skipper who thinks he can do it all or insists on doing so is asking for trouble and is not a good leader."

"Situational awareness is huge, and you also have to be able to divide your attention. One of my biggest irritations is skippers who-- while at the helm-- say "I can't see." Please, for the love of all things good, stand up, move around, steer with your foot and stretch your neck out, or do whatever you have to do. If you still can't see, tell your crew to look for you. But "I can't see" is unacceptable. You'll see it when it rips a ten-foot gash in your hull, but it's not good to wait that long."

"If a skipper plans ahead, I can tell she's good. You have to do some stuff ahead of time or you'll get behind the boat and rushed and flustered."

"You have to be able to prioritize, particularly in emergency situations. Some things might look like problems but aren't really important, and other things demand immediate attention. Make sure you pick the right ones."

"Good skippers take care of their crew. Being in charge of a boat and all the people on it is a big responsibility that I don't think everybody understands."

There you have it. Note how many of these have less to do with the actual sailing part (we're assuming you already know how to do that) and more with what I'll call the peripherals. From a learning standpoint, I think a few hours on a sailboat are more valuable than the same amount of time in an executive leadership class hands down.

So talk with club members who have more experience than you, crew for them, and watch how they lead their team on a boat. And hopefully Grover will pick you.

To your distinguished skippering,

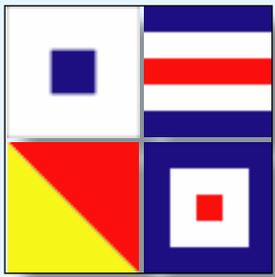
Jonathan

Jonathan Thron is the 2012 Skipper Director and can be reached at skipper@scow.org

Background images from <http://www.charts.noaa.gov/OnLineViewer/12285a.shtml>

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





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Blue Water Delivery: Annapolis to Block Island, RI *by Thomas Vaughan*

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Maggie on the bow.

Maggie Wiseman (my better half) and I recently embarked on our first blue water sailing trip. Visions of forty foot seas and attacks from a Kraken danced through our heads the night before we left. Fortunately, the reality turned out to be a little more tame.

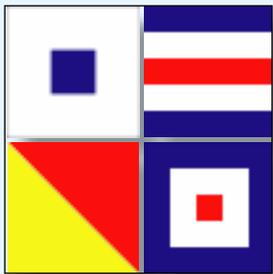
But I'm getting ahead of myself...

Sarah Jones, SCOW's recently Gemany-departed maintenance director, is friends with a naval architect who owns a Beneteau First 40 in Annapolis' Back Bay area. His job was relocated to Maine which meant he needed some crew to help him get his boat up the East Coast. Because Sarah was busy packing for *Das Vaterland*, she recommended Maggie and me as possible crew to help him out. Emails were exchanged and Maggie and I were confirmed for the first weekend in May as crew on the delivery.

The trip was broken up in to 2 legs: Annapolis to Block Island (off the coast of Rhode Island) and then from Block Island around Nantucket and up to Maine. Maggie and I would be crewing on the first leg which we guessed we take about 3 or 4 days. Preparing for the delivery was made easy by organizing the food and crew responsibilities with a shared Google spreadsheet in the weeks leading up to our departure.

On the evening of Thursday May 4th, Maggie and I showed up in Annapolis and were welcomed aboard. I noted 3 GPSs, a rapid-inflatable raft lashed forward of the mast and a jackline rigged from the port quarter, forward to the windlass and then back to the starboard quarter -- all good signs that the captain was safety-conscious. I also noted that a 40' yacht sounds pretty big but gets very crowded when 6 people pack for an ocean voyage! Every locker, nook and hammock was filled with water, food, foul-weather gear, extra lines, backup equipment and ginger soda (ginger has a remarkable effect on sea-sickness for a lot of people).

Continued.



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Blue Water Delivery: Annapolis to Block Island, RI continued.

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Our course took us North from Annapolis, under the Bay Bridge to the very head of the Chesapeake where the I.C.C. cuts across the Chesapeake & Delaware Canal to dump us in to the Delaware Bay. We sailed when we could, but motored when currents or wind weren't in our favor. On that first night, we established a rotating shift system: 2 people per shift, four hours on watch, four hours off, four hours sleep. I drew the midnight-to-4am shift and Maggie got the 4am to 8am shift, both shifts suited us each just fine. The rule on the boat was "if you're topsides, you're jacked in" so we donned our harnesses and safety lines and made sure to stay connected to the boat at all times.

The Delaware Bay is a long stretch of narrow channels, strong currents and lots of commercial traffic. Winds were light and the going tough with the occasional dolphin sighting supplying a little entertaining relief. We were all glad to clear the Delaware by Friday night and turn East-NorthEast into the Atlantic with Cape May off our port side. Our plan was to attempt a rhumb line to Block Island which would mean heading about 50 miles off shore in order to clear the Eastern tip of Long Island. As always seems to happen, the winds and weather forecasts had other plans in mind... "the wind blows from wherever you're trying to go" stayed true all day Saturday and Sunday.

Instead of tacking for 120 miles across the open ocean, we shot as North as we could, keeping the Jersey shore in sight about 15 miles off our port side all day Saturday. While this was a more comfortable point of sail, we needed to dodge a large lightning storm that rolled through on Saturday night and then stay very vigilant as we crossed the three major shipping channels and separation zones that lead in to New York's lower bay. At night, with low visibility, it's shocking how quickly a huge cargo shipping steaming at 15 knots can sneak up on you. We didn't have radar, but we did have an integrated AIS system that let us get a bead on the speed and heading of many of the tankers that came roaring past.

Our best sailing was Sunday as we fell off to the East, sailing along the South shore of Long Island. Winds were good and the sun was warm enough to not need our usual 4 layers of clothing (plus heat packs stuffed in our boots & gloves on the night shifts!). Long Island is a loooooonng island and with our occasional motorsailing, we arrived at Block Island on my shift at about 3 in the morning on Monday with our fuel gauge on "E". We picked up a mooring buoy in New Shoreham on the East coast of the island and collapsed into our berths: a successful first leg behind us!

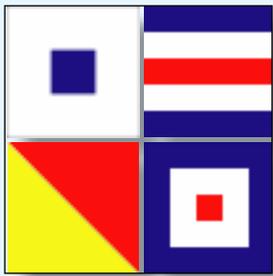


Tom at the bow looking aft.

Maggie and I were up at 7 the next morning to catch a puddle jumper flight to Westerly, RI where we made the Amtrak regional that took us home to DC, exhausted and salty but better sailors for the experience. We learned the Atlantic isn't as scary as it sounds if you watch for good weather and plan appropriately, that having 2 heads on a boat is really important when the first one clogs and that trying to cook a sunny-side up breakfast while on a 25 degree heel quickly turns in to an order for scrambled eggs.

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Learn To Sail For Cancer Cures

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Join our great George Umberger (former SCOW Commodore and great SCOW member) and the Leukemia and Lymphoma Society's Sail for Cancer Cures (SFCC). The Sail for Cancer Cures is looking for people to join the team that will be training for the 19th Annual Leukemia Cup Regatta this fall at the Washington Sailing Marina.

Three reasons to join Sail for Cancer Cures:

1. SFCC provides you with hands-on instruction for those completely new to sailing from great sailing schools in the area – DC Sail and Mariner Sailing School. Lessons are conveniently located in either DC or Alexandria.
2. Meet new friends. SFCC attracts a great group of people who are really supportive of the rest of the team members, and a ton of new friendships are forged.
3. Saving lives. There is a fundraising requirement to participate in Sail for Cancer Cures. It's totally manageable with the help and advice you get from SFCC staff and other team members. Over 76% of the funds raised go directly to the Leukemia and Lymphoma Society's programs (a great percentage for charity organizations!), which help stop leukemia, lymphoma, Hodgkin lymphoma, and myeloma by supporting research and providing services to patients and their families.

There are limited spots in the program and the program sets sail to save lives at the end of June, so if you're thinking this would be a neat thing to do this summer RSVP to Lynn.Heun@lls.org 703-399-2930 ASAP.

Cheers and see you on the water!

Chris

The Sail for Cancer Cures Program provides a great opportunity to learn to sail through our partner sailing schools, DC Sail and Mariner Sailing School. The program also provides Flying Scots for all students to sail on, and secures your place in the 19th Annual Leukemia Cup Regatta on September 8th! As part of your participation, we ask that you raise funds on behalf of the Leukemia & Lymphoma Society to support our mission to cure leukemia, lymphoma, Hodgkin's disease and myeloma, and improve the quality of life for patients and their families.

Just as you will receive ample training support through our SFCC instructors, you will receive the same level of fundraising support from LLS staff and Leukemia Cup Regatta mentors who have seen great fundraising success and are committed to seeing you reach your goals. Every single member of our 2011 class met their fundraising goals, learned a lot through their instruction, and most importantly, had a great time!

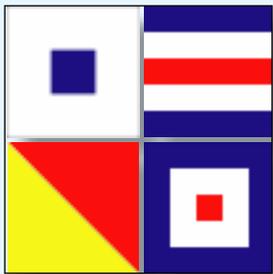
Thank you once again for your interest in the SFCC Program, and I hope to see you out on the water this summer in the fight against cancer!

Very best,

Lynn Heun | Sr. Campaign Manager, Special Events
The Leukemia & Lymphoma Society,
National Capital Area Chapter
5845 Richmond Highway, Suite 800, Alexandria VA 22303
703-399-2930 | VOIP: 2930 | lynn.heun@lls.org | CFC: 72322

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Upcoming Events

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The [SCOW website](http://www.scow.org) posts all events during the 2012 season.

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Social Sail!

Every Thursday through the summer beginning April 5, 2012
6:00 pm, Washington Sailing Marina

Come out to this weekly event at the marina by the cranes. Bring your \$5.00 and enjoy an evening of good food and drink, and a chance to relax on the water with friends.

Volunteers, step up to serve as chef/co-chef, dockmaster or skipper during the 2012 season. Please contact Anna (social@scow.org) to sign up!

KISS Summer II Racing Series

The Summer Racing Series begins July 3 and takes place Tuesday evenings through August 7, 2012
Washington Sailing Marina

Sponsored by the Dangerfield Island Sailing Club (DISC).

Check in with Deepak (racing@scow.org) about opportunities to crew on Rebecca or Skirmish.

Flying Scot Racing Series

Wednesdays at 5:00 pm
Washington Sailing Marina

Meet at the marina on Wednesday evenings at 5:00 pm throughout the summer. This is a great way to sharpen your skills and meet other SCOW members for a little competition.

Membership Meeting

Monday, September 10, 2012

The monthly membership meeting will pick up again in September. Enjoy your summer!

LEUKEMIA & LYMPHOMA SOCIETY® | LEUKEMIA CUP REGATTA®

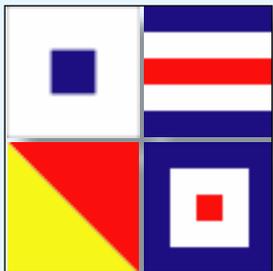
SAVE THE DATE!

**2012 Leukemia Cup Regatta Series
National Capital Area**

POKER RUN
Saturday, August 25, 2012
Old Dominion Boat Club

LEUKEMIA CUP REGATTA
Washington Sailing Marina
Friday, September 7, 2012
With Honorary Chairman, Gary Jobson
Saturday, September 8, 2012

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2012 Officers

Commodore.....	Chris McGraw	commodore@scow.org
Vice Commodore	Kyoko Kawai	vice@scow.org
Secretary	Maggie Kruesi	secretary@scow.org
Treasurer	VACANT.....	treasurer@scow.org

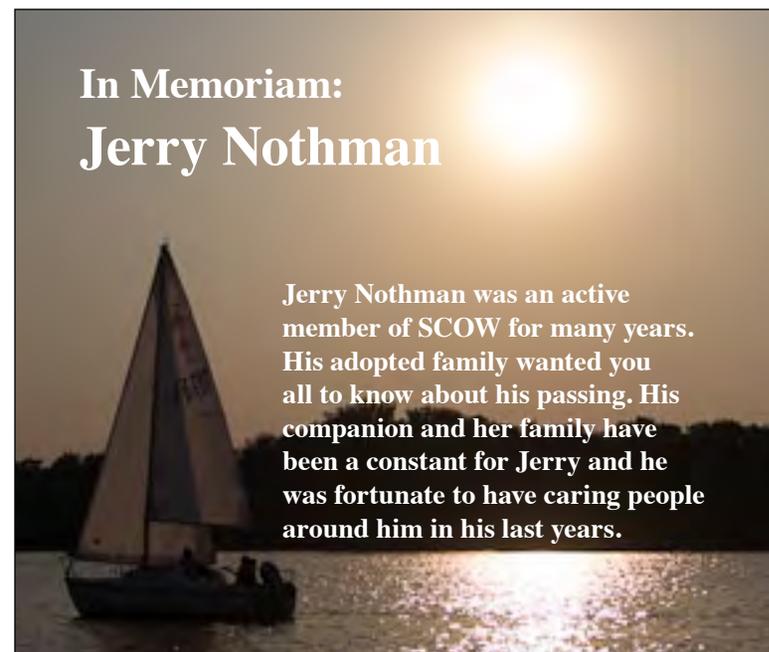
2012 Board Members

Maintenance Director	Luis Rivas.....	maintdir@scow.org
Racing Director	Deepak Bellani	racing@scow.org
River/Bay Director	Faith Rodell	river@scow.org
Membership Director	Charles Gilbert	membership@scow.org
Skipper Director.....	Jonathan Thron.....	skipper@scow.org
Social Director	Anna Sheinberg	social@scow.org
Training Director	Tom Vaughan	training@scow.org
.....	& Anne Reb	training2@scow.org

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Membership Coordinator	Henry Cheng	members@scow.org
Email Administrator	Jeff Teitel	postmaster@scow.org
Web Editor	Luis Rivas.....	webmaster@scow.org
Picasa Pictures	Charles Gilbert	pictures@scow.org

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In Memoriam: Jerry Nothman

Jerry Nothman was an active member of SCOW for many years. His adopted family wanted you all to know about his passing. His companion and her family have been a constant for Jerry and he was fortunate to have caring people around him in his last years.



Independence Day is right around the corner, celebrate! Be safe.

Remember, this is YOUR newsletter! If you'd like to contribute to ChaNNels, please don't hesitate to send your content and ideas to editor@scow.org.

Take more pictures! Barbara

