

ChanNels

"Sailors, with their built in sense of order, service and discipline, should really be running the world."
Nicholas Monsarrat

The Newsletter of the
Sailing Club of Washington

October 2012

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Commodore's Log

Chris McGraw, Commodore



What a month! We had a fantastic Leukemia Cup Regatta and party. The Sailing Club of Washington raised more funds than any other club this year with a combined \$28,000, and together with friends from other clubs, we raised \$148,000 to cure blood cancer and provide palliative care. Fantastic job all! Our boats did great on the race-course too! See the stories inside.

We also just delivered our new boat, *Hiatus*, down the Chesapeake and up the Potomac to it's new berth at the end of "G" dock. What a great trip it was! See the pictures on page 2! If you're a cruiser skipper and you'd like to use her, make sure to come to our maintenance day on Saturday, October 13th (starting at 10:00am at Washington Sailing Marina) where we'll have a boat familiarization for *Hiatus* and also for *Skirmish*. The boat familiarization will start at 2:00 and Cruiser skippers will need to do a familiarization before they take out the new cruiser. You are going to love the new boat!

Also coming up this Thursday is our last Social Sail: the Famed Octoberfest! Put on your Lederhosen and Biergarten outfits and come out for the fun! Note that our membership meeting in October is going to be on Tuesday the 9th. We'll be celebrating with a happy hour and then hearing from a cartographer about charting our local waters. Should be a great speaker! We'll also be excited to present a slate of 2013 board candidates at that meeting and take any nominations from the floor.

Also don't forget to RSVP to our big shin-dig on November 17th, our Hail and Farewell party. It's going to be at the Old Dominion Yacht Club. Find out more details on our all@scow.org email burst. So much more is going on in the club this month with fantastic work in training, maintenance, assets, racing, and other areas, but we'll leave that for another month.

Until then, fair winds!
Commodore Chris

Thursday, October
4th is the last Social
Sail of the year. Come
out and celebrate the
end of a wonderful
season for SCOW!

2012 Annapolis
Sailboat Show
October 4-8, 2012

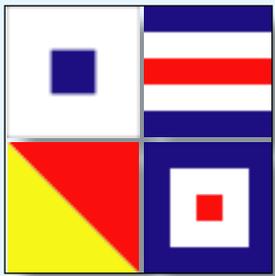
[http://www.usboat.com/
us-sailboat-show/home](http://www.usboat.com/us-sailboat-show/home)

Downrigging
Weekend 2012
The Chestertown
Waterfront
Chestertown,
Maryland
October 26-28, 2012

[http://www.
sultanaprojects.org/
downrigging/index.htm](http://www.sultanaprojects.org/downrigging/index.htm)

Thanks to Jamie Russo
for this announcement:
Now in its twelfth
year, Sultana Projects'
Downrigging Weekend
is one of the largest
annual Tall Ship and
wooden boat festivals
on the East Coast.
Don't miss it!





www.scow.org

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Hiatus Is Here!

Photos by Chris McGraw

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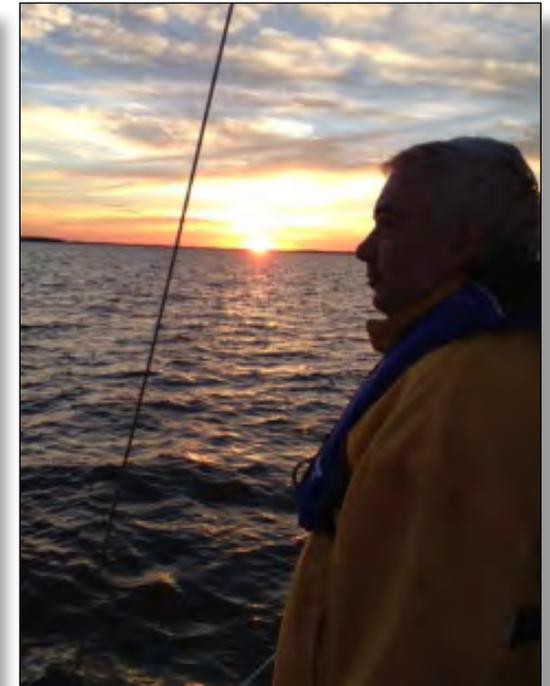
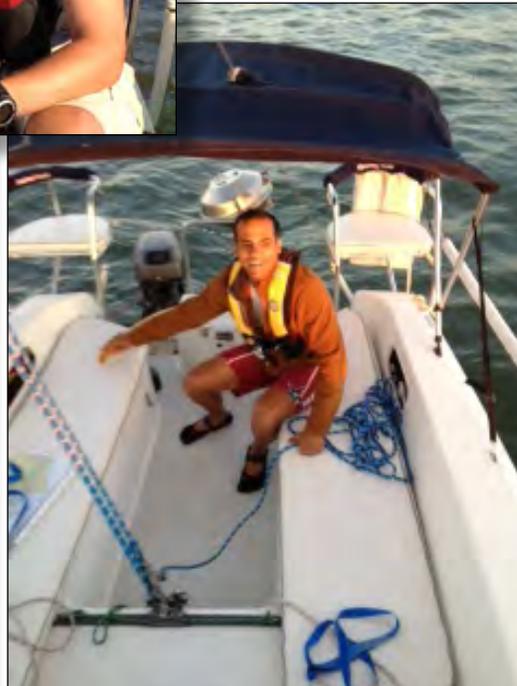
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October 9, 2012*

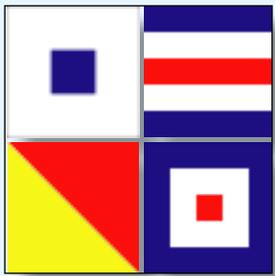
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Feeling a little safer?

Feeling a little safer on SCOW's three cruisers? You may have noticed that we've added Fire and Carbon Monoxide alarms on Rebecca, Skirmish and Hiatus. Thanks to Mark Hogan, Chris M, Kevin Longenbach and Joe Bonanni (pictured at right) for helping get and install the sensors.



Thanks Joe!

Thanks to Declan, Luis, and the Boat Assets Committee!

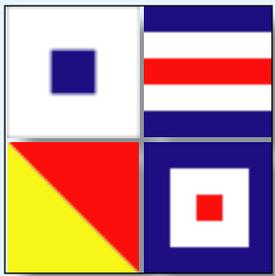
Thanks to Declan and Luis, Skirmish is looking great! Recently, they've put on a new tiller, installed a beautiful rubrail and fixed and painted wood inside and out! New Dacron re-reinforced sails for the boat are coming soon thanks to the great work of Tom Vandenbosche and our Boat Assets Committee. Great work!



The Truth About Cold Water

Submitted by Tom Vandenbosche, here is a good article that reinforces the SCOW policy of mandatory PFD use between October 1 and April 1.

<http://mariovittone.com/2010/10/the-truth-about-cold-water/>



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SCOW Begins Spinnaker Racing With DISC on Skirmish

Jim Klein

Beginning about mid -August 2012, Team Skirmish broke new ground in SCOW history by racing the spinnaker fleet in DISC KISS Fall Series with our new racing boat Skirmish. The Team consisted of crew members Stacey Banks, Deepak Bellani, Joe Bonanni, Shirley Castle, Noel LeRoux, Robert Marda, Chris McGraw and Vasa Pupavac, and skipper Jim Klein. This was not an easy task. We had to train prior to the racing to learn the spinnaker, and to learn the boat in general. By about the third race, we had it all down to a system and were able to have good starts and were able to fly the spinnaker well. Thanks to all of my crew members for participating in this event.

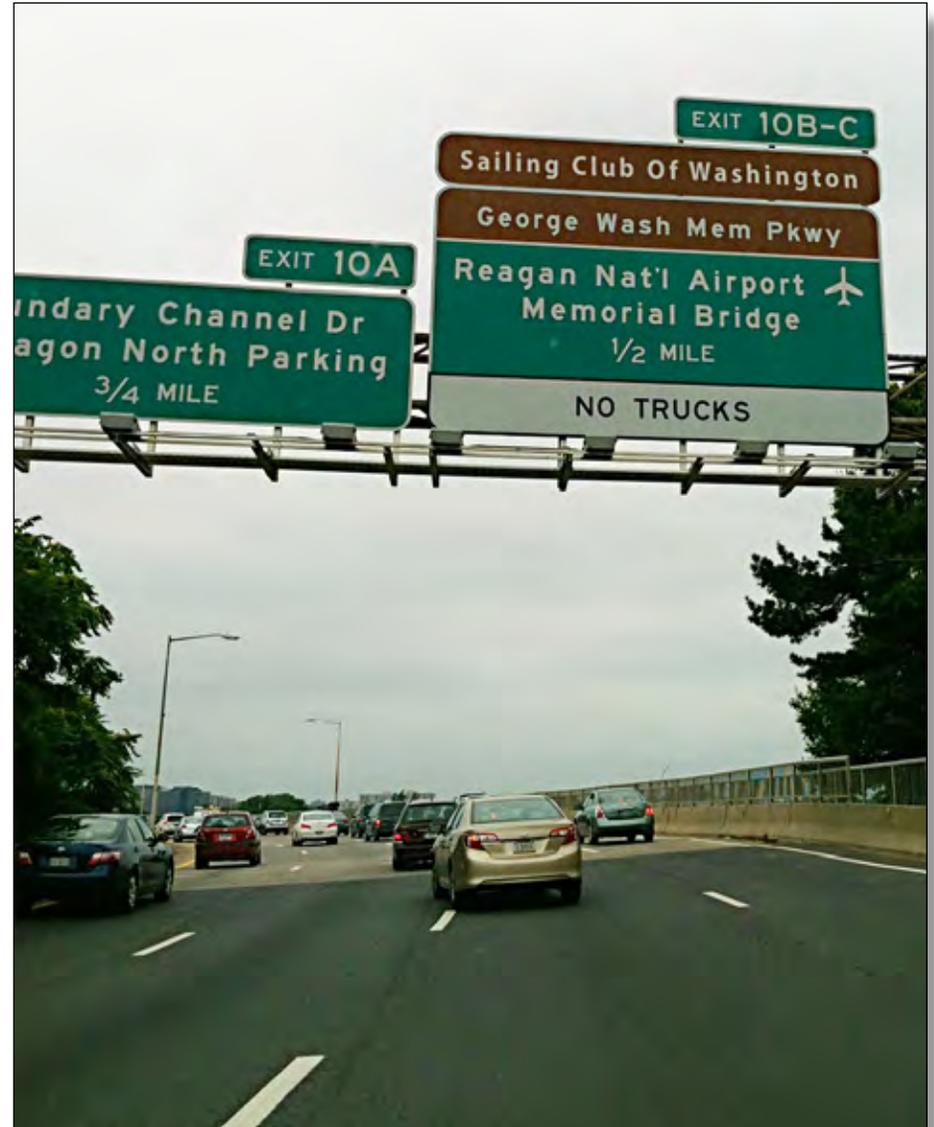
Saturday, October 13th is Fall Maintenance Day

Luis Rivas, Maintenance Director

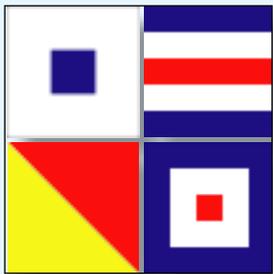
Just a heads up reminder to save the date for the upcoming SCOW Maintenance Day on October 13 (9:00am-2:00pm) or October 14 (Rain Day).

As an all volunteer organization, SCOW depends on all of its members to help with their time and talents to keep the club going forward. As always, willingness is all that's required.

P.S. I almost forgot to mention... maintenance support is required for all Skippers!



Afternoon rush hour on the 14th Street Bridge, as sailors head to the Washington Sailing Marina for SCOW sailing.



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2012 Leukemia Cup Flying Scot racers! Charles, Maggie, Dick, Nancy, Anne, Greg, Jim, and Julian. (missing: Jonathan and Caleb, and Team Suzie Q: Joe, Alex, and Jamie)

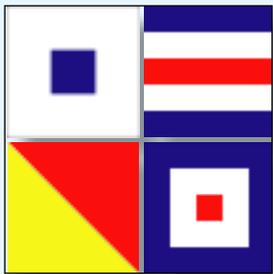
Team Rainbow Connection

by Anne Reb

Julian Mallett, Dick Vida and Anne Reb sailed on *Selkie* in the Leukemia Cup Regatta. On Monday before the race, we scrubbed and prepped the boat, replaced the windex, and put a new blue stripe on her hull. *Selkie* looked great and we were ready!

Day 1: We arrived at the Marina on Saturday morning sporting matching t-shirts with Rainbow logos compliments of Julian and Terry. As we headed out to Haines point, Anne and Julian took turns at the helm with Dick holding strong at the jib. The winds were whipping and getting stronger as we got closer to the start area. Before the first race, our boat capsized in a big gust. Luckily, the 3 of us had recently taken the capsize class together so my first thought was "we can do this." After tumbling (gracefully) into the water, I tossed my hat in the boat and checked the main and jib sheets to make sure they weren't cleated. I somehow got tangled up in the main sheet and sail and after a few long minutes, swam over to the centerboard. Righting the boat was not easy compared to the capsize class since the wind was blowing hard against

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it. Julian traded places with me, Dick was at the mast; and I held onto the painter as we tried to get the boat pointed into the wind. We righted the boat, tacked once, and crossed the start line seconds after the horn sounded.

The T (triangle) course was challenging and exposed between Haines and Gravelly Point. The wind and chop made it hard to locate the marks and the signals and course directions were hard to understand with the winds gusting up to 30 knots at times. On the first downwind leg the wind was so strong that it overpowered the tiller driving us into the mark. We struggled through a nerve racking 360 penalty turn. Determination was the order of the day and the Rainbows never gave up. We were sore and tired by the end of 3 hours of heavy weather sailing but buoyed by our experience together, we were happy to dock and relax. The break was short-lived. Shortly after we parked the boat and made our way to the barbecue, a huge storm came through blinding us with dust and rain. The wind and waves were strong enough to flip one of the Washington Sailing Marina boats on its side onto the dock.

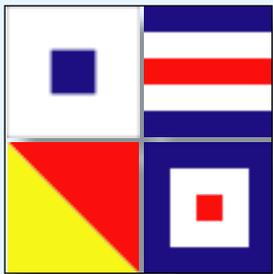
Day 2: We arrived at the marina, traded pirate barbs with the Pied Pirates (*Sunset Song*), and rigged our boat. Shortly after rigging, we noticed that the screw had come loose from the D-Shackle attaching the mainsheet block to the rudder head. After scouring the maintenance and sail lockers, we were able to find a similar shackle and pin that fit together. The repair cost us a half hour delay but we headed out to the race course in good spirits. The sky was clear and the winds were great as we checked out the course and the favored tack. We faced some stiff competition from The Pied Pirates and Spring Class (*Ms. Ellie*). At one point, we were side by side with Spring Class when Jonathan yelled out "Rainbow got wet!" We were not deterred!!! Rainbow was clearly in the lead but after a small mishap (skipper Anne went head to wind at the finish line) the Pied Pirates came up from behind and squeaked by us. Now how did that happen you might ask?? The Rainbows recovered and came back strong in the subsequent races.

We had a great time participating in this event and were inspired by the enthusiasm and support from our fellow racers and Ria



Team Rainbow Connection! Winners of the 2012 Leukemia/President's Cup Regatta for the Flying Scots! Julian, Anne, and Dick.

Freydberg, Special Events Director of LLS. A big thanks to our friends, family, and SCOW members for their generous support of this great cause through donations, raffle tickets, and attendance at our Italian fare fundraiser. Special acknowledgements to Charles Gilbert for encouraging us to take out a boat, Bill Davenport for his tips on racing and local conditions, and the amazing Jim Klein who coached us along the way. GO RAINBOWS!!



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Pied Pirates' Exciting Leukemia Cup Regatta

by Charles Gilbert

Team Pied Pirates is proud, most of all, of our fundraising for the Leukemia and Lymphoma Society, led by pirate Nancy Brown, we raised over \$3000 to help find cures and treatments for blood cancers! We kicked off our fundraising by hosting the social sail on July 5th featuring savory and sweet pies baked by Maggie and Nancy. Nancy got the word out to friends and family and the donations started rolling in. We followed up our social sail with a Pie Baking Workshop where Valerie Pelton, May Soe and her little sister joined Charles, Maggie and Nancy in having fun baking up some delicious peach, blueberry, and chocolate pudding pies. We'd like to give a big thank you to all of our friends, family, and fellow sailors whose donations contributed by far the largest part of our total fundraising.

Oh, and there was a bit of racing too! Saturday was certainly a challenge for our team in *Sunset Song* as well as for all competitors. Winds had been predicted to be gusting to 20 knots, but had reached gusts of 30 before we made it safely back to



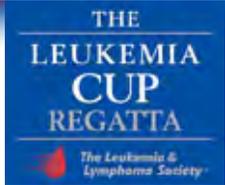
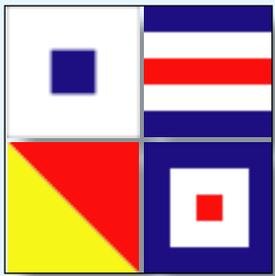
Team Pied Pirates! Charles, May, Nancy, and Maggie.

the marina. After the briefest of skippers' meetings, sans sailing instructions, we headed to the starting area by Hains Point with a strong wind from the south, checked in for the race, and surveyed the conditions. We saw a number of boats capsizing before the races even started, and the wind was steadily growing stronger. After being knocked on our ear a couple times we decided to reef, and had a difficult time of it with every gust trying to blow the main out of the boat as we re-ran the outhaul. With the wind picking up even more, predicted to get only stronger the rest of the day, and more boats capsizing, we decided to retire

from the day's races and head for safe harbor at the marina. Coming down the Potomac against the wind and current was even more of a struggle. We tried to hug the windward shore as much as possible to dampen the effects of the strong winds. All three of us were hiking out together with the main luffing most of the time, still getting knocked on our ear. Nancy was such a great sport up front, getting hit full on by spray and waves, keeping skipper Charles almost completely bone dry. When we finally made our way to the marina, it was amazing to us to see the vast difference in conditions between the open river and the protected lagoon. We were even quite alarmed to see a family about to head out on their small catamaran given the deteriorating weather. We are very happy that all the boats made it safely back to the marina before the even bigger storm hit.

Sunday was quite a different story with perfect weather and wind. This is the first year in as far as Charles and Maggie can recall that all the participating Scots were equipped with spinnakers for the big regatta. We got off four fantastic starts and were usually ahead at the first mark, and so let our competition determine whether we would

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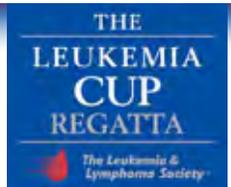
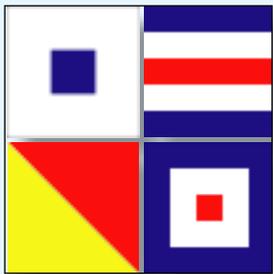
raise our spinnakers. Seeing *Ms. Ellie's* go up after their rounding, we quickly got into gear. Nancy took over the helm, while all three of us worked together to get the chute up and full. To our surprise during the downwind leg of the second race, Rainbow connection without spinnaker raised, surpassed both Pied Pirates and "SCOW Class 2012" struggling with their spinnakers on a reach most of the way. Pirates almost totally lost their spinnaker halyard in the chaos of dousing the chute before the downwind mark, but was happy to see it still attached to the spinnaker head. We reeled the line in understanding that we wouldn't be able to hoist the spin for the rest of the day. The Pirates were surprised again, when we saw Rainbow Connection struggling at the finish line, opening the door just enough for the Pirates to steal the bullet by a matter of seconds. After the four terrific races, the Scot fleet headed home to partake in the festivities with our fellow one-design sailors. Through all of our sailing, we proudly kept our Pied Pirates flag streaming high on our shroud, and after two days of challenging and sometimes grueling conditions, the Pirates took second place overall and some much needed recovery time. With warm hearts, we joyfully congratulate Rainbow Connection on taking first place overall for the regatta!



Team Pied Pirates hosted a Social Sail as part of their fundraising strategy to help fight blood cancers.



Jim and Greg from team SCOW Class 2012 sailed on Ms. Ellie in this year's Leukemia Cup Regatta. (not present: Jonathan and Caleb)



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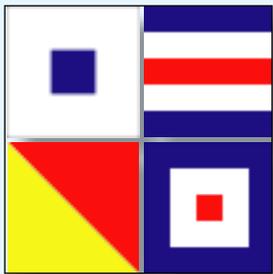
Team Suzie Q Competes on Git-R-Done

by Joe Bonanni

Despite being unsure if they would have a boat to race, Joe Bonanni, Jamie Russo, and Alex White banded together and quickly raised over \$500 for the Leukemia Cup Regatta over a very short period of time. After an incident that left *Suzie Q* unfit to sail, the team raced to find a replacement Flying Scot, only to come up empty handed. At the last minute, Bruce Baker aboard *Git-R-Done* was in need of crew. Joe and Alex joined as crew in the Spinnaker-A class while Jamie cheered from ashore. They battled strong winds over three races. They worked with the talented and experienced crew to place 3rd overall!!

We finally got our sails trimmed right and are enjoying a rare moment of peace during a very hectic race. From left to right, the crew is Tom Vaughan, Don Chontos, Joe Bonanni, Alex White, and Bruce Baker. Not pictured: Maggie. Photo by Alice Starcke.





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Come water spouts or tornadoes, Team Tartan sails in kilts!

by Chris McGraw

In a day that ended in 50 mile an hour winds and a torrential downpour, we stuck it out on the Team Tartan boat for all three races, taking second place in our class. Here's a blow by blow account.

White caps propelled by 15 knot winds roared down the water on both the Virginia side and the Maryland side in front of even stronger gusts. The high seas sent several boats back to the docks well before the three races were over---but but the higher winds were just what we needed to give us an edge against the lighter boats in our class. (Details here: <https://sites.google.com/site/disc2014/race-results/2012-race-results/leukemia-cup/non-spin-b>).

We braved the weather in our fearsome Scottish gear that we promised to wear if our fundraisers helped us meet our goal. Though we were sailing on our ear a lot of the time, and drenched by river spray all of the time, we rocketed past the competition to beat every single boat in our class---save one. In the gusty conditions, we sailed at full tilt, sporting a big headsail. Commodore Chris McGraw was at the tiller and in calm

command, with Kyoko ventilating and angling the mainsail. Anna Sheinberg and Gary McGraw, Sr. were the rail meat (and they have the purple posteriors to prove it). Their job was to lunge themselves over one side or the other to keep the boat's feet under us without falling into the drink. Gary McGraw, Jr. and Deepak Bellani pulled the headsail with hundreds of foot-pounds of pressure on it through furious and relentless tacks. We fought the conditions tooth and nail and battled to the front of the pack in each of the three races. Meanwhile back on land, Faith Rodell and Chris von Guggenberg held down the fort, cheered us on, and hoisted a mug or two.

We won a second place on the water and ended up bruised and battered, feeling the race in our bones even two days later. What a day, and what a regatta!

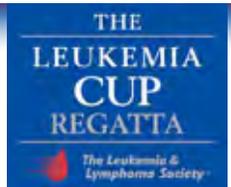
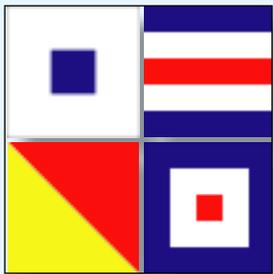
Though we took a hard fought second in the regatta, we took first in fundraising. Thanks to over 89 individual donors, Team Tartan won the major award of the regatta as the highest fundraising boat and raising over

Team Tartan.



\$22,000! A special Team Tartan thank you to Phil Venables for his \$10,000 donation. We can't thank all of our wonderful supporters enough.

Next year we intend to win both!



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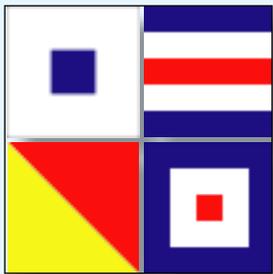
Less than Ideal Conditions on Runneth Over

Bill Davenport

Saturday was looking iffy weather wise for us on **Runneth Over**. Ryan Galloway was the pit master and all around deck hand and First Mate. R.O. is a light boat and as the wind increased we were wishing for a couple of 300lb deck apes. We were definitely undermanned. Ryan was doing most of the work as my back was preventing much movement. We went through many sail changes (2 mains & 2 jibs), finally finding a good combination. We found ourselves near the lead crossing tacks and slightly ahead of **Rebecca**. I saw Anna Sheinberg on **Rebecca's** rail. And we traded hails by shouting "Arrgh" over the wind noise. **Rebecca** had a crowd on board and was doing quite well as we heard our Commodore shouting commands and encouragement to the crew. As the wind

increased we were left behind as equipment began to fail. This culminated in the head sail ripping. While we tried to stay above the start line and out of the "box", during the tides "max flood". As calamity ensued we drifted down on the committee boat. Got tangled in her anchor line and slid by her as a gaggle of want to be Captains shouted commands from her deck. The last straw was the main halyard parting. As the main fell to the deck we retired from the race. Exhausted, we gained the dock and threw the boat on the trailer. We parked the boat and left it in disarray. Sails on deck and with hatches open and 6" of water below. Writhing in pain I drove home seeking the comfort of a bed and pain pills. Ryan stayed long enough to witness the 70 mph tornado visit the marina.





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Heavy Weather Sailing

by Henry Cheng

s/v *Prophecy*, s/v *Kalypso*

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A little background and a few short stories:

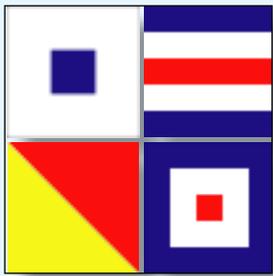
Prior to joining SCOW, I had one heavy weather sailing experience on my friend Don Anderson's Hunter Legend 37 - *Main Stay*. Other than holding steady on the helm and pointing the bow where the captain told me to as he and the other crew were trimming the sail on the way to Severn River, where *Main Stay* berthed, I knew nothing about heavy weather sailing. The boat did surf to double digits in speed by the knot meter which I had cleaned the evening before the trip. A few years after that 'YeeHa' ride I obtained my certification in bareboat cruising from US Sailing but I still don't know much about heavy weather sailing. Among many other things I have learned from my instructor Bob Errico, he taught me how to heave to and reef the sail while underway and a few tricks useful for single hand.

After I joined SCOW, former commodore Len Zuza took two young lads, myself and another in SCOW, on his thirty-eight foot Morgan, *Dulcinea*, for a round trip to Leadenham Creek, off Broad Creek which flows into Choptank, from St. John's Creek, Solomon Island area.

continued.



Henry Cheng and crew on *Kalypso* (Beneteau First 26) Leukemia Cup, 2012. This year's crew included Bryan and Karin Porter, Bill Nulls and Olga Kludziak. Photo by Alice Starcke.



Heavy Weather Sailing, continued.

... I learned right there the meaning of the name Choptank.

Before the start of the return leg in the morning, Len raised the mainsail before we pulled the anchor. An unusual move because at the time raising the main should be done when headed into the wind, was deeply ingrained in me. In addition, before we motored out of the sheltered cove, Len raised the jib also. As soon as we rounded the entrance of the cove, we caught the wind and we were flying on the water as fast as the hull allowed and I learned right there the meaning of the name Choptank. Len put me on helm duty as he cleaned up the dinner from the night before, freshly resurfaced from our other young lad. While underway, our jib sheet flew off after a tack and our brave captain went up to the bow and tamed that dancing dragon while the chickened lad, yours truly, continued to man the helm. We made the passage in a little more than five hours which normally would take a whole lot longer, and we got to Calvert Cliff. The wind gust was back down to manageable as I declared defeat and slouched in the cockpit to recuperate until we rounded Drums Point. I was glad the captain was well prepared.

Story number two: I was first mate for Bob Soule on a SCOW flotilla in St. Martin (Dutch spelling). The last leg for the trip was from Orient Beach back to Oyster Pond where we started. We had a 42 foot Lagoon Cat with very good performance. Once we motored to the open ocean from Orient Beach, we were planning to raise the sail. As it turned out, the breaker for the electric winch kept tripping. After a few tries, I dutifully put on my harness and life jacket, cleated myself to the hand rail attached on the cabin and crawled out to the mast where I assisted and pulled down the main halyard while other crew in the cockpit used the electric winch to raise the main. The operation was a success and we opened up the furling jib soon after. I decided to stay by the mast for a while and enjoy the ride. For quite a while I was there, I saw the bottom of the bow through the trampoline a few feet above the water. Later on after I got back to the cockpit, I took some pictures as the waves splashed all the way onto the cabin's windows. I'll have to say a shrimp boat captain knows the limit of his boat well.

Another story, many know Dorothy Stocks, our faithful SCOW treasurer for many years and a fearless adventurer before she retired and moved to North Carolina. Dorothy gave me many chances to crew for her on her Typhoon and Cape Dory 25, *Liberty Belle*. It was the Master of Potomac. We (Dorothy, Peg O'Laughlin and me) left the WSM dock at five in the morning and barely made it to the start line about 10 minutes behind. The Committee boat was still there so we started as soon as we got there. The wind was from the North and we started with a downwind leg as we saw the larger spin boats pulling away from us. We were able to keep the smaller spin boats in sight and we started working on the reducing the sail area before we got into a beam reach point of sail. It took about 3 tries before we reefed the main and pulled in the furling line. From a distance, we saw *Chiripa*, a Kirby 25 skippered by DISC former commodore Richard Knab, get knocked down by a wind gust right before the rounding mark to get back up river. No crew was lost and we almost caught up



Henry and crew, 2012 Leukemia Cup Regatta. Photo by Alice Starcke.

Continued.

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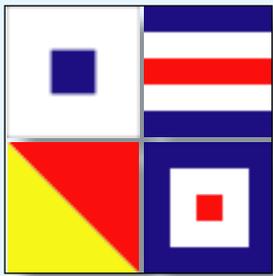
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Submit feedback, ideas, content and photographs for next month's issue to editor@scow.org



Heavy Weather Sailing, continued.

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with *Chiripa* because of their mishap but they left us at dusk again in the upwind leg. We continued to fight through the wind and current as the evening arrived. The wind let off a bit on one of the legs and it was well past midnight as fatigue sank in.

We were to face heavy weather again once the river turned. It was a dark night and we hardly made out the silhouette of a buoy. A decision had to be made and the captain made the sensible choice of starting the motor and heading back to Quantico. If I may add, the Cape Dory is a sea worthy vessel and I would take that any day over my Beneteau First 26, if it is an offshore passage. An excellent captain made a tough call for the crews' wellbeing.

One last story, I was foredeck for Bob Wilbur on his Lightning *String Theory* almost three years. In one of the races we found ourselves off the Potomac at Leesylvania State Park racing the Potomac Cup hosted by Lightning Fleet 50. Genie Williford and I were the crew. The first day we did well in the first race and we were in the first 5 boats out of almost 30 boats. As we went into the upwind mark of the second race as the second or third boat rounding the mark, we pulled out the spinnaker. As soon as I finished hoisting the kite, a sudden gust of wind caught us by surprise and we broached. After we righted the boat, we found our kite was among the casualties, as well as my cell phone. No life was lost, only equipment and our chance to give the cup a shot [sigh], not fair but what can we do!

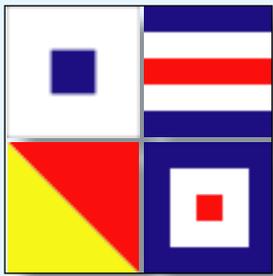
All these accomplished captains, and some not mentioned, had prepared a once-rookie like me for taking on more challenging conditions. I continue to learn and renew my knowledge as I grow more comfortable in heavy air conditions because I know just how little I know. I do manage to learn to gage the capability of my boat, the capability of the crew and mostly the limitations of myself. And whatever my guesstimate might be I give it ample margin. Whether the boat you command is agile and fun like a Laser or steady and sea worthy like a Morgan, be prepared, be conservative, be knowledgeable with your equipment, be smart and keep in mind how much you and your crew's muscle can handle and constantly ask yourself where you can leverage for tactical and mechanical advantage in a dicey condition.

Conserve your equipment when a strategic retreat is warranted, it only shows your maturity as a skipper. Sometimes winning just means that you and your crew hang in there conservatively by finishing while other boats blow their chance when they have to give up due to various reasons or unfortunate events. Do not exceed your capabilities and put yourself, your crew and your boat in harm's way. Continue learning to expand your knowledge and above all, your crew's safety should be your number one priority in your mind whether you are cruising or racing.

Be safe and have fun out on the water!

Henry Cheng

...be prepared,
be conservative,
be knowledgeable
with your equipment...



Upcoming Events

October 2012

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

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Membership Meeting

Tuesday, October 9, 2012
6:30 pm - 9:00 pm
Capitol City Brewery
2700 South Quincy Street
Arlington, Virginia 22206

Join us for a SCOW Happy Hour from 6:30 pm - 7:30 pm. (select menu items and beer half price!) followed by the membership meeting from 7:30 pm - 9:00 pm.

Fall Maintenance Day

Saturday, October 13, 2012
9:00 am - 2:00 pm
Washington Sailing Marina
Rain Date, Sunday, October 14, 2012

See page 3 for more details!

Hail and Farewell Awards

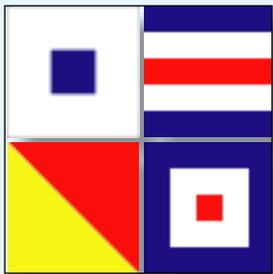
Dinner Dance

Saturday, November 17
6:00pm - 11:30pm
Alexandria Boat Club, Alexandria, VA

Don't miss out on a fun evening with a delicious dinner, dancing and socializing. Join us in honoring the 2012 Board members, welcoming the 2013 Board members and recognition of all the volunteers who contribute to the Club's success. Join in this Elegant Evening of fun.

*During Sunday
night Scot racing,
David and Anne
keep an eye
on Ms. Ellie's
spinnaker, but
Joe's got the best
angle of all!*





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Consider serving on the board. Your name could be here: (wouldn't that be cool!)

2012 Officers

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

2012 Board Appointees

Channels Editor Barbara Thacker ... editor@scow.org
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

Thank you to everyone who contributed to this issue of ChaNNels. It makes for a much more interesting issue, don't you think?

Especially to:

- The celebrity guest writers who shared their experiences on the water, and to Anne Reb for that wonderful idea;
- To Alice Starcke for shooting and sharing her fabulous photos of the Leukemia Cup Regatta, and to everyone who help identify the people in them;
- To Charles Gilbert for his submissions after how many requests? (tee hee)

That's it for now, see you on the water,

Barbara

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