

“The sail, the play of its pulse so like our own lives: so thin and yet so full of life, so noiseless when it labors hardest, so noisy and impatient when least effective.” - Henry David Thoreau

*The Newsletter of the
Sailing Club of Washington*

June 2013

Commodore's Log

Charles Gilbert, Commodore

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We have had a great start to the sailing season for SCOW!

This is a prime time to sail, because the winds are brisk, and it is not too hot. Our Social Sails are going along well. We are always looking for volunteers for the Chef and Co-Chef each week, so please step up and help out, social@scow.org. We've just finished the second series of our Sunday afternoon races.



In the month ahead we'll continue our Wednesday night Flying Scot racing and Thursday night Social Sails. The summer sailing classes have now kicked off. We are always looking for our super training instructors to help us out on the weekends.

June marks the beginning of SCOW's annual support of Maryland and Virginia Special Olympics sailors. We help train Special Olympics athletes to sail on our Flying Scots before they move on to sailing Hobie Cats. If you wish to volunteer, please contact Barbara Thacker, our Membership Director and this year's Special Olympics coordinator, membership@scow.org.

On June 29th we will have our first annual SCOW Regatta!! It promises to be a ton of fun for the entire family. We will have water and land activities going on, including sailboat races and three-legged races. Julian Mallett, and Elisabeth and John Graham, are doing a wonderful job organizing the day's events. Every one of our SCOW members are expected to be there. Watch your e-mail for more details.

See you at the Membership Meeting on June 10th.

See you on the water!

Charles

SCOW Race & Family Picnic Day is June 29, 2013

Make plans to come to SCOW's first Family Race & Picnic Day on June 29. There will be fun for all, members and their families --- whether racers or cruisers, under 4 or over 94, new to sailing or salty dogs.

See page 2 of this newsletter for more information!

Training News

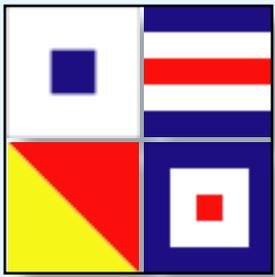
by Tom Vaughan, Training Director

SCOW's spring cruiser class wrapped up on May 12th with students having experienced some ferocious winds the week before. The sold-out Basic Summer class starts on May 29th and runs through June 16th.

SCOW has multiple openings in the July Capsize class (July 13th) and the August Capsize class (August 10th) with no sailing experience necessary... it's good to know what to do if your boat goes over, even if you're not the skipper. Mail training@scow.org for registration forms. Class cost is \$50 and includes 4+ hours of on-the-water experience of capsizing boats and towing Scots with our Cruisers.



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



June 2013 SCOW Race & Family Picnic Day is June 29, 2013

Commodore's Log	1	Volunteer to make the day great for us all: http://www.signupgenius.com/FindASignup and enter: egraham848@gmail.com in the dialogue box. That will take you to the June 29 Family Race and Picnic Day sign-up link. Click on it and volunteer!
Training News	1	
Family Race & Picnic Day	2	
Members Volunteer For Special Olympics	3	OR, email Elisabeth directly egrham848@gmail.com or telephone 703-870-9210 and leave a call back name, number and message.
New Sails for FSs	4	
Weather Or Not	6	We need you for:
Skirmish To The Rescue	8	<ul style="list-style-type: none"> • Morning set-up; • Assistance with race committee; • Take charge and run a contest: <ul style="list-style-type: none"> hobble-race, tug-of-war peanut-pushing contest Volleyball, Badmitten Croquet
Coast Guard Boarding Not A Problem	9	
Upcoming Events	10	<ul style="list-style-type: none"> • Organize and run and event: <ul style="list-style-type: none"> Hokey Pokey, Red Rover Knot seminar
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The Schedule:

9:00 - 10:00 am

Coffee and donuts for racers, race committee, families, and friends

10:00 - 12:00 pm

Flying Scot Racing Finals, between the top 3 from Series I and the top 3 from Series II
Flying Scot "pick-up" racing

12:00 - 2:00 pm

Bring-Your-Own Picnic lunch

Soft Drinks & Lemonade & Popcorn & Chips & Salsa by SCOW

2:00 - 4:00 pm

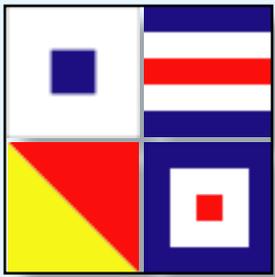
Adult and Family Fun & Games

- Knotty Knowledge: How to tie 3 Essential Knots and 2 More Uncommonly Useful Ones, led by Alice Starcke
- Three-Legged Races for Persons of All Ages, led by Dick Vida
- Balloon Toss & Splash!, led by Alex White
- Water Battle between Ferocious Pirate Bands, led by Anna Sheinberg

AND

Fun Racing in the Lagoon

Soft drinks & lemonade & peanuts & popcorn & other nibblies by SCOW



June 2013 Members Volunteer for Special Olympics

Commodore's Log	1	SCOW kicked off the 2013 spring sailing season for the athletes on the Virginia and Maryland Special Olympics teams on Monday, June 3rd. Countless (believe me, I tried) athletes gathered at the cranes for an exciting evening. Ms. Ellie, Selkie, and Sunset Song were put to work with each Scot carrying 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.
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Coast Guard Boarding Not A Problem	9	SCOW's commitment to Special Olympics runs through the month of June, and into 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. For more information, contact Barbara at membership@scow.org .
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(right) Sebastien Durand pushes off Jonathan Thron and athletes in Ms. Ellie before stepping on to crew.

(not pictured) Vasa Pupavac was very generous in helping with launch and hauling the SCOW fleet and equipment after the practice.



Rob Reuter and Joyce Frank prepare to rig Selkie with an athlete.



Dick Vida and Elaine McLaughlin show a Special Olympics athlete how to raise the main on Sunset Song.



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#>

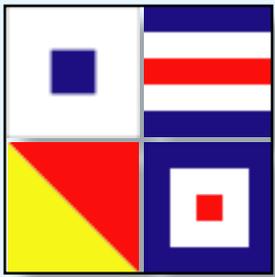


“...To say that the lot of people with intellectual disabilities has improved because of Special Olympics would be a gross understatement. [Eunice Kennedy] Shriver's movement did nothing less than release an entire population from a prison of ignorance and misunderstanding. It did something else, too – 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



June 2013 **New Sails in Place For Our Flying Scot Fleet!**

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Thanks to the hard work of Tom Vandembosche, with the input of too many members to mention, our Flying Scot fleet will be outfitted with new sails very soon. The final step in the acquisition process was the lettering/numbering of the 5 main sails, and much was done on Memorial Day.



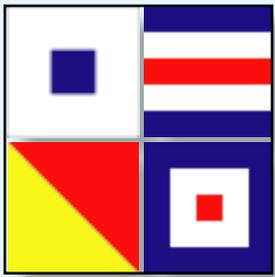
Tom had an energetic work group to get the Flying Scot sails ready to put into service. Photo by Doug Roark.



Above: When you see them, say thank you to our hard working volunteers. Front row left to right: Doug Roark, Kevin Mullane and Jim Talley. Back row left to right: John Imparato, Mark Hogan, Eileen Dougherty, Mark Mallett and Julian Mallett. Photo by Doug Roark.



Left: Jim's church was a great location to do this work, because we had enough floor space to spread out all 5 mainsails at one time. Photo by Tom Vandembosche.



June 2013 New Sails in Place For Our Flying Scot Fleet!

Continued

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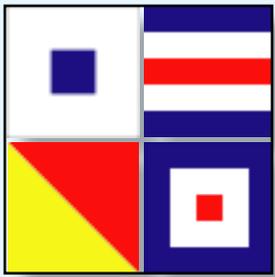


The group working out where and how to place the scow.org lettering. This was the figuring out phase of the project. Photo by Doug Roark.



Julian and Mark position letters with the help of John, while Julian's son Mark supervises. Photo by Doug Roark.

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June 2013 Weather Or Not

By Jonathan Thron

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If you need a chuckle sometime, Google “weather rock.” Fortunately we’re a bit more sophisticated these days, but I’m still surprised by how laissez-faire sailors can be about the weather. In this convective summer season especially—and considering our era of iPads and smartphones—there’s really no excuse, and not keeping an eye on the sky will eventually come back to bite you. Here are 3 things you can do to stack the odds in your favor:

1. Get the digits.

If your crewmembers think you’re being supremely annoying by talking on the phone, just tell them that you’re “corroborating urgent weather bulletae.” You will immediately either 1) get thrown overboard or 2) earn major respect. Here are a couple of important numbers to have on hand:

(703) 412-8140 - Automated Surface Observing System (ASOS) at Reagan National Airport (DCA). Aviation routine

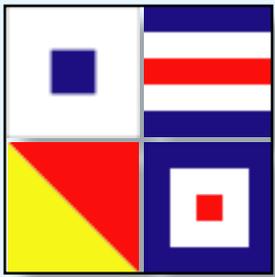
weather reports (“METAR’s”) of actual surface conditions at DCA issued hourly at 52 minutes past the hour. Dial the number and the recording will give you the wind direction and speed, visibility, sky condition, temperature, dew point, altimeter setting (barometric pressure), and any pertinent remarks. For our purposes, these are most valuable for determining whether wind in the immediate vicinity is within SCOW limits.

(301) 864-5497 - Automated Weather Observing System (AWOS) at College Park Airport (CGS): Similar to the ASOS information from DCA but updated minute-by-minute. CGS is 9 miles NE of DCA and so the info is less valuable from a sailing standpoint, but still good to have. ASOS/AWOS information is available for thousands of airports worldwide and is a great source of local surface weather reporting.

(888) 701-8992 - NOAA Dial-A-Buoy, another valuable tool. Buoy “WASD2” (numeric 92732) is located in Washington Channel to the north of our sailing area, and Buoy “44061” is located just below the Wilson Bridge to the south of our sailing area. Dial the main number and then punch in the identifier (92732 or 44061) for the buoy that you want. You can also search for



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other buoys (the buoy network is extensive) or listen to the latest marine forecast for a particular location. Also remember that marine radios (both mounted and handheld) often have a "WX" button that will give you the latest forecasts and alerts. Push that button next time you're at the marina and get familiar with the information available to you.

2. Avoid gaffes with TAF's.

Terminal Aerodrome Forecasts (TAF's) cover a 5-statute-mile radius around major airports and are helpful when you're trying to figure out what the weather will be doing at a certain time in the future. Of course TAF's are still just predictions, but aviation weather forecasting is necessarily the best and is generally pretty reliable. The TAF I'm looking at for DCA for the afternoon of this writing predicts winds from 180 (South) at 9 knots, visibility of 6 or more miles, scattered clouds at 5,000 feet, and more scattered clouds at 25,000 feet. In other words, we should all be out sailing right now. There are several ways to get TAF's and other aviation weather products, so shop around online and see what you like. I use the AeroWeather Lite app (free), which is available for both iOS and Android. In addition to TAF's, many of these programs provide METAR's and other interesting

aviation information, much of which is directly transferable to your sailing career.

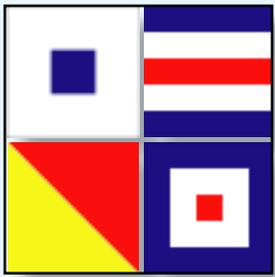
3. Watch the scope.

1 & 2 above deal primarily with forecasts, which aren't a sure thing—or current observations, which aren't always supremely helpful (when lightning torches your mast, you don't need Dial-A-Buoy to tell you you're in a thunderstorm). The most valuable tool at your disposal will be real-time (moving-map) weather radar. Of course it's great to check radar before you leave the house (I like www.intellicast.com), but you also need to be able to check it on the fly. I can't emphasize this enough—get a quality radar app and use it! My primary is RadarScope (\$10), and I back that up with several free apps like AccuWeather, MyRadar, and offerings from local television stations (WUSA9 Radar, etc.). Many other excellent weather apps don't specialize in radar specifically, but they often include a radar function that will suffice. A couple things to keep in mind when dealing with radar: First, thunderstorms can come out of nowhere, especially in the summertime, so don't expect to see them from a hundred miles out. On a particularly dicey day with the potential for strong pop-up storms, I'll check my phone every 10 minutes to look for anything that might be building

quickly. Second, be sure to corroborate your information by cross-checking with another source. If you have 2 or 3 separate radar apps (recommended), you can cross-check yourself. If not, cross-check with a crewmember who also has radar capability. It's nice to get a second opinion, especially when the fate of the cruise or the safety of the crew is at stake. Third and finally, consider that radar doesn't always rain on your parade—sometimes it just gives you peace of mind so you can keep sailing without distraction. During a recent Wednesday Scot race, I saw some ominous clouds building to the west and was considering retiring early, but a quick check of the radar indicated no precipitation or otherwise dangerous weather. We continued, and if memory serves, we won the race. Don't believe what the others tell you.

So get the digits, avoid gaffes with TAF's, and watch that scope—and you'll earn a reputation as a fair-weather sailor. When we're talking severe summer weather, that's a compliment.





June 2013 Skirmish to the Rescue

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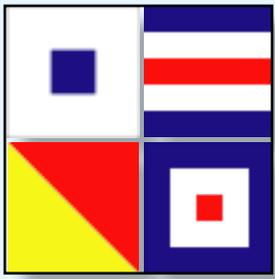
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The crew of *Skirmish* came to the rescue of the committee boat before the 5th race of the DISC spring series on Tuesday, May 7th when the committee boat, manned this week by the crew of competitor *Too Many Cooks*, had engine trouble. *Skirmish* was hailed and responded immediately to help with a tow to the race start site. Crew of *Too Many Cooks* not familiar with SCOW immediately noted the rescue crew's quick jump to help and well equipped boat. I assured them that this was typical of SCOW.

Skipper Chris at the helm of Skirmish, with Henry. Jonathan monitors the tow line. Photo by Kyoko Kawai.

Skipper Chris waves as crew members Jim, Jonathan, Kyoko and Henry work together to provide a tow to the committee boat.





June 2013 Coast Guard Boarding Not A Problem

SCOW passes with flying colors! by John Kauffman

While under sail on *Rebecca* near Alexandria channel 7 this evening (May 9 20:00) the Coast Guard approached, asked if we had been boarded by the USCG in the last year & boarded for a safety inspection. They took my driver's license and the boat's registration, checked them by radio and returned them. They wanted to know if there were firearms on board but did not ask about alcohol or my boat safety certificate. He wanted to know from where and when we had started sailing.

The guardsman went through the safety checklist. Fire extinguisher and air horn passed. Our family always brings two throwable cushions and they were fine. All aboard were wearing our personal life jackets so no problem. Head is self-contained and he accepted my word. (He never actually went below.) Running lights were fine & he asked about a steaming light (we were under sail alone). I don't recall if there were other checks.

I mentioned in passing it was a SCOW boat and we did some small talk. I noted that we had a committee that goes over the boats every spring and we invite the USCG Auxiliary to inspect. He started to assume that everything was OK.

Two small issues:

He wanted to see the bilge (I assume to check for oil). The removable wooden plate over the keel is screwed down. I offered to get screwdriver & remove but he waived it. I'd say given that the boat is dry and the plate sliding out under normal sailing is a drag, we should keep it screwed down.

He asked about a clean-up kit for a fuel spill, specifically some kind of absorbent pad. Maybe I am not aware of the location. Acceptable alternate was bucket or rags; they accepted the bucket. As skippers, we refill the tank off the boat, but it occurred to me that someday we might have a leak in the tank or the fuel line that could result in fuel spilled on board. West Marine sells a pack of 5 sheets for \$5.

He issued a document attesting to the inspection which I put in the inside cover of the log book. He noted that if USCG approaches within 12 months we can present

the inspection report and waive another boarding. He took my phone number. If there is further contact I will let the commodore know.

The guardsman who boarded and the four guardsmen/women on the USCG boat were very cordial and professional. He emphasized there was no problem. All in all it was actually a good experience.

I want to note a thanks to all the officers and volunteers of SCOW that keep our boats in such great shape and provide attention to each detail of our safety.

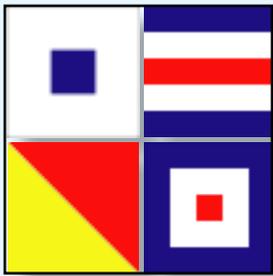
I have no idea why I draw the heat, but I was also hailed and warned by the DC Harbor Police last week. While we were steaming there were two crew sitting on the foredeck. A harbor policeman came to and flash blue lights. The warning was that my crew were "bow riding" which is illegal in a motor boat. As the engine was one we had to comply with the law. Now, other than changing sails, we require crew to stay aft of the mast.

Considering two experiences with the law in one week, those of you who are on the am had better not sail with me.

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Upcoming Events

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

June 2013

Membership Meeting

Monday, June 10th, 2013

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 7:30 pm - 9:00 pm. Contact Chris (vice@scow.org) for more details.

Social Sail

Every Thursday at 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 Kristine (social@scow.org) to sign up!

Flying Scot Racing

Wednesdays at 5:30 pm

Washington Sailing Marina

Meet at the marina on Wednesday evenings at 5:30 pm throughout the summer for informal races. This is a great way to sharpen your skills and meet other SCOW members for a little competition. Contact Julian (racing@scow.org) for more details.

Race & Family Picnic Day

June 29, 2013

May 18th, 2013

9:00 am - 4:00 pm

Washington Sailing Marina

For details, see page 2 of this newsletter or go to [scow.org](http://www.scow.org).

Overnight Raft-Up to Tim's Rivershore

Friday, June 22nd, 2013

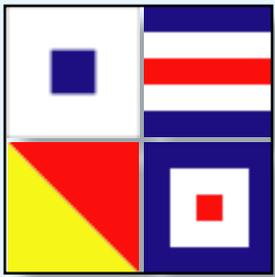
6:00 pm

Washington Sailing Marina

The Friday Night Raft Up Event is coordinated by the SCOW River and Bay Director. email Anna at (river@scow.org) to make a reservation to attend the event or to add a boat to the Raft Up. Attendees bring food and beverages to share.

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2013 Officers

Commodore.....	Charles Gilbert	commodore@scow.org
Vice Commodore	Chris Tindal.....	vice@scow.org
Secretary	Ute Laser	secretary@scow.org
Treasurer	Joe Bonanni	treasurer@scow.org

2013 Board Members

Maintenance Director	Luis Rivas	maintdir@scow.org
Racing Director	Julian Mallett.....	racing@scow.org
River/Bay Director	Anna Sheinberg	river@scow.org
Membership Director	Barbara Thacker	membership@scow.org
Skipper Director	Jan Earle	skipper@scow.org
Social Director	Kristine Sadusky	social@scow.org
Training Director	Tom Vaughan.....	training@scow.org
.....	& Anne Reb.....	training2@scow.org

2013 Board Appointees

Chair, Training & Skipper Certification Committee.....	John Rodgers	TSCC@scow.org
Chair, Boat Assets Committee	Tom Vandenbosche	BAC@scow.org
Chair, Investments Committee	Ron Sheldon	investment@scow.org
Chair, Audit Committee	Mahl Avila	audit@scow.org
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

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 or ideas to editor@scow.org.

Take more pictures! Barbara



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