



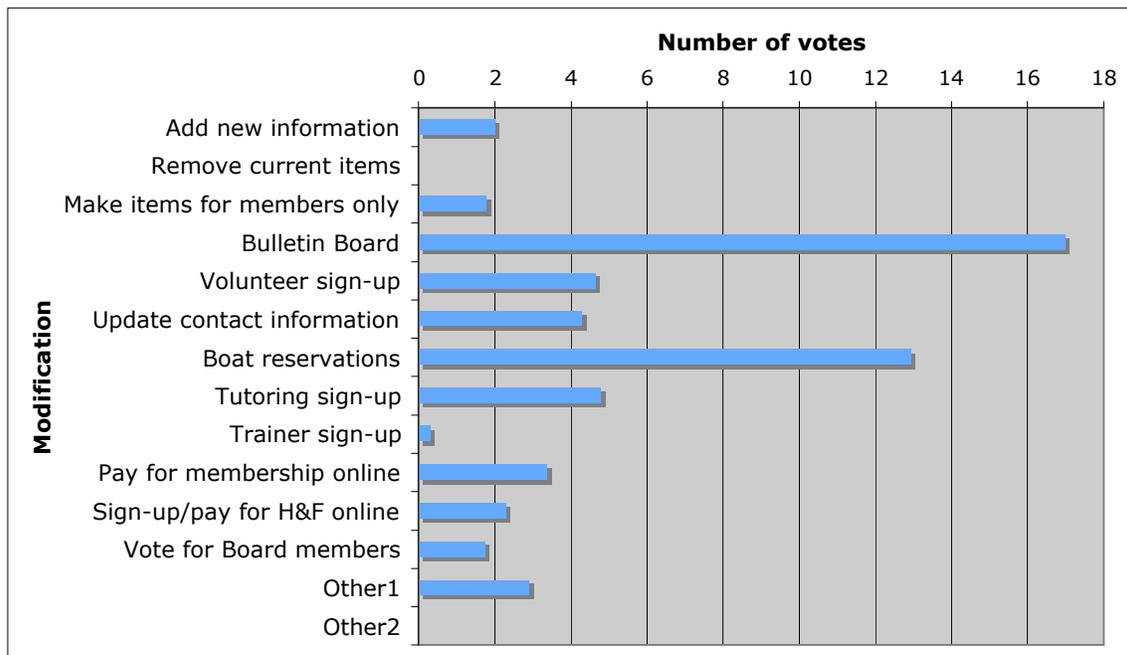
## Commodore's Log

*By John Rogers, SCOW Commodore*

Some days are cold, some days are warm, and I am starting to think about what I need to do to get our boat ready to sail. So it must be spring.

It was great to see so many people at the Re-Up Brunch, SCOW's traditional harbinger of spring. As usual, thanks to Dot and everyone there was plenty of food. The membership, skipper renewal, and Training sign-up tables were busy.

I conducted an informal survey to evaluate members preferences on modifications or upgrades to the SCOW website. The results are summarized below (OK, I know, I like graphics).



Obviously a bulletin board got the most votes. Based on the question and the comments, this might be a place to exchange information about sailing and racing opportunities, items for sale,

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training information, SCOW functions, and non-SCOW functions. Having boat reservations online came in a close second. All items got at least some interest. Most items got some additional comments. In the "Other" category were suggestions for having the membership directory online and a sign-up for training and for racing crew.

I thank every one for their input. As the spring progresses, I will get more information on these options (such as how difficult they are to implement) and the Board will take these results into consideration when deciding how to proceed.

In the meantime, read the rest of Channels for more information about SCOW's activities and to see more graphics\*

## **Maintenance Report**

*By Bill Davenport, Maintenance Director*

On this blustery Sunday, March the 18th (43 degrees gusting to 25 knots) I ran into fearless SCOW sailor Mike Murphy. Who had just come in from a morning sail on his Montgomery 15. Mike was kind enough to help me in lowering *Danschweida's* mast. If you see Mike thank him for his many hours of past club service, he's a member who is always willing to lend a hand or share his knowledge.

After getting the mast down your Maintenance Director discovered that his vision of what was needed for the *Turbo Scot's* masthead was somewhat incomplete and a parts search was in order. This news was greeted enthusiastically by John and Lisa Eller (ever present maintenance couple and omelet cooks) who were shivering near by. This meant we could move to the more sheltered confines of the sail locker and onto *Rebecca* in search of parts. To no avail though and the maintenance team had to go on a field trip to West Marine, in search of just the right bit of shiny metal to do the job. We found it and back to the marina we headed somewhat lighter in the wallet. Once we returned, it was decided, while standing in the blustery cold, some heavy thinking would have to be done. We retired to the After Deck Cafe for brewskie's and food and met Bob Rekowski, SCOW member and skilled maintenance contributor. It was there we decided.... collectively...., so as not to single out any one member, that this task could best be completed at a

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## **Support Special Olympics**

*By Monika O'Connor*

Special Olympics is just around the corner. Save these dates and come join us for one of the most heartwarming sailing experiences you'll have this year every Monday evening in June.

- June 4
- June 11
- June 18
- June 25

For more information contact Monika at [specia-lolympics@scow.org](mailto:specia-lolympics@scow.org)\*

## **First Bay Raft Up of the Season!**

*By Jack Schwartz*

I see that there is a Bay raft up scheduled for April 21-22. Hopefully, there will be a number of boats in the water eager to cruise. I think I agreed to be Raft Master for the first trip. For the first trip, we should go somewhere familiar, and not too far from most of the active fleet. I really like Wye Island. I'm selecting Dividing Creek, where there are some very nice peaceful spots to anchor, despite errant trotlines. (Ask Deri about the one *Odyssey* caught last year.) Hopefully, we'll get an early start, and be on station by around 4pm to receive rafters. It would be nice to share appetizers and/or even dinner. Let me know what you think about that.

Skippers planning to participate, please let me know your boat specs, home port, cell phone for contact, crew compliment and/or needs, etc. Reply by email to [graphixand@netscape.net](mailto:graphixand@netscape.net). I'll try to maintain a crew list and send out contact info for the fleet the week before.

Assuming that *Odyssey's* short haul on March 27<sup>th</sup> doesn't become a long one...See you there!\*

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Plans are underway to upgrade our website and we need help. If you have computer related experience (either in design and programming) and are interested in contributing some of your talents, please contact

Monika O'Connor at [webmaster@scow.org](mailto:webmaster@scow.org).



## Thoughts on When to Wear Life Jackets

By John Rogers, Commodore

The local news recently highlighted the case of three boats that capsized in Solomons harbor as a result of a sudden increase in wind speed. Twelve sailing students were rescued unharmed from the cold water. All twelve were wearing wet suits and life jackets. The water temperature was about 40.

This left me thinking: 1) should SCOW students and trainers be required to wear life jackets? 2) it was good that they were wearing wet suits, and 3) how cold is too cold?

Excluding children under 13 (who are required to wear a lifejacket), when deciding whether to wear (or require others) to wear a life jacket, there are many questions to consider, such as:

- What is the forecast and do you have the latest forecast?
- How strong are the winds likely to be?
- How cold is the air?
- How cold is the water?
- How good are the skipper's sailing abilities?
- Does the crew know how to right the boat in case of a capsize?
- How far are we going from home or rescue resources?
- How well can everyone swim? and
- How much clothing is everyone wearing?

Some of these refer to individual characteristics and some to environmental characteristics. Obviously, cold wet and windy conditions would dictate life jackets for everyone. In hot dry and calm conditions I would require that those under 13 and those that cannot swim wear life jackets; for others it would be optional. But, where in the middle should you or I draw the line? The decision becomes more complicated when some indications point one way and others point another, such as:

- The forecast includes high winds but right now it is calm,
- The air is 80 degrees but the water is 55 degrees
- The water and air are 80 degrees, the wind is 15 but rain is likely.

There are several dangers associated with capsizing or falling overboard. However, even if nothing else goes wrong, it is difficult to avoid hypothermia if the water is cold. Several web sites provide the following information on cold water survival times:

Water Temperature	Exhaustion or Unconsciousness in	Expected Survival Time
70-80_ F (21-27_ C)	3-12 hours	3 hours – indefinitely
60-70_ F (16-21_ C)	2-7 hours	2-40 hours
50-60_ F (10-16_ C)	1-2 hours	1-6 hours
40-50_ F (4-10_ C)	30-60 minutes	1-3 hours
32.5-40_ F (0-44_ C)	15-30 minutes	30-90 minutes
<32_ F (<0_ C)	Under 15 minutes	Under 15-45 minutes

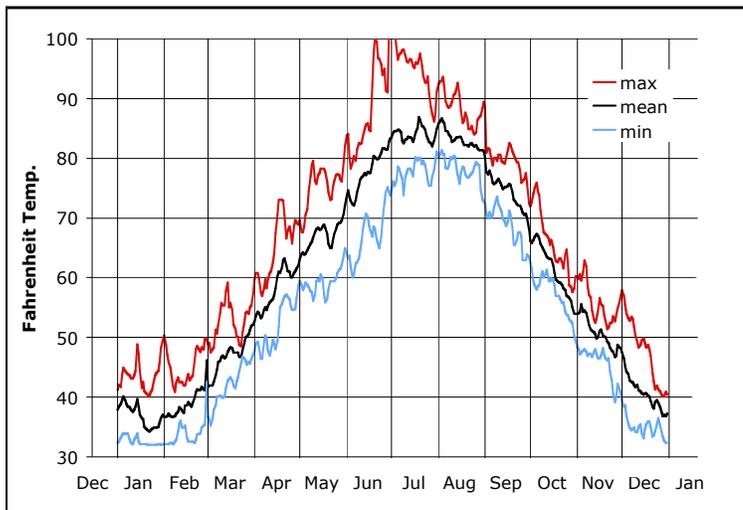
(Source: [http://www.ussartf.org/cold\\_water\\_survival.htm](http://www.ussartf.org/cold_water_survival.htm))



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Obviously, survival times depend on many factors. Warmer clothing can contribute to longer survival times, drowning due to the shock of hitting cold water contributes to shorter survival times (alright, I realize the table above assumes you don't drown first). I suspect that the useful working time in the water to right a capsized boat is much less than the time to exhaustion.

The following is a plot of water temperature in the Potomac River at Little Falls dam upstream of Georgetown. The plot shows the daily average, minimum, and maximum water temperatures from 1994 to 2006.



Note that the water temperature is above 70 degrees on average for only June, July, August, and September and below 70 for the rest of the year. At some times the water can be 10 degrees colder than the average.

The problems with emergencies is they occur when you least expect them and they complicate whatever you are doing. If your boat capsizes, the first tasks are to find out if anyone is injured and for everyone to put on a life jacket. If a crew falls over board, the rescue itself provides additional distraction and risks. Should all crew don life jackets in this circumstance? I suspect so. Although we do not teach that in the basic sailing course.

Aside from the crew's or skipper's choice on whether to wear life jackets there is a separate question about what SCOW should teach, recommend, or require for classes, SCOW events, members, and guests. In general, SCOW has required what is mandated by law, has recommended safety, has taught safety in principle but has not required life jackets in classes, and has left the decision up to the skipper and crew. However, some trainers have required all their students to wear life jackets. Does wearing a life jacket have the advantage that students can be more focused on learning to sail and less concerned about going over? How do we best teach students to be comfortable with and confident in windy conditions?

How would SCOW look on the evening news if a SCOW boat had an accident and the students were not wearing life jackets? Should life jackets be required for all classes, or only if the water is cold and the conditions are windy? What about social events?

As far as I can remember, I have never capsized without my life jacket. Thinking about it I realized that most of my early sailing was with the University of Wisconsin Hoofers Sailing Club. I contacted Hoofers to refresh my memory on their rules. The commodore responded [slightly edited]:

All persons are required to wear a life jacket at all times, with the only exception being during winds up to about 15-18 mph when sailors with a swim rating (i.e., passing a swim test) may remove their life jacket. Few people have a swim rating, and even fewer choose to exercise their right to remove their jacket. Our club culture is one of life jacket wearing, and removing your jacket will usually elicit quite a few vocal reminders to put it back on.

So that is why I was always wearing a life jacket!\*

# April to July Calendar of Events

*Saturday through Friday*

A P R I L	Sat Apr 7 Spring Maintenance	Sun Apr 8 Easter	Mon Apr 9 General Meeting	Tue Apr 10	Wed Apr 11	Thu Apr 12 Social Sail	Fri Apr 13
	Sat Apr 14	Sun Apr 15 Channels Deadline	Mon Apr 16	Tue Apr 17	Wed Apr 18 Basic I (Land)	Thu Apr 19 Social Sail	Fri Apr 20
	Sat Apr 21 Basic I (Water)	Sun Apr 22 Basic I (Water)	Mon Apr 23	Tue Apr 24	Wed Apr 25 Basic I (Land)	Thu Apr 26 Social Sail	Fri Apr 27
	Bay Raft-up	Bay Raft-up	Cruiser (Land)				
	Sat Apr 28 Basic I (Water)	Sun Apr 29 Basic I (Water)	Mon Apr 30	Tue May 1	Wed May 2 Basic I (Land)	Thu May 3 Social Sail	Fri May 4
	Cruiser I (Water)	Cruiser I (Water)	Cruiser (Land)				
M A Y	Sat May 5 Basic I (Water)	Sun May 6 Basic I (Water)	Mon May 7 Board Meeting	Tue May 8	Wed May 9 Basic I (Land)	Thu May 10 Social Sail	Fri May 11
	Cruiser I (Water)	Cruiser I (Water, evening)					
	Sat May 12 Basic I (Water, Make-up)	Sun May 13 Basic I Check-out	Mon May 14 General Meeting	Tue May 15 Channels Deadline	Wed May 16 Intermediate (Land)	Thu May 17 Social Sail	Fri May 18
	Cruiser I (Water, Make-up)	Cruiser I Checkout			Racing		
	Sat May 19	Sun May 20 Intermediate Water)	Mon May 21	Tue May 22	Wed May 23 Intermediate (Land)	Thu May 24 Social Sail	Fri May 25
	Tune-up Regatta ?				Racing		
Sat May 26	Sun May 27 Intermediate (Water)	Mon May 28 Memorial Day	Tue May 29	Wed May 30	Thu May 31 Social Sail	Fri Jun 1 River Full Moon Sail	
Bay Raft-up (Tentative)	Bay Raft-up (Tentative)	Bay Raft-up (Tentative)		Racing			

J U N E  J U L  A U G	Sat Jun 2	Sun Jun 3	Mon Jun 4 Board Meeting Special Olympics	Tue Jun 5	Wed Jun 6 Basic II (Land) Racing	Thu Jun 7 Social Sail	Fri Jun 8
	Sat Jun 9 Basic II (Water)	Sun Jun 10 Basic II (Water)	Mon Jun 11 General Meeting Special Olympics	Tue Jun 12	Wed Jun 13 Basic II (Land) Racing	Thu Jun 14 Social Sail	Fri Jun 15 Channels Deadline
	Sat Jun 16 Basic II (Water)	Sun Jun 17 Basic II (Water)	Mon Jun 18 Special Olympics	Tue Jun 19	Wed Jun 20 Basic II (Land) Racing	Thu Jun 21 Social Sail	Fri Jun 22
	Sat Jun 23 Basic II (Water)	Sun Jun 24 Basic II (Water)	Mon Jun 25 Special Olympics	Tue Jun 26	Wed Jun 27 Basic II (Land) Racing	Thu Jun 28 Social Sail	Fri Jun 29 River Full Moon Sail
	Sat Jun 30 Basic II (Water, Make-up) Bay Raft-up (Tentative)	Sun Jul 1 Basic II Checkout Bay Raft-up (Tentative)	Mon Jul 2 Board Meeting Bay Raft-up (Tentative)	Tue Jul 3 Bay Raft-up (Tentative)	Wed Jul 4 4th of July Bay Raft-up (Tentative)	Thu Jul 5 Social Sail	Fri Jul 6
	Sat Jul 7 Capsize I	Sun Jul 8	Mon Jul 9 General Meeting	Tue Jul 10	Wed Jul 11 Cruiser II (Land) Racing	Thu Jul 12 Social Sail	Fri Jul 13
	Sat Jul 14 Cruiser II (Water) Spinnaker I	Sun Jul 15 Cruiser II (Water) Channels Deadline	Mon Jul 16	Tue Jul 17	Wed Jul 18 Cruiser II (Land) Racing	Thu Jul 19 Social Sail	Fri Jul 20
	Sat Jul 21 Cruiser II (Water)	Sun Jul 22 Cruiser II (Water, Evening)	Mon Jul 23	Tue Jul 24	Wed Jul 25 Racing	Thu Jul 26 Social Sail	Fri Jul 27
	Sat Jul 28 Cruiser II (Make-up)	Sun Jul 29 Cruiser II Checkout	Mon Jul 30	Tue Jul 31	Wed Aug 1 Racing	Thu Aug 2 Social Sail	Fri Aug 3

## SCOW Budget for 2007

By John Rogers, Commodore

An important function of the Board is to plan ahead, including planning club events and ongoing activities, reviewing expenses and income in light of the plans for the year, establishing a budget, and managing the clubs operations to implement the plan and budget. In addition, the bylaws state that "The Board shall approve the annual budget no later than the February Board meeting of each year, and published in the SCOW newsletter no later than April." So, here is the budget for 2007 (along with appropriate explanations and diagrams).

SCOW Budget for 2007	
<b>Income</b>	
Boat Use Fees	\$15,460
Member Dues	\$18,800
Training Fees	\$9,630
Boatique Sales	\$680
Interest	\$185
Hail & Farewell (H&F)	\$6,000
Social Events (excluding H&F)	\$2,400
<b>Total Income</b>	<b>\$53,155</b>
<b>Expenditures</b>	
Admin Expenses	\$1,000
Communications (Meeting room, postage, printing, etc.)	\$5,500
Fleet Operations	
Maintenance	\$6,000
Insurance	\$3,500
Training Materials	\$2,400
Slip Fees	\$7,600
Other	\$1,660
<b>Total</b>	<b>\$21,160</b>
Member Services (Boatique Inventory, Awards, Etc.)	\$1,500
Social Activities	
H&F	\$9,000
Other	\$2,400
<b>Total</b>	<b>\$11,400</b>
<b>Total Expenses</b>	<b>\$40,560</b>
Transfer to Boat Asset Fund (BAF)	\$8,000
<b>Total Expenses and transfer to BAF</b>	<b>\$48,560</b>
<b>Net</b>	<b>\$4,595</b>

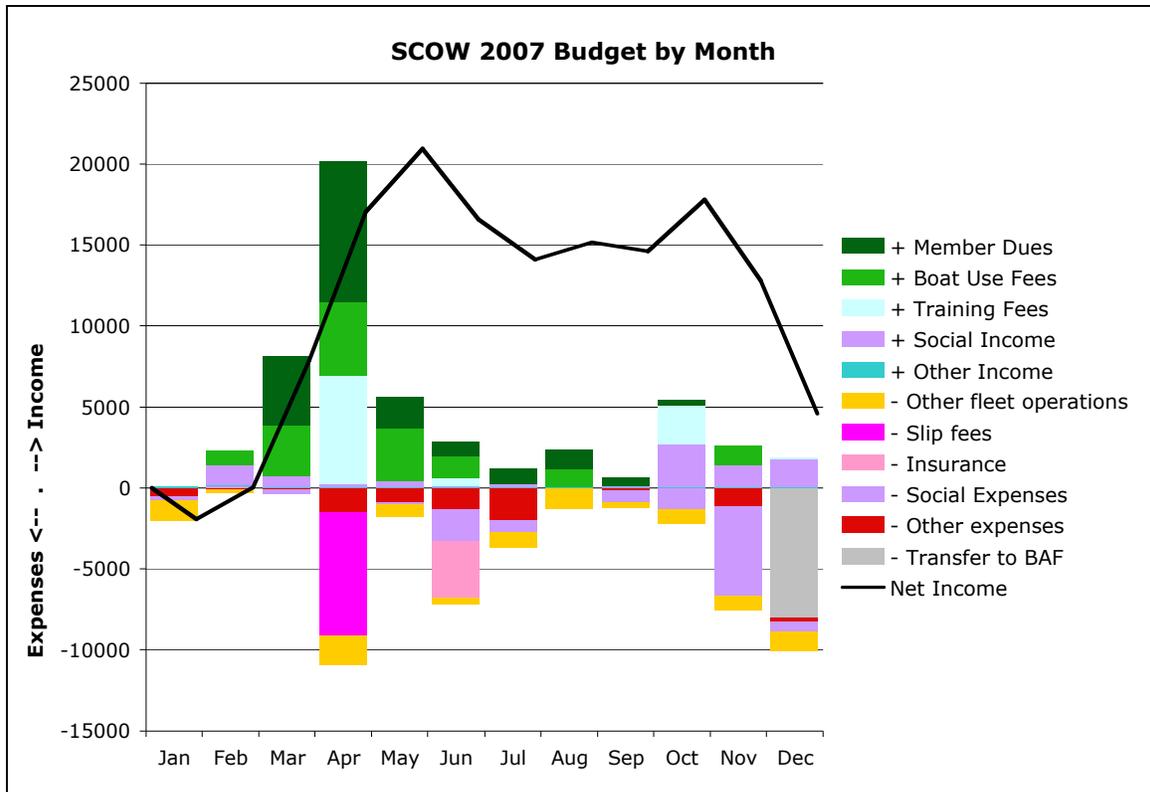
The projected income and expense categories are based on those used in the past to classify SCOW's expenses and income. The financial records have additional subcategories, most of which are not provided in the budget, in part because the subcategories change from year to year. The budget is an estimate based on previous financial records, a consideration of expected numbers of members, class students, and skippers, and expected activities and expenses. The budget assumes a membership level and costs similar to past years. The budget will probably be revised as the year progresses.

Not counting social activities, over 40% of SCOW's income comes from member dues, about 35% from boat use (skipper) fees and about 20% from training fees. In general, social activities pay for themselves. So, excluding the Hail & Farewell, the income from social events is estimated to be the same as the expenses for social events. In the past several years the club has subsidized the Hail and Farewell (H&F) party at the end of the year. The Board plans to continue this, and thus the H&F income is somewhat less than the H&F expenses. The other large expense categories are primarily for fleet operations such as maintenance, insurance, slip fees, and training materials. Maintenance expenses are higher than recent years, primarily to cover previously deferred maintenance items. Communications is also a large expense category, covering things such as rental of the room for the monthly membership meeting and preparation and mailing of

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the membership directory.

The By-Laws say “A minimum of nine (9) percent of the annual gross receipts of the Club from training fees, skipper fees and membership dues shall be transferred to the Boat Asset Fund each year, however, the Board may transfer a larger amount should the Club's financial situation warrant. The sale proceeds of any boat-related capital asset shall be deposited to the Boat Asset Fund.” Based on the budgeted amounts, we will transfer at least \$3,950 to the Boat Asset Fund (BAF). Because the club is in a strong financial shape and because we plan some changes to the fleet (including replacing Psycho and purchasing a fourth Flying Scot), the budget includes a transfer of \$8,000 to the boat asset fund. This transfer usually occurs at the end of the year once the annual gross receipts are known.



After the transfer to the Boat Asset Fund, the budget includes a net income of \$4,595. Given the strong financial situation, it is not the objective of the board to have income exceed expenses, particularly for the long term. As a result, the Board will consider ways to return the excess to club members in ways that benefit the club's purpose and will provide recommendations to the 2008 board on eliminating the excess in future years.

The SCOW budget does not reflect when the income and expenses occur. The plot above is my attempt to illustrate when income and expenses occur throughout the year (based on last years values adjusted to this year's budget). The bars above the zero line indicate income by month. The bars below the zero line indicate expenses by month. The black curve shows the net income from the beginning of the year. The net income is negative until March. Thereafter the balance is positive, with a significant drop in December when the transfer to the Boat Asset Fund takes place.

The budget presented here does not address the boat asset fund. Expenses for a fourth Flying Scot, upgrades to the “Turbo Scot” and replacement of Psycho will all take funds out of the BAF. Income from the sale of Psycho and the transfer from the general fund will increase the balance in the BAF. The expenditures and income will tend to cancel each other out. However, predicting the balance at the end of the year is difficult due to uncertainty in the purchase and sale prices of the various boats\*



## J-World's "KB" Conducts Our First Race Seminar of the Season

By Wayne Williams

Kristen Berry of J-World, a renowned sailing and racing education center, spoke at the Indigo Landing's meeting room on Sunday, March 25th from 11 to 3PM. Topics on race strategy and tactics included:

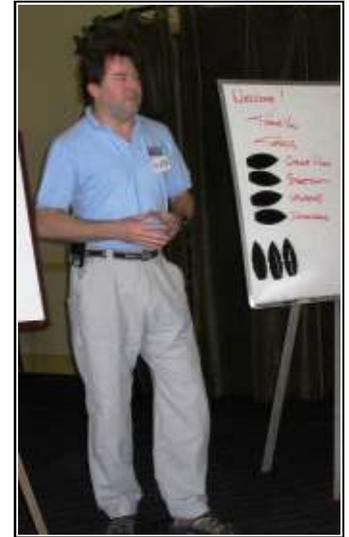
- ▶ Upwind and downwind leg strategy
- ▶ Reading wind and waves
- ▶ Getting the good start
- ▶ Sailing fast
- ▶ Defending your lead

Planning for a race begins days in advance. Watching the weather, lists to not forget anything, making sure the boat is in order, and going to the skippers meeting to learn about windward offset marks, gates and class starts. Once on the water the skipper checks in, established the position of the line and determining the favored end. Race committee flags including the eye and the black flag were also described.



"KB" of J-World and Gale Force Sailing

At the start 5 things to look for include going for the favored end, sailing at full speed across the line, clear air, on time on the line and the freedom to tack. While racing sailors should be able to slow down, stop, accelerate or hold position. The fireworks really started when the skippers were told they could either be predators or prey at the start! Several examples of each were discussed. The world class experience of the teacher was an eye opener for all in the room – both the rookies and the veterans. Wind was discussed and how to determine if it was oscillating or shifting. Watch for the shifts or you'll end up sailing The Great Circle (which does not quickly lead to the windward mark!). Also considered was the fundamental decision of crossing or tacking while sailing to the windward mark. Options such as crossing ahead, crossing behind, ducking, tacking early, tacking to lee-bow or going for the slam dunk were all explained much to the amazement of both the rookies and veterans in the audience. Discussions on sailing to the leeward mark included the advantages of going inside and also taking the turn to position inside and in a tactical position.



Race Director Adam Pressman promises more racing seminars.



25 racing minded sailors learned strategy and tactics.

After the presentation, KB became an official member of the Sailing Club of Washington and promises to help us with more seminars. Refer to the SCOW website and future issues of ChaNNels to see when the next presentation will be.

For more info contact J World – Americas Top Ranked Sailing School <http://www.jworldannapolis.com/>

Annapolis 800-966-2083\*

## Interested in Becoming a SCOW Trainer?

By: Karen Szymczak, 2007 Training Director

Are you a competent skipper? Do you like to help others acquire new skills? Are you looking for a way to share your sailing knowledge with other club members? If you answered yes, then you should consider becoming a SCOW trainer. To be a SCOW trainer, you should have the following skills and qualifications:

- Be a member of the club with dues paid in the current club year, be a paid-up skipper or a club skipper on the class of boats on which the trainer will be teaching.
- Have at least three years of experience sailing the type of boat on which the trainer will be instructing. Not all of this experience needs to be on the club's boats. For example, a person who owns a cruising boat could use time on that boat to qualify.
- Have sailing knowledge and skills sufficient to qualify as an instructor. This may be demonstrated in a variety of ways, such as: (a) participation in club events as a skipper so that the Training Director, members of the Committee, other trainers, or members of the Board have observed those skills; (b) by skippering a club boat with the Training Director, other trainers or a member of the Committee on board specifically to show such knowledge and skills. Sailing skills include but are not limited to: (a) boat handling and rules of the road; (b) crew management; (c) crew and boat safety. They must be well able to handle the boat in emergencies with unskilled crew.
- Have the intangible mix of personality, teaching ability, patience and good humor to be an effective trainer. They should have been observed to have the patience to lead a novice or beginning crew in learning to sail
- Be knowledgeable regarding the purpose and content of the club's training programs. New "on-the-water" trainers must be familiar with the content of the "land" component of the course they will instruct by attending all or substantially all of the land class for that course. New "on-the-water" trainers must also ride along as an observer or extra "crew member" for at least one water class. A trainer who will teach the land class should attend all or substantially all of that class as an observer before teaching it.
- Agree that the trainer will teach all classes strictly in accordance with the approved club curriculum for that class, and in accordance with any club policies or procedures.

Contact the Training Director at [training@scow.org](mailto:training@scow.org) if you are interested in becoming a SCOW trainer. And thanks to all our current instructors who volunteer their time and energies into making our classes successful\*

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*Maintenance Report from Page 2*

later date. When the position of the planets and the prevailing weather conditions would be more sympathetic to this task.

As Maintenance day fast approaches we are still awaiting some key parts and materials and the April 7th Maintenance Day has been postponed. I know there will be lots of disappointment and grumbling if SCOW members miss a day of free donuts and pizza. So don't worry we will have it but we need the parts and materials first.

Sunday March 25, brought sunshine and 65 degrees, perfect weather for working outside. The *Turbo Scot's* mast was raised thanks to Mike Murphy, Veri Crain and Ulrich Lueking The new halyards and tackle were run and tested as well as the outhaul. All worked well thanks to Ulrich and Doug Kelch's experienced hands. The only snafu was the mainsail pre-feeder was too narrow for the existing headboard. Hopefully your Maintenance Director will be able to find one that will fit. Now, though, the *Turbo Scot* is ready for Train the Trainers Day.

On the cruiser scene much thanks goes to Dairen Durban who took on the task of removing the wax from *Rebecca's* decks, cockpit and cabin sole. If you see Darien thank him for making Rebecca safer and saving the club tons of money by not having to coat Rebecca's decks with non skid or sheets of tread master\*



## It's Not Too Late to Sign-Up for Training Classes

By: Karen Szymczak, 2007 Training Director

Class registration at the Re-Up brunch was extremely successful. A big “thank you” to Ron Sheldon and Doug Kelch for helping with the class registrations! Over 60% of the student slots were filled in a few hours. But don’t despair; there are still spaces available in most of the classes. See the table below for details. Descriptions of all the classes are in the February 2007 issue of Channels 

Course	Land Sessions	Water Sessions	Status
Basic 1	April 18, 25, May 2, 9	April 21, 22, 28, 29, May 5, 6	Student – Full Auditor – Full
Basic 2	June 6, 13, 20, 27	June 9, 10, 16, 17, 23, 24	Student – Full Auditor – 5 slots available
Basic 3	September 12, 19, 26, October 3	September 15, 16, 22, 23, 29, 30	Student – 9 slots available Auditor – 6 slots available
Capsize 1	July 7	July 7	Student – 5 slots available
Capsize 2	August 4	August 4	Student – 8 slots available
Cruising 1	April 23, 30	April 28, 29, May 5 (night sail), May 6	Student – Full Auditor – 3 slots available
Cruising 2	July 11, 18	July 14, 15, 21 (night sail), 22	Student – Full Auditor – 5 slots available
Intermediate	May 17, 24	May 20, 27	Students – Full
Spinnaker 1	July 14	July 14	Students – 2 slots available
Spinnaker 2	August 11	August 11	Students – 6 slots available

Remember that auditors only attend the land sessions of the class; not the water sessions. If you are interested in attending one of the courses, please contact the Training Director at [training@scow.org](mailto:training@scow.org) \*

## SCOW Moonlight Sail

*By Wayne Williams, River Director*

Temps in the 50s and a lapse in the wind to N 9 made for a nice anchorage for celestial viewing, and we all got back to the docks before the snow started to fall\*



*Brigitte and Milt*



*The first SCOW Moonlight*



*I see it!*

**A hastily organized raft up was organized to see a rare total eclipse of the moon**



*Milt, who sailed to the raft up while his motor is in the shop, joins the Lagoon*

## And a Sail after the Re-up Brunch

*By Wayne Williams, River Director*

Today was the SCOW Re-up brunch and a blustery spring afternoon with winds gusting into the twenties. This did not deter SCOW Skipper Jan from taking a full crew sailing on Rebecca after the Re-up activities at the Colonies!

While sailing it was noted that the 6AWR mark has drifted to the wrong side of the ChaNNel. While sailing green to green – it is now no longer the Red-Right-Returning mark. WSM has notified the Coast Guard.

Seems odd to watch the bass boats, swerving in towards the shore at 60 mph to stay on the “correct” side of the mark. How deep is it by the trees?

It appears some vandals pushed a dozen or so shopping carts into the river and they have slowly been pushed back and forth until sometimes exposed in the shallows.



*Jan, Chip and Kevin*

Please do not push them back off the end of the dinghy docks. The Laser sailors brought this one ashore today – and it needs to be disposed of properly\*



*WSM – Spring sailing has begun! Lots of boats at the cranes today.*



*6AWR – Drifted to wrong side of channel!!! Picture while heading North.*



*Former hazard to navigation*

## Social Director Report and the Re-Up Brunch

By Dot Almassy

Springing Ahead....was a lot of fun at the Brunch..

Thanks so much to all for attending, working, playing, packing, singing, vacuuming, sweeping, and more "ing's" than I can remember. You all made it a successful 2007 Re-Up Brunch.

We have lots of planning to do...and I'm hoping that a few can step forward to be on the Social Committee to plan future activities and divide up some of the workload. If you are interested...please let me know at [social@scow.org](mailto:social@scow.org). I'm particularly interested in sharing the Social Sails and I look forward to your ideas.

The date and Place of the Hail & Farewell has been arranged....so mark your calendar now so you don't have a conflict. It will be at the Grand Atrium on November 17, 2007.

Planning ahead will be a social function in June or July as well as the Smith Island trip in September. I'm open for other suggestions and opportunities as you share with me.

**SOCIAL SAIL STARTS APRIL 12!!!! Be the first one there! We have a few people who have signed up as co-chefs and dock masters...but we need LOTS MORE. So, give me a shout and sign up to help in this wonderful Thursday night sailing adventure. Bring your friends and share the fun, food, and sailing. [Social@sail.org](mailto:Social@sail.org). Social Sails start whenever the first folks get to the marina (by the cranes) to help launch the Flying Scots, set up the SCOW CHOW DHOW, and the signups begin for sailing with the Dock Master. Co-Chefs get free parking up close. I'll be glad to educate you on the procedures and really appreciate your willingness to help. There's a Social Sail for Dummies which I'll be sending out on e-mail\***



New and returning members signed up for the training and racing and to learn of all the activities managed by the Commodore, duly frocked in his cap and coat, and his capable staff.



Lines formed for the good food brought by attendees and the popular training programs offered.



## **SCOW Audit Completed**

*Submitted by Mary Bashore*

As required by SCOW bylaws, an audit of the 2006 financial records was recently completed. Overall everything was found to be in good order, and the club remains financially afloat.

Last year's audit report noted that the amount recorded for Boats and Equipment was out-of-date and unsubstantiated. During 2006, the Boat Asset Committee conducted an inventory of the boats owned by the club. Some of the club's other physical property, including sails, motors, and trailer, still remains to be identified and evaluated.

After applying consistent and generally accepted accounting tests to the financial statements and supporting schedules, bookkeeping procedures, and accounting practices, the audit committee is of the opinion that, with the exception of the unsubstantiated portion of our fixed assets appearing in the balance sheet and tax return, the audited records fairly and accurately reflect the fiscal position of the Sailing Club of Washington.

Outgoing treasurer Walt Peterson is commended, and should be recognized for his careful and diligent stewardship of the club's financial records during his tenure.

Respectfully submitted,

SCOW Audit Committee

Jack Weaver, Chairman

Mary Bashore, Associate Auditor

### **Got Pictures?**

SCOW Members would love to see them. Send digital or hard copy photos (the latter will be returned) to the editor. Please include captions.

Adam Pressman  
PO Box 414  
Gerrardstown, WV 25420

**2007 Board of Directors**

<b>Position</b>	<b>Name</b>	<b>Home</b>	<b>Work</b>	<b>E-mail</b>
Commodore	John Rogers	202.244.5537	301.294.2804	commodore@scow.org
Vice Commodore	Thomas Paquin	202.281.8999	202.659.6500	vice@scow.org
Secretary	Lisa Mehlin	703.577.9990	301.350.5500	secretary@scow.org
Treasurer	Jennifer Kamm	703.830.8012	703.297.7393	treasurer@scow.org
Training Director	Karen Szymczak	703.971.1388		training@scow.org
Maintenance	Bill Davenport	301.598.7524	301.367.3301	maintenance@scow.org
Social Director	Dot Almasy	703.560.0367	703.681.5385	social@scow.org
Skipper Director	Susan Berman	202.244.5537		skipper@scow.org
River Director	Wayne Williams	703.981.9320		river@scow.org
Racing Director	Adam Pressman		703.850.2072	race@scow.org

**Other Key People**

Crew Liaison	Melissa Ennis	703.845.5764	301.279.4201 x2180	crew@scow.org
Bay Director	TBD			bay@scow.org
Channels Editor	Adam Pressman	703.850.2072		channels06@scow.org
Email Administrator	Jeff Teitel	202.271.1238		postmaster@scow.org
Membership Coordinator	Monika O'Connor	703.921.9262	703.593.4380 (cell)	members@scow.org
Web Editor	Peg O'Laughlin			webmaster@scow.org
Photos on Web	Mike Rothenberg	703.998.0692	703.820.1270	pictures@scow.org

**For Information about Club Activities**

Visit <http://www.scow.org> or email [info@scow.org](mailto:info@scow.org)

