
CHANNELS -- SPECIAL ELECTRONIC EDITION

August 1998

Channels is the Newsletter of the Sailing Club of Washington, also known as SCOW. This is the email edition (ee). Channels can also be read at: www.scow.org

Submit articles by one week after the monthly meeting, by any means, email preferred. Larry Gemoets, Editor Declan Conroy, Web Publisher Sam Schaen, Mailing lists Sandy Clover, Layout Denise Derry, Proofing

Submissions to Channels: Please! Just type or paste your articles into the body of an email message. We will format it for you. No (extra, ie. several in a row- very bad form)tabs, no indents, no attachments, No ALL CAPS, no hard returns (turn word wrap off in your email App.), NO Kidding. Pony express, mail, etc are acceptable, but get it here (not just in the box) by deadline -Ed.

Now, on to the real stuff:

Commodore's Log

Stuart Ullman

The middle of the year. Hot, but still sailable; there's still some wind puffing out July's last days, while we wait for the thunderstorms of August and the blustering fall. A bit of wind, from time to time. It comes and goes. While it's up we sail (if we can get away to do it), and when it's gone we wait or work. Life is slower in the summer. More relaxed and contemplative. So while we have a little time, a little respite between hoisting our topgallants and dousing our spankers, we can take a minute or two to remember where we meant to go this year, where the board thought we should try to go, to see if we've made any progress, and if we're still heading in that direction.

We did set goals in our first meeting, I mean beyond the goals of performing the functions assigned to us. We were ambitious, as all new boards should be.

Our budget required the highest revenue since 1992. We haven't made that yet, but we haven't done too badly either, for reasons that will become clear below. At the end of this column I will print a very brief summarized budget comparison---past average vs. planned vs. actual. But let's look at some of our other goals first.

We wanted to increase membership---well, all boards want that, and it sounds like a lazy goal. But the trend has been different. Our membership has been declining, dropping a bit

year by year. It's not just SCOW, though: this has been happening to many organizations. Maybe people have been tired, or grumpy, during the 90s. But this year our membership is up a little bit already, and it's only July. This has shown itself in strange and startling ways; there were a few member meetings which seemed to have more new members than old ones. I'd love to take credit for this, but it isn't mine to take. I think the credit belongs to the people who have been maintaining the SCOW web site, Jeff Teitel and Declan Conroy, and to the exuberant cheerfulness of Donna Thurber, our new member coordinator. These people make SCOW's first impression good. But wherever the credit lies, it's a very welcome change in a what had been a disturbing trend. People who want to sail, and there are many, are beginning to notice that we're here, and they are discovering what we already know: that SCOW is the best sailing deal they are ever likely to find.

We wanted to increase the number of skippers. We set outlandish goals for this. We joked about it. Every time any board member wanted some addition to his budget, we said "it's ok, we'll just have Denise get more skippers!" But the amazing thing is this: she's done it. She's already passed our outlandish goal, and we still have the second basic sailing checkouts to go through, and another basic sailing class in the fall.

We wanted to diversify and expand boat usage, to restore the Tuesday Flying Scot races, to resurrect the practice of sending people out on the cruising boats at the Thursday social sail. Nancy Little has achieved the last of these; most Thursdays at least one cruising boat is out, and many Thursdays both are. Tuesday racing seems to be back, and the credit for this is spread pretty widely. Alice Starke worked steadily in the first months of sailing to achieve this goal, but others helped. Stu Robinson gave impromptu flying scot spinnaker lessons on a couple Tuesdays. And boat usage---well, Denise's skipper checkout efforts handled that. Several times recently I've had an experience I have rarely had before: I've called on Saturday morning to reserve a boat for the afternoon, only to find that all five were already out on the water, and several were reserved for the evening hours too.

I'm tempted to list all the efforts and accomplishments, and frustrations overcome, that board members have experienced so far this year. But that list would be very long, and this column is already long enough. So I'll leave that to the board members to talk about in their separate articles.

Here is the budget summary I promised. The first two columns are full- year figures, while the "1998 actual" column reflects only the revenues and expenses that had found their way to Angela by June 24, so events and expenditures past that date- the fourth of July raft up, the repair of Rebecca's engine, the mouse infestation in the sail locker and its cure, the purchase the big raftmaster's SCOW burgee, and quite a few memberships and some skipperhips for which checks had not yet reached her- are not included here. But it's a fair indication of how we were doing at about the halfway mark. There's still a lot of year left, and a lot of good sailing and SCOW functions left to go.

Revenue	Average 91-97	1998 Budget	1998 YTD
Bay Activities	\$139.24	\$0.00	\$0.00

Boat Use Fees	\$8,165.00	\$8,650.00	\$7,820.00
Boatique	744.98	\$700.00	\$295.00
Interest	\$342.58	\$100.00	\$0.00
Membership	\$11,160.10	\$10,950.00	\$11,082.00
Other	\$345.56	\$100.00	\$140.00
River Activities	\$359.98	\$500.00	\$19.57
Social	\$6,256.58	\$8,050.00	\$1,459.00
Training	\$5,269.20	\$5,600.00	\$4,500.00
Total	\$32,783.22	\$34,650.00	\$25,315.57
Expense			
Bay Activities	\$167.60	\$500.00	\$0.00
Fleet	\$12,112.37	\$12,530.00	\$10,551.94
Boatique	\$1,142.73	\$300.00	\$188.34
Membership	\$3,609.92	\$4,280.00	\$2,285.49
Newsletter	\$3,265.95	\$2,600.00	\$984.85
Other	\$790.61	\$2,100.00	\$844.86
River Activities	\$365.22	\$700.00	\$23.43
Social	\$6,272.95	\$8,140.00	\$2,051.86
Training	\$1,050.01	\$1,000.00	\$380.07
Total	\$28,777.36	\$32,150.00	\$17,310.84
Boat Fund		\$3,294.47	\$2,500.00
Net Total Expenses	\$32,071.83	\$34,650.00	\$17,310.84

Calling All SCOW Photographers

A scrapbook of SCOW events was started last year and displayed at the Hail and Farewell and Holiday Raft-up. SCOW would like to continue to try and maintain the book to highlight all the exciting and wonderful events that

re held throughout the year. We need your help. Have you taken pictures at any of the recent SCOW events? Are there some great shots you would like to share with the whole club? You can hand copies of your pictures to Tina Daberkow at any of the club events or you can mail them to her at 200 N. Maple Avenue, #507, Falls Church, VA 22046.

Lost and Found:

2 pair of sunglasses, a navy blue baseball cap with a brown suede bill, says "New River Sculling Crew", a pair of red sailing gloves a rigging knife

If the sunglasses, baseball cap, or gloves are yours, you may collect them from the sail locker at your leisure. Call Monica Maynard to claim the rigging knife.

Scot Skippers Qualify

Seven new Scot Skippers qualified recently, most of them at the second checkout day on July 25th. Congratulations! they are:

Geert Diemer

Chuck Hollister

Teri Loges

Ruth Connolly

Rebecca Roper

Mike O'Hara

Bev Ashcraft

Annual Canoe Trip

Saturday, August 29th at 9:00 am sharp!

Downriver Canoe Company, Bentonville, VA (540) 635-5526

Sailors canoeing??? Yes! Come on one of the most popular SCOW social events as we return to the Shenandoah River. Canoe through farm and woodland, with glimpses of

spectacular mountain scenery. The 12 mile trip is for beginners and experienced canoeist alike and includes a couple of class II rapids -- just enough to add a little excitement. (Trip will be 7 miles if water is very low). We will meet up afterwards at 3:30 pm at Dean's Steak House 708 South Royal Avenue.

Directions: Take 66 west to first Front Royal exit (exit 13). Take Rt. 55 west 5 miles into Front Royal to a "T" intersection (3rd traffic light). Turn left on Rt. 340 south and go 10 miles to Bentonville. Just past white church on right take right on Rt. 613 (Indian Hollow Rd.). Downriver Canoe Company is 1 mile on right. Takes about 1 1/2 hours from the D.C. area.

To get to Dean's Steak House after the canoe trip, take 340 north towards Front Royal. Dean's Steak House is on the right just as you are entering Front Royal. (708 South Royal Avenue, 540-635-1780)

Cost and Deadline: \$24.50 per person by 24 August

What to bring: Suntan lotion and a hat; an old pair of sneakers; cord to secure items in canoe; picnic lunch; drinks; trash bag; change of clothes to leave in car.

Due to limited space this month, no registration form will be printed. Please use the following checklist of information to give to Cathryn: Name, Phone number, Address, Number of people, Amount enclosed (\$24.50 per person), Need a ride ?, How many passengers can you take? Will you meet us for dinner afterwards?

Mail check made out to SCOW, and the above info to: Cathryn Sacra, 3 East Cliff Street, Alexandria, VA 22301

July Fourth Raft Up

Len Zuza

Commodore Ullman showed the SCOW flag -- OK, burgee -- on July 3rd in Hudson Creek with Karen and Len Zuza on SEA FROG. They met and rafted up with Ted Schad, Jeff Teitel, Kelly Bowers, Monica Maynard, and Tom Unger aboard DULCINEA for a pleasant evening of socializing. SEA FROG left early the next morning to get back to the land party at SEA AERIE, but paid the price for a foul bottom by not getting back until 3:15 PM -- well after DULCINEA had arrived and while our dock was in the process of being decorated and the party had already started. Other boats that quickly joined the raft-up were CARPE DIEM (Don Deese), MELODY (Jack Schwartz), PAPILLON (Carl Seward), and AMANTE (Larry Czirka).

In all, nearly 50 people arrived by boat and car to party on the pier and deck with hot dogs a' la Zuza, pasta, rice and tomato salads, baked beans, Polynesian Chicken and sandwich deli trays. After some laughs with a game of Hummm-ble, singing or acting out song titles, brownies and carrot cake made a delicious end to the party. Sharon Schoumacher and her

cohort of helpers did a terrific job of organizing the food, drink, and entertainment. There was more than enough for everyone to eat and drink. Many thanks to Cindy Peters, Jeff Laufle, Liz Bruening, Jack Schwartz, Gaile Swider, Marilyn Wilson, Marlene Platt and numerous others for help with food, decorations, money collection and clean up.

For those who requested it, here's the recipe for the Polynesian Chicken Salad:

8 cups cooked chicken breasts, cut in bite-sized pieces

4 cans pineapple chunks, drained

2 cans mandarin orange slices, drained

2 cups chopped celery

1 cup shredded coconut

1 cup salted peanuts

2 cups sliced banana (add just before serving)

2 ? cups mayonnaise

2 tsp curry powder

6 Tsp chopped chutney

Mix dressing ingredients together and then add to chicken and fruit mixture. Chill and serve. This recipe serves about 18 people, but it can easily be cut down or expanded as needed.

There was the usual socializing on board the boats and members quickly got into the food and wine. But there was also the nautical show and tell. Tom Unger, Monica Maynard, and Jeff Teitel donned inflatable life vests and jumped into the water to see whether they inflated automatically. They did and the wetted volunteers shared their observations on how well the vests worked. As usual for any SCOW function, there were a lot of experts on shore who supplemented the information provided by the soggy crew (only Tom qualified as motley crew).

There was also a Coast Guard-approved exercise in which some members fired off outdated safety flares, both from flare guns and the hand-held kind. This was the eye opener for me. Expiration dates on flares are for real. The first flare we tried to fire from the pistol misfired because it was out of date. Other, hand held flares, were leaking a mysterious juice and would not ignite unless touched to a burning flare. Even then, they kind of ignited, but did not burn with the strong light that one would want to summon help in an emergency. Even the flares that did work did not last long. The 12 gauge flares stayed

aloft for only six seconds -- about as long as it took me to type this sentence. The other fares, for a few short minutes. What I learned was that I needed to be very deliberate if I ever have to use flares, to insure that there is a reasonable chance of a vessel -- boat, plane, ship -- being nearby to increase the chances of being seen. Also, skippers might want to consider whether the Coast Guard-required three aerial flares are enough or whether parachute flares would be a good investment (they are much more expensive, but their hang time is a lot longer).

The raft-up unwound with Don Deese and Larry Czirka generously taking members out on their boats to see the fireworks in Solomons and other members taking their cars to see the pyrotechnics from shore. CARPE DIEM had the misfortune of having water-fouled fuel that stopped her engine before she got out of St. Johns Creek. Not to be daunted, Don sailed back to the dock in very light air, dropped off the would be fireworks viewers, and then sailed on to anchor in the creek. (The rest of the story is that he got the engine started the next morning and all was well.)

Karen and I were delighted to be able to share SEA AERIE with SCOW members and would like to thank those who came for their thoughtfulness and cooperation. Most helped us protect our septic system by using the porta potty and did a good job of cleaning up the grounds afterwards -- what a joy to see those large bags of trash disappear without my having to lug them to the dump myself.

Several special words of thanks. The first is to Sharon Schoumacher for all the work that she did in organizing the shore-based entertainment and food on short notice. The next is to Denise Derry who, despite the craziness of her moving from one house to another just before the raft-up, was able to make a number of the critical arrangements that made the event be the success it was (horay for porta potties!). The last goes to those individuals -- and the thoughtful members of the Board -- who sent Karen and me notes thanking us for the use of SEA AERIE. It's doubly nice when you do something you enjoy and people send you thank you notes for doing it!

4th of July Raft-up

Monica Maynard

Ted Schad graciously invited SCOW members Jeff Teitel, Kelly Bowers, Thom Unger and me as crew for Dulcinea's 4th of July cruise. We left the dock on Friday morning about 10 am. It was hot, humid, and hazy without much wind, as July has been known to be. There was just enough wind to ripple the water, teasing us into hoping there might be enough wind to sail at some point, but it was just a tease. A lazy crew, we alternated turns at the helm, with everyone except Ted rotating for naps in the cabin as we motored from Annapolis to our first night's anchorage in the Little Choptank. Hudson Creek is a lovely anchorage in the Little Choptank River. When we arrived several other rafts and individual boats were already enjoying the surroundings, with their crews taking a refreshing swim in the water. Len Zuza with his crew of Karen Zuza and Stuart Ullman on Sea Frog joined Dulcinea's crew for socializing and appetizers before dinner. The sun went

down on a well-fed crew, and the anchor lights came on and the voices and laughter could be heard drifting across the water from the other boats. The wind picked up towards morning (we discovered that a SCOW burgee makes a surprising amount of noise when it flaps against the shrouds!), clearing the haze and giving us a crystal clear sunny day with great winds for sailing. It was the day you always wish for in July on the Bay. We savored a great sail, close hauled, tacking down the Bay to the hospitality of Len Zuza's dock and a great 4th of July party. We were joined at Len's dock by lots of fun folks who arrived by land and water. (see list in Len's article -Ed.) The highlight of the party was a flare demonstration which Len organized.

Several of the boats ventured out with party goers to see the fireworks by water but Dulcinea's crew opted for a more peaceful evening of conversation at the dock or on land. Sunday brought more beautiful sunshine and clear skies - and wind! The wind had shifted around from the south to the north - to the direction we wanted to go, of course. We started with good wind and a 2-foot chop, under reefed main and a small headsail. As the day progressed, the wind began to drop and chop subsided. We changed to a bigger head sail, dropped out the reef in the main, and then a yet bigger head sail, 'til we had to give in and use the engine in the late afternoon. but it was a gorgeous clear day. We came into home port in the fading light after sunset, with the moon shining on us.

Thank you, Ted, for a pleasant weekend with good company and good sailing.

Maintenance

Monica Maynard

I have a number of items to address at this writing. I'll start with the biggest first (cruising boats) and work my way down to the small stuff (mice).

We've just had the water pump on Rebecca's engine replaced (all the fins on the impeller were gone - not even nubs left on half of them!) , and the engine tuned up, lower unit oil changed, etc. That is to say, we've done the routine maintenance items that were long overdue. The engine should be running smoothly after the tuneup and long needed TLC. I've found an outboard mechanic that I'm pleased with (honest, he calls before unplanned repairs, is willing to move us to the front of his service queue to get our boats back in service, provides detailed billing and explanations of what was done, and a nice guy on top of it). He will work on Nissan engines (i.e., Rebecca's s) and he's interested in cultivating a good working relationship with the club. His name's Tim Reich, his company is Marine Services, Inc., located in Woodbridge.(OK, it's 20 miles to Woodbridge, but I'd rather drive 20 miles to deal with Tim Reich than engage in less-than-pleasant dealings with some of the local Johnson engine mechanics.) During the off-season, Tim's even willing to pick up and return our engines for servicing! I plan to have him give Psycho's (Johnson) engine routine maintenance and a tune-up before the end of the year.

Big Boat skippers: - please heed the following: When using Rebecca, Make certain that the engine is all the way down when in use. The water pump needs a constant supply of water

to cool the engine. In less-than-smooth water, the engine sometimes pops out of the water anyway, and by not lowering it all the way to the last notch, you make the water pump work harder and allow the water intakes to pop out of the water more often. This increases the risk of damage. Second note: Do not stop the engine by pulling out on the choke. Push in on the emergency stop switch (immediately to the left of the choke. This is the black button with the red lanyard clipped under it). If the clip attached to the red lanyard is not clipped under the emergency stop button, the engine will not run or start (You might want to file this in long-term memory). The mechanic was appalled that we'd been pulling out on the choke to stop the engine - it's not good for it. Pulling out on the choke to stop the engine will, over time, make the engine run poorly (by fouling the plugs -Ed.) . Please be kind to the engines!

Scot Skippers: please note: Do not put short battens in long batten pockets. While it seems like a harmless thing, it may result in sail damage. The batten pockets are reinforced only at the ends, and a short batten in a long pocket ends in mid-pocket. When the sails are whipped around in the wind (or during lowering), the short battens may tear the fabric of the pocket and the sail, making costly sail repairs necessary. We've had quite a bit of sail damage this year.

Beyond the normal wear and tear and the batten pocket damage, we've had mouse damage. I hope that by the time you read this, the mouse infestation in the sail locker (and in the maintenance locker) will be under control. I'd like to thank Nancy Little for inventorying sail damage, informing the Board, and taking sails in for repairs. We had a bad week before the 4th of July, with 3 of our 5 boats out of service due to broken rigging and, in Rebecca's case, a broken engine. I'm happy to report that only Rebecca remained out of service over the holiday weekend and all are now back in service. Thanks to all of you who helped to get our boats back on the water. I'd like to thank everyone who responded to my plea for help with Rebecca's engine repair. Jason Cameron provided the manual labor to remove the engine and carry it up the dock, and Randy Glantz put it back on Rebecca. Thanks go to Chuck Hollister for repair of our grill wheels (and to Jim Metcalf for volunteering Chuck's services!). Stu Robinson made a seriously damaged Scot centerboard serviceable again, and repaired Danscheid's running rigging. So far this year, we haven't had too many major equipment failures and for the most part, the ones we've had didn't come all at once. (For this I'm grateful.) The sails on the Scots have had a hard year, but they are going to the sail makers for repairs, one set at a time. Battling the mice will be an on-going project. I cleaned out the sail locker and the maintenance locker, throwing away mouse nests, and sorting. The mouse wars will continue, with tactics for future battles yet to be determined. There are still things on the boats that need non-emergency attention (peeling veneer in Psycho's V-berth, Rebecca's worn cushions, various gel coat chips on various boats, etc., etc.), which I plan to turn my attention to as the sailing season winds down. When you see something on the boats that needs attention, or have a question, or a suggestion, please let me know. You can leave a message on the SCOW Hotline, give me a call directly. or drop me an e-mail. (I like e-mail: I have a written record to remind me, and exact reference of what's wrong when looking at the problem.) See you at the marina (I'm probably the one wandering around with a distracted look and screwdriver in my hand).

Training Tidbits

Scott Getzow

First, let me offer my congratulations to the June Basic Sailing students for successfully completing the course. The students were: Rebecca Roper, Michael O'Hara, Cherie Doran, Greg Roemer, Mathew Roberts, Leslie Hart, Michael Norman, Susan Norman, Maureen McNamara, Russell Norman, and Brigitte Taylor. They showed a lot of enthusiasm even when the wind was less than 5 knots. Most of the days, however, there was good wind, which was a little surprising for this time of year.

Due to the popularity of the course, there will be another Basic Sailing Course offered this year. It is sure to fill up early, so you want to act fast. The cost is \$150 for new members, and \$110 for those who have been members of SCOW for more than six months. The land classes will be Aug 26, 31, Sept 9, and 14, in the WSM's chart room, at 7:30 PM. The water classes will be held Aug 29, 30, Sept 12, 13, 19, 20.

For those who already know how to sail, and are interested in the physics of sailing, the Intermediate Sailing Course is offered in August, for \$50. Land classes will be held on Aug 26 and 31, at 7:30, in the chart room of WSM.

The second Capsize Course is scheduled for August 15, from 10-4, for just \$20. The course will familiarize students with righting a Flying Scot after a capsize. Although the Scots are pretty stable, you never know when a gust of wind might catch you by surprise. Wear your swim suits and prepare to get wet! (Lunches, drinks, and dry clothes can be stowed - high and dry - on the cruising boats as well. - Ed.) Happily, the crabfest will be underway when we return to the marina that afternoon.

Send checks payable to SCOW, to me at: Scott Getzow, 225 Century Place Apt 2206, Alexandria, VA 22304.

New Members:

Rebecca Astin, Larrilyn Cain, Cathy Chapman, Candace Clifford, Adam C. Duncan, Jason Fenwick, J. Michael Glaser, Lynn Jones, Jim Mayne, Sue Mayne, Alyce McKelvy, Gil Mehrez, Karen Miller, Carlos Mohny, Marilyn Mohny, Joan O'Kane, David Odiorne, Suzanne Odiorne, Robert Renzoni, Dory Samuels, David Stanhope, Herb Stern, Nancy Van Pelt, Meggen Watt

August 15th- Mark Your Calendars-

First: Capsize with SCOW

Want a day of sailing, fun, entertainment and Oh! did somebody say... Training?

Here's the Official Training Director Speak: The second Capsize Course is scheduled for August 15, from 10-4, for just \$20. The course will familiarize students with righting a Flying Scot after a capsized. Although the Scots are pretty stable, you never know when a gust of wind might catch you by surprise. Wear your swim suits and prepare to get wet! Send checks payable to SCOW, to me at: Scott Getzow, 225 Century Place Apt 2206, Alexandria, VA 22304.

Here's what they didn't tell you: You get a day of sailing scots and/or the cruising boats (down under the Wilson bridge and back), a raft up with the cruisers and scots together, a floor show or three (may include stunt sailing & large ugly sea creatures among other things). Capsizing as a recreational activity? You better believe it! Once you get started, it's hard to stop, and you won't have to. You can keep all your stuff dry on one of the cruisers, so bring a change of clothes, lunch, whatever you like.

Then Come to the Crab Feast!

Thanks to Allan Lewis, SCOW will be having a crab feast on Saturday, August 15, at the Washington Sailing Marina picnic area. We will have freshly steamed crabs, corn on the cob, beer and sodas, and the usual picnic fare. The crab feast will begin at 3:00, and will cost \$15 per person. Advanced reservations are a must because we have to order crabs ahead of time. For more information or to volunteer, call Allan Lewis, the event coordinator, at (202)-244-5516 (H) or (202)-358-5155 (O). Allan is in the process of moving, so please send your check to Victoria Hampton, 2010 Winged Foot Ct., Reston, VA 20191. The August 10 membership meeting is the deadline for reservations. Hope to see you there!

Tuesday night Flying Scot racing.

Bob Bruening

July was a nice surprise this year for races in the lagoon. The first three Tuesdays had decent evening winds, providing exciting races. Each evening found all three club Flying Scots in the water with crews of two starting at 6 p.m., rising on some nights to four as more people arrived. Each race took between 6 and 20 minutes in length. Four races were run July 7, three on July 14, but only one on July 21.

Tuesday Night Storm on July 21.

Bob Bruening

That evening Elizabeth Bruening had won the first race, and we were preparing for the next race, milling around the starting line, but also watching a very dark sky to the north. Jim Metcalfe, acting as race committee starter, called the boats in, and the SCOW boats made a dash for the docks. All the SCOW Scots got their sails down and off the boats, before high winds hit. People in front of us at the dock had great difficulty pulling a catamaran around to the leeward side of the dock as the winds turned 100 degrees and rose quickly out of the north. We decided to leave the boats where they were. The boats rode out

a wild storm, even though they were on the windward side of the piers. The storm move through at about 40 miles per hour. The official National Airport report was: PEAK WIND: NW 48 MPH AT 659 PM EDT.

Many of us ran first through biting rain, then biting dust to take refuge in the Afterdeck Snack bar. Wide white capped waves rolled down from the north in the lagoon! The cruising boats started to show up, powering into the lagoon. Suddenly Psycho made a 180 degree turned and scooted back down river. Tom Unger had seen Anoushka capsize, a Flying Scot once owned by SCOW, and now used by another owner in a sail training program. This Scot had turned completely over, the mast stuck in the mud. The four crew swam to safety on shore about 100 feet away. An array of police cars, fire trucks, and two marine police boats arrived in the rain. As a double rainbow appeared, the police boats decided the upturned boat was a hazard to navigation, cut some stays, and were able to right the boat. They pulled it to the dock full of water, but floating, with the edge of the deck just one inch above water. An hour later, it rose to normal freeboard after many buckets of water were bailed out.

An aluminum fishing boat with a motor tied along the pier did not fare as well as our Scots, and was found upside down, with the motor still attached, but under water. The police boat reported that the marine police had tended to 50 capsized boats in one hour!

Both SCOW cruising boats came through all right, but had tense times. Those on board reported various problems, one crewman suggesting that SCOW should consider more emphasis on training for hazardous conditions. Sails had not come down quickly. Sails once lowered, but not tied down, blew up into a balloon. Personal floatation devices were forgotten.

But would you believe this? Declan Conroy on Rebecca, the club's 25 foot Catalina, reported that at one point in the storm he sailed back and forth across the wind at Alexandria with bare poles - without any sails!