

Chanels

The Newsletter of the Sailing Club of Washington
June 2005

Commodore's Log

Congratulations to the new skippers who passed water checkout last month; and thanks to all of the volunteer trainers, social sail chefs and others who are keeping the SCOW machinery running. More volunteers are needed, so step up and help where you can. If everyone contributes, we can keep the fees low.

SCOW no longer has a Safety Committee so I will take this opportunity as Commodore to remind everyone of some things to think about as we hit the peak of the sailing season. The Potomac River and the Bay are both potentially very dangerous with a lot of traffic of all kinds in June and the following summer months.

Please join me in thanking former Commodore Jay Weitzel for the following:

Did you know that when you are at the helm of one of our club's boats, you have something in common with the captain of a U.S. Navy aircraft carrier? Anyone who is operating a vessel of any type in the inland waters of the United States is required to obey the U.S. Inland Navigation Rules. (A different set of rules, the COLREGS, apply on the high seas.) Knowing and obeying these rules can save you from a collision and could save your life.

I have seen too many instances in which these rules are ignored and I don't want our members to break them, so as the river begins to fill with pleasure craft, I thought I'd review a few of the rules you're most likely to encounter as you sail the club's boats.

We share the Potomac with many other vessels, not just other sailboats but also personal watercraft, powerboats, large tour boats, barges under tow and the occasional ocean liner. Unfortunately, many sailors have a single -- and incorrect -- rule etched into their brains about power driven vessels: sailboats have the right of way over power-driven vessels. From this, they conclude that every power vessel on the water is obligated to yield to them. That is wrong. While sailboats GENERALLY have the right of way over power vessels, there are important exceptions.

Let's start with one of the most basic rules, Rule 5, which states that every vessel must have someone keeping lookout for other vessels to avoid collision. So, even though you are sailing, you have to keep a lookout yourself, or have your crew do so, at all times.

Especially remember to look frequently under or

(Continued on page 2)

Next Membership Meeting: Monday, June 13th, 2005

The March membership meeting will be on Monday, June 13th, at the American Legion, 400 Cameron Street, Old Town Alexandria (around the corner from Gadsby's Tavern). Socializing begins at 6:30 pm and the meeting at 7:30 pm.

Table of Contents

| | | | | | |
|----------------------------------|---|-------------------------|---|---------------------------------|---|
| Commodore's Log | 1 | Go Gently Into the Wind | 3 | Help the Editor | 3 |
| Leukemia Cup Regatta | 4 | River Raft-Up | 4 | Dispatch from the Boatyard | 5 |
| Tuesday Night Flying Scott Races | 6 | Special Olympics | 7 | Congratulations to New Skippers | 7 |
| Talk Like A Sailor | 8 | Social Events | 8 | From the Training desk | 9 |

(Continued from page 1)

around the jib, which blocks much of your view. If you fail to keep a lookout, and a collision occurs, you can be responsible for negligence, even if you collide with a powerboat.

Now, say you are keeping lookout and see a large vessel, perhaps the Spirit of Washington, coming down the Potomac River towards you. Well, prudence alone would suggest staying out of the way, because in a collision between a Flying Scot and the Spirit, those aboard the Spirit have a significantly higher chance of not being injured. In addition, here is one case in which the "sailboats always have the right of way over powerboats" notion is wrong. Rule 9 states that sailboats must not impede the passage of a vessel that is restricted by its draft to a narrow channel and also cannot cross that channel if doing so would impede a draft-restricted vessel. I spend a lot of time on that river and -- trust me on this -- the captains of the Spirit vessels and most other sight-seeing vessels believe they are draft restricted and that the river channel is narrow. They will not hesitate to greet you with five short blasts (the "I don't have any idea what you are doing but you are in danger!" signal) if you even look like you're about to get in their way. By the way, Rule 9 also applies to traffic in the narrow channel from the Washington Sailing Marina to the river since many cruising boats with fixed keels can not leave that channel without running aground. Bear this in mind if you are sailing in or out of that channel.

Suppose instead you see a barge under tow approaching. Here, Rule 18 states that sailboats must give way to a vessel restricted in its ability to maneuver such as one that is towing. So, even though you are in a sailboat, the Inland Rules identify you as the "give-way" vessel and the vessel under tow as the "stand-on" vessel.

What if you are about to pass a powerboat from astern. Hmm, enough wind on the Potomac to pass a powerboat? Well, I suppose it could happen with a strong wind in a no-wake zone. And, if it does, guess what? The powerboat is the stand-on vessel under Rule 13 because any vessel overtaking another has to stay clear of the boat being overtaken. If you are not sure if you're overtaking that boat, Rule 13 requires you to act as if you are.

If you are the give-way vessel in any situation, Rule 16 requires you to take "early and substantial action to keep well clear." Rule 8 requires that any action to avoid collision be "positive," "made in ample time" and "large enough to be readily apparent to another vessel." There is a very important reason for these requirements -- your movement sends a signal to the stand-on skipper on what he should do. Rule 17 requires the skipper of the stand-on vessel to maintain course and speed. If you are not doing anything because, for example, you didn't keep a lookout or don't know the rules, Rule 17 is causing the vessels to come closer to collision. Rule 17 addresses this by stating that, as soon as it becomes apparent to the stand-on vessel that the give-way vessel is not obeying the rules, the stand-on vessel may maneuver to stay clear; and, if collision cannot be avoided by action of the give-way vessel alone, the stand-on vessel must take action to avoid collision.

Now, suppose you are the give-way vessel and you decide to hold your course until the very last second so you can "duck" behind the stern of the stand-on vessel. The skipper of the stand-on vessel does not know your intentions. All that the skipper of the stand-on vessel sees is another vessel on a collision course that is

(Continued on page 3)

Captained charters on the Chesapeake Bay with discounts to club members.

<http://www.sailseanchai.com/>

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ChanNels

can also be read at:

www.scow.org.

Submit articles to

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by the 15th of every month. Use any means, but email is preferred. If you would like a copy of the 2005 ChanNels editorial calendar, please request via email to channels@scow.org or in-person at the next meeting.

Diana Combs, Editor

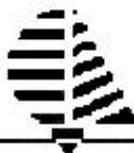
Chris Chubb, Layout Editor

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failing to take appropriate action to stay clear. At the last minute, as required by Rule 17, the stand-on vessel turns to avoid the certain collision. At that very same instant, the give-way vessel executes the "ducking" maneuver. It is possible that the new courses of both vessels could put them on a collision course with absolutely no time or space left to maneuver. That accident would have occurred because of the stand-on vessel's failure to follow Rules 8 and 16.

A few years ago, SCOW had as a speaker the captain of a large sea-going vessel. He had two comments about small boats: (1) He can't see you. (2) If he can, he can't do anything about it. Keep that in mind when you encounter a large vessel on the river. Don't assume that the skipper of any other vessel of any size -- be it power or sail -- is keeping a lookout, knows the rules of the road, or will take the necessary action. As Rule 7 cautions, if there is any doubt as to the risk of collision, that risk is deemed to exist. Obey the rules, and treat other boaters with courtesy and respect. Remember, we are flying the SCOW burgee and our club's name is on our sails. Your actions will help promote SCOW's reputation as a club of safe and courteous sailors.

Fair winds.



Go Gently Into the Wind

Last month we talked about snuggling up for speed. The goal then was to get the transom out of the water to stop the drag from the water suction on the flat transom.

Now we can focus on the second biggest source of drag and that is steering with the rudder.

When beating to windward the rudder and centerboard (or Keel) are actually a good source of lift to windward. Both can be a major source of drag if you stall either one in their movement through the water.

Any time you move the tiller it generally creates drag and turbulence through the water. A little weather helm generates lift, excessive weather helm stalls the rudder and creates drag.

Rapid tacks are also great ways to slow the boat down as the good boat speed to windward is sacrificed to rudder stall on an excessively rapid turn.

So do everything you can to optimize weather helm for lift not drag:

1. Keep the crew weight centered around the center board.
2. Sail the boat flat (10 deg max angle of heel for a FS) -- this should accomplish much of 3 below.

3. Balance the sail trim to get weather helm at a light 4 degrees off-center.
4. Trim sails for efficiency.

Start into the tack from a powered up, close-hauled position and gently ease into the tack with increasing angular change as the momentum falls off. If you slam the rudder over to make a quick tack you will slow a dingy style boat down considerably.

Help the Editor

The Editor has learned from a few snafus last month that without help from you, she will make mistakes that will hold-up ChaNNels production. Therefore, to facilitate the production of SCOW, please follow the following "Keys to Article Submission." Thanks!

Keys to Article Submission

1. When you e-mail the article, entitle it: **article submission**
2. When you submit photos for the newsletter, always include the names of people in each photo.
3. Submit your article by the **15th of the month**
4. Submit a full, written-out article
5. Submit your articles to ChaNNels@scow.org

Thanks!

SCOW Again To Participate in the Leukemia Cup Regatta

Bill Patton, Vice Commodore

Each year SCOW participates in two charitable events, the Special Olympics races and the annual Leukemia Cup Regatta. To help introduce and promote the Leukemia Cup Regatta, the May meeting featured Lauren Hospital of the Leukemia & Lymphoma Society. This year the Leukemia Cup Regatta will be held September 9-10 at the Washington Sailing Marina.

Lauren provided SCOW with a history of the Regatta and explained how the Leukemia & Lymphoma Society relies on volunteers to help reach out to the community and raise funds. The Leukemia Cup is an event that is fun, a great way to get involved with The Leukemia & Lymphoma Society and also a way to get out on the water and sail. The Leukemia & Lymphoma Society hosts such a sailing event at 40 national chapters. This past year the National Capital Area Chapter Regatta celebrated its 11th Anniversary and raised over \$185,000.

The Leukemia Cup Regatta kickoff party takes place at the Mount Vernon Yacht Club on Sunday June 5th. Partygoers enjoy a cookout, Mount Gay Rum, pre-register for the Regatta, learn fund raising tips from previous sponsors and meet the Honorary Skippers-young survivors of blood cancers.

Another pre-regatta event will occur later in the summer, as part of "Marina Day" on August 13th at Washington Sailing Marina. SCOW's Tom Hannan is organizing a "Bosum's Sale" which is a sailor's flea market/tag sale. Current and former boat owners can donate some of that equipment they are not using and want to clear out of space in garages, basements, and closets. All proceeds from the sale will be donated to the Leukemia Cup. There are also some preliminary plans to organize Thursday night social sales so that all proceeds for the evening will go to the Leukemia Cup Regatta.

SCOW is a great way to meet other people who share a love for the water and find a way to get out and sail. Participating in the Leukemia Cup Regatta by fund-raising and attending one or more of these events can lead to those encounters and opportunities. For more information including how to participate in on-line fundraising contact Lauren Hospital at 703-960-1100 or HospitalL@dc-cap.luekemia-lymphoma.org.

River Raft-Up Conquers Stormy Weather

George Umberger

Eleven fearless souls took to sea on Sunday May 15 for fine dining on SCOW's first River dinner cruise of the season. Despite cloudy skies, scattered raindrops and threatened thunderstorms, the intrepid sailors overcame all odds, and the skies cleared for some casual sailing up and downriver and then rafting to enjoy specially prepared entrees contributed by each crew member. Not ones to challenge the forecast, skippers elected to play it safe and stay close enough to Port in order to duck in if storms developed, rather than raft-up in Smoot's Cove as originally planned. After a couple hours of afternoon sailing, run-around drills, and reefing maneuvers, the raft was held in the Lagoon with three vessels; Tamarisk, Rebecca and Psycho, and eleven hungry-thirsty crew members aboard. SCOW and Officers' Burgees were flying, a light breeze was rustling the shore trees, the wine was uncorked, the beer barrel tapped, and elaborate dishes were served up from the kitchens of

members. All sailors returned to Port with well-satisfied appetites and smiles on their faces. Raftmaster George Umberger credited the improved weather conditions to the several dauntless new member-sailors who joined up despite the threatened storms.



River Raft-up crew

Dispatch from the Boatyard
Lynne Russillo, Maintenance Director

There's nothing quite so fine as going down to the marina on a crisp Spring day at the beginning of the season and opening the sail locker...oh no...layer upon layer of mouse nests. Mr. Wiggle would hibernate in the sail locker—surely just the smell of snake would keep the mice away. Guess we'll try putting "Bounce" in the sail locker at the end of this season—which New Member Coordinator Melissa Ennis suggested doing as a mouse deterrent. Just hope the residual smell doesn't keep Mr. Wiggle from taking up residence the following Spring.

The lockers are all cleaned out and in ship shape; the old cruiser motors were sold to an ex-scower—he belonged to the club 30 years ago).

The Scots are in good shape. Danschweida is all fitted out for spinnaker. She does not have a leak. A message went out that she was drawing water. However, a Board member took her out after that, and reported that she drew no water. Ergo, we concluded the water was due to a loose plug. Make sure that Scot plugs fit tightly when you put them in. If a plug fits loosely, turn the plug lever clockwise before snapping it up. This will tighten the fit.

Susie Q has a new outhaul (color coordinated).

Washington Sailing Marina's lift has been installed and Jan Earle and Bill Bernhards will be hauling the cruisers.

Psycho will be getting a new depth finder as her current one has bitten the dust.

Maintenance Day was a wash-out but fortuitously, we scheduled three rather than two maintenance days this year. The next one will take place on July 2. This is a wonderful opportunity for those of you who will be in town with a three-day weekend stretching ahead of you to have a lot of fun scrubbing and lubing the Scots.

Many thanks to everyone who pitched-in to help with maintenance (never-ending) chores.

Additional thanks to:

- + Jan Earle for printing, copying, and posting boat logs and bosun lists.
- + Doug Kelch for lots of odds and ends, I have yet to see his technique for tipping a Scot at the dock to get to the wind indicator.
- + Mike Repass for wiring the trailer lights.
- + John Roland for everything.



Tune-Up Regatta crew trying to simultaneously get organized and ignore the donuts. What sailors!

SCOW Tuesday Night Flying Scott Races

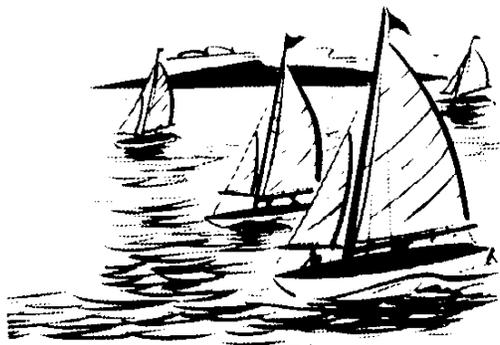
The Tuesday night Flying Scott races are informal races in which SCOW members and skippers can learn, practice, and develop their sailing and racing skills. Every attempt will be made to find a place as skipper, crew, or race officials for members that attend. This includes swapping crew between races and rotating turns at the tiller between events. Races start at 6:00 PM and will last until sunset or the wind stops. Members are asked to come as early as possible so that they can help launch and rig the boats. Racing will start at 6:00 PM with a skipper and crew meeting next to the cranes.

Since some of our members are new to racing, we are going to try to include an educational component to our races. As with all SCOW activities, we rely on our members to share their skills, expertise, and time to help others discover the fun of sailing. If you are interested in helping with the Tuesday night races, please contact Mike Murphy at racing@scow.org. We need skippers, crew, race officials, and members who can share their knowledge of sailing, rigging, boat trim, boat handling, and race tactics with other members on Tuesday nights.

Race Signals

Most races start with an air horn. The SCOW races will use the same signals use by PRSA for their race series. The following signals will be used:

- + **Skipper Meeting Horn:** one sounds at 6:00 PM. Skippers and crew should meet at the crane area at this time. All skippers and crew should meet at the cranes to get information on the course for the evening, safety reminders, time of first race, and information about weather, tides, and sunset time.
- + **5 Minute Courtesy Horn:** one short sound five minutes before the race is scheduled to start. (Note: in many regattas where there is more than one class of boat participating, the 5 minute courtesy horn coincides with the starting signal for the preceding class. Therefore, read race instructions carefully.)
- + **4 Minute Warning Horn:** one short sound four minutes before the race starts.
- + **1 Minute Horn:** one long sound one minute before the race starts. Skippers and crew should prepare their approach and time their crossing of the starting line for 60 seconds after this horn
- + **Starting Signal Horn:** one short sound to start the race. If you have crossed the starting line early, the boat is required to completely re-cross the starting line before you can start racing.
- + **General Recall Signal:** two short sounds indicate that all boats are being recalled. Two short sounds also can indicate that the start of the race is being temporarily postponed. If the race is re-started, it will re-start with the 4 Minute Signal of one short sound.
- + **Abandonment Signal:** three sounds indicate that the races are being abandoned. All boats should return to the docks. Races may be abandoned for a variety of reasons such as severe weather, safety conditions, or lack of daylight.





Special Olympics

Second Call for Special Olympics

Monika O'Connor

The reviews are in, and this year's Special Olympics sailing events are sure to be a spectacular adventure for SCOW members and athletes alike. If you've never had the opportunity to participate in this wonderful, heartwarming experience, this is the year to do it!

SCOW skippers and crew volunteers are needed for any and all of the four Monday evenings in June to provide sailing experience and training for both new and returning athletes. Our participation is one month of three months of training for these athletes. Their training ends with the Virginia/Maryland Special Olympics Sailing Regatta in the last weekend of July at St. Mary's College in Maryland.

Here's the game plan:

Each Monday in June (6th, 13th, 20th, 27th), skippers, crew, and athletes (Special Olympic participants) convene at the Marina around 5:30 p.m.-5:45 p.m. for an evening of sailing, friendship, and fun. This year we will be sailing the 3 SCOW Flying Scots, 3 WSM Flying Scots, and two personally owned Flying Scots. Each boat will contain one skipper, one adult crew, and one/two athletes.

This is an ideal situation for new and returning skippers as well as experienced flying scot crew to tune up their sailing chops, enjoy an evening sail, and get to meet some remarkable athletes.

Email or call today, to sign up or ask more questions: monika@strategiquest.com
(703) 593-4380.

Congratulations to New Skippers

Dave Simpson

Hello Sailors. May was a great month in terms of getting new skippers. We conducted water checkout on May 14th and it was a great success. Twelve skippers were successfully checked out, ten from the basic sailing class and two new members with previous sailing experience. I was trying to take the first day of water instruction from the cruiser course at the same time and was spread a little thin. Many thanks to Doug Kelch and Jan Earle for making sure everything went well when I wasn't able to be there. Also special thanks to our able checkout instructors Randy Glantz, Jan Van Der Meer, Liz Druening and Jeff Teitel for your time and patience. Kudos to Rob Langford for assuming social duties. Rob paid out of pocket for a lot of the chow he provided during the event and would not accept reimbursement. He also kept the reggae tunes coming and as always made a stunning fashion statement. We're pretty lucky to have a guy like that in this club. Most of all, congratulations are in order to the new skippers listed below:

| | |
|---------------------|--------------------|
| Barlow, William | Kikel, David |
| Schowengerdt, Frank | Glinsman, Matthew |
| Cheng, Henry | Munson, Chris |
| Gan, Jenny | Deerkoski, Leonard |
| Perez, Tina | Kirschner, Christy |
| Fishman, Aryeh | David Reed |

Well done!

I thought it prudent to mention safety on the docks. We've had three folks from the club fall into the drink off of the docks so far this year. Most of the docks around the marina are floating docks with some cabling underneath, a hazard in and of itself. It's very difficult to get back up on them if you find yourself in that cold water and ladders seem to be somewhat scarce. 'Nuff said. Also, Doug and I have gotten into the habit of checking out the reservation logs and noticed that the scots aren't getting used very much except of course for training. Go sailing for goodness sakes! Hope you're all having a great summer so far.

See you on the water.



Talk Like A Sailor

Bill Patton-Vice Commodore

Take me out to the ball game, take me out with the crowd...you know the rest. Baseball is back in Washington and at the time of this writing the "Nats" had a winning record and were drawing nice crowds to the ball park. This month we look at a few sailing terms that have found their way into our national past time.

The Nationals play in the Eastern Division of the National League. As a sea term, a league is an old measure of distance of three nautical miles. The term comes from the Latin term "leuga," a Gallic mile, and is still used in Scandinavian languages.

A few baseball teams have turned to sea terms for

their names. You either love or hate the perennial champion New York "Yankees." Other than the usual American meaning, Yankee was the name of a large jib topsail carried by some American racing yachts, copied and so named by the British. In my youth I hawked cold hot dogs and warm cokes as a vendor at Pittsburgh "Pirates" games. A Pirate is/was a sea-going renegade or robber. The word goes back, via French, to the Greek term "peirates," meaning attack.

President Bush threw the first "pitch" at the National's home opener followed by a first "pitch" strike by National's starter, Livan Hernandez. As a sea term, "pitch" is the fore-and-aft motion of a vessel. The term in this sense is from the Middle English term "pieche," of the same meaning, and could go back to Old English. Pitch also refers to the pine tar used to caulk and otherwise preserve the wood and cordage of older wooden vessels. This came from an Old English term "pic," and goes back to the Greek term "pissa," pine tar. Finally, pitch refers to the angle of a propeller blade to its axis. Scott skippers don't like to talk about motors and propellers but our cruising boats, one of which is a Yankee Dolphin are both equipped with motors that rely on propeller pitch to maneuver around the docks and navigate the channel on the river. The word probably came from the Middle English term "picchen," meaning angle.

Lastly, fans will no doubt see the Nationals lay down a few "bunts" this summer to move runners around the bases. As a sailing term a bunt refers to the body of a sail, especially a square sail. The term is also a verb, said of a sail when bunched up for furling. Its origin is the Old English word byndel, meaning bundle.

So root, root, root for your home team this summer, and make time to go sailing. See you at a Tuesday night race or a Thursday night social sail.

Definitions taken from: "Sea Terms" by John G. Rogers, Mystic Seaport Museum, 1985.

Social Events

Join us next Thursday at 6:30 or any Thursday through October 6. We meet at the Washington Marina, just south of National Airport on the George Washington Parkway. Donation for dinner is only \$5.00. There are still slots open to host a Social Sail so contact me at social@scow.org and we'll find a date that works for you. This is really a great way to meet club members and get more time on the water.

SCOW will participate in the 24th Annual Alexandria Waterfront Festival, a two day event in Old Town on Saturday, June 18 and Sunday, June 19th. The Alexandria Chapter of the American Red Cross hosts the Waterfront Festival each year as its major fundraising event. Tall ships music and entertainment and of course food will all be part of the fun. But that's not all! Over 60 booths of shopping with crafters presenting jewelry, pottery, glassware, woodwork, and textiles will be on display.

We will have an information booth at the Waterfront Festival and *we need volunteers* at the two or three hour shifts on Saturday, and Sunday. Hours of the Festival are Saturday 10am to 11pm and Sunday 10am to 7pm. Consider spending a few hours outside (not in a boat) to represent SCOW and share your enthusiasm for our club with the thousands of visitors expected to participate in this worthwhile event.

Be sure to check out the website www.scow.org for a complete calendar of racing, sailing and social activities in June!

From the Training desk

Doug Kelch, Training Director, Training@SCOW.org

The Training team really hit their stride in May with the completion of the first cruising class, the grand finale for the first Basic sailing class, the intermediate class and the start of the second cruising class.

I was lucky enough to be able to fill-in for a student on a night sail with DeClan Conroy as skipper. The river certainly is a different place at night. We were literally surrounded by big party boats in the Washington channel. One of them has brightly colored changing neon lights all around the water line. Needless to say, the navigation lights were a bit hard to see.

The basic sailing checkout rate was very high with excellent winds and visibility. There were only two students who couldn't make the attempt and two new members with previous experience were there for the

attempt as well. – Thanks to Dave Simpson for a well run checkout!

June brings in the most popular time for the basic sailing class with a start after Memorial Day weekend.

There are 6 openings for the August Capsized class available.

There are still about 8 openings in the September basic sailing class so those of you who have an interest should start thinking about committing before the fall rush.

If you are interested email training@SCOW.org.



Psycho, Tamarisk and Rebecca at the Raft-Up



Wow! Real Sailing!

2005 Board of Directors

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| Maintenance Director | Lynne Russillo | 202.543.7080 | | maintenance@scow.org |
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| Racing Director | Mike Murphy | 703.820.1991 | | race@scow.org |
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| Other Key People | | | | |
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| Members Coordinator | Monika O'Connor | 703.921.9262 | 703.593.4380 | members@scow.org |
| Email Administrator | Jeff Teitel | 202.271.1238 | | postmaster@scow.org |

Membership Meetings

On the second Monday of each month (except December) at the American Legion Hall, 400 Cameron Street
(around the corner from Gadsby's Tavern), Old Town Alexandria, Virginia.

Socializing starts at 6:30 p.m. downstairs, and our meeting begins at 7:30 p.m. upstairs

For Information about Club Activities

Visit <http://www.scow.org> or email info@scow.org