

ChanNels

**"It is good to have an end to journey toward,
but it is the journey that matters in the end."**

-Ursula K. Leguin

*The Newsletter of the
Sailing Club of Washington*

May 2012

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Commodore's Log

Chris McGraw, Commodore



Happy May!

The club is surfing along catching some good wind and waves. In the last couple months, we've helped scrub the river clean (or at least cleaner!) as part of the 24th Annual Potomac River cleanup.

We've encouraged the Park Service to clean up the restrooms at the marina and offered a hand and they've taken the first steps -- painting the outsides. Our first class of Scot Basic Sailors are soon to throw their hats in the air as they graduate into Scot skippers thanks to fantastic Training and Skipper Directors and amazing land and water Instructors. We had a festive and fun super-moonlight sail in May and we're set to do it again with one scheduled for Friday, June 1st! Mark your calendar, now! There'll be a great Leukemia Cup Kick off party on June 2nd, too! In more good news, club membership is multiplying with 300 new or renewing members already -- well towards our baseline goal of 400 and getting towards our hey-that-would-be-fun goal of 500 members. Great job! SCOW members can get in

touch with fellow members, thanks to our beautiful interim directory that was emailed to SCOW members last month. We'll put out our official Directory soon so make sure to join or rejoin now! If you need to join or rejoin, come to Social Sail next Thursday to sign up or go online <http://scow.org/join> !

Oh, and if you are new to sailing or want tips on being great crew make sure to come to our membership meeting on Monday, June 11th at 6:30pm Capital City Brewery in Shirlington! It ought to be a great one!

In more news, thanks to the brilliant Mark Hogan, we now have sail bags with all the best gear for you to take with you on the water when sailing our Scots (See the article on page 2.). Mark and Bill Davenport also swapped in LED lights on our cruiser, Skirmish, that will reduce the energy usage of the boat, and we've popped new safety blankets in the first aid kits of all boats. Thanks to Nelson Pacheco, a great reefing system is installed on Skirmish and thanks to Rodger Casey, he's fixed up our electrical system even more. The amazing Maggie Wiseman and Tom Vaughn also fixed up the bilge pump on Topaz and are working on the depth gauge and the great Luis Rivas

and Rhonda Glassman have swapped out wheels (for ones that aren't punctured!) for our SCOW Dhov. Whew! Lots going on, and that's not even mentioning yet the fun Tuesday and Wednesday night races and the well appointed and attended Thursday Social Sails, and the awesome Leukemia Cup party we had! (see page 7). We still need your help volunteering! So, come on out and join the party and lend a hand!

Finally, I'm sad to report that we've lost our Treasurer, Doug, to a new job at the Department of Defense. Carrier-pigeon me an email if you or someone you know would be interested in picking up the SCOW Treasurer reins so we can keep firing on all cylinders and so that bill collectors wont start chasing us!

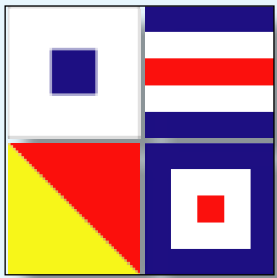
That's all for today! Have a great time and see you on the water!

Chris commodore@scow.org



Photo by Klara Huesers.





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New Safety Equipment Bags for the Flying Scots

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In order to make sailing safer for members and guests, a Safety Equipment Bag has been developed and prepared for each of the Flying Scot in our fleet.

These Safety Equipment Bags will be stored in the SCOW Sail Locker, and include the following equipment:

A distress flag to use when signaling for emergency assistance; a first aid kit; an emergency flashlight programmed to flash an emergency signal; an extra Flying Scot winch handle to lower sails in an emergency in the event of the skipper's winch handle becoming lost or broken; a storm whistle for signaling for help; a laminated chart of the Potomac River; an LED lantern flashlight; a survival space blanket to protect against hyperthermia; and a two-way hand-held radio to call for help.

Prior to each sail, skippers should pick up the Safety Equipment Bag at the Sail Locker

The Safety Equipment Bags can be found in the SCOW Sail Locker, on the middle shelf. As you complete the Log Book for your Scot, pick up the corresponding Safety Equipment Bag. At the completion of your sail the Safety Equipment Bag should be returned to the Sail Locker, middle shelf.

Thank you for helping to make sailing with SCOW safer and more enjoyable for all.

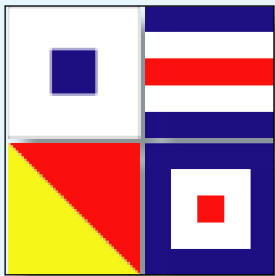
Any questions can be directed to our Skipper Director, Jonathan Thron, skipper@scow.org.

Safety Equipment Bag Contents:

- Chart of the Potomac River
- Distress Flag
- Emergency Flashlight
- First Aid Kit
- Flying Scot Winch Handle
- LED Lantern Flashlight
- Storm Whistle
- Survival Space Blanket
- VHF Hand-Held Radio
- SCOW Membership Forms



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Getting To Know Skirmish

by Chris McGraw

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Our new cruiser *Skirmish*, is a growing platform for us. It is one step quicker than our other boats and has a few intermediate controls for us to play with, learn, and master. The 4-stroke engine in the back is smaller and easier to lift up and down and has a pull-cord start. The tiller is more responsive and a lighter movement will turn the boat more than you'll find on our other cruisers. Our boat comes with cruising sails and racing sails and spinnakers. The cruising sails are in the yellow bags, racing sails are in the brown long bags, and the spinnakers are in the spinnaker turtles, all on the boat in the v-berth. Like our other cruisers, our safety equipment, unless otherwise noted, is kept in the "medicine cabinet" on the boat across from the head.



Starting and using the Motor

Before you start the motor, open up Skirmish's cabin and turn on the "Main switch". When the motor is cold, the first time you start the motor, (after un-tilting it and lowering it into the water), you will want to pull out the choke and turn the throttle on the "start" position. Look to make sure that the gas hose remains properly attached and the red kill-switch lanyard is in the proper location, and that the motor is in 'neutral' (not in the forward or reverse position). You are now ready to pull the starting cord. You can pull the cord out at any angle. Speed in pulling out the cord (and not power, in particular) will help ensure that it starts on the first pull. As soon as the engine starts, check to ensure that the stream of cooling water is shooting out the back of the motor. If you don't see the cooling stream, shut off the

The purpose of switching 'on' the 'Main' switch is to ensure the battery is connected. There is a fuse right at the battery that could be blown, thereby disconnecting the battery. If the engine is started with the battery disconnected, the charging circuit (\$\$\$) on the engine will be damaged. I'll be adding a test button that will light even if the battery has too little juice left to light the switches with their incandescent bulbs.

- Roger Casey

Also, careful when starting the motor. It seems to start easier with the throttle on idle power rather than on high power. Also, the choke is only needed when the engine is cold. After that, just start it on idle power with no choke.

- Jim Klein

motor immediately. Turn off the motor by pushing and holding the red kill button.

Note: If you are re-starting the motor later after the engine has already been running leave the choke pushed in and instead of leaving the throttle

on the start position, turn the throttle to deliver even less gas in the "idle" position, then pull the start cord.

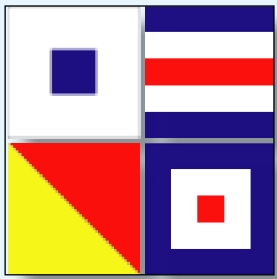
Also note: As is always the case, when you are motoring under power, you'll want to watch the weight distribution on your cruiser. If you put too many people and too much weight forward of the mast, you will find that you lift the motor out of the water and it won't get cooling water to the engine -destroying it. So, always watch your weight distribution.

Finally: Due to EPA regulations, our gas tank on Skirmish is engineered differently. It will build up 5 lbs of pressure and then burp.

Lewis fixing Skirmish's lock. Photo by Chris McGraw.

continued...

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Skirmish continued.

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In order to keep this pressure from causing gas spills, on Skirmish only, we leave the air vent open at all times, except when we are out on the river under sail. So when you are putting the boat away, leave Skirmish's air vent open. Also, note how the fuel tank is tied down in place and make sure to re-tie the fuel tank after filling it (and adding the ethanol treatment).

Tips on using the Tiller

For the best mechanical advantage, when steering with Skirmish's tiller, keep it low to the ground instead of lifting it up in the air. Because the rudder is shaped and offset, when steering the boat in reverse, flip the tiller upside down.

Using the Headsail Foil

We have different types of headsails on our boats. Topaz uses a roller-furler, Rebecca uses hanks, and Skirmish has a headsail foil with a bolt rope in the front that feeds into a track. To raise the headsail, first feed the foil through the "prefeeder" and then through the beginning of the sail track. Ensure that there is a straight line between the pre-feeder and the beginning of the sail track when you are raising the sail, because otherwise excessive strain from a bad angle of the sail entering

into the track could damage the equipment. Likewise, when you lower the headsail, lower the sail completely past the track and the pre-feeder and then secure the headsail in place with sail ties.

Note: that when you are using sail ties to secure a sail, tie them just tight enough to hold the sail in place, but still loose enough that they won't put pressure on to crease the sails and decrease their sail-life.

Don't sail overpowered

A good tip for any boat, but note that if you have your sails in tight and the boat is heeling excessively you are doing something wrong. Either you haven't set the sheets properly for the direction that the wind is coming from or you might be showing too much sail area for the conditions. Overpowering the sails will reduce their life quickly and will also cause the boat to tip over more than is safe.

The depth gauge

Until we re-set the depth gauge to match our other cruisers, our depth gauge on Skirmish is currently reading the actual water depth. Don't forget that Skirmish has a 4 foot 2" fixed keel.

Lights at night

When sailing into the night, ensure that the life sling bag doesn't cover up the illumination of your stern light.

Given the little-bit-trickier nature of this blazin' fast trophy winner, I am all in favor of re-naming her "Skittish."

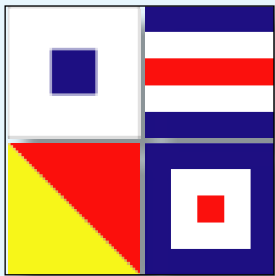
- Jonathan Thron



Photo by Chris McGraw.

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The Gigantic Moon Raft Up May 4, 2012

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We had an afternoon of terrific storms, but they blew through just in time for our Moonlight Raft-up on the night of the Gigantic moon. Twenty-five SCOW members had a terrific time on our first Moonlight Raft-up, May 4th. Little to no winds, but we enjoyed cruising down the river and returning to the lagoon to raft up the 4 cruisers (Rebecca, Skirmish, Bill Davenport's Runneth Over and Ryan Kautz' Lucid) and one Flying Scot, Selkie, to celebrate Cinco de Mayo early on the 4th (or was that with a 5th? – no, but some Corona & Margaritas!) This was the first time we rafted up in the lagoon and it was nice to have a quick return to the dock after partying and interestingly, our new cruiser, Skirmish, a lower profile, made a nice transition between the Flying Scot and the taller in the water cruisers.

If you missed the first raft up, get your reservations in for the June 1st raft up – you don't want to miss it!

Also coming up June 23/24. a weekend trip down river to Tim's Rivershore Raft-up and Crabfeast.

Faith Rodell, River/Bay Director
river@scow.org

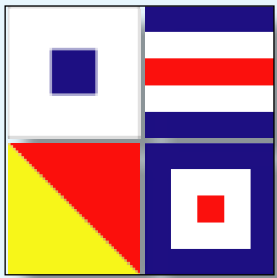
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Margaret on Skirmish.
Photo by Faith Rodell.

Rebeca (below). Photo by Faith Rodell.





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Rub Off The Rust A Success May 6, 2012

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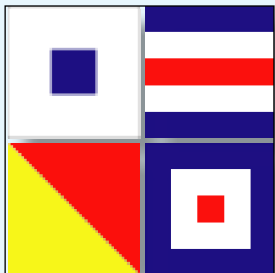
Approximately 20 SCOW members came out for Rub Off The Rust on May 6, 2012. The day was dedicated to reviewing established procedures, briefing on new processes and requirements and a brief question and answer period. Then it was on to the water where skippers had a chance to hone their skills under the tutoring of our experienced skippers. Light winds gave a challenge and low tide at 4:00 pm gave participants the opportunity to practice getting unstuck... always a good skill to have on our Potomac!



Photos by Klara Huesers.



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Team Tartan Kicked Off the Leukemia Cup Fundraising Season on May 12, 2012

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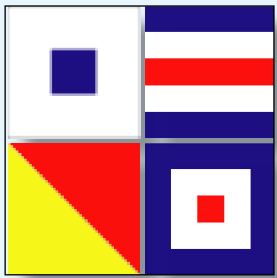
Team Tartan ordered up beautiful weather for their Leukemia Cup fundraising party at the marina on May 12, 2012. The event was attended by over 100 people, and a good time and good food was had by all. Thank you to all who came out and helped make this a fun and successful event!

Teams, consider sponsoring a Social Sail Thursday as your fund raising event for Leukemia Cup! Contact Anna at social@scow.org to get it started.



Photos by David Williams.





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Social Sail Going Strong On Thursdays!

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Ahoy there Sailors,

SCOW's social sails have always been a great way to enjoy delicious picnic dinners and ride the wind on our three Flying Scots. We've had great turnouts and savory treats so far, so be sure to mark your calendar and come out to this week's event at the cranes.

I would like to extend a special thank you to our chefs for the months of April and May 2012, Naomi, Don, Mary, Richard, Eileen, Rhonda, and Jocelyn. We enjoyed your culinary creations and were grateful for your volunteering to be our host! Speaking of volunteers, SCOW needs more volunteers for the upcoming social sails for May, June, July, August, and September 2012. SCOW is only as good as its volunteers, so please don't shy away and volunteer today!!!

Enjoy the wind and see you on the water!

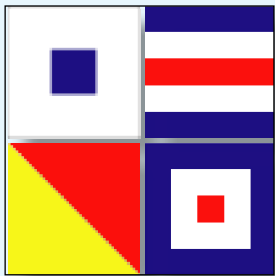
Anna
social@scow.org



Photos by William Smith.

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See the KISS Spring Series racing results here:
<http://sites.google.com/site/disc2014/race-results/2012-race-results/kiss-spring-series/race-6-15-may-2012>

May 2012 KISS Spring Series Wraps Up, Summer Series #1 Began June 22nd.

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After our brilliant showing in the first spring KISS series, **with both Rebecca and Skirmish winning their classes** (way to go Mike and Kyoko!), we are ready to start a new series (6 races over the next Tuesday nights). Our other SCOW sailors did great on other boats, too, racking up bullets and leading or chasing folks around the race course and generally having fun!

The next DISC racing series started on May 22nd and will take place each Tuesday night through June 26th. Interested racing skippers and crew should contact the racing director to submit your names and sailing experience.

In any case, Wolfgang and Stewart Ullman have won the lotteries for this coming series to race our SCOW cruisers but since Wolfgang is out traveling the world next Tuesday, he's given me the reins to fill out a crew. (Bwahahahaha!) We'll meet at Skirmish on G dock next Tues as close to 5:00pm as we can and head out to the race course by 5:30 or 5:45pm. Let me know if you'd like to join in the silliness. We'll try to come in last, just to give Wolfgang a challenge. Kidding, kidding!



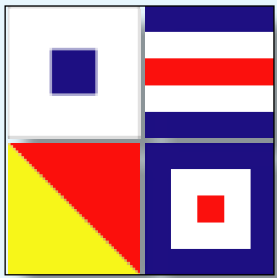
The crew on Skirmish during a race. Photo by Nelson Pacheco.

To get yourself on the cruiser racing crew list, email the awesome Deepak Bellani, Racing Director racing@scow.org, and for bonus points, include a couple lines about your racing experience or lack thereof (both are welcome) and racing skippers can give you a call to get you on the boats. Don't forget to come out to the fun Wednesday night Flying Scot races, too!

See you then!

Chris and Kyoko

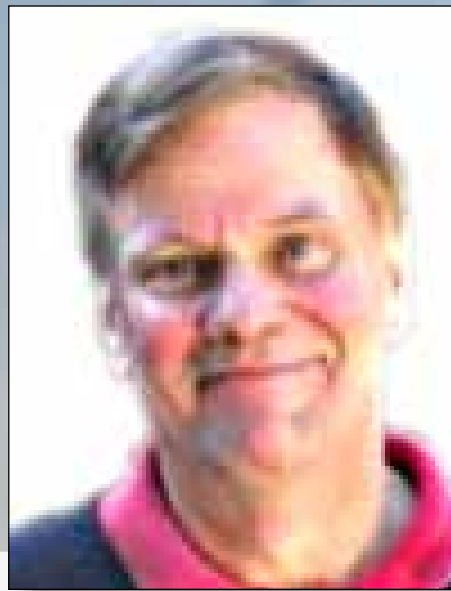




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Mike Trueheart

Gone, Not Forgotten

SCOW member Mike Trueheart sailed away to calmer seas on Thursday, May 3rd. He was 62.

Mike grew up in Evanston, Illinois, and lived in DC for more than the last 30 years. Mike was a decorated Vietnam veteran. He refurbished and donated computer equipment to many good causes, including the Friends of Tyler School, a SE DC youth tutoring program center. He also volunteered in support of military veteran and various other DC organizations.

Mike participated in SCOW from at least 2003. He was a Flying Scot and Cruiser skipper and helped with various SCOW activities. He tutored Special Olympians in SCOW Flying Scots, participated in the Parade of Lights, and volunteered to help with Leukemia Cup and American Red Cross Waterfront Festival fund raising events. He easily initiated cordial, one-on-one entertaining conversation with anyone.

Mike is survived by his sister, Ann, of Palo Alto, California, his dear aunt and uncles, cousins and many friends. He will be missed by all who knew him. Friends will celebrate Mike's life on Sept. 22nd at a memorial service and a buffet dinner. Invitation with details to follow in a future SCOW newsletter notice.



Background photo by Chris McGraw.

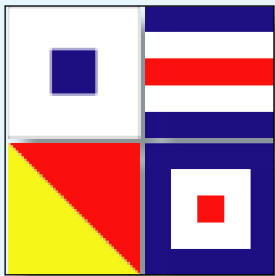


Chart Desk

A monthly column by Jonathan Thron, Skipper Director

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Greetings Seafarers,

The month of May sailed away from me I'm afraid, so I don't have anything super substantive for this installment.

The Chart Desk is empty, so to speak.

Actually it's chock full of dead batteries (can I get an amen here!?), but I digress.

Here's a "potpourri" of brief items for your perusal until next month's edition:

1. Operational Considerations for Flying Scots:

Docking: We're still seeing a lot of downwind (or otherwise unsafe) docking—not just SCOW boats, but this is a chance for us to distinguish ourselves as skilled mariners. Make sure you're heading generally into the wind, your sails are luffing, and your boat speed is not excessive as you approach the dock. We have to get this right in the interests of our crewmembers and our boats. Unless there are extenuating circumstances, it's generally not necessary to drop one or both sails to dock safely if you manage your energy properly, but I leave that up to you. Just know that there are pros and cons. I elected to drop the jib the other night so my colleague could climb

up on the foredeck without getting thrashed in 12-kt wind, but we failed to keep tension on the halyard and ended up fouling (bird's-nesting) the cable. Jib stuck halfway up, and combating a stiff breeze. Oh and this was at night. Your best intentions can quickly go awry, so think (and talk) it through, and have a contingency plan.

Launching: Please make absolutely sure that the lifting (hoisting) bridle is properly configured and attached to the boat. It should be as untwisted (straight) as possible, should not be snagged on any fittings or protrusions (some of them are subtle, so be vigilant), and should be securely attached to the metal centerboard trunk bracket via the D-shackle.

You must physically check the D-shackle with your hands before launch and before retrieval, making sure that the threaded pin is configured properly and is tightened completely. DO NOT--UNDER ANY CIRCUMSTANCES--

simply see if it "looks" right. I had one that "looked" right come undone on me the other night on retrieval—fortunately just 4" off the water—



Photo by Jonathan Thron.

but that is obviously, seriously, super not good. Absolutely unacceptable. Nobody should be embarrassed or insulted by a "second opinion" on this critical step, so back each other up.

Situational awareness: This goes for cruisers too, but we need to be scanning for traffic constantly when we're out on the water. Note that boats can easily blend into certain backgrounds. I was on the Bay last weekend and had a situation where a crewmember called traffic for me that was cruising against a backdrop of other boats, and even with the movement I couldn't pick it out. We especially need to make sure that we "clear the area" before we execute a maneuver (tack/jibe/hoist sails/depart a fairway at a marina, etc.). Scan for traffic and ask your crew to do the same. If you sail with me and you're not scanning (and verbalizing to me that you're scanning), I'll politely remind you of your

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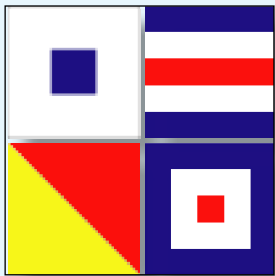


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continuous responsibility to see-and-avoid. Keep your eyes on the swivel and insist that your crewmembers do the same, it's important.

2. Personal Goals for Achieving Skippership

I've heard several people talk about their sailing goals recently, and they often sound something like, "I hope to become a skipper sometime in the next couple years—if ever!" That's depressing! Set aggressive goals! Particularly if you're able to submit a brief (one paragraph or even bullet-pointed) "action plan" to us, we'll know that you're serious and can try to marshal our resources to make it happen. If you can set aside some time to practice on the water two or three times a week, you'll be able to shorten your skippership timeframe significantly and realize your goals much more quickly than you'd think. Like, this summer. Not 2015. I'm also available—as are our excellent tutors and trainers—to answer any questions you have over the phone, in writing, or over a drink at Indigo Landing if we can't sail. Contact us and let's talk. This year is *your* year!

3. The "Next Challenge"

I'm excited to be in the final stages of preparation for my water checkout on Parklawn Sailing Association's (PSA's) Catalina 34, and I'll be looking for crewmembers in the coming months for some



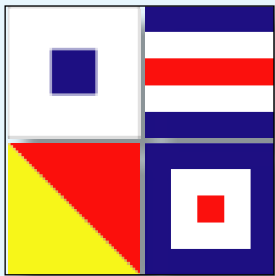
day sails and overnights on the Bay. Several other SCOW members are also PSA members, and they can assure you that the Chesapeake offers opportunities that the Potomac does not. If you don't want to drive that far, I'm also talking with some catamaran owners at WSM in the interest of getting some multihull time, and if you've ever sailed a catamaran, you know that it's a blast. I would strongly encourage each of you to set short-term but significant sailing goals (see #2 above), meet them, and then move on to the next technical challenge so you stay sharp and continue to advance. There's always something new to learn as you pursue this sport, so make sure

you graciously take advantage of the expertise, boat assets, and connections of your fellow sailors. Nine times out of ten you won't be imposing (just be polite and threaten to bring ridiculous amounts of food and drink), and you'll probably have a great time and learn a lot.

To your fun summer on the water,
Jonathan

Jonathan Thron is the 2012 Skipper Director and can be reached at skipper@scow.org





Upcoming Events

May 2012

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

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Social Sail!

Every Thursday through the summer beginning April 5, 2012

6:00 pm, Washington Sailing Marina

Come out to this weekly event at the marina by the cranes. Bring your \$5.00 and enjoy an evening of good food and drink, and a chance to relax on the water with friends.

Volunteers, step up to serve as chef/co-chef, dockmaster or skipper during the 2012 season. Please contact Anna (social@scow.org) to sign up!

KISS Summer #1 Racing Series

The Summer Racing Series begins May 22nd and runs through June 26th.

Washington Sailing Marina

Sponsored by the Dangerfield Island Sailing Club (DISC).

Check in with Deepak (racing@scow.org) about opportunities to crew on Rebecca, Topaz or Skirmish.

Flying Scot Racing Series

Wednesdays, beginning

April 18, 2012, 5:00 pm

Washington Sailing Marina

Meet at the marina on Wednesday evenings at 5:00 pm throughout the summer. This is a great way to sharpen your skills and meet other SCOW members for a little competition.

Second Raft Up of the Season!

Friday, June 1, 6:00 pm - midnight

Washington Sailing Marina

Contact Faith (river@scow.org) to make a reservation to attend the event or to add a boat to the Raft Up. Attendees bring food and beverages to share.

Membership Meeting

Monday, June 11, 2012, 6:30 pm - 9:00 pm

Capital City Brewery

2700 South Quincy Street, Arlington, Virginia 22206

Returning to this great venue, join us for a SCOW Happy Hour from 6:30 pm - 7:30 pm. (select menu items and beer half price!) followed by the membership meeting 7:30 pm - 9:00 pm.

A STAR-SPANGLED SAILABRATION

200 Years in the Making!

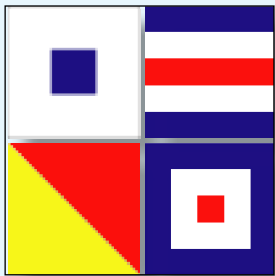
Wednesday, June 13 through

Tuesday, June 19, 2012

Baltimore, MD

Experience this week-long event celebrating the bicentennial of the War of 1812 and the penning of our National Anthem. For more details and the schedule of events see page 15.

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



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Leukemia Cup Kickoff Party!

Saturday, June 2, 2012

4:00 pm - 8:00 pm
Capital Yacht Club

The Leukemia Cup Kickoff Party roars into town on Saturday, June 2, from 4 p.m. to 8 p.m. at the Capital Yacht Club, 1000 Water Street, Washington, DC! This party is FREE to all Leukemia Cup supporters, and it is easy to be a supporter! Come eat, drink, and dance your feet off!

Learn more about The Leukemia Cup Regatta & Poker Run, meet fellow participants, share sailing and fundraising tips, meet our honored patients and kick off your own 2012 campaign!

For questions regarding the party or the Series, please contact Lynn Heun @ LLS: 703-399-2930 or Lynn.heun@lls.org To read more about this year's Leukemia Cup events, visit www.leukemicup.org/nca.

Please RSVP to Lynn ASAP so the planning committee can be prepared for the day!

Please be aware parking around the Capital Yacht Club is difficult. There is a garage located under Phillips Seafood if you are driving, or it's a short walk from the metro. If you would like to come via boat please indicate that in your response so CYC can coordinate in advance.

SCOW hopes to field seven teams on our club boats, in addition to all the teams that

SCOW members field with their own boats and on those of friends. Put together a team to fund raise and race on our SCOW Flying Scots or Cruisers in the biggest sailboat race on the Potomac! The actual regatta will take place on Sept 7th and 8th with the President's Cup on the 9th. For more details about entering a SCOW boat email Chris McGraw (commadore@scow.org). Hope to see you at the kickoff party!

LEUKEMIA & LYMPHOMA SOCIETY® | **LEUKEMIA CUP REGATTA®**

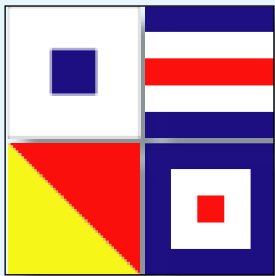
SAVE THE DATE!

2012 Leukemia Cup Regatta Series
National Capital Area

POKER RUN
Saturday, August 25, 2012
Old Dominion Boat Club

LEUKEMIA CUP REGATTA
Washington Sailing Marina
Friday, September 7, 2012
With Honorary Chairman, Gary Jobson
Saturday, September 8, 2012

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A STAR-SPANGLED SAILABRATION 200 Years in the Making!

For complete information on this week-long event in Baltimore, celebrating the bicentennial of the War of 1812 and the penning of our National Anthem visit:

<http://www.travelguidebaltimore.com/home/start-planning-for-sailabration-2012/>

<http://starspangledbaltimore.com/star-spangled-sailabration/>

“More than two dozen ships, including U.S. Navy, British and Canadian “grey hulls” and tall ships from around the globe are expected for the Star-Spangled Sailabration 2012 festivities. The week-long event will feature public tours, land-based activities and Baltimore’s first air show, featuring the Blue Angels. Ships will be staged in our famed Inner Harbor, Fell’s Point, Canton and Locust Point. There will be bus staging, performances spaces and group-friendly dining options for group tours.”

Wednesday, June 13, 2012

9:00 a.m. – 6:00 p.m. Ships Arrive

Thursday, June 14, 2012 – FLAG DAY

11:00 a.m. – 12:00 p. m. Welcome Ceremony, Amphitheater

11:00 a.m. – 6:00 p.m. Public Visiting Hours on Tall Ships, Inner Harbor/Fell’s Point

11:00 a.m. – 6:00 p.m. Sailabration Village Open, Inner Harbor/Fell’s Point

1:00 p.m. – 5:00 p.m. Public Visiting Hours on Navy War Ships, N. Locust Point

2:00 p.m. – 3:00 p.m. Flag Day Celebration at Star-Spangled Flag House

Friday, June 15, 2012

11:00 a.m. – 6:00 p.m. Public Visiting Hours on Tall Ships, Inner Harbor/Fell’s Point

11:00 a.m. – 6:00 p.m. Sailabration Village Open, Fell’s Point

11:00 a.m. – 9:00 p.m. Sailabration Village Open, Inner Harbor

1:00 p.m. – 5:00 p.m. Public Visiting Hours on Navy War Ships, N. Locust Point

Saturday, June 16, 2012

10:00 a.m. – 5:00 p.m. Star-Spangled Festival, Martin State Airport

11:00 a.m. – 6:00 p.m. Public Visiting Hours on Tall Ships, Inner Harbor/Fell’s Point

1:00 p.m. – 4:00 p.m. Star-Spangled Air Show featuring the Blue Angels, Fort McHenry

1:00 p.m. – 5:00 p.m. Public Visiting Hours on Navy War Ships, N. Locust Point

6:00 p.m. – 10:00p.m. Flag Day Commemoration Event at Fort McHenry (Concert & Fireworks), Fort McHenry

Sunday, June 17, 2012

10:00 a.m. – 5:00 p.m. Star-Spangled Festival, Martin State Airport

11:00 a.m. – 6:00 p.m. Public Visiting Hours on Tall Ships, Inner Harbor/Fell’s Point

1:00 p.m. – 5:00 p.m. Public Visiting Hours on Navy War Ships, N. Locust Point

1:00 p.m. – 4:00 p.m. Star-Spangled Air Show featuring the Blue Angels, Fort McHenry

7:00 p.m. – 8:30 p.m. Patriotic Concert Featuring New Symphonic Work, Baltimore Symphony Orchestra

Monday, June 18, 2012 – 200th ANNIVERSARY OF THE DECLARATION OF WAR ON GREAT BRITAIN

11:00 a.m. – 6:00 p.m. Public Visiting Hours on Tall Ships, Inner Harbor/Fell’s Point

1:00 p.m. – 5:00 p.m. Public Visiting Hours on Navy War Ships, N. Locust Point

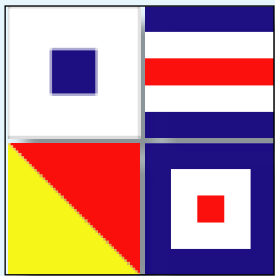
TBD Declaration of War Anniversary Event

Tuesday, June 19, 2012

7:00 a.m. – 11:00 a.m. Parade of Sail Departure for the Navy War Ship

11:00 a.m. – 1:00 p.m. Parade of Sail Departure for the Tall Ships





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- Cup Fundraiser
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2012 Officers

Commodore..... Chris McGrawcommodore@scow.org
 Vice Commodore Kyoko Kawaivice@scow.org
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 River/Bay Director Faith Rodellriver@scow.org
 Membership Director Charles Gilbertmembership@scow.org
 Skipper Director..... Jonathan Thron.....skipper@scow.org
 Social Director Anna Sheinbergsocial@scow.org
 Training Director Tom Vaughantraining@scow.org
 & Anne Rebtraining2@scow.org

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 Email Administrator Jeff Teitelpostmaster@scow.org
 Web Editor Luis Rivas.....webmaster@scow.org
 Picasa Pictures Charles Gilbertpictures@scow.org

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This knot is commonly known as the [*Ashley stopper knot*](#) (Oysterman's Stopper). It is symmetrical when viewed from all angles and is not prone to shake loose. Use this bulky stopper knot in place of the Figure 8 knot. [Click here to learn how!](#) From <http://www.animatedknots.com/ashleystopper/index.php>

Wishing a happy and safe Memorial Day to all.

Remember, this is YOUR newsletter! If you'd like to contribute to ChaNNels, please don't hesitate to send your content and ideas to editor@scow.org.

Take more pictures!

Barbara

