

April 2015

Commodore’s Log

Luis Rivas, Commodore

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Greetings SCOW,

By now, you may have seen a few emails about available SCOW training opportunities. I’ve said it before and I’ll say it again: one of the best perks offered to members is the

opportunity to become a qualified skipper and use the club boats for sailing on the Potomac! If you don’t know how to sail or need to improve your skills, SCOW offers special training ONLY to members.

In past years, training opportunities sold out at the Re-Up Brunch or shortly thereafter. But, you’re in luck this year as we still have several openings in our training schedule! This doesn’t often happen, so if training was ever in your scope, this is the year to take advantage and sign up. Please take a look at our current offerings (with dates and times) listed on page 2 of this issue. Don’t miss out -- reserve your spot today!

In addition to training, you’ll find some great articles in this month’s issue. On page 9, there’s an excellent article from Geoff. In the first sentence, he puts it well when he says, “We are all striving for the same goal: safe and fun sailing.” And don’t miss Steve’s compelling article on page 13. After purchasing new North Sails last year, we donated our old sails. On page 3, you can read about the ins and outs of using VHF radios from our marina. A big SHOUT OUT to Julian for doing the leg work on this one!

Lastly, as some of you probably know, the Volvo Ocean Race fleet recently rounded the tip of South America. If you have been able to watch some of the great footage from the race, I wonder if you were as surprised as I was to see a Chinese gybe. Yes, there is such an occurrence - who knew? Hope to never

experience one of these myself! While on the subject of the Southern Hemisphere, the clue to this month’s riddle is Lionel. Local news last month and a key enterprise (sort of) for a June event that will take place in the country whose territory includes Cape Horn. Just remember that across the ocean different names apply. Surely by now someone is putting the pieces together. If you think you know, send me an email and I will announce the winner via ChanNels.

As always, if you have any questions about the club, please email me at commodore@scow.org. If I cannot answer your question, I can certainly put you in touch with one of our great volunteer Director(s).

Fair winds,
Luis



Upcoming Events

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- Fiesta Raft Up* 5/1
- Membership Meeting* 5/11
- Family Raft-Up* 5/30

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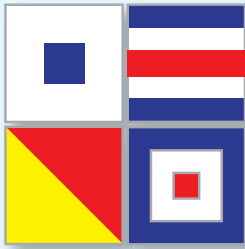
Membership Meeting

Monday, May 11th, 2015

Teaism, 682 North Saint Asaph Street, Alexandria, VA 22314, ([map](#))

Social hour & dinner: 6:30 - 7:30pm

Program: 7:30 - 9:00 pm



Start the New Season With Some Training!

Jonathan Thron, Training Director

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Basic Sailing

Our Basic Sailing training is taught on our 19' Flying Scots. Once students have passed their written test, they are also eligible for on-the-water tutoring to improve their skills. Once SCOW members earn their Flying Scot skipper ship they also may reserve these boats online for personal use.

	Land Sessions	Water Sessions
Basic Sailing 2 - Summer Class size 12	June 3/10/17/24, Wed, 6:30pm-8:30pm	June 6/7/13/14/20/27 (June 28/July 11/12 makeup) Sat & Sun, 8 am-4pm
Basic Sailing 3 - Fall Class size 12	Sept 2/9/16/23, Wed, 6:30pm-8:30pm	Sept 5/6/12/13/19/20, Sat & Sun, 8 am-4pm (Sept 26/27/Oct 3 makeup)

Cruising Sailing

Our Cruising Sailing training is taught on our 25' Catalina Cruisers. Once students have passed their written test, they are also eligible for on-the-water tutoring on the cruisers to improve their skills. Once SCOW members earn their Cruiser skipper ship they also may reserve these cruising boats online for personal use. New sailors should get a year of Basic Sailing under their belt, before graduating to the Cruising Boat class.

	Land Sessions	Water Sessions
Cruising 1 - Spring CLASS IS FULL!	April 29, May 6, Wed, 6:30pm-8:30pm	May 9/16/17, Sat & Sun, 8am-4pm May 23, Sat, 5:30pm-12am
Cruising 2 - Fall Class size 5	Oct 7, Oct 14, Wed, 6:30pm – 8:30pm	Oct 10/11/17, Sat & Sun, 8am-4pm Oct 18, Sun, 5:30pm-12am

Capsize!

Our Capsize training is taught on our 19' Flying Scots, sometimes with the help of our 25' cruisers. Students learn how to capsize and how to right a capsized Flying Scot. The training is taught on the water during a morning and afternoon.

	Land Sessions	Water Sessions
Capsize 1 , Class size 10	N/A	July 18 Sat 9am - 3pm
Capsize 2 , Class size 10	N/A	Aug 22 Sat 9am - 3pm

Introduction to Spinnaker

Spend 4 hours with a SCOW instructor going over the basics of spinnaker sailing on our fleet of Flying Scots. This training will include an electronic ahead-of-class packet of reading materials to familiarize yourself with spinnaker terms and basic theory. The training itself will be heavily weighed to getting out on the water and practicing safely raising and dousing a Spinnaker.

To register for any offering, please complete the form on our member's only page and mail it with your payment to our snail mail address - PO Box 25884 Alexandria, VA 22313.

Alternatively, you can make an online payment via PayPal to "payments@scow.org" (please include your name and training session in the PayPal comments field) and send the completed form to the above address. To help the club, please remember to add 2.9% + \$.30 per transaction to the cost of the training offering if making a PayPal payment (this covers the cost of credit card processing).

All training takes place at WSM. For more information on our 2015 Training offerings, please contact me at training@scow.org.

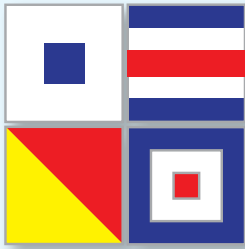
See you on the water, **Jonathan Thron, Training Director**

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Land Based Radio Use

Julian Mallett

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SCOW has been granted a license from the FCC to use a handheld VHF radio in the Washington Sailing Marina area. Licenses are not required for VHF radios when they are being used on a boat.

Land based radio may be used by dockmasters during social sail, race committee during racing events, or at any other time for safety or docking assistance. Our license permits us to use the following channels:

Ch 9 - Calling (Commercial and non-commercial)

Ch 16 - International Distress, Safety and Calling

Ch 68 - Non Commercial (Note: this is the channel normally used by SCOW boats)

Ch 69 - Non Commercial

Ch 71 - Non Commercial

Ch 78 - Non Commercial

Channel 9 is used for making routine contact between boats and land based radio. After making contact the calling party will request a switch to a non-commercial channel. For example, if you or a visiting boat is approaching the dock and needs some assistance or is asking for moored boats to make some space then they would call first on Channel 9 using standard radio protocols something like this:

BOAT: SCOW Dock, SCOW Dock, SCOW Dock, this is <boat-name>

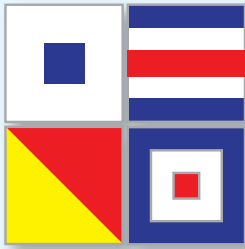
DOCK: <boat-name> this is SCOW Dock please go to channel 68 (for example)

Both parties change channels and continue communication on the non-commercial channel 68.

If you visit other docks or marinas you will need to first call them on channel 9. The Alexandria Dockmaster, the DC Marina Dockmaster and DC Sail, for example, all monitor channel 9. If you intend to dock at any of these places you need to call their dockmaster before approaching the dock and request permission.

Channel 16 is only used when there is a significant risk to people or property and is an international standard frequency for that type of call. All boats, the coastguard and other authorities monitor channel 16 and are prepared to respond. If you are facing some danger then use Channel 16 to make initial contact and then switch to another channel. The responding party – may instruct you to switch to a number of different channels including Channel 13 or other inter-ship channel. Do not use Channel 16 for any other purpose and do not conduct conversations on channel 16. You might be blocking emergency communications in progress by another vessel. Do not initiate communications on channel 16 from the docks or the land. If you are on land you are not a vessel in danger. If you respond from the land on channel 16 request the calling party switches to another channel as quickly as possible.

Channel 68 is the channel used regularly by SCOW boats for routine communications. Other clubs in the area traditionally use other channels, for example DC Sail uses 69 and DISC uses 71A. This helps to minimize disruptions of other club communications. If you are calling a SCOW boat or SCOW dock for any reason, including safety or docking first try Channel 68 rather than 9 or 16 so as to minimize interference with other parties communications.



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① Turn power on

② Set channel to 68

③ Hold down button until TRI appears



Every 2 seconds the radio will check channels 9 & 16.

Radio settings. When you switch on your radio you should check that it is set to the right channel and is monitoring Channels 9 & 16. Our radios have a tri-band feature for this. First set your radio to our standard channel 68 then press and hold the red TRI button until the symbol TRI appears in the display. In this mode your radio will operate on channel 68 but you will hear any communications on Channels 9 or 16. You can see the display flashing as the radio checks each channel every couple of seconds.

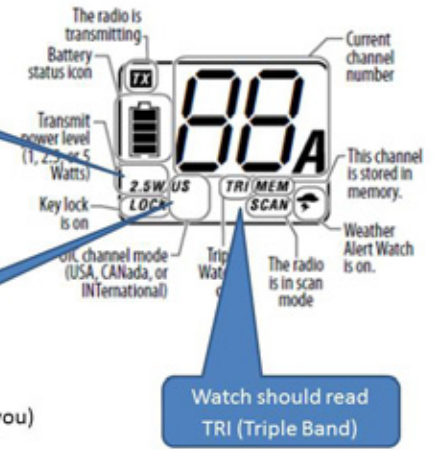
Note carefully that your radio can be set to a 3 different bands – US, Canada and International. On the Potomac you need to be on the US Band otherwise no-one will hear you, your radio is not powerful enough to reach Canada.

Your radio also has different power levels. Most of our radios can be set to 1 watt or 5 watts. Always use the lowest possible power level so that you do not interfere with communications taking place further up and down the river. Generally 1 watt is perfectly adequate and will cover the Potomac area around the Washington Sailing Marina. Cruisers going further may need to select a higher power level if they are a few miles from land.

Power level should read 1W

Channel mode should read US

(Otherwise no-one can hear you)



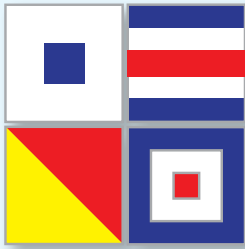
So you can hear emergency and other hails

If you hear any communication on Channel 9 or 16 respond appropriately, which would be:

- Listen to see if you are the party being called (Channel 9 or 68). If not continue to monitor the radio
- Listen to see if this is an emergency being reported on channel 16 and wait to see if there is any response from a safety authority such as the coastguard. If no-one responds and the caller continues to call on channel 16 then identify yourself and, depending on the nature of the emergency either continue on channel 16 (so that any safety authority can hear and can take action) or request they switch to another channel if you are able to provide the necessary assistance.

Club events. During SCOW club events the land based radio should be set to channel 68 and be in tri- band mode. You do not need to contact other SCOW radios on channel 9 as they will/ should already be on channel 68.

This is a newsletter article, and is not a formal instruction. You should acquaint yourself with the radio and proper radio practices. Our license does not permit you to use a VHF handheld radio on land outside of the marina.



Skipper Notes

Rob Reuter

Skipper Certification Director

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Thanks to all of you who volunteered and attended this year's second Rub Off the Rust event. The participation on the Cruiser Fleet was especially impressive and a special shout out to the talent of the instructors who volunteered their time!

Next up is the May 16 Skipper Checkout Day. The plan is to have checkout skippers on hand for those ready for the water checkout on both the Scots and Cruisers. Drop me an email if you are ready to take the test and May 16, 2015 works for you.

Thanks to all of you skippers using the new sail rolling procedure on the Scots. It does get easier each time you do it. And those stowed sails are looking very seaman-like!

Let's all remember to leave the boats we use better than when we picked them up and this sailing season will be a tremendous success!

Fair winds and following seas to all of you!

Rob

Photos by Julie Pixler



2015 Fleet Access Update

On April 8, 2015 all boat combinations were changed. The new combinations were sent via email to all paid up and club skippers.

If you did not get an email and are a paid up skipper for 2015/16, drop me an email.

skipper@scow.org

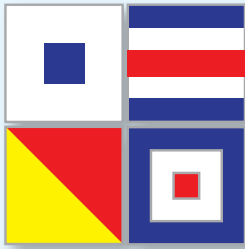
Rob



A Note From the Vice Commodore

Dave Beckett

We are working to make all of our boats safer and easier to sail. This goes for the Flying Scots as well as the cruisers. For the Scots, most of the items in Phase I were demonstrated at Rub Off The Rust. Phase II includes the installation the 360° centerboard cleats on all six boats and is coming soon. If you have feedback or suggestions, email the Vice Commodore and Skipper Director at vice@scow.org and skipper@scow.org.



Photos by Julie Pixler

Maintenance Day Success

Jim Talley
Maintenance Director

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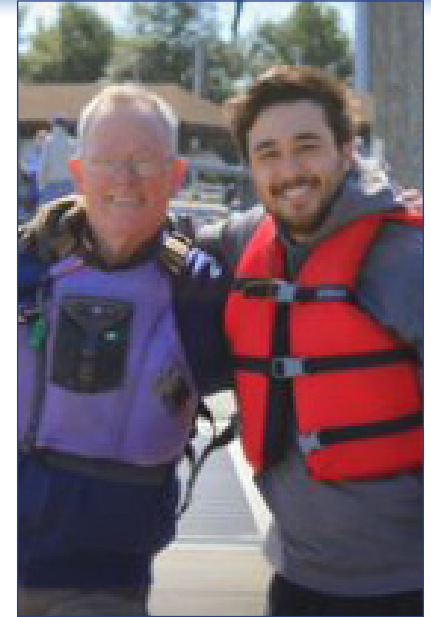
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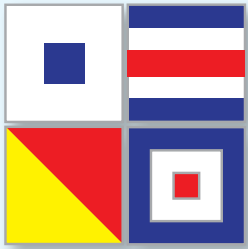
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Due to rain on Saturday, Spring Maintenance Day was held on Sunday, March 15. Thanks to the hard work of about 50 diligent members, we got a lot accomplished including:

- FS centerboard installation;
- FS rigging upgrades and standardization;
- Boat cover maintenance and repair;
- Safety bag inspection;
- Log book updating;
- Storage locker organization;
- PFD cleaning and deodorizing;
- Trailer tire pressure check;
- Cruiser steam cleaning, power washing, and safety checks (batteries, lights, radios, depth gauges, antenna install, etc);
- Removal of cruiser motors and delivery to Marine Evolutions for spring tune-up;
- Installation of combustibles storage locker in marina yard; and
- Wash, dry, and wax of all FS hulls.

Mark your calendars for our next Maintenance Day on Saturday, July 25th from 10:00 am to 2:00 pm. As a reminder, if you notice any maintenance issues on any boat, record it in the boat's log book and send a detailed email to the maintenance director (maintdir@scow.org) and the boat's bosun ([boat name]@scow.org).





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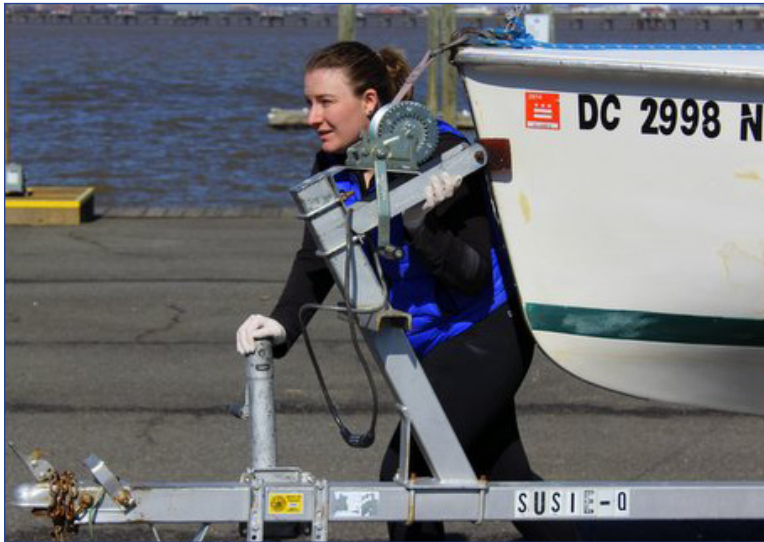
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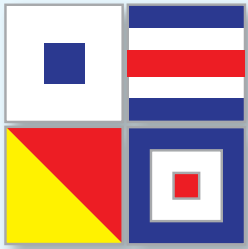
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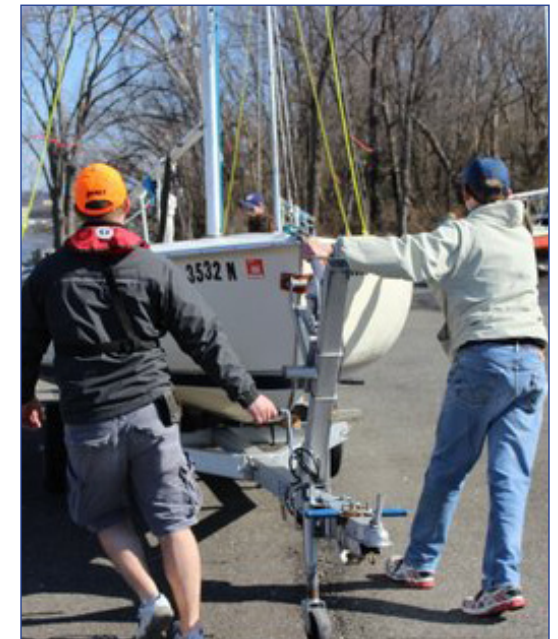
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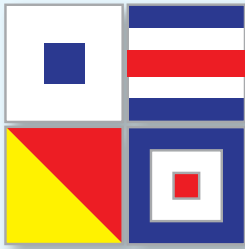
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Lessons Learned from a First Capsize

Geoffrey Stern

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The great thing about a sailing club like ours is that we are all striving for the same goal: safe and fun sailing. With that goal in mind, we are always trying to better ourselves as skipper and crew to improve our skills so that we can stay safe and have fun. No matter how hard we try, inevitably things will go wrong and we must always be prepared to handle the situation at hand. When things go wrong to ourselves or to others it becomes a great opportunity to learn from mistakes that were made and highlight what was done correctly so that we all can benefit.

This is only my second season as a SCOW member and skipper. While fairly new, I feel very comfortable on the water. Last year, I wanted to take the capsizing recovery course, but unfortunately with my work schedule I was unable to attend. As much as we can read about capsizing or see other people do it, it always helps to learn hands on and preferable when in a planned, controlled environment. I was not so lucky.

Let this be lesson 1. Whether you are a skipper or crew, new or old member, if you have not yet capsized in a Flying Scot, I highly encourage you to take the course this summer and learn how to properly recover once capsized so that when it happens to you when you don't plan on it, you are that much more prepared.

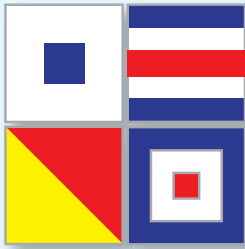
It was a beautiful day at the marina. The temperature was in the upper 60s, the sky was clear and no rain was forecast until late evening. It was however, windy. We had the boat from 12:00 pm - 4:00 am. At 11:00 am, Reagan airport reported winds of 12, gusting to 20 knots. The forecast for our sailing time was supposed to be 13 gusting 20. I knew that we would have to stay in the lagoon, wear our PFDs (also because it was April), and reef the main sail. While I knew the winds were right at the limits of SCOW policy, I felt comfortable. My guests were non-members but all could swim, one knew how to sail years before. At the noon report from the airport, the winds were now just 13 knots, no gusts reported. Standing at the docks, I could tell it was still a little gusty, but since the airport wasn't reporting it anymore, I figured it was now below 20 knots. I also observed three other SCOW boats in the water getting ready to sail. We decided to launch our boat.

After getting the boat in the water and rigging her, the other SCOW boats casted off. One of them remained in the lagoon and the other two sailed out down the channel. The winds were now reported 14 gusting 19. My wife asked if it was safe to go out. Seeing other boats, especially of the same type and also SCOW, helped reassure me that it was safe to sail. I assured her that while it was windy, it was just inside of SCOW limits and it was safe. If others were out sailing and some went down the channel where it typically is a little windier, it was going to be OK in the lagoon.

Lesson 2: Don't let others make the decision for you or your crew. Just because someone else is out sailing, doesn't mean you should go too.

Nonetheless, we decided to sail.

When sailing, I make it a point before leaving the docks to brief my crew on some of the basics, including the commands I'll be giving (ready to come about, prepare to gybe, etc.), keeping 3 points of contact with the boat, what to do if someone goes overboard, use of PFDs and the whistle, not holding or pulling on any lines if they don't know what they do, pointing out to the helmsman any object with which they feel we are on a collision course, keeping their heads low in case the boom swings, and staying safe if the boat capsizes. I encourage my crew to leave valuables in the car (or stow them in a dry bag), to wear closed toed shoes



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and comfortable clothing that they don't mind getting wet (although that is not part of the plan). I make sure to answer any questions on their minds before leaving the dock. This all proved valuable later, so:

Lesson 3: Brief your crew before leaving the docks on what to do in a capsize or man overboard situation so that when it happens and there is no time to brief, they are at least mildly familiar with the plan and better suited to follow the directions of the skipper. While my crew was inexperienced, they paid attention during the briefing and handled the capsize extremely well.

George Clark was at the docks when we were getting ready to cast off and offered his assistance. I had everyone in the boat wearing PFDs and George cast us off toward the lagoon. We were sailing. Everyone was having fun, my guests brought some food aboard and we began eating. We sailed up and down the lagoon a few times, tacking and gybing getting everyone familiar with the jib sheets and having them move from side to side as ballast to keep the boat from heeling excessively. It was a wonderful sailing experience.

Since the winds were strong and we were moving at a good pace up and down the lagoon, it was getting busy having to keep tacking and switching sides so much while trying to snack. I decided to heave to. I explained to my crew first what we were going to do and why, and made sure they knew what they had to do as we entered the

heave to position. We executed the maneuver and everyone remarked at how neat it was and how peaceful it was compared to when the boat was really moving quick and heeling. We sat hove to for a few minutes as we drifted towards the northwestern side of the lagoon. I knew we couldn't stay in this position forever as we would run out of sailing room. I decided (and I can't remember why) to fall off and then gybe after coming out of the heave to.

Lesson 4: Tack instead of gybe in strong winds.

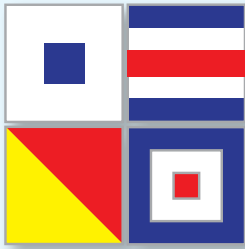
I made my calls and my crew was ready. I pulled in the main sheet before the turn to control the boom and then, "gybe ho!" As I made the turn, the boom came across the cockpit and almost in slow motion, but quick enough that our reaction of moving to the high side was too slow, there we were, capsized.

I checked on my crew to make sure that everyone was accounted for, that everyone was OK, and that no one was caught in the lines or under the sail. Everyone was safe and everyone was wearing a life vest.

The next step was to right the boat. It was pointing mostly into the wind. MOSTLY isn't good enough. I should have taken the time to point the boat into the wind. My biggest concern was righting the boat quickly and getting my crew back into the boat and out of the cool water. I asked one of my crew to come to the bottom side of the boat with me as we pull the centerboard down to right the boat. I made sure

to explain to him to be sure that we don't push the centerboard in at all as I have heard that if the centerboard goes in, it would be impossible to right the boat by ourselves. We grabbed the bottom of the board and waited. It didn't take very long and the boat started to right. I made sure to explain what would happen and to keep us from getting caught under the boat. It was amazing. It worked. We righted the boat. Hallelujah! We had no time to celebrate. Immediately upon righting the boat it began to sail away. Instantly I realized I forgot to double check the sheets to make sure they were uncleated. It was too late. With the strong winds the boat was moving too fast. Most of the time when sailing and especially when gybing, I keep my main sheet uncleated. We all know how important it is in a gybe to keep the sheet free and allow it to run out while gybing. I am pretty sure it was uncleated. My guess is that since I was holding on to it as we capsized or as someone on the high side fell into the water and across the cockpit, it somehow became cleated. In the process of trying to quickly recovering the capsize, I should have double checked everything.

Lesson 5: Slow down and make sure to do it right. You may only get one chance. Make sure to point the bow directly into the wind and even if you didn't have the sheets cleated, check to make sure that they really are free. Either one of those steps may have made the difference.



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So there we were, 6 people in the water with our life jackets on, having just righted our capsized boat, watching it sail away.

Up until now, we were all calm. Now I started to get worried. The boat was heading towards the slips without anyone in control and there were other boats sailing in the lagoon as well. I was worried of the damage that the runaway boat would do to other people, boats, or itself.

I kept my eye on the boat as it eventually turned around and sailed back up the lagoon towards the northwest. I was relieved. I knew that there was nothing up there for it to damage and that it got shallow. The boat would eventually ground itself and I'd be able to recover it.

One of my crew began to collect some of our belongings as they drifted in the water towards shore. I had briefed them to stay with the boat and not try to swim for shore, but now that our boat was gone, staying together was our goal. We were only about 50-100 feet from the western shore of the lagoon and we could feel the bottom of the lagoon. We slowly made our way out of the water holding on to as much of our stuff as we could recover.

Lesson 6: Know your surroundings.

I knew that even though we couldn't see beyond the trees on the shore that not too far away was the Mt. Vernon trail. It would allow us to walk back to the marina or to walk along the path until we could find the boat or at least get into the sun and dry off and stay warm. I

walked through the "woods" up the hill and just 10 feet away was the trail.

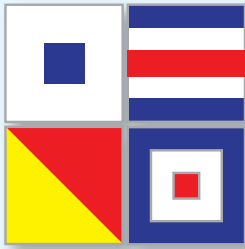
I walked back down to tell my crew and we decided to walk to it together. There were three men and three women on the boat. There we were standing along the trail, soaked and wearing life jackets. Not one person stopped to offer any assistance and there were a lot of people on the trail. A few people at least acknowledged us by shouting "bike coming through" or "on your left." It was disappointing to say the least, but it actually brought our spirits up. We couldn't help but laugh at the situation and how unbelievable it was. One of the guys was wearing shorts and is very skinny. He was shivering a little when we first got out of the water. I knew that I would need one person with me if the boat was sailable to bring it back to the marina. The other man and I walked right to find the boat and the other four walked left, back towards the marina.

We found the boat, aground in the mud. It looked OK. Now we had to get to it. We had to first find a path through the woods to get down to the boat. Where we were was considerably higher ground so we had to find a path that wasn't too steep. We kept walking along the path and soon came across what looked like a trail through the woods. We took it and made our way down to the marshy/muddy ground. Before we got to the mud, I suggested that we each find some solid sticks along the riverbank to use as walking sticks and poking sticks to find the best path to the boat.

Once we got to the boat, we were relieved to see she wasn't damaged, and that the dry bag, someone's purse, and backpack were all there and dry. Now we had to work together to get the boat back. The first thing we did was call one of the women who was with us (her cell phone was in her pocket in a ziplock bag) to let them know that we were safe and with the boat and that the purse and backpack were there.

Lesson 7: Leave all valuables off the boat or in a dry bag so that if something happens you are not worried at all. In our case all that was lost was someone's keys, but before getting back to the boat one of them was worried about her purse and everything in it.

I uncled the sheets first and had to raise the centerboard to get the boat unstuck. We pointed the boat into the wind and pushed it out into slightly deeper water hoping to be able to sail, but it wasn't going to work. Because of the direction of the wind and the lack of real estate to sail, we were only getting pushed back to the shallows. I decided we would need to lower the sails and try to paddle. It was then that we discovered only having one paddle on board. I saw a skiff heading towards us. I heard them over the radio that they were coming to our rescue. At the same time up near the trail I saw the flashing lights of an ambulance or paramedic unit and saw a man yelling to ask if we needed any assistance. We yelled back that we were OK and didn't need any medical attention. It was reassuring to see them though.



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Our radio had been on the entire time and I saw it was down to 1 bar on the battery. I told them that we may lose the radio and they gave us two cell phone numbers if needed. They told us to stay put and that they would have to go back to get a longer line since we were too far away.

Lesson 8: Offer assistance to those in need.

Not everyone is in a position to be able to offer assistance, but if you are and see another mariner in distress, please do anything you can to help.

They had a plan. They would tie a line to a buoy and float it out to us. It was working but taking a long time. We decided to get out and pull the boat closer to the buoy to speed it up as we were already muddy and drenched and both of us weren't cold in the water. I retrieved the buoy, untied the line and tied it to our bow and they towed us back to the docks.

The boat was filthy. There was mud everywhere. The sails were muddy from being lowered onto the boat that got muddy from us getting back in the boat.

It was quite an adventure that I hope no one else has to experience. It is important to be ready for a capsize at any time and even more important to always be prepared to perform a proper capsize recovery. Had I not made the mistakes of forgetting to point the bow directly into the wind and more importantly making sure that all lines were uncleated before righting the boat, our recovery would have been much easier for everyone! In the

end it all turned out OK. We all (surprisingly) had a good time even though we went for an unexpected swim.

From my mistakes I hope we can all take a few good lessons to prevent this in the future or at least be more prepared when it does happen.

- 1 Take the capsize course ASAP!
- 2 Know your own limits, don't skipper or crew just because you see other boats going out.
- 3 Brief your crew appropriate to their experience before departing. If you are crew be sure you know what is expected of you by asking any questions before sailing.
- 4 In strong winds, tack instead of gybe.
- 5 When something goes wrong, slow down and be sure to get it right the first time. Missing one step can be critical.
- 6 Know your surroundings.
- 7 Get a dry bag or leave anything you wouldn't want getting wet or lost on land.
- 8 Offer assistance to those in need.

I couldn't have asked for a better crew to have had this happen. They handled the situation so well given their experience and expectations of the day. My wife had always been terrified of capsizing and afterwards (while she never wants to do it again) was actually laughing and said it wasn't so bad. My crew paid attention during the briefing before sailing and did exactly what was asked of them during the capsize. They are all looking forward to going sailing again and one of them is even considering joining SCOW!

Thank you George Clark for being on the docks when we were casting off and helping us get under way.

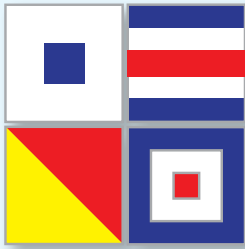
I cannot express my gratitude enough to Jonathan Thron and Rich Kaiser (and the Georgetown skiff, Tom Curtis) for coming to our rescue and towing us back to the docks. Thank you so much for all your help today and all that you do for SCOW in general.

I also want to express my extreme thanks to Dario Tadic and Valerie Pelton who helped us take the boat out of the water, clean the boat from top to bottom to remove all the mud and then put her away neatly for the next crew. Thank you. I'm sorry you didn't get to go sailing after all that work.

Let's all stay safe out there together.

Fair winds and calm seas.





Making a Difference in the World

Steve Youngblood

... And Closer To Home

Dick Vida

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Haiti is one of the poorest countries in the world and has suffered devastating hardship. Still recovering from the earthquake in 2010, Haiti's per capita income is only \$819.90. The waters in Haiti are very beautiful, but they are also the source of sustenance...many Haitians must fish in order to feed their families. The sustenance fishermen go out in their boats, which are maintained with any supplies that they have at hand. They often hand-stich their sails and make use of any material they can find, including bed linens, even plastic bags and plastic sheeting.

Making a difference in the world can happen in many ways. In 2006, two students from the University of Miami travelled to Haiti with Project Medishare. Witnessing the desperate poverty, they conceived of an organization to mobilize the U.S. sailing community to support sustenance fishermen. They founded **Sails for Sustenance** (<http://sailsforsustenance.org/>), dedicated to recycling sails donated in the U.S. by providing them to sustenance fishermen of Haiti. To ensure equitable distribution of sails, Sails for Sustenance partners with trusted U.S.-based 501(c)3 organizations with years of experience operating in Haiti. SCOW is very pleased to report that we have helped to make a difference in the world by donating eight sails to Sails for Sustenance.

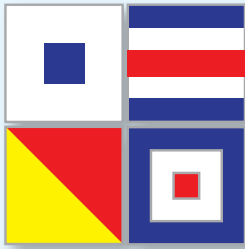


The Sea Scouts, who share our WSM home and storage locker area, were also grateful recipients of our donations. Our oldest Flying Scot main and jib sails, as well as pfd's and three tiller handles, are being used and enjoyed by the members of Sea Scout Ship 1942.

Ship 1942, which is part of the Boy Scouts of America of the National Capital Area Council, are 40 members strong consisting of young men and women between the ages of 13 and 21. It is a youth run organization under the guidance of 33 trained adult volunteers with a program focusing on sailing skills, safety, navigation, and boat maintenance. Hmm... the focus sounds familiar.

The Ship's fleet consists of 15 sailboats, including 6 Flying Scots which are kept at the WSM. In 2014, Ship 1942, also known as Dragonlady, was selected by the Boat Owners Association of The United States (BoatUS) and the BSA as the 2014 Sea Scout National Flagship. This was the second time (previously in 2007) the organization was selected for this prestigious award for it's "exemplary program of seamanship and youth development".

SCOW is happy to congratulate Sea Scouts Ship 1942 for it's continued accomplishments and the dedication of it's members and adult volunteers to the world of sailing!



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2015 Officers

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		Secretary Barbara Thacker secretary@scow.org
		Treasurer Mike Hooban..... treasurer@scow.org

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2015 Board Members

Training Director	Jonathan Thron.....	training@scow.org
Skipper Director.....	Rob Reuter.....	skipper@scow.org
Social Director	Amy Deckelbaum...	social@scow.org
Maintenance Director	Jim Talley	maintdir@scow.org
River/Bay Director	Kristine Sadusky	river@scow.org
Racing Director	Julian Mallett.....	racing@scow.org
Membership Director	Elisabeth Graham...	membership@scow.org

2015 Board Appointees

Chair, Training & Skipper Certification Committee..	John Rodgers	TSCC@scow.org
Chair, Boat Assets Committee..	Alex White	BAC@scow.org
Chair, Investments Committee..	VACANT.....	investment@scow.org
Chair, Audit Committee	VACANT.....	audit@scow.org
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Email Administrator	Jeff Teitel	postmaster@scow.org
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Web Editor	Luis Rivas.....	webmaster@scow.org

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Sailing Club of Washington Final Budget 2015

Budget Category	2014 Approved Budget
Revenue	
Boatique Sales	\$ -
Interest Income	\$ 400
Member Dues	\$ 22,000
Other income	\$ 100
Skipper Fees	\$ 19,500
Social Activities	\$ 5,500
Afterglow Party	\$ 500
Hail and Farewell	\$ 4,000
Miscellaneous	\$ -
Re-Up Brunch	\$ 1,000
Social Sails and Other	\$ -
Training	\$ 19,000
Total Budgeted Revenue	\$ 66,500
Expense	
Administration	\$ 1,809
Miscellaneous	\$ 600
Bank Charge	\$ 650
Bonding	\$ 359
Supplies	\$ 200
Awards	\$ 1,000
Communications	\$ 2,800
Meeting Room	\$ 300
Directory	\$ 500
Door Prizes and Raffles	\$ 1,000
Website	\$ 1,000
Fleet Operations	\$ 43,340
Maintenance	\$ 14,600
Boat Asset Fund/Cap. Improvements	\$ 5,445
Insurance	\$ 7,750
Registration	\$ 500
Slip Fees	\$ 14,690
Fleet Memberships	\$ 355
Other	\$ -
Income tax	\$ 200
Member Services	\$ -
Social Activities	\$ 14,700
Afterglow Party	\$ 700
Hail and Farewell	\$ 10,000
Re up Brunch	\$ 1,700
River Activities	\$ 200
Social Sails and Other	\$ 1,100
Maintenance Day	\$ 1,000
Racing	\$ 1,270
Training	\$ 3,000
Total Budgeted Expenses	\$ 68,119
Budgeted Revenue Minus Budgeted Expenses	
	\$ (1,619)