

August/ September 2014

Commodore's Log

Chris Tindal, Commodore

Hooray for great sailing weather! We are well underway in another sensational sailing season.

The biggest news we are celebrating in August is that SCOW has purchased our sixth Flying Scot! A big Thank You goes to our wonderful Boat Assets Committee and the 2014 Board for all of their help to locate, purchase, pick up, register and get this boat ready for use. Even though it is a 1995 Scot, it has only been on the water a few times and has not been named. Very soon you will be invited to: 1) participate in naming this boat; and 2) the christening ceremony of our new addition.

Our Social Sails are going well. A big Thank You goes out to Chris McGraw, our Social Director, and all of the

chefs and dockmasters who make these events very successful and fun. Remember that volunteer skippers are needed as well to take sailors out for a spin in the Scots. Those same volunteer skippers are needed to ensure that the boats are put away safely and securely. Let's all come out on Thursday evenings and share a sea story or two with other sailors. This is also the season for fundraisers during Social Sails for the Leukemia Cup, so please come out and support the various teams raising money.

A huge Thank You goes out to all of the many volunteers who came out last month to participate in the Special Olympics. It was also great to see all of the sailors helping at Mini-Maintenance Day!

If you have any comments or concerns about our club, please send an e-mail to me at Commodore@SCOW.org. See you on the water..

Yo-Ho-Ho,
Chris

Commodore's Log	1
New Flying Scot	2-3
Mast Lowering Made	
Easy	4-5
Race Results	6-8
Special Olympics	9-10
Maintenance/	
Boat Inspection	11
Contact the Board	12

Calendar Highlights:

- 9/17 Wed. evening racing
- 9/18 Social Sail
- 9/25 Social Sail
- 9/28 Fall Series 2, Race 1
- 10/5 Fall Series 2, Race 2
- 10/6 Board Meeting
- 10/11 Flying Scot Checkouts
- 10/14 Membership Meeting
- 10/18 Fall Maintenance Day
- 10/19 Fall Series, Race 3
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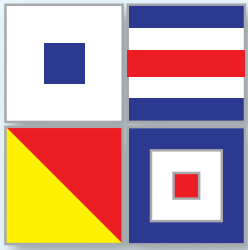


SCOW's Commodore toasts the new Flying Scot, Caroline, at her christening ceremony, see page 2. (Photo by Stephanie Sams)



Members and guests enjoy a Flying Scot ride during a recent Social Sail, with skipper John Rogers at the helm. (Photo by George Clark)





August/
September 2014

The Christening of *Caroline*

August 28, 6:00 pm: Caroline is hoisted on the crane and lowered to a couple inches above the water near the closest dock. Everyone gathers around, glasses of champagne in hand.

COMMODORE: "For thousands of years, we have gone to sea. We have crafted vessels to carry us and we have called them by name. These ships will nurture and care for us through perilous seas, and so we affectionately call them "she." To them we toast, and ask to celebrate Caroline."

COMMODORE: (Raising his glass) "TO THE SAILORS OF OLD...TO CAROLINE.
ALL: (Raising their glasses) "TO THE SAILORS OF OLD...TO CAROLINE.
Everybody takes a sip of champagne.

COMMODORE: "The moods of the sea are many, from tranquil to violent. We ask that this ship be given the strength to carry on. The keel is strong and she keeps out the pressures of the sea."

COMMODORE: (Raising his glass) "TO THE SEA... TO THE SAILORS OF OLD... TO THE SEA!"

ALL: (Raising their glasses) "TO THE SEA... TO THE SAILORS OF OLD... TO THE SEA!"
Everybody takes a sip of champagne.

COMMODORE: "Today we come to launch this lady, Caroline, and send her to sea to be cared for, and to care for the members of the Sailing Club of Washington and the members' families and friends. We ask the sailors of old and the mood of Neptune and all guardians of the Sea to accept Caroline, to help her through her passages, and allow her to return with her crew safely."

COMMODORE: (Raising his glass) "TO THE SEA...TO THE SAILORS BEFORE US...TO CAROLINE."

ALL: (Raising their glasses)
"TO THE SEA..."

TO THE SAILORS
BEFORE US...

TO CAROLINE."
Everybody takes
a last, long sip of
champagne.



(ABOVE) Membership Director Barbara Thacker then pours champagne over the bow to appease King Neptune. Caroline is then lowered the rest of the way into the water. Once she is fully rigged, Luis Rivas, Dick Vida, and Julian Mallet take Caroline on her maiden voyage with SCOW. (TOP) Board members toast the new boat. (Photos by Kevin Longenbach)

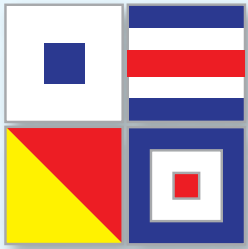


Commodore's Log	1
New Flying Scot	2-3
Mast Lowering Made Easy	4-5
Race Results	6-8
Special Olympics	9-10
Maintenance/ Boat Inspection	11
Contact the Board	12

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- 9/18 Social Sail
- 9/25 Social Sail
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- 10/5 Fall Series 2, Race 2
- 10/6 Board Meeting
- 10/11 Flying Scot Checkouts
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SCOW's Sixth Flying Scot Arrives

Barbara Thacker, Membership Director

SCOW celebrated the safe arrival of our newest Flying Scot to the marina, courtesy of members Luis Rivas and Dick Vida. On July 24, they made the 7-hour drive to North Carolina, completed the deal on behalf of the club, then drove back to arrive just at sunset to the cheers of the Social Sail crowd. Many, many thanks to all the volunteers involved in the search and acquisition of this new beauty, including the Board and the members of the Boat Asset Committee. Thank you also to Dave Beckett for volunteering to pursue her registration and to Julian Mallett for working to get her ready for the club's use.

The Board proposed five names: *Caroline, Kelpie, Lucky, Sea Quester, and Volunteer*. Members voted for their favorite on the club web site through August 22. Click on this link, <http://www.scow.org/page-1863526>, to view info on why each name was chosen.



Photo by Barbara Thacker



Photos by George Clark

August/September 2014

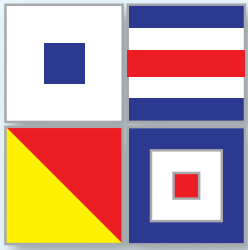
Commodore's Log	1
New Flying Scot	2-3
Mast Lowering Made Easy	4-5
Race Results	6-8
Special Olympics	9-10
Maintenance/Boat Inspection	11
Contact the Board	12

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- 9/18 Social Sail
- 9/25 Social Sail
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- 10/5 Fall Series 2, Race 2
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Using an A-Frame to Lower and Raise a Flying Scot Mast

Julian Mallett, Racing Director

Occasionally, a sailboat's mast has to be lowered and raised, perhaps to reach the fittings at or near the top of the mast, to run new halyards, or in to prepare for trailering. This can be done by two or three muscular types, but there are a couple of difficulties.

First, as the mast is lowered it has a tendency to lean toward one side or other, putting a lot of stress on the hinge pin and possibly bending it. The hinge pin is at the base of the mast and allows the mast to tip backward. Under normal conditions, the mast is held forward by the forestay and jib halyard. These need to be disconnected in order to lower the mast. Leaning the mast off to the side is also potentially dangerous and can result in the mast falling.

The other problem is caused when the mast is tilted backward to about 45 degrees. Often this is done by holding on to the jib halyard and lowering it manually. At 45 degrees, the angle of the halyard to the mast is very shallow, making it difficult to apply sufficient force to lower the mast under control. It is also a little high at this point for someone standing in the boat to take the load. Consequently, the mast can start to fall rapidly and out of control, leading to possible injury or damage.

To make the process safer, and to enable mast raising and lowering to be done by one person, Dick Vida and I built an A-Frame. The frame sits on the deck at approximately right angles to the mast and articulates as it is lowered, keeping the halyard at a large enough angle to the mast.

The A-Frame is also connected to the trailer winch, so raising and lowering is easily done by winding or unwinding the winch.

There are two key elements that make this work. The first is the heavy black line run between the feet of the A-Frame. This prevents it from sliding backward. When lowering the mast, the A-Frame is laid nearly horizontal on the foredeck. In this position, the feet have no traction on the deck and will simply slide backward. Don't worry about this. As the mast starts to tilt back, the A-Frame will slide backward until the black line is

tight. At that point, the A-Frame will start to tilt with the mast.

The second key point is the brace used to prevent the mast from leaning off to one side. The blue line (lateral brace) is used for this. The blue line has a

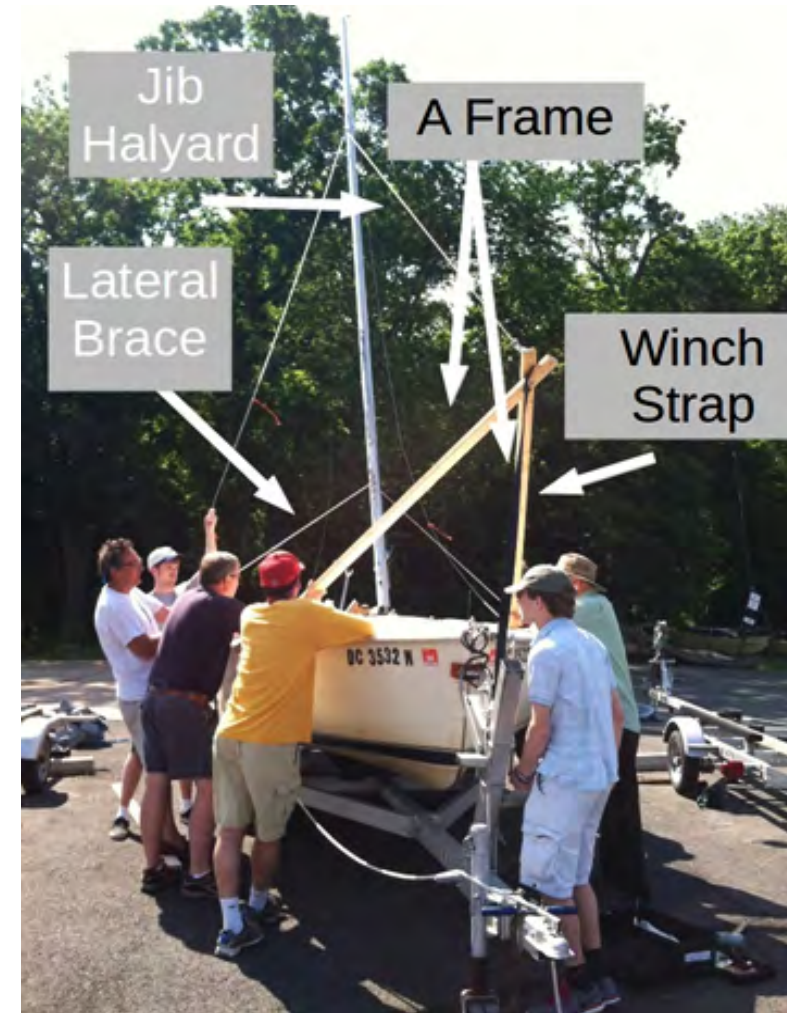


Photo by Barbara Thacker



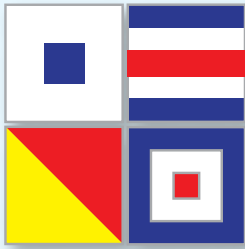
August/
September 2014

Commodore's Log	1
New Flying Scot	2-3
Mast Lowering Made Easy	4-5
Race Results	6-8
Special Olympics	9-10
Maintenance/ Boat Inspection	11
Contact the Board	12

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- 9/18 Social Sail
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- 10/5 Fall Series 2, Race 2
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- 10/19 Fall Series, Race 3
- 10/26 Fall Series Playoffs
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August/ September 2014

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Mast Lowering Made Easy	4-5
Race Results	6-8
Special Olympics	9-10
Maintenance/	
Boat Inspection	11
Contact the Board	12

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10/5	Fall Series 2, Race 2
10/6	Board Meeting
10/11	Flying Scot Checkouts
10/14	Membership Meeting
10/18	Fall Maintenance Day
10/19	Fall Series, Race 3
10/26	Fall Series Playoffs
11/1	Halloween Cup Race

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How To Lower a Mast Using an A-Frame

loop knotted in it. This loop is attached to the main-sail halyard and, using the halyard winch, pulled up through the mast ring (where the main halyard is attached when not in use.) The free ends of the blue line are then run through the two padeyes, one each side of the mast and near the rubrail. The free ends are tied tight and then the mainsail halyard is tightened firmly using the halyard winch. At this point, the two ends of the blue line are taut, and as the mast is lowered, will keep it centered. Note that not all of the boats have these padeyes. Hopefully, we will be able to add them to the remaining boats soon.

The detailed procedure for lowering the mast is as follows:

- Unclip the main halyard from the mast ring.
- Pass the loop in the blue line through the mast ring and attach it to the main halyard using the halyard shackle.
- Using the halyard winch, raise the main halyard shackle about a foot, drawing the blue line through the mast ring.
- Secure the ends of the blue line to the deck padeyes, one end on each side. Knot firmly.
- Tension the blue line using the halyard winch until both sides are nice and taut. (The mast is now prevented from leaning to the side during lowering)
- Lift the A-Frame onto the deck. The end with the through bolt needs to be outside of the forestay and jib halyard.
- Untie one end of the heavy black line, feed it through the bow plate handle, take it back to the A-Frame and tie it back in it's original position.

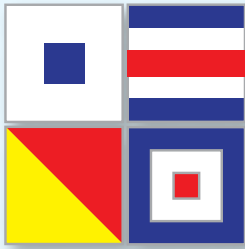
- Release the jib halyard shackle.
- Unwind about 4 feet of strap from the trailer winch, wrap it once around the V-joint at the top of the A-Frame and attach it to the jib halyard shackle.
- Tighten the jib halyard until the top of the A-Frame just lifts off the deck.
- Place something soft on the aft deck to protect the deck when the mast finally comes to rest on it.
- Tighten the winch strap using the trailer winch until the forestay become slack
- Disconnect the forestay. At this point all the load is on the halyard and controlled by the trailer winch.
- Lower the mast using the trailer winch. Watch carefully to make sure that the A-Frame is spread apart evenly across the deck as the mast starts to tilt. Since the load is fully taken by the halyard and trailer winch, then the process can be stopped at any time and the A-Frame adjusted if necessary.
- If something appears to be going wrong, simply raise the mast back into position and make any adjustments necessary.

Raising the mast is done by reversing the procedure, except that at the start of the raising process, the A-Frame is standing vertically on the foredeck.

The A-Frame is now stored on Selkie's trailer and is available for use. If you are even slightly unsure of how to use it, ask, and always have someone on hand to help in case of problems.

Editor's Note: On a Tuesday evening in August, I helped Julian and Kim Bubet with raising the mast on SCOW's new Flying Scot, and this procedure works great!





August/ September 2014

Commodore's Log	1
New Flying Scot	2-3
Mast Lowering Made	
Easy	4-5
Race Results	6-8
Special Olympics	9-10
Maintenance/	
Boat Inspection	11
Contact the Board	12

Calendar Highlights:

- 9/17 Wed. evening racing
- 9/18 Social Sail
- 9/25 Social Sail
- 9/28 Fall Series 2, Race 1
- 10/5 Fall Series 2, Race 2
- 10/6 Board Meeting
- 10/11 Flying Scot Checkouts
- 10/14 Membership Meeting
- 10/18 Fall Maintenance Day
- 10/19 Fall Series, Race 3
- 10/26 Fall Series Playoffs
- 11/1 Halloween Cup Race

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SCOW Members Excel in Fundraising, Racing in 2014 Leukemia Cup Regatta

Team Tartan, led by Chris McGraw, was tops in overall fundraising in this year's Leukemia Cup Regatta, contributing more than \$26,000. Two SCOW Flying Scot teams also excelled in fundraising, with team Pied Pirates led by Maggie Kreusi contributing \$1,907, and Laura Scandurra and her crew contributing \$1,300.

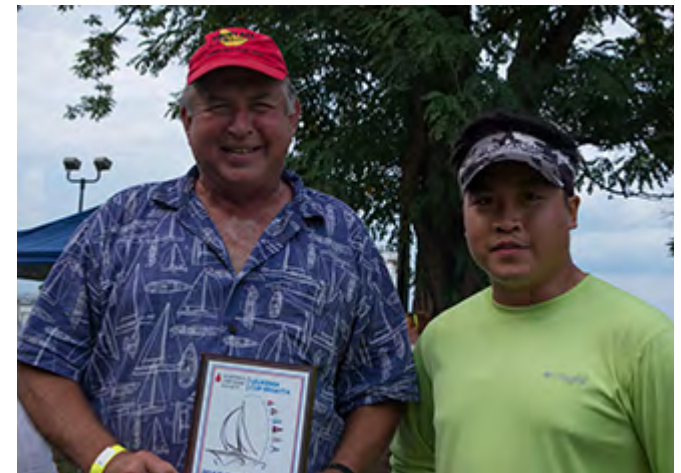
In Flying Scot class racing, David Beckett and his crew placed first in *Sunset Song*, Laura Scandurra and crew, second in *Selkie*; Maggie Kreusi and crew, third in *Elisse*; and John Graham and crew, fourth in *Ms Ellie*.

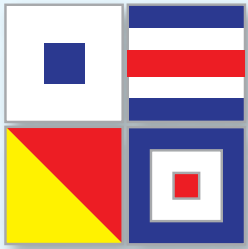
In the cruiser races, Bill Davenport and crew placed first in the non-spinnaker division with his boat, *We Few*. Team Tartan competed in SCOW's Capri 25, *Skirmish*. The annual regatta is sponsored by the Leukemia & Lymphoma Society. Contributions are used to support research on cures for blood cancer.



(ABOVE) Members of Team Tartan (from left) Gary McGraw, Faith Rodell, Gary McGraw, Jr., Anna Sheinberg, Esther, and Chris McGraw.

(BELOW, Left) Flying Scot race winners (from left) David Beckett, Ethan Beckett, Laura Scandurra, Dick Vida, Maggie Kreusi, Chris Tindal, and Sue Beffel. (BELOW, Right) Cruiser race winners Bill Davenport (!) and Duy Huhn. (Photos by Alice Starcke)





Leukemia Cup in Pictures

August/
September 2014

Commodore's Log	1
New Flying Scot	2-3
Mast Lowering Made Easy	4-5
Race Results	6-8
Special Olympics Maintenance/	9-10
Boat Inspection	11
Contact the Board	12

Calendar Highlights:

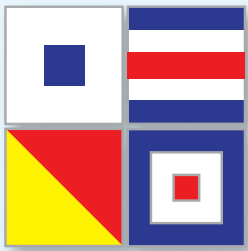
- 9/17 Wed. evening racing
- 9/18 Social Sail
- 9/25 Social Sail
- 9/28 Fall Series 2, Race 1
- 10/5 Fall Series 2, Race 2
- 10/6 Board Meeting
- 10/11 Flying Scot Checkouts
- 10/14 Membership Meeting
- 10/18 Fall Maintenance Day
- 10/19 Fall Series, Race 3
- 10/26 Fall Series Playoffs
- 11/1 Halloween Cup Race

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(LEFT) Scene from the Leukemia Cup cruiser races. (RIGHT) Flying Scot *Ms Ellie* (BELOW Right) Flying Scot *Elisse* (BELOW Left) Ethan and Dave Beckett show off their Team Triple B shirts. (Photos by Alice Starcke)





August/ September 2014

Commodore's Log	1
New Flying Scot	2-3
Mast Lowering Made	
Easy	4-5
Race Results	6-8
Special Olympics	9-10
Maintenance/ Boat Inspection	11
Contact the Board	12

Calendar Highlights:

- 9/17 Wed. evening racing
- 9/18 Social Sail
- 9/25 Social Sail
- 9/28 Fall Series 2, Race 1
- 10/5 Fall Series 2, Race 2
- 10/6 Board Meeting
- 10/11 Flying Scot Checkouts
- 10/14 Membership Meeting
- 10/18 Fall Maintenance Day
- 10/19 Fall Series, Race 3
- 10/26 Fall Series Playoffs
- 11/1 Halloween Cup Race

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(Above) SCOW Flying Scots in Cantina Cup, with Chris McGraw in the lead in *Susie-Q* (Sail No. 4643). (Below) In the cruiser racing, Bill Davenport's winning boat is 3rd from left. (photos by Alice Starcke)



SCOW Members Score in Cantina Cup

Chris McGraw and crew, sailing *Susie-Q*, won first place in the Flying Scot division of this year's Cantina Cup Regatta, August 9. Other SCOW members also placed in the top 10 out of 11 Flying Scots entered: Jonathan Thron and crew in *Elisse*, David Beckett and crew in *Sunset Song*, Julian Mallett and crew in *Selkie*, and John Graham and crew in *Ms Ellie*.



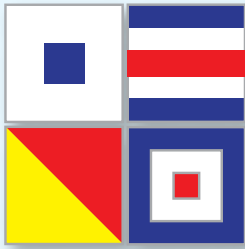
In the cruiser races, Bill Davenport and crew Duy Huhn (left) and Fred Guillermet (right) took first place in the non-spinnaker division. They sailed Bill's 21-ft. boat, *We Few*, competing against boats owned by other members of Daingerfield Island Sailing Club. The Cantina Cup is sponsored by DC Sail.

Spring Series Playoff Results

Final standings for the Flying Scot **Spring Playoffs, June 22**

1. David Beckett and crew, *Sunset Song*
2. Jim Klein and crew, *Elisse*
3. Laura Scandurra and crew, *Susie-Q*





SCOW Partners With Special Olympics for the 2014 Season

Barbara Thacker, Membership Director

August/
September 2014

Commodore's Log	1
New Flying Scot	2-3
Mast Lowering Made Easy	4-5
Race Results	6-8
Special Olympics Maintenance/	9-10
Boat Inspection	11
Contact the Board	12

Calendar Highlights:

- 9/17 Wed. evening racing
- 9/18 Social Sail
- 9/25 Social Sail
- 9/28 Fall Series 2, Race 1
- 10/5 Fall Series 2, Race 2
- 10/6 Board Meeting
- 10/11 Flying Scot Checkouts
- 10/14 Membership Meeting
- 10/18 Fall Maintenance Day
- 10/19 Fall Series, Race 3
- 10/26 Fall Series Playoffs
- 11/1 Halloween Cup Race

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If you were to head down to the cranes on any Monday night in June and July you would find yourself in a sea of smiles. SCOW has a long-standing tradition of working with Special Olympics to bring the joy of sport and the thrill of competition to individuals who might otherwise not have the opportunity to experience sailing.

This year's Monday night practices have brought out as many as 29 boats, including our five Flying Scots, along with volunteer skippers and crew... a remarkable show of support and value for the athletes and their families, and to the community in general.

As we end the 2014 Special Olympics sailing season, I am happy to share that our club has once again proven to be outstandingly reliable and committed to this community outreach program. I applaud our club's volunteers for their enthusiastic and substantial gift of time and talent, including:

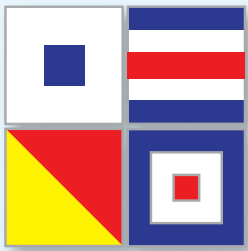
Skippers—Rob Reuter, Dick Vida, Laura Scandurra, John Graham, Chris McGraw, Maggie Kruesi, Kevin Mullane, Barry Creech, Jim Haynes, and Jim Klein.

Crew—Abra Fein, Stephanie Samoska, Elaine McLaughlin, Kristine Saduski, Kim Bubet, Mary Bashore, John Imperato, Nancy Brown, Marie Brennan, and Sue Porter Beffel.



Top Right: Training includes all aspects of sailing, including rigging. Athlete William poses with Elaine before raising the main on Selkie. Bottom Right: Athletes practice rounding the mark in preparation for the regatta on July 19. (Photos by Barbara Thacker and Sue Beffel)





2014 Special Olympics in Pictures

August/
September 2014

Commodore's Log	1
New Flying Scot	2-3
Mast Lowering Made Easy	4-5
Race Results	6-8
Special Olympics	9-10
Maintenance/	
Boat Inspection	11
Contact the Board	12

Calendar Highlights:

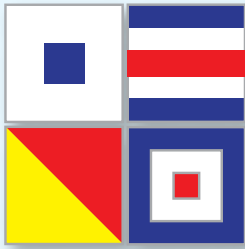
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- 9/25 Social Sail
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Clockwise from top left: 1. Chris and Sue, along with an eager athlete, join Kim and Marie in preparing Suzie Q for practice. 2. Rob, Dick, Maggie, John, Elaine and John after practice. 3. Athlete Jessie works on driving, hand-over-hand with Sue. 4. The final practice featured some pirate fun! (Photos by Barbara Thacker)





Maintenance and Boat Safety Inspections

Jim Talley, Maintenance Director

August/
September 2014

Commodore's Log	1
New Flying Scot	2-3
Mast Lowering Made Easy	4-5
Race Results	6-8
Special Olympics	9-10
Maintenance/Boat Inspection	11
Contact the Board	12

Calendar Highlights:

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9/18	Social Sail
9/25	Social Sail
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10/5	Fall Series 2, Race 2
10/6	Board Meeting
10/11	Flying Scot Checkouts
10/14	Membership Meeting
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10/19	Fall Series, Race 3
10/26	Fall Series Playoffs
11/1	Halloween Cup Race

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Thanks to all who participated in the Mini-Maintenance day on July 12. The weather was great and we got a lot done.

- A special shout-out to our task leads:
- Barb Thacker: PFD cleaning and whistle replacement
 - Jonathan Thron: Cruiser maintenance (Rebecca, Skirmish, Hiatus)
 - Dick Vida: Scot bottom washing and waxing, plus many other assorted tasks.
 - John and Elisabeth Graham: Painting the SCOW Chow Dhow
 - Vince Penoso: Boat cover and bungee repair
 - Marty Branham: Rig tuning, plus many other assorted tasks.
 - Dave Beckett and family: Mainsail, jib, and spinnaker inspection and repair.

We also updated the log books, inspected safety bags, and replaced damaged registration numbers on Scot hulls.

Just a reminder that SCOW is an all-volunteer club and we expect all members to participate in our maintenance activities.

Our next maintenance day is **Saturday, October 18**—mark your calendars now.

On June 27, Ginny Ivin, USCG Safety Inspector and SCOW member, performed safety inspections of our entire fleet. Overall, our boats are safe and well-maintained, with 6 boats passing and 2, Susie-Q and Skirmish, not passing. Items noted for the non-passing boats have since been corrected and they have passed re-inspection. Thanks to Ginny for conducting the inspections and special thanks to Mary Bashore and Sebastien Durand for helping with the cruiser inspections.

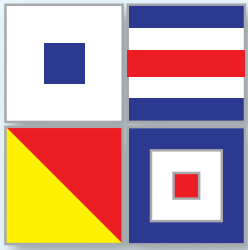
Just a reminder to skippers that if you notice any maintenance issues with our fleet, record them in the boat's log book and send a detailed e-mail to me at maintdir@scow.org and cc the boat's bosun. The bosuns are:

- Ms Ellie (msellie@scow.org) - Vince Penoso
- Selkie (selkie@scow.org) - Julian Mallett
- Sunset Song (sunsetsong@scow.org) - Martin Branham
- Susie Q (suzieq@scow.org) - Dick Vida
- Elisse (elisse@scow.org) - Jim Klein
- Rebecca (rebecca@scow.org) - Luis Rivas
- Hiatus (hiatus@scow.org) - Chris McGraw
- Skirmish (skirmish@scow.org) - Declan Conroy



Left: Mike Rothenberg cleans a bilge pump from one of SCOW's cruisers during Mini-Maintenance Day. Below: (from left) Luis Rivas, Rob Reuter, and Jonathan Thron take a break from repairs and upgrades on Hiatus. (Photos by Chris McGraw) Meanwhile, on the other side of the marina, many volunteers contributed to Flying Scot maintenance.





August/ September 2014

Commodore's Log	1
New Flying Scot	2-3
Mast Lowering Made Easy	4-5
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Special Olympics	9-10
Maintenance/ Boat Inspection	11
Contact the Board	12

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9/25	Social Sail
9/28	Fall Series 2, Race 1
10/5	Fall Series 2, Race 2
10/6	Board Meeting
10/11	Flying Scot Checkouts
10/14	Membership Meeting
10/18	Fall Maintenance Day
10/19	Fall Series, Race 3
10/26	Fall Series Playoffs
11/1	Halloween Cup Race

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2014 Officers

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Upcoming Events

The [SCOW website](http://www.scow.org) posts all events year round.

