



April 2016 Edition of ChaNNels.

The Sailing Club of Washington Newsletter.

Commodore – Order of the Month

Hello Friends and fellow club members. April has continued to be full of activities for the SCOW. Training and Racing has started. We held a very successful Rub Off the Rust, and a river clean-up effort, as well as the kickoff of the Social Sail Season with a combined SS and a Burn the Socks Ceremony.



Photo by Julie Pixler

As a reminder, the 2016 re-instated a modest food provision program at the first and third Social Sails of every month. The first two meals were great. Special thanks to Rob Reuter and Kristine Sandusky for providing the grub on April 14th and 21st.

More sailing finally.

We are all getting on the water sailing now. That is great. Let us all be thankful for that, and remember we are all friends and volunteers making time and doing the best we can. Patience and trust between all of us is an essential element towards smooth sailing. Make sure we as members give the volunteers and leaders of the club the time,

appreciation and respect they deserve to do the job they stepped up and volunteered to do.

Don't like what you are reading?

We are still in need of an Editor for CHaNNels. If you are interested, please drop me a line at commodore@scow.org.

SCOW 50th Year Celebration July 16

The Board is looking for a few good SCOW members to work on a committee to plan and manage the 50 year SCOW anniversary event. If you are interested, in serving on the committee or being its co-chairperson, we'd love to hear from you. The bare bones organization committee members have met and are desperately looking for more members to help get this party going. Preliminarily, we are looking for the following positions. If any of them rock your world, we'd appreciate and welcome your involvement. The tentative date for the party is July 16, 2016 at WSM. Drop me a note to join in the fun! Commodore@scow.org

- 1) Boat Rodeo and/or Scavenger hunt Coordinator
- 2) Music and Entertainment Coordinator
- 3) Beverage Coordinator – Alice Starke
- 4) Food Coordinator
- 5) Logistics, tents, tables, chairs, coordinator

Committee members – Mary Alex, Co-chair, Chris Tindal, Alice Starke, Richard Kaiser, Elisabeth Graham, Rob Reuter, and we need more!

Skirmish is back! New Cruiser Search

At its last meeting, the Board decided to put Skirmish back in service for use by the Club, pending some work and a decision on safety, assigned to the Maintenance Director. On Sunday April 21st, a small team of cruiser skippers and Steve Ochenkoski, MD, resurrected her stepped mast. A brilliant, MacGuyver-like device was fashioned by the MD, using some block and tackle and existing dock cleats. Even a sleepy Bill Davenport couldn't believe his eyes when he arrived fashionable late to the process and saw the mast already upright and secured. "Perfect timing" he exclaimed. (Bill eventually woke

up when he thought we were getting pizza, but, he did solve the external gas tank mystery. Thanks Bill!!)



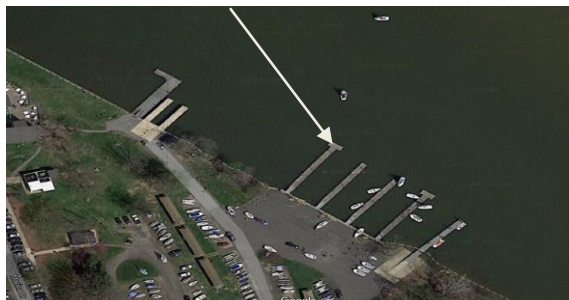
Steve gives the command to hoist! Photo by Reuter

The donation to the Sea Scouts fell through when they could not take delivery or transport her to Pasadena Maryland. In the meantime, SCOW will move Skirmish back into the active fleet for reservations per existing guidelines once she is declared safe and ready for operations.

The Boat Asset Committee is on the lookout for a very special replacement. As members, keep your eyes open for a boat fitting the Boat Asset Committee recommendations of about ten years old, 24 to 27 feet, four foot keel, within 200 miles of WSM, designed closer to Rebecca than Skirmish as far as comfort, speed, and maneuverability. If you find something suitable, send a note to BAC@scow.org, as well as Secretary@scow.org, and Maintenance@scow.org.

DON'T DOCK HERE!

Marina Management has asked that SCOW not routinely land using the dock noted below since they are using it for their own rental purposes. In case of a safety emergency, land and move ASAP.



Social Sail Report – Richard Kaiser Social Director

Social Sail is now in full swing – or is that full sail? We've had a few great Social Sail evenings in April and are ready to kick off May with Cinco De Mayo celebration Thursday, May 5th. Come celebrate with Mexican Faire, sailing and getting to your fellow members and guests.

Julie Pixler got some great pictures (see page 1) of our Burning of the Socks ceremony, heralding in the new sailing season – over 25 members burned socks, recited a poem (shown below the ballad) and sang the SCOW ballad of the burning socks. If you missed it, here's a verse or two:

Words by Mike Hooban and Music by Janis Joplin – sung to the tune of "Oh Lord, won't you buy me a Mercedes Benz"

**Oh Lord, won't you buy me a new Flying Scot?
My friends all sail Lasers, they don't hit the spot.
I'm burning my socks and my feet are real hot.
Oh Lord, won't you buy me a new Flying Scot?**

**Oh Lord, won't you buy me some sails for my Scot?
SCOW boats are real pretty, but fast they are not.
With burnt socks and new sails I might have a shot.
Oh Lord, won't you buy me some sails for my Scot?
Oh Lord won't you buy me a Windex for my mast?
When Selkie goes diving, the damn things don't last.
My socks are on fire, need help really fast. Oh Lord, won't you buy me a Windex for my mast?
Oh Lord won't you give us a great Social Sail?
Sun, breezes, and free food, oh how can we fail?
And socks on the barb-y, some India Pale Ale,
Oh Lord won't you give us a great Social Sail?**

Our Haiku Poem: By Jamie Russo and Friends

A new season starts ~

Goodbye to your winter socks ~

Hello to sailboats ~



Membership Report - Elisabeth S. Graham Membership Director

Hello my friends and fellow sailors! Shown below are statistics on new memberships and our membership status for the year. In addition, at the end of this issue of ChaNNels is a summary of the Membership Survey conducted earlier this year.

Membership Numbers

Since October 1 last year, we've grown by 86 new members, 33 of whom learned about SCOW from another member. And, of the 441 members who were active on September 30, 2015, 336 have renewed their memberships. There's still time to renew before the May 31 cutoff date.

Membership Directory

The annual member directory will be published shortly after the membership grace period ends on May 31. *If you DO NOT want to be included, please let me know before May 31.* (And thank you to those who have already communicated with me!)

Are You Missing Important Announcements?

Our list serv, scow-all@googlegroups.com, is open to both members and non-members. Therefore, members-only announcements are sent as "email blasts" from within SCOW's membership management system. Please remember that **you** control whether SCOW's Board can send members-only event announcements, newsletters, and critical reminders. Please take a minute to check your *Email Preferences* in your SCOW Profile. Log in at the bottom of the main page at www.scow.org and choose "Edit Profile".

We aim to serve! Your comments are gratefully received and your questions will be answered as quickly as possible. Please address them to membership@scow.org.

River and Bay Report – Joe Leoncio River and Bay Director

The April 3rd Sunday brunch was cancelled due to a wind forecast of 45 knots. Having grown up in Virginia Beach, VA, I've always been fascinated by the effect of extreme weather on the local

environment. Unfortunately, I wasn't able to make it out to the river for a "wind check," but I could certainly hear it from the comfort of my home. Though we can't control the whims of Mother Nature, we can set our expectations appropriately, and make smart go/no-go decisions to ensure safety of ourselves, our crews, and our boats.

On April 16th, fellow SCOW member Michael McNulty organized and led the 28th Annual Potomac Watershed Clean-up sponsored by the Alice Ferguson Foundation. There were eight volunteers in total between SCOW and the Creighton University DC alumni. As you can see in Michael's picture below, they were able to pull out several bags of garbage from the Washington Sailing Marina area.

Michael said that the group had picked up a lot of plastic water bottles. As stakeholders in the Potomac River, perhaps we could do a small part in conserving our environment by using re-usable water bottles and not using disposable water bottles. Thanks to Michael and to all those who volunteered their time to contribute to the environmental health of our section of the Potomac River!



Photo courtesy of Michael McNulty

On April 17th, Bill Davenport led the 2nd attempt at a Sunday potluck brunch on Hiatus, one of our cruisers. The crew brought food and drifted south in light winds, enjoying the sunshine and fellowship. The feedback that I received was that the crew really went above and beyond with their food contributions. I regret not being able to attend this event as I hear the food was amazing. Thanks to Bill,

Christopher Kehoe, Brian Cullen, Marie Brennan, and Lucy Leggiero for making this event a success!

This club is as great as the volunteers who donate their time to plan, lead, and participate in club events, like maintenance, training, racing, social sail, and the 50th year anniversary celebration. If you're sitting quietly now on the sidelines, this is the year to get involved! We're always looking for volunteers to help with the various club functions.

This Boat is My Boat...

VINCENT PENOSO

*This boat is your boat,
From the Four Mile
Channel,
To the Woodrow Wilson,
...This Boat is Shared by
You and Me*

The Sailing Club of Washington (SCOW) is a volunteer run boat club, where the members have no equity in a specific boat or a fixed schedule for boat usage. The club pays for slip fees, insurance, maintenance and operational costs to keep the club afloat.

Our fleet of sailing vessels includes 6 Flying Scots and 2½ Catalina cruisers. The volunteer network spearheaded by the assigned boatswains care for our sailboats and make repairs as needed.

Being a boatswain on Ms. Ellie, Skirmish and now on Hiatus, I have seen my share of required maintenance. I want to bring awareness to the stop gap maintenance/repair that I see all too often when members become careless and cause damage to our fleet.

Last fall we took Skirmish out to evaluate the reported damage to the keel and have her pressure washed. The keel's leading edge on more than one occasion came in contact with the bottom and the damage was 6" tall and eventually ran the length of the keel through and through. The cost of this repair including dry dock was determined to

exceed the market value of the boat and it was decided to donate the vessel instead of making the repairs. (Fast forward to May 2016, it appears we will keep Skirmish in the fleet for a while after all.)



Damage to our fleet is not restricted to our cruiser class. From the August 2015 Channels, a photo series showed examples of damage to the centerboards when boats are run aground repeatedly in our area of operation. Flying Scot centerboards weigh about 120 pounds and cost about \$1300 each. The cost to repair them is at least \$300, the time and travel to the FS factory as well as the time out of service for the vessel. (See photos on Page 9)

Running into the T dock is another source of costly damage to the flying Scots. This type of damage is more serious because it is easy to overlook and often folks look the other way. A bow that is not water tight opens the boat to die a slow death. Below the toggle is an area prone to rot with repeated exposure to water; unprotected fiberglass will also deteriorate. The yellow balls marking the shallows in the lagoon have been moved closer toward the docks this year. You cannot go wrong staying in the channel. Going SLOW near the docks is always good. (See photo on Page 9)



Sliding hatch on Hiatus Damaged

Being a Boatswain I notice detail that one might otherwise overlook in the relative brief time during a reservation. When I discover damage to our boats I think about how much it would cost to own a boat, pay insurance, slip fee, and maintenance costs. Would we be more careful with our own sailboat?

The sliding hatch on Hiatus (above photo) was severely damaged when the cabin roof was raised with the hatch not fully retracted. So, when lowered, the hatch corners were damaged. You'd be hard pressed to see this damage; however, the cost to repair this hatch is in excess of \$750. This was a careless accident. But when you think about it, the damage we see to OUR sail boats are usually the result of carelessness-which are accidents all the same.

Be kind to our boats.

USCG Safety Check BY VINCENT PENOSO

This past weekend (April 23rd) Hiatus was boarded by the Coast Guard for a safety check. We were losing time beating a course upstream against the current around Craney Island, so we started the motor near Gunston Cove. I saw the Coast Guard Patrol Boat way up stream and as soon as it rounded the R62 nun, it made a beeline for us.

With that, the 30-foot defender class rapid response vessel was swiftly alongside. Each of the 6 crew members was armed.

"HEAVE TO. WE ARE COMING ALONGSIDE. PUT YOUR MOTOR IN IDLE"

The first thing that happens before they come aboard is they want to know if you have any firearms on board.

You are asked to produce Boat Safety card(s), Identification, boat registration.

They announce that they will conduct a safety check and will board your vessel.

The following Items they asked for:

- my crew wears their own **PFDs**. (buy your own comfortable PFD so you'll wear it)

- type-4 PFD**-it was clipped to the lifeline

- Sound and signaling device**: Whistle or air horn. (I keep it out when underway); mirror.

- fire extinguishers**: I think we needed 2.

They checked the pressure and date.

- Visual Distress Signals** (Flares): Checked the expiration date. Just the week prior, I replaced flares in our inventory that just expired Nov 2015.

The one CG crewman stayed on board, I thought to casually interview the crew, while the patrol boat hung back to process the paperwork. The crew member answered our questions and provided additional safety info. Pretty cool!

The safety stop is conducted expeditiously to get you on your way as soon as possible. Make sure to check that you have your USCG required equipment on board and in working order before getting underway.

Hiatus passed the safety inspection and we were soon on our way. On a parting note, the crewman said that if we are stopped again within the next 2 years, we can present the inspection sheet to save us another on the water inspection. My reaction to this is if the USGC pulls you over and wants to inspect your vessel, simply put-----*They will.*

2016 Committee Vacancies

Currently, SCOW has two committees without member staffing, the Audit Committee and Nominating Committee. Please refer to the SCOW By Laws for information about the valuable assignments of these two committees. Let the

Commodore know if you wish to be considered for heading or serving on either.

2016 SCOW Training Schedule*

Basic Sailing	Land Sessions	Water Sessions
Basic Sailing 1 - Spring Class size 15 \$400 for Land and Water sessions.	April 6,13,20 and 28 (28th is Thursday) Wednesday or Thursday 6:30pm – 8:30pm	April 16,17,23,24,30 and May 1 (Makeup May 14, 15) Sat & Sun 8 am - 4pm
Basic Sailing 2 - Summer Class size 15 \$400 for Land and Water sessions.	June 1,8,15 and 22 Wed 6:30pm – 8:30pm	June 4,5,11,12,25 and 26 (Makeup July 9, 10) Sat & Sun 8 am - 4pm
Basic Sailing 3 - Fall Class size 15 \$400 for Land and Water sessions.	Sept. 7, 14, 21 and 28 Wed 6:30pm – 8:30pm	Sept. 11,17,18,24, 25 and Oct 1 (Makeup Oct 2, 15) Sat & Sun 8 am - 4pm
Cruising Sailing	Land Sessions	Water Sessions
Cruising 1 - Spring Class size 5 \$400 for Land and Water sessions.	May 4 (Thursday) and May 11 (Wednesday) Wed 6:30pm – 8:30pm	May 14,15, 21 and 22 Sat & Sun 8am - 4pm
Cruising 2 - Fall Class size 5 \$400 for Land and Water sessions.	Sept 29 (Thursday) and Oct 12 (Wednesday) Wed 6:30pm – 8:30pm	Oct 1, 2, 15, 16 Sat & Sun 8am - 4pm Oct 18, Sun 5:30pm–12am

* Training is available to SCOW members only.

Membership Survey Results

Fellow SCOW Members, on behalf of the SCOW Board, I'm writing to share the results of the **SCOW Member Survey** we undertook in early February. This email presents the background to the Survey, how we executed it, the number of responses we received, responses in summary form, all comments offered, and our analysis of the results.

A. Background

Last November, the incoming board discussed surveying members on their preferences in a number of areas. Before the January Board meeting, all incoming Board members contributed to a draft set of questions which were finalized and approved at the January Board meeting. We then created the questions in Survey Monkey®. On February 4, we sent a Survey Monkey® request to every SCOW member, at the email address on file in his or her Profile. Concurrently, we sent a notice of the survey to all members whose email preferences in SCOW's database included "email blasts". (Please note that some members have chosen *not* to receive email blasts from SCOW.)

B. Survey Questions

All survey questions are shown on the PDF of the survey response summary.

C. Response Rate

Of the 469 active members to whom we sent the survey, 42.6% completed the survey. This response rate is somewhat higher than expected for "internal" surveys, i.e. surveys sent to people who are associated in some way such as club members and employees. However, not all members responded to all survey questions; indeed, some responded to only one or two of the survey questions.

D. Results

All Responses

The email of this Survey Report, sent only to members, had two PDF file attachments which showed a) the summarized responses to each survey question and b) all comments that were offered, specifically comments on Questions 1, 2, and 4. If you did not get that email because your preferences excluded email blasts, you can request

the PDFs from the Membership Director at membership@scow.org.

SCOW's Treasurer, Mike Hooban analyzed the Survey Monkey® data. His analysis is below.

Highlights from the Survey Results

- More than two thirds of us are age 50 or older. About 21% of us are under 35.
- Over one-half of us (57%) have been members for 3 or fewer years.
- Nearly 70% of us are employed full time.
- Just under one-half (49.2%) of us are skippers. Of these, about 80% are Flying Scot skippers and about 50% are cruiser skippers.
- Nearly three-quarters of us participate in Social Sail either often or occasionally.
- Over one-half (57%) of us participate in racing (Wednesday or Sunday) often or occasionally.
- Three-quarters of us who participate in some form of racing also participate in Social Sail.
- Substantial numbers of us participate in other SCOW events:
 - Raft-Ups (46.3%)
 - Membership Meetings (62.8%)
 - Winter Seminars (56.5%)
 - After Glow (47.9%)
 - Re-Up (67.7%)
 - Hail and Farewell (54.5%).

1. Response Rate by Response Demographic

A. Response rate by Skipper Status

- Scot Skippers – 46 of 93 = 49.5%
- Cruiser Skippers – 16 of 26 = 61.5%
- Cruiser plus Scot Skippers – 35 of 56 = 62.5%
- Non-skipper members – 100 of 294 = 34.0%
- Three people did not respond to Question 9, the Skipper classification question.

B. Response rate by Age of respondent

- 20 or younger: 0.5%
- 21-35: 20.6%
- 36-49: 14.57%
- 50-70: 55.78%
- Over 71: 6.53%

- No answer : 2.01%

C. Response rate by Years of Club Membership

- Less than 1 Year: 22.22%
- 1-3 Years : 35.35%
- 4-7 Years: 18.18%
- More than 7 years: 24.24%

D. Response rate by Experience levels

- Expert : 17.9%
- Advanced: 26.02%
- Intermediate: 30.61%
- Novice: 15.31%
- Beginner : 10.2%

2. Preferences Several questions asked about preferences for actions the Board might take. These include recognition of SCOW's 50th Anniversary, food at Social Sail, and the disposition/replacement of *Skirmish*. The relevant results are shown below.

A. 50th Anniversary 186 people responded to this question. When "no opinion" responses are eliminated, the response rates are:

- Outdoor summer event at WSM, partly paid for with HF funds: 57%
- Combine with HF: 32%
- Simple casual gathering at WSM, no cost to SCOW: 7.4%
- Do nothing: 3.7%

B. Social Sail Food 176 people responded to this question. When "no opinion" responses are eliminated, the response rates are:

- No provision for food: 20%
- Pot luck, no SCOW expenditure: 35%
- Every other week, budget of \$2-3K: 29%
- Every week, budget of \$4-5K: 17%

C. Skirmish replacement 184 people responded to this question. When "no opinion" responses are eliminated, the response rates are:

- Buy a similar boat: 53.4%
- Buy a faster boat, more suitable for racing: 38.9%
- Don't replace: 7.6%

We crossed Skipper status with responses to this question and found 48 responses from Skippers certified for Cruisers and Skippers certified for both Cruisers and Flying Scots:

- Buy a similar boat: 45.8%
- Buy a faster boat, more suitable for racing: 41.7%
- Don't replace: 12.5%

3. Rate of Participation in SCOW Activities

- A. *Winter Seminars* 191 responses
- Often: 15.7%
 - Occasionally: 40.84%
 - Never: 43.46%
- B. *General Membership Meetings* 188 responses
- Often: 18.1%
 - Occasionally: 44.7%
 - Never: 37.2%
- C. *After Glow* 188 responses
- Every year: 23.4%
 - Some years: 24.5%
 - Never: 52.1%
- D. *Re-up Brunch* 186 responses
- Every year: 38.7%
 - Some years: 29.0%
 - Never – 60: 32.3%
- E. *Hail & Farewell "Formal" Event* 189 responses
- Every year: 25.4%
 - Some years: 29.1%
 - Never: 45.5%
- F. *Raft ups* 190 responses
- Often: 11.6%
 - Occasionally: 34.7%
 - Never: 53.7%
- G. *Social Sails* 189 responses
- Often: 19.1%
 - Occasionally: 53.4%
 - Never: 27.5%
- H. *Pick Up (Wednesday) Racing* 190 responses
- Often: 12.6%
 - Occasionally: 38.4%
 - Never: 49.0%
- I. *Series (Sunday) Racing* 190 responses

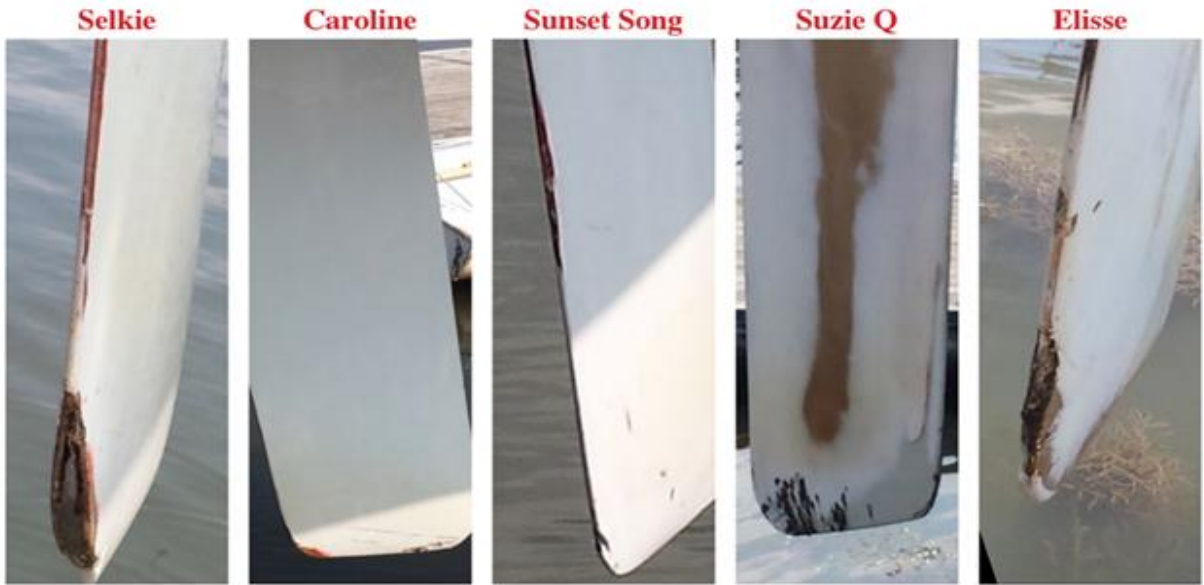
- Often: 18.4%
- Occasionally: 22.6%
- Never: 59.0%

J. *Total Racing Participation (combined Wednesday and Series)* 190 responses. Results show that about 57% of respondents participate in racing in some form:

- Often on both: 7.9%
- Often on W: 3.2%
- Often on W: 1.6%
- Often on S: 8.9%
- Often on S, Never on W: 1.6%
- Occasionally on both: 15.3%
- Occasionally on W, never on S: 14.2%
- Occasionally on S, never on W: 4.2%
- Never on both: 43.2%

Your comments and questions are very welcome. Would you please address your emails to me rather than to all Board members, assured that I will answer all questions and share all comments with the Board.

Elisabeth S. Graham, Membership Director
membership@scow.org



Photos showing the damages caused by wear and tear and running aground.



Photo showing damage due to hard docking on the nose.