



April-May 2023

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The Newsletter of The **S**ailing **C**lub **O**f **W**ashington



100%

Volunteer-run club

Leave boats **better**
than you found them

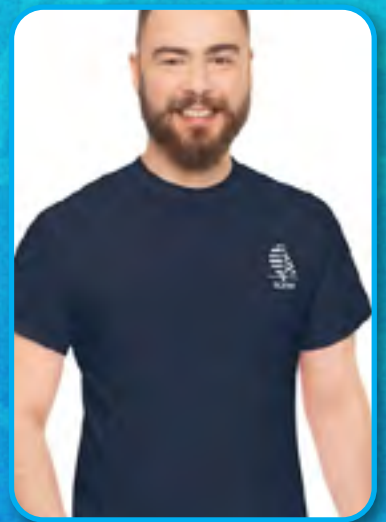
"Only two sailors, in my experience, never ran aground. One never left port, and the other was an atrocious liar."

GET SCOW MERCH!

SCOW has a new vendor
for apparel & merchandise!

Checkout all the cool merch at:

[www.districtsailing.com/
shop/42033090/scow](http://www.districtsailing.com/shop/42033090/scow)





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Commodore's Log

Dear SCOW Members:

The sailing season has started!

There is something for every Member whether it be Social Sail, Wednesday Night Racing, Raft Ups and weekend racing. Or simply get on a boat for a pleasure sail in the lagoon to improve your helmsmanship or sail to Old Town or Hanes Point. Take advantage of the longer days and later sunsets. River and Bay Director Marie Brennan has Full Moon Raft-Ups scheduled for June 2 and July 7. Watch for sign up email.

Training classes – Spring water and land classes are over and the Skipper Director and Training team are scheduling checkouts. Summer Basic Sailing has begun. The success and popularity of our training programs has created higher demand. The Board is aware of the frustration some Members have experienced in not being able to sign up for classes. We are exploring options.

Watch for email with information for the Fall classes

We have several Cruiser skipper candidates ready to check out. I'm happy to see more interest and support for the 3 Cruisers.

WNR also began with nice turnouts – 10+ boats. The weather did not cooperate the first few weeks; yet the last few weeks were great. Each week we hope to have more boats participating – allowing more Members the opportunity to experience racing a Flying Scot.

Post-race social time has returned back to pre COVID routine when after the boats are put away - skippers and crew gather by the picnic table to exchange rule interpretations, strategy and conditions. Bring something to share with everyone.

Social Sail started the year with the "Burning of Socks" and the introduction of our new Flying Scot. Her name "Jersey Girl" was selected in a poll with Dana Howe and Lynn Durbin having the christening honors. The genesis of her name comes from the fact we purchased the boat from a very cordial young lady who kept the boat in New Jersey.



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Social Sail picked up where it ended last Fall with typically 60+ people in attendance. Big Thank You to Genevieve and her team who are there every week doing set up, breakdown, shopping and staffing for our members and guests. Genevieve can always use your help – please consider volunteering. Great way to meet current and prospective Members.

I'm also asking all Flying Scot skippers to attend Social Sail and help by taking people out for a sail. Not necessarily for the entire Social Sail – just a few trips. Sometimes the lack of skippers means some guests don't have the opportunity to sail.

Most of our new Members come from attending Social Sail and we want them to enjoy our Club. It wouldn't be a SCOW Spring without Maintenance Days and Rub of the Rust for both Cruisers and Scots. Eric Schmidt initiated a new format for Rub of the Rust with guest speakers. It was held at the marina, catered and well received. Our Cruiser and Scot Maintenance Teams are doing a great job!

Dan Howe organized his teams over several days to get all the Flying Scots in order for the season. Most exciting is the changeover of new sails for all our Flying Scots.

Barry Yatt has pulled all the cruisers for a thorough inspection and repainting bottoms. Having done this myself in the past – scraping, sanding, grinding, filling in gouges and repainting a hull on the stands can be nasty – please thank Barry when you see him.

Sadly, we lost one of our long time members – John Rogers. I shared the information on his passing – yet, it's worth noting again how much John contributed to SCOW. Much of our training manual and Skipper Certification can be traced back to John. Over the years he taught hundreds of Members – both Scots and Cruisers and along the way was recognized for his dedication being the recipient of all three of SCOW's Annual Recognition Awards.

Looking forward to a great Spring, Summer and Fall.

See you on the water.

Brian





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Vice-Commodore's Log

The previous Membership meeting was held on Tuesday, May 2. Our guest speaker gave a presentation on How to Distinguish Yourself as a Crew Member.

SCOW recently bid farewell to Selkie. While currently residing in her regular slip, She is now owned by the Washington Sailing Marina and is no longer available for use by SCOW members.

A hearty thank you to all SCOW members who participated in the christening of the newest member of our fleet, Jersey Girl, during Social Sail on April 13. Thank you as well to all members who participated in the naming process. Ninety-seven members voted with approximately one third choosing Jersey Girl as the name for Flying Scot 5112.



Thank you,
Lynn



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About John Rogers (Apr 2, 2023)

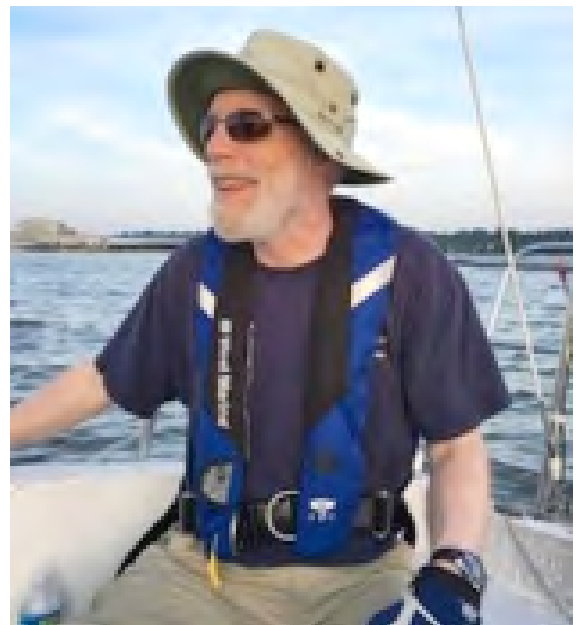
(Contributed by Brian McPherson)

As many of you are aware – John Rogers – one of SCOW’s veteran Members passed away last week.

While an email was sent to the Google Group - scow-all, I thought we should notify all SCOW Members.

John was an active member of SCOW for over two decades and held many positions.

Commodore 2007, River Director 2000 and he was most active as chair of the Training and Skipper Certification Committee – just recently turning the chair over to Jay Weitzel.



For many years, anyone who enrolled in our Basic Sailing course had John for either the land or water instruction portion of the classes – sometimes both.

John is one of a very select group to have received all three of SCOW’s recognition awards – 2013 Al Blankfield Award, 2017 Woodie Woodside Award and most recently the 2022 Elli Abramson Award.

Please keep John & his wife Susan in your thoughts as the sailing season begins.

[Obituary in the Washington Post](#)



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Remembering John Rogers

(Contributed by Jay Weitzel)

John Rogers, SCOW's 2007 Commodore, passed away on March 23, 2023, at the age of 74. Most SCOW members will remember John as he's pictured above – wearing a PFD, at the helm of a sailboat, with a big, friendly grin on his face.

Professionally, John worked as a statistician and was an expert in environmental survey measurement error. He developed a statistical methodology for correcting survey bias and wrote the software to implement his methodology. He authored many publications and gave presentations at conferences in his area of expertise.

John was an active member of SCOW for over two decades. He was the River Director in 2000, then served in several other roles. After serving as Commodore in 2007, John chaired the Training and Skipper Certification Committee for over 15 years, where his leadership and insights improved our training program. John was also one of the most active Flying Scot trainers.

John took the same analytical approach to sailing that he applied in his professional career. He thought about “why” we do things on the water. He could explain how to tack, and, if you asked, he could also explain how the wind, sails, hull and rudder worked together to make the boat tack. And, he'd do this in a way that made you excited to learn and wanting to know more.

John was a patient, calm and knowledgeable teacher. Many Flying Scot skippers will remember him as an instructor who helped give them the skills and confidence to become skippers themselves.

John made so many contributions to our club over such a long period that he received all three of SCOW's major recognitions. He was the 2013 recipient of the Al Blankfield Award, the 2017 recipient of the Woodie Woodside Award, and the 2022 recipient of the Elli Abramson award. John will long be remembered as a good sailor, a good teacher, and a good friend.



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ROTR

2023 ROTR April 1st, 9am-12pm & Lunch

The purpose of ROTR is to refresh Skippers memories about safety, boat handling, and procedures that have been revised since last year. Blustery weather, high wind gusts, and light rains required an adjustment in plans: (A) Flying Scot Skipper Lectures and demonstrations were given at WSM concession tent (B) Cruiser Skipper Lectures at WSM Chandlers Shop.

LUNCH: WSM Porch, noon, El Paso Catering.

CRUISER Instructors: Barry Yatt, Baris Ornali, Eric Schmidt, John Kauffman



FLYING SCOT Instructors: Bob Ivy, Tim Bliss, Joe Leoncio, Lynn Durbin, Brian Terhaar

The original format was scheduled as 1 Instructor for approximately 10 students; giving Skippers the option to choose the FS or CR instructor and boat of their interest for each time slot.

42 Flying Scot Skippers attended their in-person ROTR to renew skills: Technology Upgrades, Log Sheets, Pre-Sail Inspection, Incident Reports, Boat Safety Brief, Red Safety Bag, Radio, "Crew In-Sync", Inland Navigation Rules, Rig, Derig, Depart, Dock, Reef, Capsize, COB, Boom Crutch, Loose-Tie Down, Knots, Cigar Roll, Receive Tow.

13 Cruiser Skipper attended their in-person ROTR to renew skills: Technology Upgrades, Log Sheets, Pre-Sail Inspection, Boat Safety Brief, Incident Reports, Radio, "Crew In-Sync", Inland Navigation Rules, Depart, Dock, Reef, Knots, Tow, Anchor, Raft-up, Overnight Use, Fuel, Clean

Skippers brought SCOW policy & procedure questions for experienced ROTR Instructors to discuss. Important behaviors, manners and verbal skills were discussed in "How To" create an "In-Sync" crew for your



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family & friends, including tips for volunteering as Skipper for Social Sail Thursdays, and River & Bay events. “Household Skippers” with First Mate in household were in attendance. This environment is for Skipper & First Mate wellbeing, we’re here to support your sailing experience.

Skippers with BOTH credentials chose either FS or CR, based on their personal interest; then were requested to study online ROTR.PDF [www.scow.org] for the other session.

55 Skippers enjoyed El Paso Catering on the porch of WSM: blue sky & sunshine, connecting with mentors, discussing challenges unique to Skipper Role, and meeting other Skippers with similar interests.

If you were unable to attend, be my guest next year. ROTR creates renewal and prepares you for another sailing season on Potomac River with SCOW Flying Scots & Cruisers.

Best wishes & truly yours

Eric Schmidt
Skipper Director 2023





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SCOW Racing Update

Ahoy SCOW Racers,

The racing season has started and there is a lot to look forward to. Here is what is coming up for spring and early summer.

Wednesday Night Racing

Wednesday Night Racing (WNR) started on April 13th and will continue every Wednesday until the end of September. WNR is a great opportunity for SCOW members to practice racing in a competitive yet friendly and supportive environment. This is where new racers find out if racing is for them, and experienced racers hone their skills for the upcoming regatta season. Once again, we are very fortunate to have Dick Kerr as our Assistant Racing Director and favorite weather guy. Keep an eye out for his great weather updates on Tuesdays, which give us an idea of what to expect on Wednesdays. If you are interested in participating in WNR, see the schedule and procedures below.

SCOW boats are available for racing on a first come first serve basis to SCOW skippers starting at 4pm on Wednesdays. Skippers do not need to arrange crew ahead of time, check in with Dick Kerr and he can match you to crew.

Potential crew gather about 4:30pm at the cranes and check in with Dick Kerr. He'll do his best to get you on a boat. Crew are assigned to boats on a first come first serve basis. (No prior racing experience is required, but crew should have basic sailing experience on Scots or similar small boats.)

Boats leave the docks around 5pm.

Racing starts around 5:30pm or as soon as we have enough boats ready to race.

All boats return by dark.

Regattas



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Regatta season starts in May with SCOW's St. Brendan's Regatta on May 13th. Open only to SCOW members, this regatta gives everyone a chance to learn or refresh their knowledge of regatta procedures and tactics. Then, if you enjoy the St. Brendan's, you'll want to take part in PRSA's Spring Regatta on Memorial Day weekend at the Washington Sailing Marina. This two-day regatta includes multiple fleets and is open to all, with participants travelling in from various clubs to compete. Finally, we round out the May-June side of our regatta season with the Magellan Cup on June 10th. This is our fun distance race in which the Flying Scots circumnavigate the SCOW sailing area. Stay tuned with updates on the Magellan as we will be changing things up a little this year. The complete regatta schedule is below.

May 13th - SCOW St. Brendan's Regatta

May 27-28th - PRSA Spring Regatta

June 10th - SCOW Magellan Cup

August 26th - ODBC Charity Regatta

September 23-24th - PRSA President's Cup

September 30th - SCOW Director's Cup

Fair winds and sail fast!

Bonnie Sylwester

Racing Director / Sailing Club of Washington



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SCOW Racing References

Updated [SCOW Racing Policy 2023](#) document is available on the [Racing with SCOW webpage](#).
[Racing with SCOW webpage](#)
[SCOW 2022 Wednesday Night Racing Overview - Bonnie Sylwester](#)
[Sailing Fast in Pictures \(Dave Beckett - SCOW\)](#)

Racing resources

[Basic racing rules](#) according to the US Sailing “Racing Rules of Sailing”, explained by North Sails experts [Zeke Horowitz](#) and [Brian Hayes](#)
[RYA - Racing Rules Webinars](#)
[North Sails 2021 Racing Rules Webinar](#)
[S&S 2022 Sportsmanship Guide](#)
[RACING BASICS-Mark-Johnson](#)
[Racing Skills Videos](#)
[More Flying Scot Racing Videos](#)
[Greg Fisher Clinic - 2017 Great 48 Lake Norman](#)
[North Sails Tuning and Sail Trim Guide](#)
[Racing Flags and What They Mean](#)



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Wednesday Night Racing Opening Night Recap



Seven boats, four club boats and three privately owned Flying Scots, came out for our first Wednesday Night Race last week – not a bad turnout given the uncertainty of the forecast. High gusts at the start of the evening required us to race in the lagoon, but a steady decrease in wind over the course of the evening gave racers a variety of conditions to practice in. With a westerly wind and a short course across the lagoon, the lively breeze meant a quick first race. However, the wind died down during the second race, and most boats had unreefed by the end of the race. The third race provided practice in light air tactics, but all boats were able to sail over the finish line before the wind became too light. Luckily the docks weren't too far away and the boats enjoyed a beautiful sunset sail/paddle home.

Congratulations to all racers for a successful first Wednesday. There were some tight finishes, but no paint swapped. In addition, a couple boats managed to get some spinnaker practice in the light air, all of the club boats got practice reefing and unreefing, and it was great to hear the racing rules being put into practice. Finally, thanks to all those who helped with setting and retrieving marks!

Also, a huge welcome to Scorpion I, the newest member of our racing fleet!



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A reminder of the Wednesday Night Racing schedule and procedures:

SCOW boats are available for racing on a first come first serve basis to SCOW skippers starting at 4pm on Wednesdays.

Skippers do not need to arrange crew ahead of time, check in with Dick Kerr and he can match you to crew.

Potential crew gather about 4:30pm at the cranes and check in with Dick Kerr. He'll do his best to get you on a boat. Crew are assigned to boats on a first come first serve basis.

Boats leave the docks around 5pm and racing starts around 5:30pm.

As the sun sets this time of year, we'll try to start as early as possible. Late boats can join in at the back of the fleet or wait for the next start.





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The Ocean Race

(Contributed by Dana Howe)

Go to <https://www.youtube.com/watch?v=Fqi3uSiujNE> and skip ahead to about 6:45 and you can hear one of the crew call out “two forty-five.” At 7:06 in you can hear her call out “two thirty.” She is calling out the minutes to the start of the race.

For those of you who have not yet joined SCOW in our Flying Scot Wednesday night racing program, what you are seeing here is almost exactly the experience we have. The only differences are that our boats are a little bit smaller and we don't have helicopter coverage because of our immediate proximity to DCA. But rumor has it that our Social Director is in talks with the airport authorities to see if they will allow exceptions Wednesday nights so that we can get the media coverage we deserve.

Counting down the days with you until we start sailing again.



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Social Sail

During Spring, Summer, and Fall, SCOW meets on Thursday evenings for Social Sails at Washington Sailing Marina from 6:00 PM to sundown. Social Sails involve Flying Scot and cruisers around the “lagoon” south of the airport accompanied by on-shore socializing.

SCOW provides food and drink alternating between catered and potluck every other week for these events. Potential members [five years of age and older] and guests are welcome to attend. Please check the [SCOW calendar](#) for exact dates.

If you are a member and interested in bringing drinks or helping as Dockmaster or Assistant Dockmaster, click here to volunteer. [Click here to volunteer as a skipper](#). For questions, email our volunteer Social Director at social@scow.org.





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Flying Scot Care

I could thank you all for the help over this Spring's FSMDs. Some of you did amazing things while others "supervised." Makes not matter whatsoever where you identify yourself in the food chain, the point is that you showed up. That's huge! (A little search on the interweb attributes Stephen Hawking with stating, "Showing up is half the battle." I have no idea if Stephen really said that or not and I can only hope his heirs aren't into litigation. Does anyone know if we have insurance for something like that?)

We missed one in the middle, and I blame the weather guessers rather than myself. I find it more desirable to blame others in this case. The irony is that the one that was cancelled was the one our own weather guesser was signed up for – HA! The Universe does meet out Justice after all.

I sat on my back porch enjoying my morning coffee all-the-while thinking what beautiful weather it was for a MD. Oh well, there's still plenty to do, there is always something that needs to be fixed on these boats. I'm not going to tell you which ones cuz then you'll be like, I don't want to take THAT one, THAT one is broke! What you don't know doesn't hurt you. (I don't care who said that.) The good news is that Selkie is gone, she was the one that caused me many a sleepless night. Hey, speaking of Jersey Girl, when is she going to show up in the reservation system? Not that she's ready, I'm just asking.

Some of you have mentioned that you are available to do some maintenance work midweek. My circumstances have changed such that the only availability I have is midweek. I'll be sending out invitations to sign up for these at a later time.

Until then, go sailing, have fun, but DON'T BREAK ANYTHING! If you do, don't come cryin' to me! Oh, wait, that's not right. Please let me know what needs attention via an email to scotmaint@scow.org. Also, due to inflation, the price of pictures has gone up and they are now worth a million words.

Many thanks!

Dana Howe, FS 5669
FS Maintenance Director



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Avoiding Flying Scot Chain Plate Damage

[Contributed by Jay Weitzel, in conjunction with Dana Howe (Scot Maintenance) and Eric Schmidt (Training)]

A “chain plate” is the metal part on the deck connecting a shroud or stay to the hull of the boat (see the picture). We’ve recently had a number of damaged chain plates on the Flying Scots. When skippers are using the cranes to launch or retrieve the boats, skippers are allowing the chain plates to hit the bulkhead. It’s important to control the boat when using the cranes. Just holding the painter and the crane arm isn’t enough. You have to fend the boat off so it doesn’t hit the bulkhead. The picture shows a chain plate that was damaged because it hit the bulkhead. Normally, the chain plate has to be replaced. This can be avoided if skippers control the boats and fend them off of the bulkheads when raising or lowering them.





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Cruiser Care

Spring Cruiser Maintenance Days have benefitted from an outpouring of support from SCOW members. The disfiguring stains that were on Hiatus' stern are gone and Lions' Paw 2's will disappear this weekend. All three engines have new spark plugs and are receiving changes of engine oil and gear oil, fresh grease, and fuel and oil filters as needed.

As a reminder, this is Rebecca after we restored her hull in Spring 2022.

Our "good ol' boats" are looking new again. A well-maintained boat not only looks and works better, it's also safer. I and the bosuns are approaching maintenance and damage repair carefully, going slowly, being gentle, trying not to assume, not to force things, to ask ourselves what the boatbuilder probably intended, to solicit ideas from those with more experience, so that we don't do more damage while trying to fix them.

I hope this kind of progress inspires everyone to help keep our cruisers in their current condition, to treat them as their own. After all, in a very real sense, our members own them. Many if not most clubs pay professionals to maintain their boats, clean up after their members and, as a result, pay thousands of dollars a year for that level of support. At SCOW, we do the work ourselves so keep membership dues and skippering fees affordable. And as a perk, we get to learn a lot about how boats are built, how to keep them in good shape, and how to make them sail better.

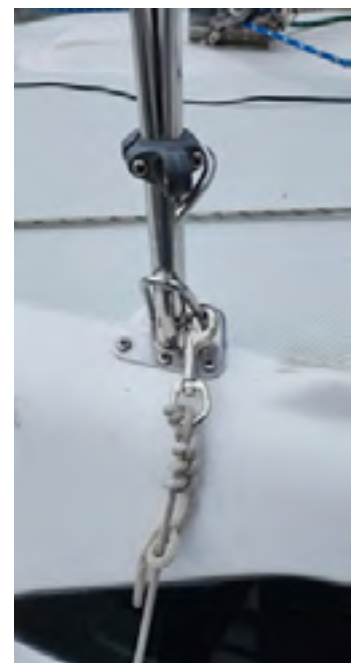
Thank you for your part in making cruiser maintenance a lighter task:

Clipping "home" fenders directly to stanchion loops when berthed at G-Dock. We recently put red [rear] and blue [bow] tape on those loops to help you find them. And we'll soon be replacing the white fender lines with red and blue rope to match the loop tape, making it even easier.

Leaving docking lines and fender ropes at the lengths the Bosuns have set them to, minimizing damage.

Slowing down when departing from or returning to our docks to minimize scrapes and dings on our newly restored topsides.

Filling out Skipper Logs fully, reporting any damage found or that occurs during a sail.





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Taking personal items with you when leaving our boats and making sure they are clean and orderly, with at least a half-tank of gas, for the next skipper and crew.

Asking questions when you're not sure how to use any boat component and for reading this column in ChaNNels.

When you see them, please thank our Lead Bosuns - Dave Numrych on Hiatus, Josh Shields on Lions Paw 2, and Joe Caminiti on Rebecca, along with their assistant bosuns - for the long many hours they put into this effort.

We're also indebted to Howell Crim, Whit, Linda, and Chip at the boatyard and Gabi and Josh at the marina, who have been so generous in sharing their knowledge and experience, advising us, showing us amateurs what to do and how to do it, telling us when a concern is something we probably don't need to worry about, and letting us use their cozy shop for Cruiser Rub Off the Rust. They make it easy for us to look like we've been at this for ages when we're all relatively new to boat maintenance and repair.

Anyone who can learn the complex art of sailing can certainly learn to maintain and repair a cruiser, especially when working with other like-minded people. Your participation, support, questions, and suggestions are always welcome. Please email me at cruisermaint@scow.org and I will reply promptly. Enjoy sailing our "new" cruisers!

Barry D. Yatt | 2023 SCOW Cruiser Maintenance Director









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Burning of Socks



Josh as club orator reading "Ode to the sock burners"



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Jersey Girl



Pics taken or shared by Tim Bliss, Genevieve



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How Water Current Increases Risk of Drowning

(Contributed by George Clark)

One difference between boating in our Potomac River, versus boating in a lake, is current. Rivers have more current. Lakes have less current.

(A lake without an inlet and an outlet would have no current and might better be called a pond than a lake.)

Resist the temptation to go swimming, while in a boat that is anchored in water that has current. That caution applies both to you and to your pet dog that may try to jump into water from an anchored boat.

Whereas the boat is stationary because it is anchored, you will not be stationary if you go into the water because you are not anchored. You will be carried away.

Such an incident was reported in the news, a couple of years ago, when a fisherman jumped from his boat into the water to retrieve his fishing pole that had dropped from his boat into the water. He got carried away by the current because his boat was anchored but he was not. He drowned.

River current does not have to be strong to carry you away from your anchored boat. It just has to be stronger than your ability to swim against it, which is not much current at all. That means you can be carried away, even when the water surface appears calm.

I experienced the strength of our Potomac River, years ago, when I was a student in Thom Unger's course for how to upright a capsized Flying Scot.

(Thom is a long-time SCOW member who teaches such a course, for those of you who might not know because you are new to SCOW.)

During our lunch break, Thom gave me permission to swim. So, I tethered myself to our Flying Scot with about 50 feet of marine line, while wearing my PFD. Then, I jumped in the water. At first, it seemed like the



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current was manageable because its strength was subtle. But gradually, I felt myself being pulled away from the anchored boat. Despite being a good swimmer, I could not swim back to the boat. So, I pulled myself back to the boat, using my tether line, instead of swimming.

In conclusion, if you must enter water from a boat that is anchored in water that has current, then wear your PFD and wear a tether line. And tether your pet dog, along with giving your dog a PFD designed for dogs, because a dog that enjoys water may jump from a boat that is anchored.





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Pickup Truck/Skipjack Rebecca T. Ruark Accident

(contributed by Jay Weitzel)

The Rebecca T. Ruark

You may have seen this story on the news. A pickup truck ran over the end of a pier and wound up on the stern of a skipjack, the Rebecca T. Ruark, built in 1886. It's the oldest surviving skipjack and is on the National Registry of Historic Places.

<https://chesapeakebaymagazine.com/truck-crashes-into-bays-oldest-skipjack-at-bulkhead/>

Well, about 10 years ago, my wife and I took her Sea Ray 270 down the Potomac and across the Bay to Oxford. I'd taken along a book, "Skipjack" to read. The Rebecca T. Ruark, and her captain, Wade Murphy, Jr., were featured in the book. We were wandering around town, and saw a skipjack tied up at the dock near the ferry. I said to Kim, "That's a skipjack like the ones I'm reading about. Let's go look." Well, we got closer and saw it was the Rebecca T. Ruark herself, with Captain Wade aboard. We stopped to chat. He said he was taking a school group out that day, but would be taking people out for tours and an oyster dredging demonstration the next day. He said he left from the other side of the river but we could catch the ferry and meet the boat over there.

Well, the next day, we walked down to catch the ferry, and Captain Wade was still tied up. We said "Hi" and told him we'd meet him on the other side of the river. He said, "Well, I'm going across anyway, why don't you just hop aboard?" So, we did, and helped him cast off.

Then, he turned to me and said, "Hey, I've got return a phone call. You own a sailboat. How about taking the helm? Just head across to that dock."

So, the next thing I knew, I was at the helm of a Nationally Registered Historic Landmark! Fortunately, I didn't hit the dock.



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And, the Rebecca T. Ruark isn't just the oldest Skipjack, it's one of the fastest. Captain Wade took first at least 4 times in the Choptank Heritage Skipjack Race.

Captain Wade is now in his 80s and has turned the boat over to his son. When we met him, his hearing was pretty bad from decades of engine noise, but he had a great tour with great stories, as a 5th generation waterman, including the story of how the boat sank in a terrible storm. Luckily, he raised and repaired her:

https://www.baltimoresun.com/news/bs-xpm-1999-11-03-9911030025-story.html?gclid=EAlaI0obChMI4-AhKfI_AIVhcDICh1pKwPgEAMYASAAEgL7jFD_BwE

There's a nice audio interview with him here where he recounts that and other stories:

<https://www.buzzsprout.com/1180727/8871536>



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Tall Ship Providence Dock Arrival Tomorrow

SCOW Members

We are delighted to let you know that the dock for the Senator John Warner Maritime Heritage Center is scheduled to arrive in Old Town tomorrow between 8 - 10 a.m.

Grab a cup of coffee and come out to Waterfront Park to see the dock arrive. The dock is being floated down from our construction site in Baltimore and is in transit. The Education Center, the Naval History Theater and the Dominion Energy Gift Shop will be wrapped in plastic upon arrival.

Once the Center is here, Cianbro, our incredible marine construction team, will drive the pilings and attach our 67 foot gangway, connecting our new timber pier to our floating dock.

Next we will move into phase 3, which includes bringing utilities to the dock, installing monitors, setting up the Gift Shop and so much more.

We are still targeting Saturday, June 17 to open for tours during Alexandria's Portside Festival. We will continue to keep you posted on our activities.

Fare thee well for now,
Clair S. Sassin
President & CEO

[Youtube Video: Downrigging Providence](#)





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SCOW Basic Sailing Courses

Basic Course Spring

Land Classes: Tuesday April 11, 18, 25, May 2.

Water Classes: Saturday/Sunday April 22, 23; April 29, 30; May 6,7

Potential Make Up Water Classes: Sunday May 14; Saturday/Sunday May 20, 21

Note: Land classes will be via Zoom from 7:00 pm – 9:00 pm. Water classes will be held at the Washington Sailing Marina and will last approximately four hours. We typically have three students per boat with one instructor. Water classes start each day at 8:00 am, 10:00 am, or noon. We do our best to match student preferences of class times with boat and instructor availability (and usually come pretty close).

Note: These are tentative make-up class dates but these will be scheduled at the time, if necessary, based on weather and instructor and student availability.

Basic Course Summer

Land Classes: Tuesday May 30, June 6, 13, 20

Water Classes: Saturday/Sunday June 3,4; 17,18, 24, 25

Potential Make Up Water Classes: Sunday-Monday July 1, 2, 3; Saturday/Sunday July 8,9

Basic Course Fall

Land Classes: Tuesday August 1, 8, 15, 22

Water Classes: Saturday/Sunday August 12,13; 19,20; 26,27

Make Up Water Classes: Saturday-Monday September 2,3,4; Sunday, September 10, Sep 23, 24



CHANNELS

SCOW Happenings

Tue, April 4 - SCOW Monthly Membership Meeting

Thu, March 30 - Social Ale's "Rub off the Rust Happy Hour" (An Unofficial SCOW event)

Wed, March 29 - SCOW Racing Webinar 2

Ahoy SCOW Racers,

In preparation for the upcoming season, join us for our second racing rules webinar. Last week we discussed fundamental rules, right of way situations, and proper course. This week we'll talk about rounding marks and the start and finish lines as well as some regatta conventions. Whether you are a crew member or a skipper, knowing the rules is important for a safe and successful season. If you are new to racing, this will be a great introduction to the rules. If you are an experienced racer, this will be a great refresher after a long winter. And, whether you are racing on Flying Scots, keelboats, or Lasers, in SCOW, DISC, or PRSA races, these racing rules apply to everyone.

No Monthly Membership Meetings until the Fall

Ahoy fellow sailors.

SCOW's Monthly Membership meetings will be on "Hiatus" until the fall. Why sit through meetings when you can be out sailing instead?

In the meantime, enjoy the spring and summer.

Sincerely,

Lynn



CHANNELS

Editor's Note

Hello everyone!

Thank you to everyone who contributed to ChaNNels.

Please (continue to) send content for potential inclusion in ChaNNels to editor@scow.org. And, to continue the tradition of previous ChaNNels, send also musings and nacho recipes.

Cheers,
- AK

P.S. Please forgive any typos, omissions and other forms of booboos; a note sent to editor@scow.org informing about any such occurrence(s) would be appreciated. Also, all photos are copyright to whoever took them.



GET SCOW MERCH!

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