



June 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

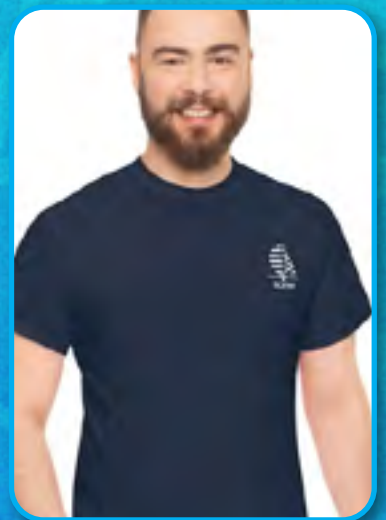
"There is no better tool or equipment you can have on board than a well-trained crew."

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:
Members & Friends,

Summer is officially here!

Take advantage and get out on the water and take part in one or more of the many events on the calendar.

Thursday Social Sail continues to attract more and more people each week. Wednesday Night Races remains popular as we enjoy the late sunsets. Full Moon Raft-Ups are great for Members who wish to experience one of our 3 cruisers.

For our Flying Scot & Cruiser Skippers – please help out and consider becoming a tutor for our Members who have completed the training class and just need a little more experience before setting up the on-the water checkout. The experience will increase your own sailing skills.

The Protégé Effect – below is an example I found on-line. The first is right on target for our programs.

- ◆ When it comes to hobbies, teaching basic skills to novices can help you refine and master those skills yourself.
- ◆ When it comes to work, explaining important procedures to new employees can help you remember those procedures better yourself.
- ◆ When it comes to general knowledge, explaining concepts that you're interested in to people who aren't familiar with them can help you improve your understanding of those concepts.

Thanks to all our Volunteers who offer their experience and most importantly – their time – to keep the club going strong.

See you on the water.
Brian



with Former Redskin Dexter Manley



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Social Sail

Please go to the sign up genius below and sign up.

<https://www.signupgenius.com/go/5080A4EA5AD2AAAF49-social1>

Your warm hospitality is the reason people keep coming back...oh and maybe the sailing.

If you want a handful of SCOW brochures or business cards to pass the word amongst your various networks, let me know.

Thank you in advance to all of the volunteers who come week after week to make these events run smoothly.

Note:

- ◆ We need:
 - ◇ Ice, and any food items you can bring to share.
 - ◇ Assistant Dockmaster- Would love 2 people , one on each dock.
 - ◇ Set up- arrive early about 4:45pm and move the DHOW into place, put out folding chairs, and trash bins
 - ◇ Clean up-Stay late and help put DHOW away, put away folding chairs, and put trash bags in appropriate bins.
 - ◇ Please check your pantry for assorted plastic forks, and paper plates from left over events. I can purchase these but I'd rather reduce, reuse if possible.
- ◆ If I can't get volunteers for these key positions each week, I guess I may have to start cancelling Social Sail.
- ◆ If you are interested in being the chef for the main food item for a future Thursday please let me know. I know there are plans for a spaghetti night (with different sauce options), a hotdog night on the electric grill and even...a PIE night! Reach out to me and we can discuss how to make this happen.

Genevieve

Social Activities Director

703-623-3694 (text is best for me)





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SCOW Racing Update

PRSA Spring Regatta Results

The PRSA Spring Regatta took place on May 27th and 28th and six Flying Scots (all SCOW members) took part. A shifty wind out of the northeast kept things interesting as the multiple fleets - Albacores, Buccaneers, Flying Scots, and Lasers - raced around the Olympic style course at Hains Point. The Flying Scot fleet completed a total of nine races over the two days.

Congratulations to all participants for a fun regatta and some close racing.

The Flying Scot results are:

- ◆ 1st Place: Brian McPherson and Erica Dretzka on Aeolus
- ◆ 2nd Place: Dick Kerr and Bonnie Sylwester on Double D
- ◆ 3rd Place: Jim Schuster, Joe Caminiti, and Callie on Bodacious

Detailed results are available on the [PRSA's Regatta Network webpage here](#). Thank you to PRSA for organizing a great weekend of racing.





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Magellan Cup Results

We had a great day out on Saturday June 10th, as ten boats competed for the Magellan Cup. Boats circumnavigated the Flying Scot racing area starting in the lagoon, exiting out the channel and sailing south toward Alexandria, then north to the 14th street bridge, and back to the marina, finishing on shore. A brisk and shifty breeze out of the northwest kept the race interesting for everyone. Final results were based on boats' scores in three areas:

- ◆ Finishing Place - Aeolus finished first followed by Sorella and Green Hornet.
- ◆ Treasure Hunt - Sunset Song performed best on the treasure hunt followed by Elisse.
- ◆ Supplies - Elisse did well in supply points followed by Sunset Song and Sorella.

When all points were tallied, the results were:

- ◆ 1st Place: Sorella - Lynn Durbin, Sheila Callahan, and Joan Olmstead
- ◆ 2nd Place: Aeolus - Brian McPherson, Erica Dretzka, and Tara Branigan
- ◆ 3rd Place: Elisse - Tim Bliss, Carey Lindgren, Jennifer Murphy, and Bob Hollendonner

Congratulations to Sorella and all boats for a great race! All results have been posted on the Race with Scow page under [Racing Sign Ups and Results](#).

Also, a special thanks to the members of the race committee and shore team: Bill, AK, Esther, Elaine, and Rich, for helping make the day possible.

Bonnie Sylwester
SCOW Racing Director

Racing@scow.org

[From AK: Pics \(and a couple of videos of the un-capsizing of Andiamo\)](#)





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Rebecca DISC TNR KISS SUMMER 1 Race

Skipper Greg Prather wins his Class





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Cruiser Care

Ahoy all from the Cruiser Maintenance Director,

I hope you are all getting out on our cruisers and having a great and safe time on the water. Here are a few updates and requests:

- ◆ Dock boxes: The rectangular dock box has been repurposed for bosuns' use. It contains the harsher chemicals, pressure washers, spare batteries, spare parts, extra lines, head treatment, engine oil, antifreeze, etc. The triangular one continues to contain items appropriate for skippers' use: boat soaps, bucket, toilet paper, shop vac and attachments, scrub brushes, spare gas cans for longer trips. Parts, supplies, and equipment used for both cruisers and daysailers remain in the Maintenance Shed. And items stored on each boat are listed in the Stowage Plan in each boat's binder.



- ◆ Fenders: The lines for hanging home berth fenders (the ones with snap shackles on them) are now color coded to match the tap on the hanging loops: Blue for Bow and Red for Rear. For docking at transient ports including at the Flying Scot docks, use the fenders without clips and tie them on at the needed height. Fenders should all hang with their bottoms slightly above water level (if at all possible) so they don't get wet and then bring that water into the cabin.



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- ◆ Lines: On all boats, the Bosuns have cut off excess rope from bow, stern, and spring lines and the knots have been covered in tape in an attempt to get skippers to stop retying them. As noted many times, if you want to suggest a “better way” to do anything with our cruisers, please forward the idea to cruisermaint@scow.org.
- ◆ SOS Beacons: Each cruiser now has a mesh bag attached to its SOS beacon (stored in the head locker or shelf) that contains 2 size D batteries for use when needed. If we're lucky, they'll stay in the bags
- ◆ Depth transponder bases have been replaced on Hiatus and Lions Paw 2, where the tabs holding them in place had been broken off..
- ◆ Heads: WSM has stopped vacuuming out Porta-Potties at the pump-out dock and asked us to do it ourselves at the restrooms – carefully. So we are going back to the idea that after each sail, the crew will deal with its own waste, as follows:
 - ◇ The top half of each Porta-Potti holds flush water. It never needs to be carried off the dock. And it only needs enough water for the number of flushes you expect on a sail. A quart will often be enough, maybe a gallon for a Raft-Up. Add water from the hose on the dock. If you add a gallon or more, also add one vial (actually enough for 3 gallons) of the blue fluid in the box under the boat's sink and put the empty vial back in the box for refilling.
 - ◇ The bottom half holds waste. Don't add water or treatment except when you flush. If nobody used it during your sail, there's nothing to empty. But please don't tell people not to use a head when needed. They are there to be used. The bottom tank isn't that heavy, closes securely for carrying, has a handle, and a spout for emptying. Full instructions are posted in each boat's head.
- ◆ Preventing mildew: Please use the boat soap (per directions on jug, 1 capful per bucket is plenty) and a scrub brush to wash down the decks before or after sail to minimize mildew buildup.

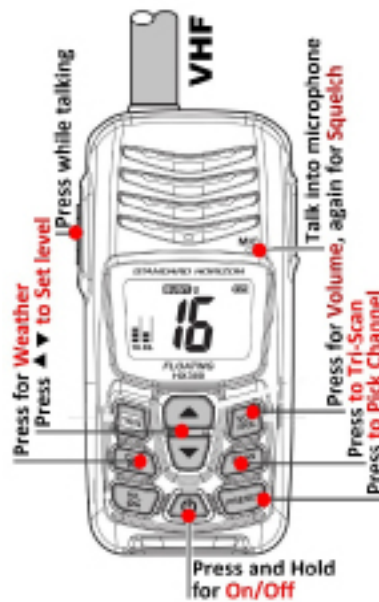
Safety and Tutorials:

- ◆ Lowering and raising outboards: The Bosun Team (thanks, Joe Caminiti) has created a very short, direct, excellent video showing how to lower and raise Rebecca's outboard. It'll be posted to SCOW's website shortly.
- ◆ Sail cover wraps: Each boat's sail cover now has a D-ring at the aft end, with about a 12' piece of ¼" rope attached to it. Once the sail is flaked and covered, please spiral-wrap that line around the boom/sail/cover and tie it off at the mast to hold it all securely should we get a gale blowing through. It only takes a minute. And please stop untying those ¼" lines and leaving them in the cabins.
- ◆ Knowing how to reef is critically important. When winds get too strong to handle, reefing is how you make your sails smaller. Not being able to reef is like not being able to take your foot off the gas pedal when you need to drive slower. We're working on videos for this as well. In the meantime...



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- ◇ Rebecca: The foresail has no roller furler. To reduce area, use a smaller sail such as the Storm Jib. The mainsail has only one row of reef points so the decision isn't complicated. Drop the head and loop the port reefing ring at the tack over the port "ram's horns" at the gooseneck. At the clew, tighten the reefing line down to the boom and cleat it.
- ◇ Hiatus and LP2: Foresails have roller furlers. Just expose as much as you're comfortable with. The mains have two rows of reef points so you can reef a little or a lot. To do so, pull the cunningham hook at the base of the mast around the front of the mast and insert it into the reefing cringle (grommet) for the reefing tack and then tighten the cunningham at the clutches. For the clew, tighten the reefing lines at the clutches.
- ◆ Use of handheld radios: The "Push-to-talk" button on at least one handheld was pulled out by someone thinking that it was covering the recharge port. The recharge port is on the right side, the push-to-talk is on the left side.





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◆ As always:

Take personal items with you when you leave the boats.

Be gentle and remember that slow is faster. Take a few seconds to think about what you're doing before doing it so you don't have to undo and redo it and we don't have to repair unnecessary damage.

Don't force anything. Heavy components carrying a lot of force can cause serious injury. If you try to move something and it doesn't budge, you're probably doing something wrong and about to cause damage to the boat and yourself. Stop yanking. Look at and think about what you're doing before cautiously proceeding.

Don't turn the outboard's tiller so far that you disconnect the gas hose from the outboard.

Don't tug on companionway cover snaps so hard that you damage them or pull their screws right out of the fiberglass

Dock gently. If the wind is pushing you, turn a 360 to drop speed before approaching the dock. The best way to repair damage to a fiberglass hull is not to cause it to begin with.

Don't open the foredeck hatches so far that you disconnect the support bars, risking bending them. Use and enjoy our cruisers, and volunteer if you can skipper or crew for a cruiser program (Full Moon Raft-up, DISC regatta, Social Sail, etc.), help us keep them in great shape, and help spread the word about sailing on a cruiser. We're working on ways to get more people through our cruiser skipper courses since we'll all win with more cruiser skippers.

Wishing you fair winds and following seas,

Barry

Barry D. Yatt | cruisermaint@scow.org | 2023 SCOW Cruiser Maintenance Director



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SCOW Training Courses

SCOW is looking for experienced, knowledgeable, motivated Skippers to teach sailing to the next class of potential sailors.

To become a SCOW trainer you need to meet some key criteria which are described on SCOW's website under

- ◆ Bylaws & Policies
- ◆ General Sailing Documents
- ◆ SCOW Training Policy, Section V.4.

The link is below:

<https://www.scow.org/resources/Bylaws%20and%20policies/Training/Training%20Policy%202023%20Board%20Approved.pdf>

Before becoming a SCOW trainer:

1. You'll need to become familiar with our basic training materials and do one or more ride-alongs with current trainers.
2. Once you've qualified as a trainer, you'll be added to the roster of approved trainers to teach water classes .
3. Water classes take place each Saturday and Sunday over three consecutive weekends during each of the three training sessions, Spring, Summer and Fall.
- 4. You can sign up to teach as few or as many water classes as you like, as your availability permits.**

If you meet the criteria, and you're interested in being a trainer, please contact training@scow.org. We'd love to have you join the team.

SCOW Training Director



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SCOW Fall Basic Sailing Class Interest

We are now accepting names of those who are interested in the SCOW Fall Basic Sailing Course. Please email the Training Director, Allen Flanigan, at training@scow.org by Saturday, July 1st if you are interested in enrolling. If interested in taking the course exceeds the club's training capacity, we will utilize a random number generator process to select the students. Students will be selected and notified during the week of Monday, July 3rd.

The course will consist of four two hour long on-line land classes and six four hour long water classes, with the primary goal of preparing students to become SCOW Flying Scot skippers. Books, knot tying line, and halyard winch handles will be provided. Further information about the Basic Course is available on the website (<https://www.scow.org/sys/website/?pageId=1863778>). Use the same training director email as above if you have any questions.

The exact cost of the course is in part determined by SCOW's agreements with the Washington Sailing Marina and will be \$425. One has to be a member in good standing of SCOW to take sailing courses. Course registration and payment are done through the SCOW website. A registration code will be provided for those who are selected.

If interested, please look carefully at the dates below and note that the water classes are fairly intensive over three consecutive weekends. Make-up classes are scheduled only if there are cancellations due to inclement weather or if there are some extraordinary circumstances.

Regarding covid, currently the outlook is positive, meaning that while covid may not be a thing of the past we expect local transmission to be at a level where we can proceed with training. In accordance with SCOW COVID Task Force guidelines, water classes will be held at the discretion of the assigned instructor (who is the skipper of the boat) and students on that particular boat. Last year this meant that while masks were generally not worn, everyone participating in water training had to be fully vaccinated. We anticipate that this will likely be the case again this year, now including vaccine boosters as appropriate. Note that instructors may ask about vaccination status before classes. For those who are unvaccinated and unable to participate in water classes because of this, SCOW will be unable to offer a refund or to schedule make-up classes.

There will be more to follow regarding the Fall Cruiser course.



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SCOW 2022 Fall Basic Sailing Course Schedule

Basic Course Fall

- ◆ Land Classes: Tuesdays August 1, 8, 15, 22 via zoom at 7:00 pm
- ◆ Water Classes: Saturday/Sunday August 12,13; 19,20; 26,27
- ◆ Potential Make Up Water Classes: Saturday-Monday September 2,3,4,; Sunday, September 10, Sep 23, 24

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.

Allen Flanigan

Training Director, *Sailing Club of Washington*





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Capsize Course

Feeling warm? Thinking a nice swim might be in order? Have I got a deal for you! The Capsize Course of the summer is just around the corner, next Saturday, July 15th to be exact. If you've ever wished to learn how to right a Flying Scot after a capsize or just want to have some fun out on the water, this is your chance. The cost for the class is a mere \$30 that goes to SCOW to help support our club. You can register by emailing training@scow.org. The class is open to any member of SCOW, skipperhood (yes, I just made up that word) is not required! The class will go from 9 am Saturday morning thru late afternoon (return no later than 5pm, usually earlier). If you're even slightly fearful of capsizing, this class is highly recommended. You'll learn it's not a big deal and have fun in the process!

If by chance you are a skipper, you should absolutely take this class if you haven't already. As skipper you're responsible for both the boat and the lives on it, so if an accidental capsize should ever take place, you need to know how to handle it. If you're not yet a skipper, come out anyway, you'll learn how to assist your skipper and have fun doing it!

Warning: impromptu water fights have been known to break out during this class.

Reviews from earlier classes:

- ◆ *Best "class" ever!*
Thank you Thom, Stuart & Steve!!!
Delores Ward
- ◆ *It really is a fun class. What's more, once you've learned how you will also know more about when it is likely. That will make you a sailor who is more likely to regain control of the boat rather than lay it on its side. Some people reach a degree of heel, believe the cause is lost and stop sailing. Take the class and gain confidence.*
Ronnie Lewis
- ◆ *Totally agreed. Well worth the time, money, and weird sunburned knees. Thanks Thom, Stuart, and Steve!*
Harriet Foster
- ◆ *Learn well, fun it be.*
Yoda

Note: you must be a paid-up member of SCOW to participate in this class.

Fair Winds,
Thom Unger
Capsize Class Coordinator / Instructor







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Love The Spinnaker

It's been a great adventure learning how to fly a Spinnaker and SCOW has made me a better sailor to learn the art of all it's ups and downs. It all started on FS4365, Little Michael with Skipper Jim over two years ago. It's been a fascination for me to figure out how to launch and land it. When its filled with air and way out in front of the boat pulling us along its an amazing feeling. I personally like to fly it like a kite when all else goes to "chit". Just two hands and my derriere on the centerboard trunk cap seem to be the failsafe "go to way" that has always worked for me. I was able to recently showcase that technique while racing with our amazing Skipper Jim Schuster. I loved it when he said "just keep doing what you're doing, its flying and that's all that matters". Sailing is such a great "learning" sport because it keeps you on your toes and eyes open for every little thing that can go wrong, as it frequently does. Situational awareness is key. It's always a game of "set everything up right" and wait for the problem to arise, then immediately attack the problem to fix it and then let the smile on your face shine after resolving the issue. My lessons began on Little Michael with its mast halyard and single cleat set up. Learning how to raise it and filling it up without a spinnaker pole was a great lesson to learn. The only thing Jim wanted to make sure we didn't do was to run over the sail. We added the pole technique later and got pretty good at it. Though I enjoy the flexibility to fly it without the pole. I watched numerous videos on how it's supposed to go up and down and tried all of them. Some work better than others as I've learned based on the set up of the FS. The principle is the same. The techniques vary, but most importantly be ready to fix a problem. Because the problem will happen, always!

When I bought my first Flying Scot FS4394 her name was "Flying sMiles" because she hailed from the Miles River in St Michaels, Maryland. She was a steal of a deal with over 12k in accessories, trailer, boat lift, engine and with lots of "racing gear" that the previous owner "designed" himself to make her a solo-sailor even though her design is the traditional day sailor model. Luckily, I only got her for a nickel. Our very own FS Guru Dana Howe and I have removed more "stuff" on her this season in an effort to make her as "spec" as possible, but that's a whole other story for a future article... I am committed though to keep an oddly place block on the top of the mast so that I can honor our beloved Dana with his very own 6 foot "I love Dana" Nautical Streamer Flag because the looks on his face (mostly puzzlement and confusion) as we tried to figure out 'what in the world was that guy thinking by adding this <gizmo> to her and his boisterous demands of "TAKE IT OFF" were priceless. Anyway, Her hull was sound, with no damage that I couldn't buff out and just some cosmetics needed to get her on the water to start sailing. She came with a 2.3 Honda engine which would make her ideal to navigate the OCMD channels and waterways for when take her



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there to sail on the Assawoman Bay and Isle of Wright Bay. It's been a great "treat" learning how to sail her safely with the engine mounted. She needs to stay on for practice here for those future adventures in OCMD. From the beginning it's been challenging & there were various "maylox" moments when the main sheet got tangled up on the motor. I've had to dive across her stern on a few occasions to untangle the sheet so as to not capsize. We've eliminated those "binding moments" & she is safe now by adding (in the spirit of the previous owner) a ring and bungie to keep her main sheet clear of the hook of death; aka our motor. Yes, it still brings a smile to my face when I see Dana's eye roll and mutter, "take that dang thing off, no one else has one! and I get to reply 'ain't gonna do it.'" It's become "our thing". LOL

Well, this story is about our spinnaker adventures. She didn't come with the actual spinnaker sail but the previous owner added lots of gear to fly one and with even more extras to make her a "solo sailor". I put my faith in Dana as he ordered "All that stuff has got to go" and I bought all the "official" Spinnaker Kit gear from Flying Scot. We remove the old and put on the new in phases. So far we've only been able to add the Spin Halyard Take up Reel kit due to his busy social calendar & me getting married. Isn't it fun to just do enough work on our boats so we can still sail them? My bride Callie, her son Ian and I conducted the "renaming ceremony" earlier this season and FS 4394 became "SCORPION I". Had I known then what I know now she would have been named "The Holy I" because of all the gear removal and she would have had a Flying Cross on the Spin sail. Instead, she is flying a custom black Scorpion with fishhook style barbs that I ordered from Mad Sails. Silly me for picking a land creature for a boat so I had to put something watery on her and fishhooks seemed to fit just right on her tail and claws, hah!!!

At our last week's social sail we voted to try and Fly our Scorpion Spin Sail even though all the gear wasn't ready or set up yet. I said hey, this is just like when I started with Jim on Little Michael, what could possibly go wrong that we haven't been able to figure out how to fix on the fly yet. Our pre-flight meeting was to give the tiller over to Callie, Ian had the honors of hoisting the halyard and I was going to pull on the sheets to make her fly. We set her up the way she is "supposed to fly" and Ian started to yank up as Dana insisted on doing so as to not break the kit reel. So far so good, as Ian raised the sail, I got the sheets ready and noticed my starboard sheet was hanging up on the forestay pins that were facing out (to be fixed and taped later). The quick assessment: good news was that the new very expensive sail was up & out of the water and not keel hauling the boat, Check; Callie was doing a great job staying on the down wind course (which is key), Check; Ian dove on the bow, untangle the sheet Check; and I pulled on the sheet; Check, and with that a beautiful puff of wind filled her up and our Scorpion Spinnaker filled the the gray. eerily &



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creepy Canadian smoke filled sky for a perfect backdrop. Our smiles filled our faces as was flying her first maiden mission.

For now, we will continue to fly her in this “hybrid” fashion (aka: my way) until we mount the rest of her gear & learn from the better sailors their tricks and tips, also known as the right way to fly a spinnaker. Until then, I hope everyone gets to enjoy the sight we saw when they are rounding the leeward mark as they pass us on our downward leg. Hopefully someday soon our sailing family will be looking over their shoulders saying “wow, Scorpion is behind us, they are improving” to “Wow, Scorpion is way ahead of us, her Scorpion Sail is Awesome!, and ‘oh, say can you see that cute “I love Dana flag flying atop her mast too’”. Sorry Dana I couldn’t resist.

With that, I’m grateful to our awesome SCOW family and looking forward to making many more great memories on the water.

Stay Safe & fair winds to fill our sails,

RSgt. Joe Caminiti

Skipper FS4394

240-375-6406





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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.

P.P.S If you're interested in a riddle, read on. If you know the answer or want to know the answer, email editor@scow.org. The next edition of ChaNNels will feature the answer, and the names of whoever emailed with the right answer [Note: you can opt out of being named in the newsletter, if you like.]

Riddle

A Japanese ship was sailing on the open sea. The captain went for a shower, removing his ring and placing it on the bedside table. When he returned, he found it had gone missing. The captain immediately called the crew members he suspected, and asked each one where they were and what were they doing in the last 15 minutes.

The cook said, "I was in the kitchen preparing meat for dinner."

The engineer , "I was in the engine room working on the generators."

The seaman said, "I was on the mast correcting the flag which was hung upside down by mistake."

The radio officer said, "I was on the radio, messaging to the company about our arrival."

The navigation officer said, "I was asleep in my cabin."

The captain immediately caught the thief.

How did the captain know?



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)

