

ChanNels

“Men in a ship are always looking up, and men ashore are usually looking down.”
- John Masefield

*The Newsletter of the
Sailing Club of Washington*

March 2012

Commodore’s Log 1

Commodore’s Log
Chris McGraw, Commodore

What a month!

Rumors of night sailing for Flying Scot skippers have come to fruition! So, gather your crew, your flashlights, and your night-vision, and push off the docks to navigate by sail under the light of the moon! Get all the details in our Skipper Information File (<http://scow.org/bylaws>) and at Rub-off-the-Rust scheduled for May 6th. Thanks to all the SCOW members putting in time and thought to open up this opportunity!

This month we threw a packed Re-up Brunch party with record attendance, lots of renewing members, great food and drink, and 42 new club members joining our ranks! Kudos on the great job! We are thinking it would be fun to moderately increase our SCOW membership this year from ~400 to 500, so, if you know someone who would be fun to sail with email them a membership form (<http://www.scow.org/join>) and invite them out to a social sail. If you know someone who wouldn’t be fun to sail with, email them a link to join Parklawn Sailing Association.

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Kidding, kidding! PSA (<http://parklawnsailingassociation.org/>) is awesome and you should join there, too. I’m a member as are a lot of cool folks in our club.

Kudos to our volunteers who are studiously updating policy documents, checking the books, getting our classes set up, adding a 4-stroke motor and other upgrades for Skirmish and our other boats, reaching out to our members new and old, setting up a water test of a possible boat to swap for Topaz, and taking on other crucial tasks. Thanks for being do-ers in the club! You are what make the club such a fun place!

I look forward to seeing folks at Maintenance Day Saturday March 24th (Mark your calendar!) At our first Social Sails slated

for Thursday April 5th, Thursday April 12th, and Thursday April 19th (where in addition to our normal fare, we’ll also be going over Rub-off-the-Rust skills for any Scot or Cruiser Skippers who come.) And at our Membership Meeting at Capital City Brewery in Arlington where we’ll lift a glass and hear about addressing emergencies on the water with the great Tom Vandembosche! And, if you are one of our Flying Scot or Cruiser Instructors, we’ll see you at our Train the Trainer Day on Saturday April 7th!

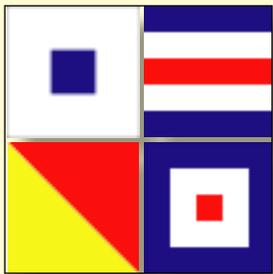
Whew! Again, lots of great activities! Fair winds!

Chris
commodore@scow.org



Topaz chugging up the river just south of Wilson bridge. Photo by Chris McGraw.





Spring Maintenance Day Is Saturday, March 24th, Weather permitting!

Rebecca needs some hull cleaning and her sail tucked in.



Skirmish's new motor.



Skirmish at the dock.



Topaz at the dock.

The Spring Maintenance Day, scheduled for Saturday, March 24th, promises to be a fun and productive time to get our boats ready for the 2012 sailing season. Come out and join us! Food and beverages will be provided to the volunteers. We will meet at the marina (1 Marina Drive) near the cranes (where we have social sails) at 10 am and work until about 2 pm. Sunday is our rain day. We rely on volunteers to help keep our fleet in good working order. The opportunities are endless...

- Check out the SCOW fleet
- Meet with your fellow sailors
- Learn about maintaining boats
- Use your skills and knowledge about boat maintenance
- Volunteer for a great organization with knowledgeable members
- Chow down on coffee and bagels/donuts in the morning and pizza for lunch

Hope to see you all there! Watch for an email message in case of the need to reschedule due to rain.

Sarah
maintdir@scow.org

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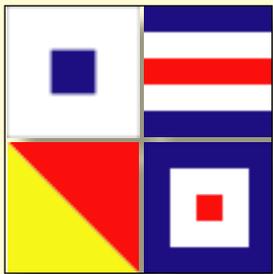
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Training

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Another year and another phenomenal re-up brunch! Training class sign-ups were offered for Basic Sailing, Cruising Sailing, Capsize Classes and Spinnaker training with lots of interest across the board. Special thanks to Anne Reb (co-training-director), Maggie Wiseman (my better half), Urszula, Marty and Martha for manning the training desk during those first couple crazy hours.

As usual, Spring basic sailing and Spring cruising sailing sold out fast, with folks already signed up on waiting lists. Our new Spring Spinnaker class sold out too, with 50% more demand than spots! As of this edition of channels, there are still some slots available for Summer basic and 1 slot left for Summer cruising. Course availability can be viewed online. For more details and instructions, see the blue box to the right.



At the March board meeting, SCOW unanimously approved Jim Klein, Chris McGraw and John Rogers as 2012 spinnaker instructors so expect to see them "flying some kites" during Rub off the Rust day(s).

Finally, if you're an approved SCOW Trainer, don't forget to come to WSM on Saturday, April 7th at 9:00 a.m. for Train the Trainer. There are a couple of SIF changes to go over, we should talk about the Spring class line up, and lots of other stuff. The social committee will even be there with coffee and donuts. See you there!

Tom Vaughan
training@scow.org

Miss Ellie. Photo by Jonathan Thron.

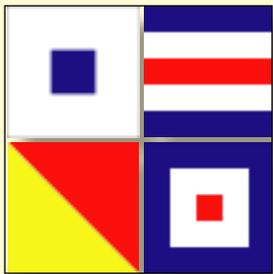
Training Opportunities are still available!

- Basic Sailing
- Cruising
- Capsize
- Spinnaker

Its not too late to take advantage of our great instruction programs for 2012. If you are interested in finding out about the schedule, cost and availability of this year's training classes, visit <http://www.scow.org/training>.

1. Review the course offerings and choose the class and time that appeals to you.
2. E-mail the Training Director (training@scow.org) to verify space availability.
3. Download the current Training Form from this same page.
4. Send your completed Training Form and payment to SCOW, PO Box 25884, Alexandria, VA 22313





Highlights from the Re-up Brunch

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Ahoy there,

SCOW welcomed spring and the new sailing season 2012 with the Re-up brunch on Sunday, March 11, 2012.

I would like to thank all of the SCOW volunteers who made the re-up such a success. We welcomed 200 people who were able to renew their SCOW membership, sign up for training classes, renew their skipper licenses, or join SCOW for the first time. SCOW members and visitors were also able to enjoy a delicious brunch filled with egg casseroles, pancakes and much, more!! We had so much food to enjoy that we were also able to donate the extra left-over food to the McLean Fire Department!

Looking forward, SCOW is starting their social sails this spring on April 5, 2012. Social sails are a great opportunity to brush up your sailing skills, learn to sail, or just enjoy munching and socializing.

If you think you would like to volunteer either as a chef, co-chef, or dock-master, please e-mail me at social@scow.org. I am always looking for a few good volunteers!

See you on the water!

Anna
social@scow.org

If you brought a dish to the Re-up Brunch but left your bowl behind, contact Jeff Teitel to arrange you and your bowl's reunion. It's a light green plastic bowl, round at the bottom and squarish at the rim!

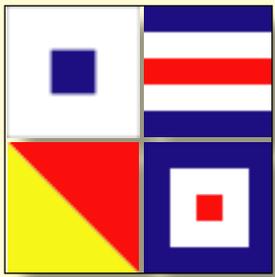


Volunteering at the Reup Brunch. Photo by Chris McGraw.



Photos by Kyoko Kawai unless otherwise credited.

continued...



www.scow.org

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Highlights from the Re-up Brunch

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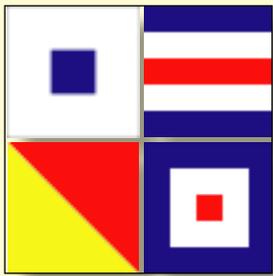
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Luis, Charles, Henry and Chris work on our communications for new and renewing members. Thanks also to incognito members who are helping make magic happen. Photo by Chris McGraw.



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From Thom Unger

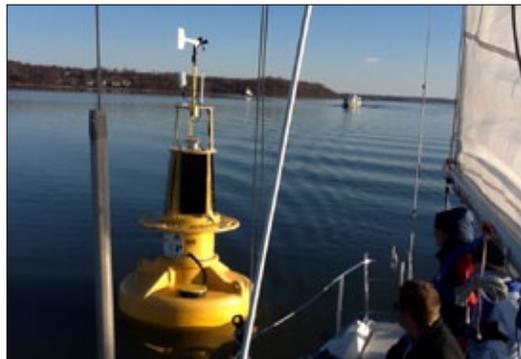
Two excellent articles on cold water that I highly recommend anyone who goes out on a boat during winter read. They're written by a former Coast Guard Rescue Swimmer and marine safety specialist with the Coast Guard. For example, the old standard about the best way to warm someone up after cold water immersion is by climbing in a sleeping bag with them? It's wrong, and in some cases could kill them...

The Truth About Cold Water

http://gcaptain.com/cold_water/?11198

The Truth About Cold Water Recovery

<http://gcaptain.com/truth-cold-water-recovery/?11576>



The new weather buoy south of the Wilson Bridge. Photo by Chris McGraw.

From Barbara Ullman

Do you know the story of the Bourne, the tug that has been anchored just south of the Wilson Bridge? Here's a link to John Kelly's Washington Post article about this benighted (and it seems to me practically really abandoned) little tug.

<http://www.washingtonpost.com/wp-dyn/content/article/2010/11/19/AR2010111904548.html?wprss=metro&sid=ST2010112003567>



Topaz. Thom Unger is at the tiller, with Reed and Joan in the cockpit. Tom B. and Rhonda on the bow. Photo by Chris McGraw.

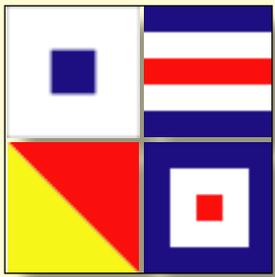
From Faith Rodell

Through June 30, 2012, for only \$15 (a 50% discount on **BoatUS Membership** dues), members of SCOW will have access to over 26 BoatUS benefits and services, including:

- On-the-water and on-the-road towing service
- Low cost marine insurance
- Discounts at **West Marine**

Don't forget to have your members join or renew their BoatUS Membership using your **group code: GA80156S**.





Member Contributions

From Bill Davenport

I found this article and thought it may be of interest to our members. I think it reads well and is not too technical. I spoke to the author Jerry Fultz today. He's given us permission to reprint it in Channels.

Shaping Sails for Heavy Air

By Jerry Fultz

Spring and fall usually produce stiffer winds than do the "Lazy Days of Summer". I like sailing in the stiffer winds and spring has its own set of challenges. Since you have just launched the boat from its winter storage and may have not completely tuned the rig I might need to write another article addressing tuning the rig but at this time I am going to assume the rig has been tuned and what I am going to give you is what I call are the rules or mechanics for going fast in the heavy winds.

When going upwind the first thing to notice that most boats have difficulty going forward and pointing well. It feels hard to keep the boat in the groove and keep the speed up, waves slow your forward progress down and puffs keep putting the boat on its side resulting in the boat slipping or sliding sideways.

When this happens the traditional reaction is to pull the sails in tighter, but the reason the boat is not pointing well is that the keel or centerboard has too much side force compared to the water flowing past it. In other words the keel/foil gets stalled or overloaded by the large side forces being generated by the sails.

Two things you can do to relieve this pressure: First thing is to increase the speed of the water flowing over the keel/foil and the second is to bear off slightly only 1 or 2 degrees. Now the wind can bring more force on the sails increasing the opportunity for a knock down so now you must adjust the sails.

By moving the sails outboard to another track on the edge of the boat and easing the traveler down, this keeps the sails at the same angle to the wind from bottom to top and it also relieves some of the pressure on the keel/foil.

Now the sail forces will be moving the boat forward more and sideways less. In smooth water this is a fast way to go, it can also work in rough conditions as long as the wind is constant.

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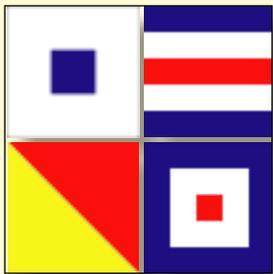


Chart Desk

*A monthly column by
Jonathan Thron, Skipper Director*

Two Steps Ahead [of Disaster]

So by now I'm sure you've noticed all the jets buzzing your boat on final approach to Runway 1 at DCA. For me, it's one of the coolest things about sailing in Washington. I'm still trying to decide whether it would be terrifying to catch one of those wingtip vortices in my sails or whether it would be supremely awesome. I'll keep you posted. (If anybody has experience with this, please let me know-- I'd love to hear about it!)

The next time you're out dodging airliner-induced waterspouts on the river, consider the fact that sailing is a lot like flying. Some of the applied stuff is different-- you can, for example take solace in knowing that your Scot or cruiser checklist is tame compared to some of the ones that turbine aircraft flight crews have to deal with-- but a lot of the theory is the same.

One aviation principle that's directly transferable to-- and that absolutely should be practiced in-- sailing is known as



Photo by Jonathan Thron

“staying ahead of the airplane.” Basically it says that stuff happens fast, and it's imperative that you anticipate the next couple moves and take steps to prepare for them *now*. Like playing chess, except more consequential. If you get “behind” the chess game (boat, airplane, racecar, experimental contraption that you're steering) and critical tasks start piling up faster than you're able to

appropriately react to them, you're cruising for trouble.

Check out the following true stories from SCOW skippers that highlight a few of the many ways you can quickly end up behind your boat-- and watch how applying the proper antidote can help you stay ahead.

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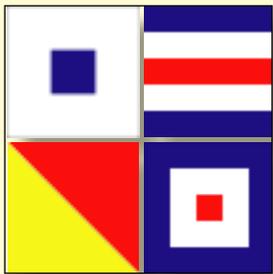


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Scenario 1:

"We got to the marina later than expected and were in a rush to get Selkie launched because we were running out of daylight. I was walking the trailer back to its parking spot when my friend yelled from the dock and said we had forgotten to install the plug and water was gushing in."

Behind: Moving too fast.

Ahead: Slow down.

Slowing down to stay ahead is counter-intuitive, but it's truth! If you rush, sooner or later it's gonna bite you. Guaranteed. The faster you move, the more likely you are to do a sloppy job. Or forget things altogether. Or maybe you don't forget them (you ARE using the checklist, right?), but in order



This cherry blossom isn't part of the festival. If your tack doesn't work, do you have room for a jibe? Photo by Jonathan Thron.

to save time, you intentionally skip them (if you keep intentionally skipping them, eventually you WILL forget them!). When you rush, you also dramatically increase the chances of injuring yourself or others. And it isn't always gloriously slapstick, trip-over-a-cleat-and-swan-dive-spectacularly-into-the-river type stuff. There are also environmental and physiological concerns. I'm a champ at running around like crazy (not good), and one day last summer it finally caught up to me on a 90-degree day. I was wearing a hot life jacket, was not staying hydrated, was under quite a bit of exertion, and was moving really fast. Game over. I started not feeling well, got lightheaded, and quickly realized that whatever I was doing was not sustainable. If it wasn't clinical heat exhaustion, it was certainly close, and it was a terrible feeling. My body literally forced me to STOP, take a break, and chill out for a bit until I was functional again. Don't push it. One thing I'm really excited about for the upcoming season is the advent of night sailing on our Flying Scots. This means we don't have to rush our launch or return to beat the sunset, which (in theory) means that we should never have to rush our inspection and checklist. So no more swan dives. Rock.

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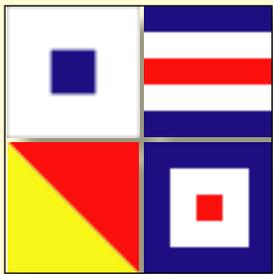


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Scenario 2:

"We were cruising to Cantina Marina one night for dinner-- it was my first time taking a boat over there, so the water was unfamiliar and I was glued to my chart. There was other boat traffic in the area too, so my workload was high as we approached the dock. It was dark, and we were using flashlights to find the right slip. We were about 20 yards out when I realized we hadn't attached the fenders or configured any of the dock lines."

Behind: Critical work not done in time.
Ahead: Delegate tasks to your crew.

Something you learn very quickly as a skipper-- particularly a cruiser skipper-- is that it's very difficult to do all the work yourself. The to-do list is too long and too complicated. Aside from that, doing everything is not your job. One of the things your checkout skipper will evaluate on your water checkout is how well you delegate tasks to your crew. The purpose of this is not to keep them occupied so they don't eat all the snacks. Rather, it's to distribute the collective workload in the interests of sanity and safety. Remember that skippering is not just about knowing how to sail-- it's knowing how to effectively

manage a team. Keep your teammates busy! They'll learn some new skills, you'll be less stressed, and everyone will have a safer and more enjoyable cruise.

Scenario 3:

"We were sailing close-hauled near a pier, and there was a big boat tied up on the end. We intended to sail until we were a few lengths from it and then tack away. We prepared for the tack but caught a header at the last second and lost some momentum. I threw the tiller hard over, but the bow of the boat wasn't coming through the wind, and we were getting pushed toward the docked boat. My rudder was stalled, and I started to panic. Fortunately we still had enough room to fall off and jibe instead as a last resort. Our boom cleared the other boat by ten feet."

Behind: Backing yourself into a corner (literally).

Ahead: Leave some (physical) margin.

There's seldom good reason to cut it super close, especially when you're dealing with shiny, expensive machinery. If you do decide to tempt fate, most of the time you'll be able to get away with it, but that's

because everyone and everything functioned perfectly and it all worked out. But what if next time it doesn't? Did you factor in that catastrophic equipment failure ("*That part isn't supposed to break!*") or that crewmember's momentarily lapse ("*Do I pull this line....or THIS line?*")? Is a positive outcome for your boat and crew contingent upon another boat and crew behaving rationally and going/being exactly where they're supposed to? Trust me, a lot of people on the river either don't know or don't care about the right-of-way rules that you spent so much time and effort learning in SCOW. And fixed, physical objects don't have to bother with right-of-way rules at all. Is that crewmember who's emphatically encouraging you to sail to windward of that day marker willing to pony up the cash when you're light on headway and heavy on drift and that big green "9" comes tearing through your mainsail? Do you really have to get close enough to see your reflection in the hull of that pretty motor yacht that's worth more than your 401k, or will a look through binoculars suffice? Sure, you want to show those folks on that dock over yonder that sailing is cool, but do they really need to see the whites of your eyes? You get the idea. There's an awful lot of variables

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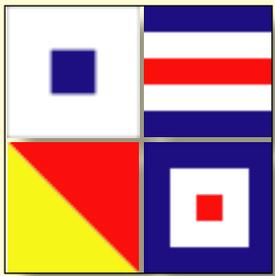


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out on the river that you can't control. One important one that you can control is the amount of margin you give yourself. Save up your close-quarters capital for Wednesday night racing.

Scenario 4:

"We had just motored Rebecca through the last day marker gate and were preparing to hoist the sails. The wind was from the west, so I intended to turn left out of the gate, motor east across the channel, and then swing a 180 to come head-to-wind. It was a good plan, but in retrospect I realize that I didn't communicate it very well to my crew. I handed off the helm, went forward, and quickly got preoccupied with the sail ties. I never asked my helmsman to keep an eye on the channel edge and throttle back if necessary so we'd have more time. Something also went wrong with the halyard when I tried to raise the main, but I wasn't sure where it was binding. I asked for help from another crewmember, but he had gone down into the cabin for some reason and couldn't hear me. When I looked forward again, I saw that we were running out of water and would have to turn immediately before we ran aground. Our mainsail was stuck halfway up as we

came around, so everybody was ducking frantically and trying not to get thrashed by the boom."

Behind: Unclear expectations.
Ahead: Keep everybody talking.

"Talk to me, Goose!" It's a great line from *Top Gun*, and it's also a mantra that will keep you out of trouble on the water. Folks who have sailed with me to Old Town or National Harbor know that I get super chatty as we approach the dock. I'm not sure, but I imagine it's probably pretty annoying! I describe my planned approach in detail and what I intend to do if I need to wave off and go around for another try. Then I ask if anybody has any questions or concerns. Part of this is for my benefit so I can get it straight in my own head, and part of it is so my crew won't be caught off guard, particularly if it involves an abrupt maneuver like a sharp turn. Also, because I'm not the sharpest knife in the drawer, it gives folks an opportunity to critique the plan and offer alternatives. If I say something goofy-- if my idea doesn't make sense-- they know that they can speak up and tell me so. They're in the same boat, so they have a stake in the outcome! As a skipper, one of the most important

things you can do is cultivate a culture of communication. Outline expectations. Ask for suggestions. Talk it through. And then talk it through again to make sure everyone's clear. I've had countless occasions on the water where my crew members have offered ideas far more brilliant than mine or have pointed things out to me that I otherwise would have missed. Some of them were critical. Talk it up.

Scenario 5:

"We had a good south wind for our sail on Topaz and we were enjoying tacking back and forth and heeling the boat hard as we made our way past Old Town toward National Harbor. We were having so much fun, in fact, that we kept sailing longer than we should have before we furled the jib and reconfigured for powering under the Wilson Bridge. We were really close to the bridge and outside the channel, so we ended up approaching the channel from the side at a 90-degree angle. In other words, our eventual intended course was in a huge blind spot. I didn't like the setup because I couldn't see anything, so I throttled back and sent a crewmember forward to look for any boats that might be coming. She

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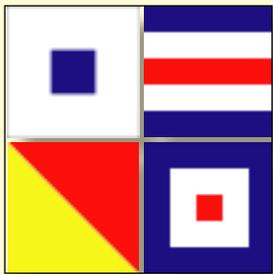


Chart Desk continued

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If this is your approach to the Wilson Bridge channel, wave off and try again. You can't see them and they can't see you. Photo by Jonathan Thron.

was halfway to the bow when a powerboat suddenly appeared under the bridge and crossed ten yards in front of us from left to right. They were as surprised to see us as we were to see them."

Behind: Trying to salvage a bad approach.
Ahead: Go around for another try.

Don't be unprepared-- or too proud-- to "go around." If it's not looking good, don't try to salvage it! Nowhere in any SCOW rule does it say that you absolutely must execute every maneuver perfectly on the first try. Trust me, I've looked. This is particularly

true with docking. I can't tell you how many times I've watched people (or watched myself) approach the dock with a supremely silly I've-got-one-shot-at-this attitude and proceed to either scare the living daylights out of everybody in a fifty-yard radius, or ram the boat into the dock, or both. Wave off and try it again! I thought I was doing pretty well on my cruiser water checkout until I started a maneuver and my checkout skipper asked me-- quite fairly-- "What's your exit strategy?" I almost couldn't believe it as I stammered, "I uh...don't... really have one." Bad! Come up with a Plan B in advance, make sure it's legit and

workable, and be prepared to use it. Better a smooth outcome on the second try than a spectacular crash on the first.

These stories highlight some hazards of getting behind, but they're mostly stand-alone issues. You're not always so lucky. Watch how factors can combine and compound to create a legitimately scary situation:

"We were close-hauled and had another boat 100 yards out at our eleven o' clock, coming toward us and crossing left to right. We were on a collision course and would have to make an adjustment, but I had time to choose between several options. I decided to fall off a couple degrees and pass behind him. The only problem was that we would be right at the edge of the channel when we cleared and would have to tack immediately to avoid running aground. As we converged, it became more and more apparent that we would pass quite near each other, and we'd have to execute our tack very quickly. I briefed the crew, we cleared the boat, and I made the tack. Everything looked fine initially, but I got distracted when I realized that the topping

continued...

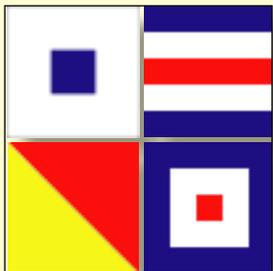


Chart Desk continued



Docking practice at sunset. Photo by Chris McGraw.

lift had snagged on a backstay fitting and was preventing the boom from swinging out to its proper position. I reached up to fix it with my free hand and had just knocked it loose when two of my crewmembers called out loudly and simultaneously, asking if I saw the other boat. I turned until I saw him-- about two boat-lengths ahead and stopped dead in the water, evidently experiencing a maneuvering problem. He had been in the large blind spot behind our jib and was nowhere near where I had "expected" him to be (I've learned that "expectations" are insidiously dangerous-- always go with realities, they're much more reliable!). If my crew hadn't seen and called the traffic, I would have hit him broadside at 5 knots-- certainly damaging the boats, and probably worse-- and it would have been 100% my fault."

This skipper made a series of independent mistakes that snowballed to create an almost perfect "accident chain." He didn't delegate a critical responsibility to a crewmember ("Hey do me a favor-- go up on the bow for this tack and keep an eye out, will you?"). His choice of the less-conservative course of action meant less margin, which in turn meant that he had to rush to execute the maneuver quickly, and further meant

that he had one shot to get it right and no opportunity for a go-around. The only thing that did work was crew communication. One out of five is unacceptable in this business, so let's make every effort to stay well ahead.

These scenarios-- which are 100% real-- are not intended to take the fun out of sailing or discourage you from skippering. But it's

a jungle out there, and we all have to play heads-up ball, all the time. Slow down. Delegate. Leave some margin. Talk it through. And if things still aren't looking good, go around for another try. You'll stay two steps ahead, and in this chess game called sailing, that's a good place to be.

Jonathan
skipper@scow.org



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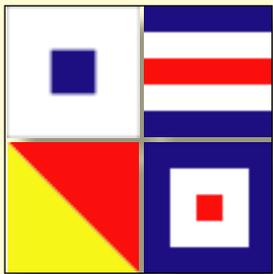
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Maintenance Day

Saturday, March 24, 2012
Rain Date, Sunday March 25, 2012
10:00 am - 2:00 pm
Washington Sailing Marina

SCOW will be readying the fleet for sailing at Maintenance Day on Saturday, March 24th from 10:00 am to 2:00 pm. Plan to join other members that day and let the Maintenance Director (maintdir@scow.org) know that you will be there to help!

Social Sail!

Every Thursday, beginning April 5, 2012
6:00 pm, Washington Sailing Marina

It's time to return to Social Sail! Come out to this weekly event at the marina by the cranes. Bring your \$5.00 and enjoy an evening of good food and drink, and a chance to relax on the water with friends.

Volunteers, step up to serve as chef/co-chef, Dockmaster or skipper during the 2012 season. Please contact Anna (social@scow.org) to sign up!

Membership Meeting

Monday, April 9, 2012, 6:30 pm - 9:00 pm
Capital City Brewery
2700 South Quincy Street, Arlington, Virginia 22206

Join us for a SCOW Happy Hour from 6:30 pm - 7:30 pm. (select menu items and beer half price!) followed by the membership meeting 7:30 pm - 9:00 pm. Member Tom Vandebosche will address handling emergencies on the water.

KISS Spring Racing Series

Tuesday, April 10, 2012, 5:00 pm
Washington Sailing Marina

Sponsored by the Dangerfield Island Sailing Club (DISC).

Check in with Deepak (racing@scow.org) about opportunities to crew on Rebecca, Topaz or Skirmish.

Flying Scot Racing Series

Every Wednesday, beginning
April 18, 2012, 5:00 pm
Washington Sailing Marina

Meet at the marina on Wednesday evenings at 5:00 pm throughout the summer. This is a great way to sharpen your skills and meet other SCOW members for a little competition.

Cherry Blossom Regatta

Saturday, April 21, 8am - 5pm
Washington Sailing Marina

Sponsored by the Dangerfield Island Sailing Club (DISC).

Friday Raft Up

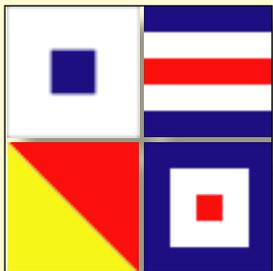
Friday, May 4, 6:00 pm - midnight
Washington Sailing Marina

Contact Faith (river@scow.org) to make a reservation to attend the event or to add a boat to the Raft Up. Attendees bring food and beverages to share.

Rub Off the Rust

Sunday, May 6, 2012, 12:00 pm - 4:00 pm
Washington Sailing Marina

Skippers, here's your chance to tune up and refamiliarize yourself with club procedures and rules. Contact Jonathan (skipper@scow.org) for more information.



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Leukemia Cup Kickoff Party!

Saturday, June 2, 2012

4:00 pm - 8:00 pm

Capital Yacht Club

The Leukemia Cup Kickoff Party roars into town on Saturday, June 2, from 4 p.m. to 8 p.m. at the Capital Yacht Club, 1000 Water Street, Washington, DC! This party is FREE to all Leukemia Cup supporters, and it is easy to be a supporter! Come eat, drink, and dance your feet off!

Learn more about The Leukemia Cup Regatta & Poker Run, meet fellow participants, share sailing and fundraising tips, meet our honored patients and kick off your own 2012 campaign!

For questions regarding the party or the Series, please contact Lynn Heun @ LLS: 703-399-2930 or Lynn.heun@lls.org. To read more about this year's Leukemia Cup events, visit www.leukemicup.org/nca.

Please RSVP to Lynn ASAP so the planning committee can be prepared for the the day!

Please be aware parking around the Capital Yacht Club is difficult. There is a garage located under Phillips Seafood if you are driving, or it's a short walk from the metro. If you would like to come via boat please indicate that in your response so CYC can coordinate in advance.

SCOW hopes to field seven teams on our club boats, in addition to all the teams that SCOW members field with their own boats and on those of friends. Put together a team to fund raise and race on our SCOW Flying Scots or Cruisers in the biggest sailboat race on the Potomac! The actual regatta will take place on Sept 7th and 8th with the President's Cup on the 9th. For more details about entering a SCOW boat email Chris McGraw (commodore@scow.org). Hope to see you at the kickoff party!

LEUKEMIA & LYMPHOMA SOCIETY® | LEUKEMIA CUP REGATTA®

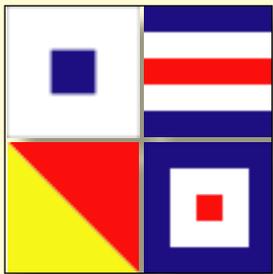
SAVE THE DATE!

2012 Leukemia Cup Regatta Series National Capital Area

POKER RUN
Saturday, August 25, 2012
Old Dominion Boat Club

LEUKEMIA CUP REGATTA
Washington Sailing Marina
Friday, September 7, 2012
With Honorary Chairman, Gary Jobson
Saturday, September 8, 2012





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 & Anne Reb..... training2@scow.org

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 Picasa Pictures Charles Gilbert pictures@scow.org

Enjoy more pictures of SCOW fun at <http://picasaweb.google.com/Sailing.Club.of.Washington>



Winter silhouettes of Tom Beachem and Rhonda Glassman solemnly raising the SCOW burgee and the burgee of some cool club that Tom is commodore of in Atlanta. Photo by Chris McGraw.

That's it for this month. See you at the cranes!

