



CHANNELS

THE MONTHLY NEWSLETTER OF THE
SAILING CLUB OF WASHINGTON

MAY 2020

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FOR FUTURE CHANNELS
NEWSLETTERS TO:
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COMMODORE'S LOG

BY RICHARD KAISER



Welcome to May – I'm optimistic that this will be my last Log written from home; and I'm kind-of glad that April was the 7th wettest April on record which made it much easier to deal with no sailing! Hopefully, all the measures put in place by our local governments will pay off and allow us to get back on the water soon.

In the meantime, binge watching the tube, reading & working out seem to be way up in our house – Oh, I forgot eating and drinking are also way, way up!

Getting together with SCOW friends twice a week has been a blessing. A big Thank You goes to **Dave Beckett** for his very popular Wednesday evening sailing seminars and **Esther Massey** for her Unofficial Social Sails every Thursday. It's a great way to stay in touch and learn a few things about sailing and your fellow SCOW members – we even get mini tours of people's living rooms and favorite places to walk for exercise.

I'm very excited to announce that SCOW's Basic Sailing Class begins this week with virtual classroom activities. Virtual classes span four weeks and are followed by on-the-water classes. Thanks to **Trueman Sharp**, SCOW's Training Director for making this happen.

I sense that things will be back to a "new" normal soon and that means we'll be back on the water using many of Dave Beckett's tips and tricks that he's been teaching since SCOW's first Crew Development class back on January 29th.

Please take care of each other as we tack through this storm. I look forward to seeing you virtually over the next couple of weeks and in person in the near future.

All the best to you and your family.

Richard Kaiser, Commodore

SAILING TRIP FROM SPLIT

BY WOLFGANG SCHAEFER

"Jump!" I shouted and my son Alexander splashed into the azure colored water from the stern of our Lagoon 39, holding in his hand a thick line which my nephew Sven paid out. Alexander swam to the rocky shore, climbed out, taking care not to step on a sea urchin, swung the line around a sturdy tree and tied it in a bowline. After Sven pulled the line taught from the stern of the catamaran and attached a fender in the middle of it for visibility, we all jumped into the inviting water, marveling at the rocky ground some 10 feet below our stern in the crystal clear water. I swam beyond the bow to check our anchor. It was firmly dug in a sand patch at 40 feet depth, clearly visible.

It was the evening of Tuesday, August 20, 2019. We were anchored in a lonely, small bay with a steep shore at the Lastovo Archipelago Nature Park, 60 miles south of Split. We were well protected against any possible wind from NE to W and SE, but there was no wind. Over the area was a high pressure system for the whole week, so that we had plenty of sun, nice warm weather and only two mornings of 12 knots wind for splendid sailing. That evening, it was pleasantly warm and we sat after dinner in the cockpit until late solving all the world's problems, while some of us admired the starry sky with the Milky Way clearly visible.

We -- my wife, son, two nephews, a niece, her husband and two kids aged 5 and 3 years, two school friends of mine from 5th grade and the wife of one of them -- arrived on Friday in Split allowing us to explore this charming, 1800 year old city. The town was crowded with tourists and the open air restaurants were packed. The town's biggest attraction is Diocletian's Palace, built in 305 A.D. for the Roman emperor. The next morning I explored the city and was privileged to take part in a service in the Roman Catholic church of the palace.

We had left Split on Saturday afternoon, after a hectic day of buying and storing away the provisions for a week for 11 people and checking out the boat. That night we anchored at Milna Bay on the island of Brac, an hour away from Split. We took a swim during dusk, had dinner on board, discussed safety and man overboard maneuvers, and toasted our successful departure and peaceful anchorage with Prosecco. The next morning, after a nice, deep sleep, we followed our routine from previous sailing trips: everybody got up whenever they wanted. Most of us took a refreshing swim in the warm, clear water and then prepared breakfast. Afterward, people got restless and wanted some action. We looked at the weather and the forecast, picked a beautiful bay about two hours away for a lunch stop and got underway.



OUR TEAM ON OUR BOAT TO SPLIT



CHURCH IN DIOCLETIAN'S PALACE

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MEMBERSHIP CORNER

BY TONI COLE, MEMBERSHIP DIRECTOR

Ahoy!

Another month out of the way, and, hopefully, another month closer to sailing on our river. If you (like me) are missing our weekly Wednesday Night Racing and/or Social Sail Thursdays, join us VIRTUALLY! You can come in your jammies, bring your own food and drink. While it's not the same, it will get us through. I've been learning so much from **Dave Beckett's** webinar racing seminars. From beginner to seasoned skippers, there's something new every week! Don't miss out! Check your email for the invite.

If you have renewed your membership, thank you. If you have not, please do that straight away. If you need any help, please send me a message at membership@scow.org, I'll do my best to help you get it done.

Lastly, let's welcome our newest member, **Dean Nixon**. I bet he's dreaming about hoisting a mainsail, trimming the jib and getting his vang on just like the rest of us. In the meantime, if you catch him on Zoom at an unofficial Virtual Social Sail, please share some stories and reassure him that when they finally let us out, we're going to have a boatload of fun!

Hang in there sailors and stay safe everyone, I hope to see my SCOW family and friends out on the river soon!

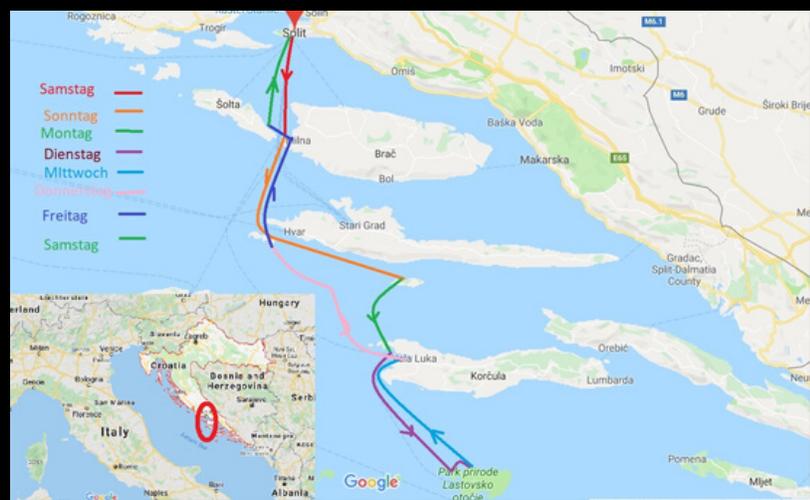
ONLINE MEMBERSHIP RENEWAL AT WWW.SCOW.ORG

SAILING FROM SPLIT

CONTINUED FROM PAGE 2

Once there, we followed a similar rhythm: swim, eat, relax and at around 3 pm it was time to depart for a night anchorage about two hours away where we repeated the sequence. Four hours of sailing/motoring per day at 5 knots gave us 20 miles per day, or 60 miles over three days. Hence, the Lastovo Archipelago Nature Park. This was the furthest point of our one week trip.

"Steer a little bit more to port," Sven shouted to Jürgen, as Sven was trying to raise the mainsail. "The battens are getting stuck in the lazy jack lines."



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SAILING FROM SPLIT

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"I see," responded Jürgen, who was at the helm. "It's tricky to motor exactly upwind. I am revving the engine a bit to get more speed to be able to steer." We were going slowly upwind on Sunday morning, trying to set the sails for the first time. With the sail up halfway Sven exclaimed, "The uphaul is stuck. Something is wrong. I do not want to put too much pressure on it!"

"You are right. Let's check," I said.

Shortly thereafter Sven shouted, "I found the problem. The reef lines are stuck. We need to free them!"

So we did. After raising the mainsail it impressed us with its size. The jib was easy to unfurl. We adjusted the sails and off she went. I went to my favorite spot: the net between the two bows. Lounging in the sun, I cherished the gurgling sound of the bows cutting through the deep blue water.

One day later I heard Kai exclaim, "I want to go to a restaurant tonight!"

"Me, too!" several voices chimed in.

"I want to take a walk ashore," my wife gently suggested. We picked as a destination the beautiful Uvala Gradina Bay with a restaurant, Konoba Siloko, on the island of Korcula. The bay had moorings, so we skipped the often involved anchoring maneuver, disappointing the kids, as they did not get their exciting show. We lowered the dinghy to the water to play with it and to ferry people ashore. Some of us swam around the nearby, tiny island Otocic Gubesa. In the evening we all ferried with the dinghy ashore to the restaurant. As we tasted the exquisite dinner, we marveled at the bay during the romantic sunset.

Although most charter companies require the return of the boat on Friday night, so a diver may check the hull that night, our charter company, *Sailing Croatia*, allowed us to return the boat on Saturday morning. We took advantage by anchoring in another beautiful bay before we steamed the next morning at 6 am into the sunrise toward Split. We got off the boat at 9 am saturated with memories of enticing shorelines, lonely anchorages, beautiful sunshine, friendly Croats and great company.



GOING FOR DINNER ASHORE



JAYNE, SVEN AND ALEXANDER ON THE DINGHY IN FRONT OF OUR CATAMARAN

SKIPPER'S CORNER

CHIP LUBSEN, SKIPPER CERTIFICATION DIRECTOR

It's a Great Time to Take a Test

All of you experienced sailors that are Scot skipper candidates, now is the time to take that Basic Sailing written test. I am sitting around all day waiting to grade your test. Please contact me at skipper@scow.org if you have any questions about how to proceed. When you start the test, please carefully follow the instructions on the website regarding how to work with the fillable PDF. For that matter, if you don't yet have your NASBLA approved boating safety certificate, [HERE](#) is a free online option through BoatUS.org.

Flying Scot Skipper Information File

The recently updated SIF is available [HERE](#). Thanks to TSCC Chair **John Rogers** for detailing the new reefing procedure (Section 19) and for clarifying steps for un-grounding (Section 18).

Binge-worthy WATCHLIST

BELOW DECK SAILING YACHT

ALL IS LOST

ADRIFT

DISTANT SHORES

MAIDENTRIP

BETWEEN HOME



NO RACING? NO PROBLEM

Join the virtual fun each Wednesday as **Dave Beckett** leads weekly sailing seminars on a variety of relevant topics.

Look for the invitations in your email each week.

**WEDNESDAYS 5 TO 7PM
ONLINE**

GEOMOETRY OF DOCKING

BY JOHN ROGERS

This article is about docking SCOW's Flying Scots at the Washington Sailing Marina (WSM). The following are basic rules to follow when landing the Flying Scots at the dock:

- Land slowly (gently)
- Land pointing into the wind as much as possible
- Land with the side of the boat beside the dock. Don't run the bow into the dock.
- Land without sailing between the docks

Docking involves landing at the dock and subsequently securing the boat to the dock. After landing, the Flying Scots are generally moved away from the end of the dock (so others can land) and cleated on the leeward side of the dock.

Landing procedures usually involve:

- Sail by the docks while evaluating:
 - Wind direction relative to the docks
 - Current
 - Boat traffic
 - Activity on the docks
- Tell your crew your docking plan including:
 - Will they lower the main before docking? (Yes, if the wind is toward shore.)
 - Which dock you are going to land at?
 - When landing, which side of the bow will be against which edge of the dock?
 - What will each crewmember do?
- Implement the plan:
 - Leave yourself a way out! You need to be able get away from the docks if necessary.
 - If boat traffic gets in the way of your planned path or way out, wait.
 - If you change the plan, inform and direct the crew as appropriate.
- If the plan cannot be executed, get away from the docks and start over.

Remember, safety is most important! Your job as skipper is to get your crew and the boat safely back to the dock.

- As you get to the dock:
 - Tell the dock line handler to get ready to step off the bow onto the dock.
 - When at the dock, the dock line handler steps off and cleats the painter to stop the boat. Yes, I am aware that most crews stop and hold the boat in position by hanging on the shroud. That works in light winds. When in doubt, use a cleat to stop and hold the boat against the dock.
 - Move the boat to the leeward side of the dock away from the end.

The WSM docks point to the northeast. The docks are perpendicular to the channel. The incoming and outgoing tidal current runs perpendicular to the docks. You need to be able to dock from any wind direction.

DOCKING WHEN THE WIND IS FROM THE SHORE

Docking in SE to S Winds

When the wind is SE, the wind blows perpendicular to the end of the dock. When the wind is S, the wind comes across the dock and somewhat off the dock. In the diagram below the dock is colored orange. The grey arrow shows the wind direction. One side of the arrow shaft points to the SE; the other side points to the S. Note the direction of the wind relative to the dock (colored orange). When the wind is across and somewhat off the dock, there are basically two ways to approach the dock:

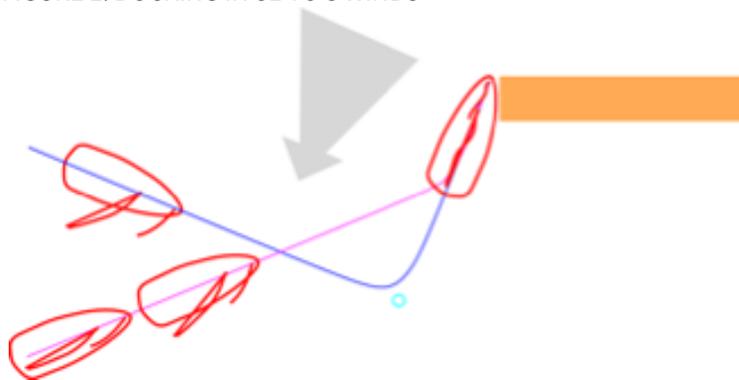
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GEOMETRY OF DOCKING

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- Picture a point two boat lengths downwind of the end of your selected dock (the light blue circle in the diagram). From wherever you are, sail to that point, turn sharply into the wind, release all sails, and coast to the dock. The sharp turn kills your speed. See the blue path in Figure 1.
- Picture the boat at the dock when you first land, then picture the point where the rudder will be. Sail close hauled and slowly to that point, release all sails, turn into the wind (toward the end of the dock), to land. Approach the dock slowly with only enough speed to control the boat. If the boat is going too fast let the sails out to slow down; if the boat is going too slow trim in the sails to gain speed. See the pink path in Figure 1.

Figure 1
FIGURE 1: DOCKING IN SE TO S WINDS



When the boat gets to the dock you want the side of the boat near the bow to be close to the dock so a crewmember can easily step off with the painter. When the boat is pointed into a SE to S wind, the dock will be beside the starboard bow, as illustrated.

Regardless of the wind direction, if the boat is moving too slowly to get to the dock or too fast to safely dock (i.e., the middle of the boat will pass where the bow is intended to be) turn away, sail around, and try again.

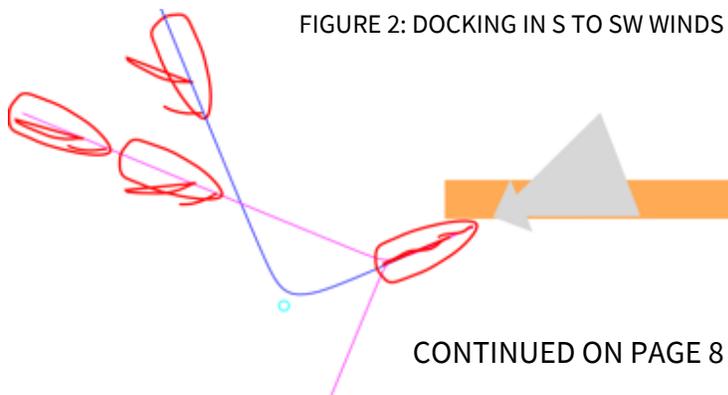
If you decide to abandon the docking tell the crew on the foredeck! Also, if the crew on the foredeck does not feel safe stepping off the boat (perhaps because you are going too fast or are too far from the dock) they should not step off!

Docking in W to NW winds is similar to Figure 1, but with port bow next to the end of the dock.

Docking in S to SW Winds

When the wind is S to SW and the boat is pointed into the wind at the dock, the dock will be beside the port bow. As Figure 2 shows, there are now two possible close-hauled courses that get you to the dock without having to sail between the docks (the two pink lines). But wait! Is this sailing between the docks? No, you are not sailing, but drifting to a stop. It is OK if the boat is moving slowly, the sails are luffing, and there are no boats along the dock that are at risk. If your crew are prepared, you might also head to the end of the dock and use the paddles to assure the boat stops before hitting the dock and also gets close enough to the dock to step off. Once again, if you are coming in too fast to make a gentle landing, turn away well before getting to the docks, sail around, and try again.

FIGURE 2: DOCKING IN S TO SW WINDS



CONTINUED ON PAGE 8

GEOMETRY OF DOCKING

CONTINUED FROM PAGE 7

Docking in SW to W winds is similar to Figure 2, but with starboard bow next to the leeward side of the dock.

Docking When the Wind is Blowing Toward Shore

When the wind is blowing toward the shore, we have a problem. We cannot land with the boat pointed into the wind and, at the same time, not sail between the docks. There are two maneuvers to solve the problem and land at the dock under control: 1) drop both sails and paddle to the dock, and 2) drop the main and sail back to the dock using only the jib (keep the paddles ready just in case). If it is windy, the boat will blow to the dock with minimal paddling. In lighter winds you may prefer to use the jib. The docking steps are:

- If you cannot land at the end of your desired dock facing into the wind, sail several boat lengths upwind (and upcurrent) of the end of the desired dock and:
 - If there is a lot of wind, drop both sails and drift or paddle back to the dock (More peaceful landing, avoids slapping jib sheets)
 - If there is a strong current or light to moderate wind, sail back to the dock using the jib (with possible paddle assist)
- Discuss and assign roles – helmsman, crew to lower and secure the sail(s), jib tender, dock line handler
- If paddling to the dock, drop and secure the jib well before turning into the wind. Sail upwind (and upcurrent) of the selected dock by several boat lengths.
- Ensure the paddles are ready.
- Turn into the wind.
- With the boom crutch in port seat steering position, lower the mainsail on the port side of the boom.
 - The main may be left on the cockpit sole, stowed under the port seat, or quickly rolled and tied to the boom using sail ties
 - Make sure the crew can get to the port jib sheet if needed
- Drift, paddle, or sail (using the jib) to the end of the selected dock.
- Turn parallel to the end of the dock pointed, as much as possible, into the wind. Release the jib sheet if sailing. Let the wind blow the boat into the dock.
- Dock line handler steps off the boat and cleats the bow line.

When paddling back there is an extra step: dropping the jib. Since things move quickly once you turn into the wind, drop the jib and tie it down before turning into the wind. To secure the jib, tighten and cleat the jib sheet on what will be the windward side of the boat (away from the dock) when landing. If time and conditions allow, use a temporary tie down to keep the jib from catching the wind and blowing across the foredeck.

Both solutions require dropping the main and stowing it so that it does not catch wind. This step involves:

- Turn into the wind
- Put the boom crutch through the hole in the port seat
- Have one crew lower the main halyard while another catches the boom and places it into the boom crutch

CONTINUED ON PAGE 9

GEOMETRY OF DOCKING

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- Drop the rest of the sail as quickly as possible on the port side of the boom, preferably leaving the head of the sail in the mast slot.
- To the extent possible, get the mainsail out of the way and positioned so it will not catch wind coming over the stern:
 - Shove the loose sail under the port seat, or
 - Roll the sail quickly (it does not have to be pretty) and tie it to the boom using sail ties or a temporary tie-down (using the mainsheet and a chain stitch).

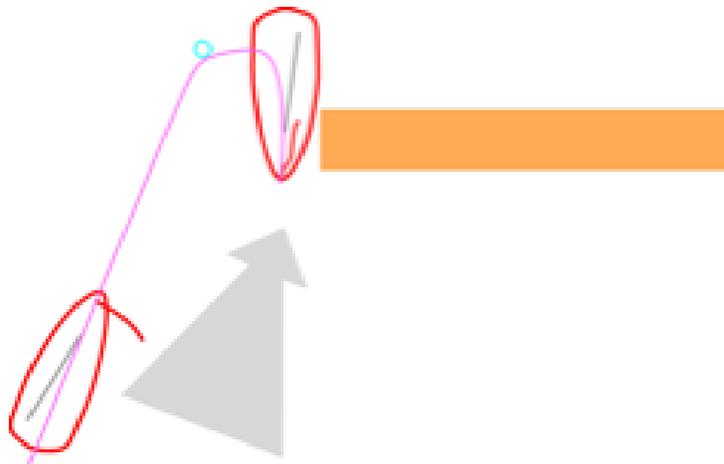
If anything goes wrong, the boat may blow between the docks. Watch out for and fend off other boats! Turn to the windward dock and land (paddle if necessary). You should be moving slowly; hopefully no damage will be done. The diagrams below show the path of the boat as it approaches the dock, after the sail(s) have been dropped and secured. The grey line represents the boom with the sail down. If the jib is shown, it is up.

Docking in NW to N Winds

When sailing downwind to the dock, the jib can be put on either side. However, because the main is most out of the way when dropped to the port side of the boom, it will usually be easiest to trim the jib on the starboard side, as shown in the figures below. Nonetheless, it is prudent to keep the port jib sheet available in case it is needed. If the main is tied to the boom, access to the port side for paddling or port jib sheet is easier.

Sail or paddle to a point about a half boat length from the downwind side of the selected dock (the light blue circle), turn quickly toward the wind to land at the end of the dock with the jib luffing. The boat will almost be pointed into the wind. See Figure 3.

FIGURE 3: DOCKING IN N TO NW WINDS

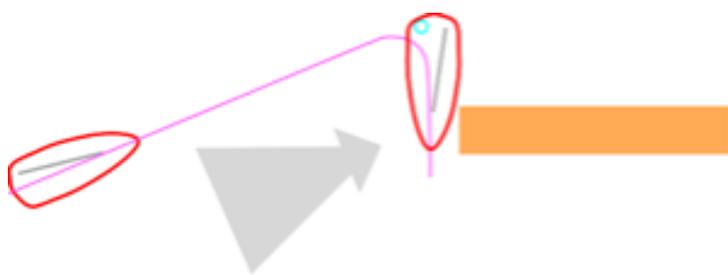


Docking in E to SE winds is similar to that shown in Figure 3 but starboard bow is against the end of the dock.

Docking in N to NE Winds

When the wind is straight down the docks (from the NE) and the jib sheet is out as far as possible, the jib can still catch enough wind to push the boat forward at the dock. Watch out that the jib sheets do not catch on the dock cleats. For both these reasons, it may be better to paddle in, particularly in high winds. Figure 4 shows docking under paddle. If the wind is from the N, docking using the jib is less problematic. When in doubt, paddle in. When you land, the boat will be pointed into the wind “as much as possible”, without sailing between the docks. If something goes wrong, be prepared to blow between the docks.

FIGURE 4: DOCKING IN N TO NE WINDS



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GEOMETRY OF DOCKING

CONTINUED FROM PAGE 9

Docking in NE to E winds is similar to that shown in Figure 4, but the starboard bow is against the end of the dock. Note that when the wind is blowing toward shore, a sharp turn is required to turn into the wind at the dock. See Figures 3 and 4 on page 9.

DOCKING SUMMARY

TABLE 1: SUMMARY OF WSM FLYING SCOT DOCKING ORIENTATION IN DIFFERENT WINDS

Wind direction	Wind relative to the shore	When landing, which side of bow will be against which side of the dock?	Diagram
SE to S	Wind blowing from the shore	Starboard bow against the end of the dock	
S to SW		Port bow against the leeward side of the dock	
SW to W		Starboard bow against the leeward side of the dock	
W to NW		Port bow against the end of the dock	
NW to N	Wind blowing toward shore	Port bow against the end of the dock	
N to NE		Port bow against the end of the dock	
NE to E		Starboard bow against the end of the dock	
E to SE		Starboard bow against the end of the dock	

Dealing with Current

Significant current can complicate docking, particularly in light winds and when docking perpendicular to the current. The strongest currents at the WSM generally occur about half-way between high and low tide. In windy conditions the boat speed is generally several times the maximum current speed and current has a relatively little effect on your sailing course. Note however, when you slow down at the dock to land, the current becomes important.

If the current is strong adjust your docking by:

- Start your approach to the docks upcurrent from where you would normally start.
- Adjust your course to the dock to compensate for the effect of the current.
 - If you are sailing into/with the current, the boat will go slower/faster or coast not as far/farther.
 - If you are going across the current, point more into the current to compensate.
- Once you land, if the boat is perpendicular to the current, consider raising the centerboard and rudder.

When in doubt overcorrect. If you misjudge, it is easier to turn down-current than up-current.

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GEOMETRY OF DOCKING

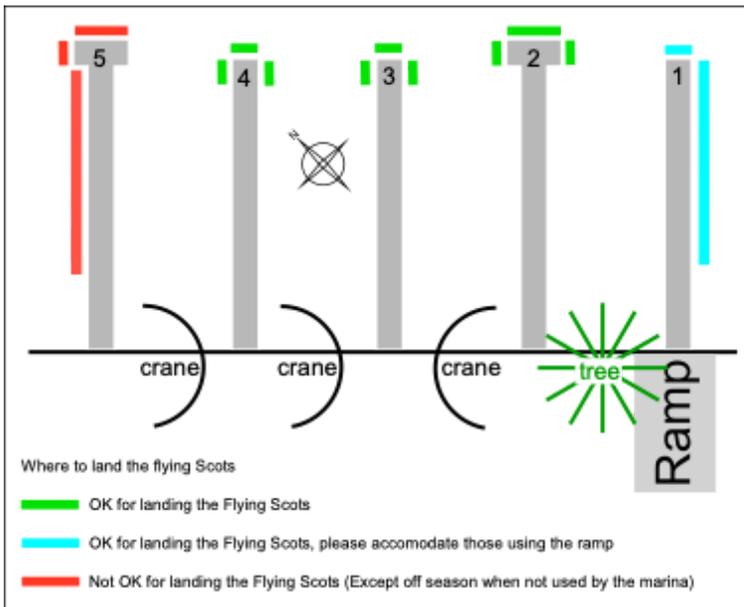
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What if You Sail Between the Docks by Mistake?

It happens to everyone at some point: something unexpected happens and before you can react you are sailing between the docks with full sails! Now, you have trouble! So, here is what you do:

- Do not hit other boats
- Stay away from the leeward dock
- Turn sharply to windward and either land at the windward dock or head back out to the river.

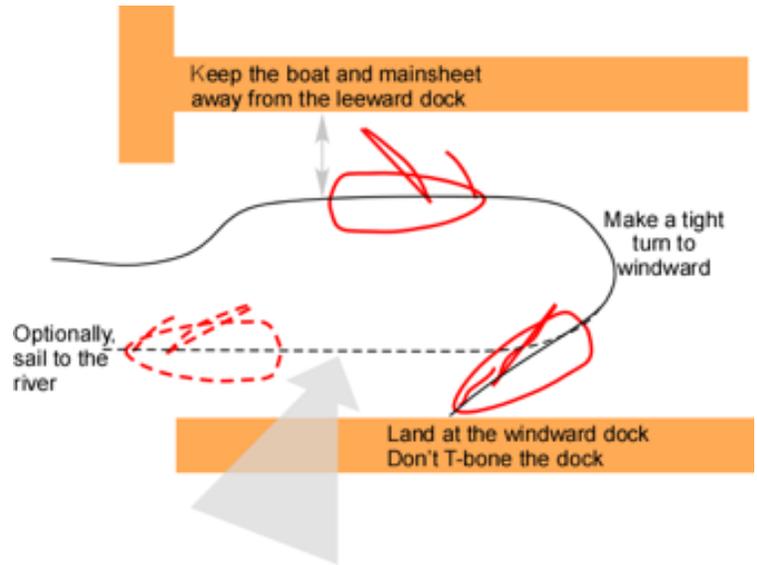
FIGURE 5: WHICH DOCKS ARE OK TO LAND AT?



The boom and main sheet are hanging to leeward. If the mainsheet gets caught on the dock or a dock cleat, the boat comes to a fast stop (a “carrier landing”) with perhaps injuries, crew overboard, or damage to the boat. Be particularly careful if the T-dock is to leeward!

It sticks out trying to catch mainsheets. Also, if you get very close to the leeward dock and try to turn to windward, the stern of the boat will hit the dock, stopping your turn. Avoid these problems by staying one third of the way from the leeward dock toward the windward dock. See the black path in Figure 6.

FIGURE 6: WHAT TO DO IF YOU BLOW BETWEEN THE DOCKS



If the lane between the docks has no boats at the outer end, you can turn right away. If not, pass behind any boats looking for a gap into which you can turn toward the windward dock. When you turn toward the windward dock, turn the boat hard and fast. You have to mean it! Don't worry about the sheets. The turn will kill your speed. You can then land at the windward dock, putting the side of the bow against the dock if possible. If there are no boats in the way, you can sail back out, think about what you learned, and try landing again without mishap.

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GEOMETRY OF DOCKING

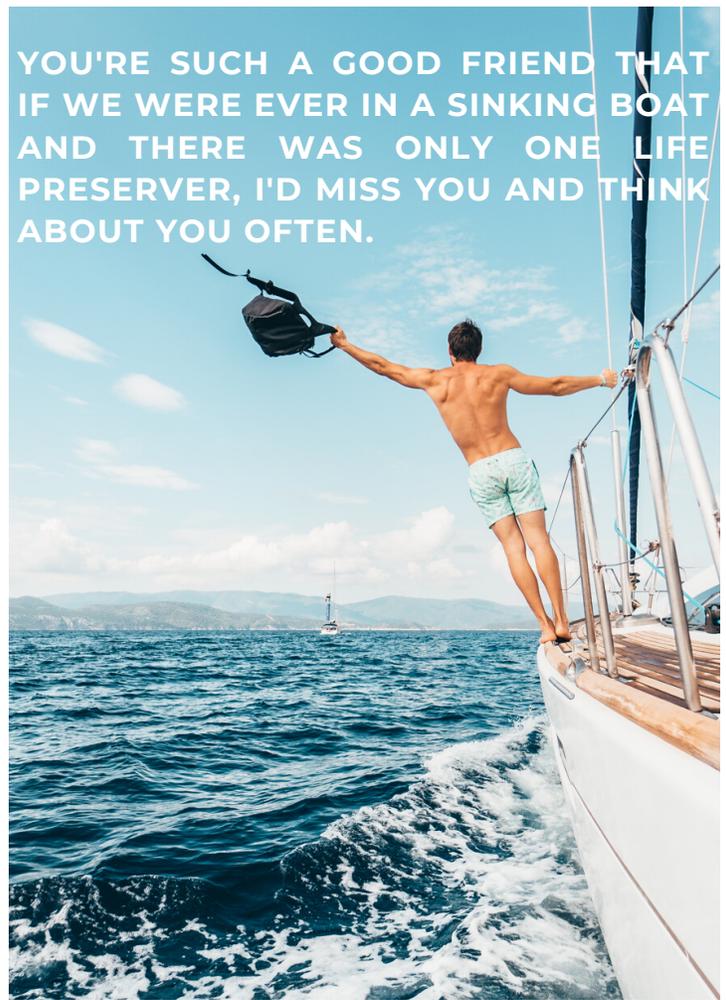
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PRACTICE EXERCISES

When out sailing you can practice the following maneuvers that may be used when docking:

- Dropping and securing the jib and then sailing, particularly to windward, using just the mainsail.
- Turning into the wind and dropping and securing the mainsail quickly (try rolling it and tying it to the boom).
- Sailing with just the jib up.
- Docking at a buoy. Pretend the buoy is the end of the dock. Approach the buoy from different directions to simulate different wind directions.
- Turning the boat in a tight circle, going from a broad reach, into the wind, and to the other broad reach (this is essentially a tight “chicken jibe”)

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MAY EVENTS

**4 | SCOW BOD MEETING | 7-9PM
ONLINE**

**5 | COFFEE W/THE CAPTAINS | 1-3PM
HAVE A CUP OF JOE W/CAPTAIN JAN MILES OF PRIDE OF BALTIMORE II
FREE, BUT REGISTRATION IS REQUIRED AND CAN BE FOUND [HERE](#)**

**6, 13, 20, 27 | WNR WEBINAR SERIES | 6-8PM
VIA ZOOM | MORE INFO ON ZOOM CAN BE FOUND [HERE](#)**

**1-31 | CHECK OUT [SPINSHEET](#) FOR A LIST OF VIRTUAL
EVENTS INCLUDING WEEKLY HAPPY HOURS**

ICYMI

(IN CASE YOU MISSED IT)

What's in a Name, You Ask?

A lot! With over 70 entries in the *Name the Scot* Contest last month, the Board had the daunting task of whittling down the list for membership to vote. In the end, one name in particular stood out as the winner: Andiamo, which means "let's go" in Italian. Submitted by **Carlie Smith**, and a favorite of the club's beloved **Kevin Longenbach**, it expresses so well how most of us are feeling these days as we wait for some sort of normalcy and purpose to return. **Andiamo!**



WHO'S WHO IN SCOW

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