

Chanels

The Newsletter of the Sailing Club of Washington
July 2005

Commodore's Log

From the Commodore

June went well with lots of training, the Alexandria Red Cross WaterFront Festival, races, social sails, and many river raftups.

July brings a much needed break in the pace of the training program but brings lots of summer activities thanks to our new River Director, Henry Cheng and new Bay Director, Jack Schwartz. July also brings a chance to do a little maintenance on our boats at WSM on July 16 under the guidance of Maintenance Director Lynne Russillo.

In August we will have our own waterfront festival/crab feast/National Marina Day on August 13 at the Washington Sailing Marina.

We are doing this in conjunction with Guest Services, operator of the marina, other sailing clubs, National Park Service and more. Mark your calendars for your favorite activities. More details to come from coordinator Rob Langford.

A lot of members think SCOW is just for the Potomac River since all of our club-owned boats are there. In fact, the Bay is close and there are many members with privately owned boats there and the Bay activities continue all Summer long and into the Fall.

We start July with the Fourth of July and a special river raftup for that event on the Potomac, followed by the July 9-10 Dumfries area raftup. A Bay cruise is set for July 16th, followed by a Rhode River Progressive Dinner Cruise and an August 16 Bay raftup (billed by Bay Coordinator Jack Schwartz as the Wye River Moonlight Cruise.)

Want more? Let us know. Or come out to social sail and share your ideas.

Steve Linke

Next Membership Meeting: Monday, July 11th, 2005

The July meeting will be on Monday, July 11th, at the American Legion, 400 Cameron Street, Old Town Alexandria (around the corner from Gadsby's Tavern). Socializing begins at 6:30 pm and the meeting at 7:30 pm.

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Meet the Bay Coordinator

Jack Schwartz

I am the new SCOW Bay coordinator. I have been sailing the Bay since 1985, when I came from New England (by way of Key West) aboard Melody, my wooden Gulfstream 30 sloop, which many of you "old-timers" may remember attending raftups. I currently cruise aboard Odyssey, a Seafarer 37, out of Holiday Hill marina.

This season has gotten off to a great start, thanks to Jeff Teitel, Sandy Clover, and others: We had a well-attended raftup in the Rhode River and a 2-day event in the Miles. This year we'll have a number of other raftups, and a few Bay Day Sails, in the interest of getting more SCOW members out on the Bay. We will all get to enjoy the beautiful waters we are fortunate to have access to!

What is a raftup?

A raftup is an event where a number of boats (SCOW members and others) leave from their respective home ports and sail to a predetermined place. One boat puts out an anchor and others then tie up alongside, and we have the chance to socialize for the evening. If the weather is settled and the holding good, we spend the night rafted together. Otherwise, some boats may split off and drop anchors. The next day, everyone sails back to their home ports. There can be 3-day events on holiday weekends, with a different anchorage between.

How to get out on the Bay:

Many skippers have crew, or arrange with friends to sail. However, sometimes a skipper finds they have space aboard and offers to take members out. The best way to get invited is just to go to SCOW events and meet people with boats on the Bay. I will also try to make available names of interested crew to skippers who let me know they have space. Another way to get out is to charter a boat, either bareboat (requires at least one person with experience), or skippered (where a captain is responsible for the boat).

Bay Day Sails

Sometimes people don't want to make the commitment to spend an entire weekend together, but still enjoy sharing the experience of Bay sailing. In order to help this along, I would like to get more SCOW members out for a few hours by scheduling days to do this. I hope that Bay skippers will take this opportunity to "check out" potential crew or to just share their passion for this great pastime. Anyone who finds they have an uncommitted day can schedule their own Day Sail by contacting me, and I will get the word out.

I will be announcing events in ChaNNels and sending out emails. Feel free to email me at bay@scow.org with questions, to volunteer as crew, to offer berths for raftups

or to take on crew for day sails.

Fair winds,

Jack Schwartz, s/v Odyssey Activities

(Note: These are activities for those with boats on the Bay. Members not having a boat can sometimes participate as crew on a Bay skipper's boat, or by chartering.)

Summer appears to have begun this weekend, with warm temperatures and light winds. We got the "chute" out of the bag for the first time this season, and it looked great as it filled, with the sun shining through the colorful nylon.

I heard about the SCOW River Progressive Dinner cruise, and thought: Why not have one on the Bay as well? Jeff Teitel suggested I be raftmaster, and so it is scheduled for July 16 on the Rhode River, a favorite spot. We will anchor between the islands (note that High Island is completely gone at high tide), and share some great camaraderie and food! Odyssey will be there from 4:00pm onward, and act as anchor boat, unless someone comes along with a bigger anchor! Interested skippers should email me at bay@scow.org. Each boat will bring a dish or two to share (appetizer, main course, side, salad, dessert, etc.) As I get responses, I will send out updates as to who is coming and what they are bringing. Be sure to let me know if anyone has space for crew.

I also see that a Moonlight Cruise is scheduled for August 20. I think the Wye River is lovely in the moonlight, and propose Dividing Creek for the anchorage. Anyone interested in being raftmaster for that weekend, as well as participants, please email me at bay@scow.org.

Fair winds,

Jack Schwartz, s/v Odyssey

BAY CALENDAR

July 17	Progressive Dinner raftup-Rhode River, Raftmaster, Jack Schwartz
August 20	Moonlight Cruise-Dividing Creek, Wye, River, Eastern Bay, raftmaster TBD
September 3	Labor Day Cruise (split fleets first night) Lower Bay-behind Casson Point, Hudson Creek, off Little Choptank
September 4	Both fleets-Dunn Cove, Harris Creek, off Choptank River
October ?	Fowl Weather Cruise-location tbd, Raftmaster Alan Lewis
November 1	Veteran's Day Cruise
November 11	Dunn Cove
November 12	Solomon's Island area

Dancing in Dinghies

Sailing is such a wonderful variable activity. The winds are variable, the sail adjustments change, the centerboard adjustments vary, and the crew positions change. The literature on each of the topics could confuse a rocket scientist. The physical translation of all of the technical analysis can be distilled down to two essential elements, power from the sails and drag from the hull. One of the major elements of drag is turbulence in the flow of air across the sails and turbulence of the water across the hull. The crew position has a major affect on the drag from the boat. In earlier articles we talked about sailing the boat flat which used the crew weight on the windward side of the boat to hold it down and having the crew and skipper snuggle up around the centerboard to lift the transom out of the water to keep the water flow smooth. The dynamics of the crew movement can also have a significant effect on how efficiently the boat moves through the water.

The Minuet

In light air, the crew movement should be slow and deliberate like dancing a minuet. It is very precise, gentle and minimal. One very sure way to meet this objective is to not move at all. Any movement moves rocks the boat, creating turbulence between the hull and the water, and the sails and the air.

In light air, the skipper and crew should also be as far forward as possible to minimize the hull surface in the water. The weight forward will lift the broad flat stern section of the hull out of the water. Then when they tack, crew movement should imitate sneaking up on an animal in the forest. If there are only a skipper and one crew member in the boat, no one should even move from side to side, everyone should stay put on the tack. If the skipper does want to change sides, the skipper and crew should swap sides in a matching dance so as to minimize any side to side or fore and aft shift in the hull. All of the delicate light air movement is beneficial because there is minimal power available from the sails.

In strong winds the rules can change.

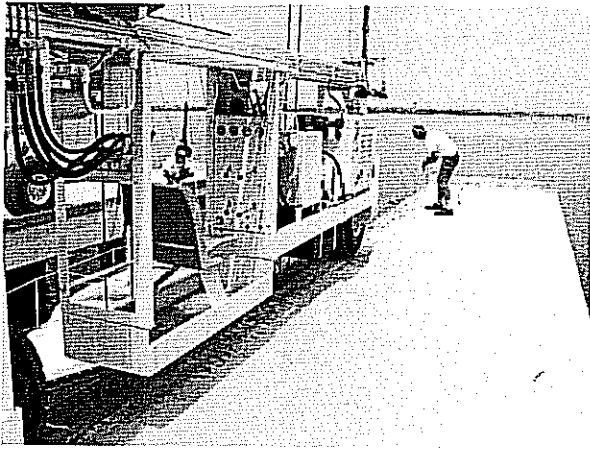
The Line Dance.

When the winds are above 10 kts, there is power to spare and hull turbulence due to crew gyrations have minimal effects. You still want to keep the boat flat through the tack, so the crew movement should be synchronized like a line dance. If there are four people in the boat all trying to change sides at the same time, the result can be a nice tangle of lines, bodies, and bruises. Keep it orderly and designate the sequence, usually from the bow to stern coordinated with the turning of the boat. It can be very quick and orderly. If all of the crew is not required on the high side of the boat you may want to have a port jib person and a starboard jib person and have them remain in place to keep their attention on the jib and minimize crew movement.

When the winds are around 12 – 15 kts the Flying Scot are capable of getting up on a plane. This occurs when the boat is fast enough to “skip along” the surface of the water and is no longer a displacement hull. With displacement hull, the boat must move the water out of the way to go through it. With planing hull, the boat uses the power to get up out of the water and uses the large flat area of the hull like a water ski. When the boat gets up on a plane, the increase in speed can be dynamic and will happen on its own if there is enough power. This only occurs on a beam reach through a broad reach and run, as there is not enough forward power available when on a close reach. In these conditions the boat will get up on a plane faster if the crew weight is moved aft from the centerboard to help lift the bow out of the water and depress the flat stern into the water. It also helps if the centerboard itself is raised about 50%.

In the borderline conditions of 12 –13 kts, you can use the line dance side step technique to induce a plane. You fall off on a beam reach with the crew and skipper in the snuggle position (all in a tight row around the centerboard). Trim the sails for maximum power and on the count of three everyone rapidly slides aft one seat. This will squirt the hull out from underneath the crew and POP the boat onto a plane. If it doesn't work the first time slide back to the snuggle position, wait for a gust and trim the sails (both main and jib) in while doing the line dance side step. Trimming the sails during the dance will adjust for the change in apparent wind as the hull speeds up and help POP the hull out of the water.

Have fun trying it!



Washington Sailing Marina

New Lift in Action!

Help the Editor

The Editor has learned from a few snafus last month that without help from you, she will make mistakes that will hold-up ChaNNels production.

Therefore, to facilitate the production of SCOW, please follow the following "Keys to Article Submission." Thanks!

Keys to Article Submission

1. When you e-mail the article, entitle it: **article submission**
2. When you submit photos for the newsletter, always include the names of people in each photo.
3. Submit your article by the **15th of the month**
4. Submit a full, written-out article
5. Submit your articles to ChaNNels@scow.org

Thanks!

ChaNNels

can also be read at:

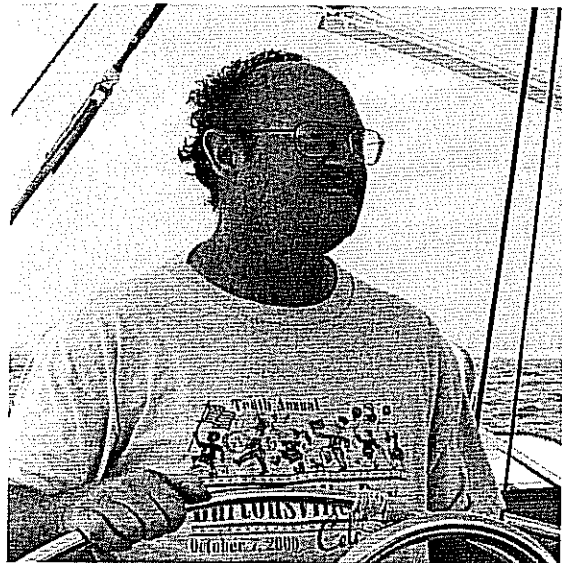
www.scow.org.

Submit articles to
channels@scow.org

by the 15th of every month. Use any means, but email is preferred. If you would like a copy of the 2005 ChaNNels editorial calendar, please request via email to channels@scow.org or in-person at the next meeting.

Diana Combs, Editor

Wayne Williams, Layout Editor



SCOW Bay Coordinator

Jack Schwartz

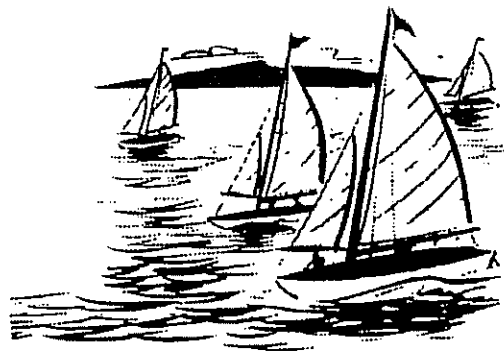
Coast Guard Appreciation

The last time someone found out that I work at the Coast Guard, they asked me “what do *they* do?” As if being a small and humanitarian military branch renders it less useful, if useful at all.

Those of us who sail know that the Coast Guard rescues boaters in trouble. But they do more than that. Semi-rescuer and semi-cop, the Coast Guard also enforces federal laws on our waters. The crews on the patrolling vessels know every fishery regulation, environmental regulation, vessel safety regulation, and contraband law – and they watch for a violation of any of these. This means they’re hoping that: you’re staying safe, not smuggling drugs, not aiding the collapse of a fishery, and not ruining the joy of the waters for anyone else. Fondly known as “coasties,” they may also relate to you as someone who likes to sail.

The Coast Guard also has an on-land humanitarian bent. Did you know that active personnel are encouraged to participate in community service, and that those who commit the most are given an award? Even civilian employees of the Coast Guard are encouraged to contribute to the community.

The Coast Guard may not be as large as the Navy, but they quietly do their job and, as far as I’ve seen, are quite happy to do it. So every time someone asks me, “what do they do?” I smile, and try to explain. Perhaps people who ask that are, and always will be, land-locked.



Scow Tuesday Night Flying Scott Races

The Tuesday night Flying Scott races are informal races in which SCOW members and skippers can learn, practice, and develop their sailing and racing skills. Racing will start at 6:00 PM with a skipper and crew meeting next to the cranes. In addition to boat handling skills, racers need to know the rules applicable to racing. Some of the most important rules are:

Right of Way- In general, when two boats are approaching each other, the rules give one boat the “right of way” and the other is obligated to “keep clear.” There are 4 basic rules concerning “right of way.” They are outlined in Section A, Part 2 of the 2005-2008 Rule Book.

Opposite Tacks- The starboard-tack boat has right of way over the port-tack boat.

Same Tack and Overlapped- The leeward boat has right of way over the windward boat.

Same Tack and Not Overlapped- If there is no overlap the boat in front has the right of way. Keep this in mind when approaching a crowd of boats at a mark.

Changing Tacks- If a boat is tacking it must keep clear of a boat that is not.

Note: There are several rules that place limitations on the rights of the right of way boat. For example, in most cases when a boat has the right of way she must give the other boat time to stay clear. All rules in Section C (Mark and Obstructions) take precedence over the right of way rules described above.

Scow Tuesday Night Flying Scott Races (continued)

Room- The general principle of buoy room (Section C) is that if the inside boat has established an overlap on the outside boat at the two boat length circle, then the outside boat must afford the inside boat enough room to make her proper rounding. While this is regardless of tack, there are several exceptions and limitations.

Rules Related to the Start- If your boat is over the line early you must steer clear of other racing boats and "re-round." This is achieved by ducking your entire boat back below the starting line. The race committee is not required to notify you if your boat is over early- it is your responsibility to determine this and re-round. If there is a general recall, the one minute rule (signaled by the I flag) will typically be put in effect. This means that no part of your boat may cross the start line within one minute of the start of the race. If you are over early with the one minute rule in effect you must round one of the ends of the starting line before being considered clear to start the race.

Before the start there is no such thing as "proper course." Therefore, a leeward boat can luff a windward boat as high as it wants. An inside boat can not call room at the committee boat or pin before the start and thus a leeward boat can block other boats from sneaking by the committee boat and/or pin. After the start, the leeward boat must return to its close-hauled course.

Penalties and Protesting- Basic penalties include a 360° for hitting a mark and a 720° for hitting a right of way boat. If a right of way boat is forced to alter her course in order to avoid contact from a keep clear boat (given appropriate time has been given) then the keep clear boat must still perform a 720°. While these are the widely accepted penalties, be sure to double check your race instructions.

Note that the RRS defines a circle penalty as one tack and one gybe (not necessarily in that order and so long as the boat completes a tack and a gybe then the boat does not have to do a full 360°). Such penalties must be completed "well clear of other boats as soon after the incident as possible."

If you are going to protest another boat you must do so at the "first reasonable opportunity." You must hail the protestee and display a red flag as soon as possible. You should notify the race committee of your intention to protest upon completing the race. Then you must submit your protest materials to the race office no later than two hours after the last boat finishes its race (unless directed otherwise in the race instructions).

Important Changes to the RRS-

Avoiding contact (Rule 14), if you had time to avoid contact but you didn't (regardless if you have the right of way) and the incident results in damage or injury then you can be disqualified.

Mast-to-beam has been eliminated (this happened a while ago).

Hold your course has been replaced by sailing your proper course (this applies only when the port-tack boat is crossing astern of the starboard tack boat).

If you are interested in helping with the Tuesday night races, please contact Mike Murphy at racing@scow.org. We need skippers, crew, race officials, and members who can share their knowledge of sailing, rigging, boat trim, boat handling, and race tactics with other members on Tuesday nights.

NAVIGATION



Link for General Navigation Rules: Link for navigation rules:

http://www.navcen.uscg.gov/mwv/navrules/rotr_online.htm



Summer River Activities

Henry Cheng

Summer river activities started out with a bang this year. All the crew spots are filled for the Alexandria Red Cross Water Front Festival Fireworks, many thanks to skippers Larry McAndrews and Bob Lucas, who volunteered as skippers for the event. Upcoming events include the June 24th Summer Solstice cruise, the July 4th Firework cruise, and the July 9th and 10th overnight cruise (to name a few.) I would also like to thank the SCOW members for their enthusiasm for these activities. Since these activities are highly in demand, I would like to members who invite guests to please keep the number to a maximum of two, so that other members may also have a chance to enjoy these fun activities. I hope you all have a great summer and enjoy our all stars river event lined up.

Captained charters on the Chesapeake Bay with discounts to club members.

<http://www.sailseanchai.com/>

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(301) 503-1101

Social Events

Join us next Thursday at 6:30 or any Thursday through October 6. We meet at the Washington Marina, just south of National Airport on the George Washington Parkway. Donation for dinner is only \$5.00. There are still slots open to host a Social Sail so contact me at social@scow.org and we'll find a date that works for you. This is really a great way to meet club members and get more time on the water.

Be sure to check out the website www.scow.org for a complete calendar of racing, sailing and social activities in June!

Weather Matters

Margaret Monsour

When you are planning your next sail, which of the many sources of weather information do you check? Different sources emphasize the information and display it in a variety of formats. Checking the newspaper is easy and gives weather and wind predictions for weather on bay and tidal Potomac two days out.

If you are traveling some distance to the Marina, perhaps from Fredericksburg, you may check the weather before you leave the house on AccuWeather.com It gives an hourly assessment of the weather in a given location three or four days ahead and then gives a less accurate forecast for the next 15 days. It also has an animated updated regional feature. So when a storm is brewing, you can watch the progression which is fairly accurate.

Have you thought about checking a marine forecast? There are several links that the National Oceanic and Atmospheric Association (NOAA) maintains. The official site for the Washington, DC station is:

http://seaboard.ndbc.noaa.gov/station_page.php?station=wasd2.

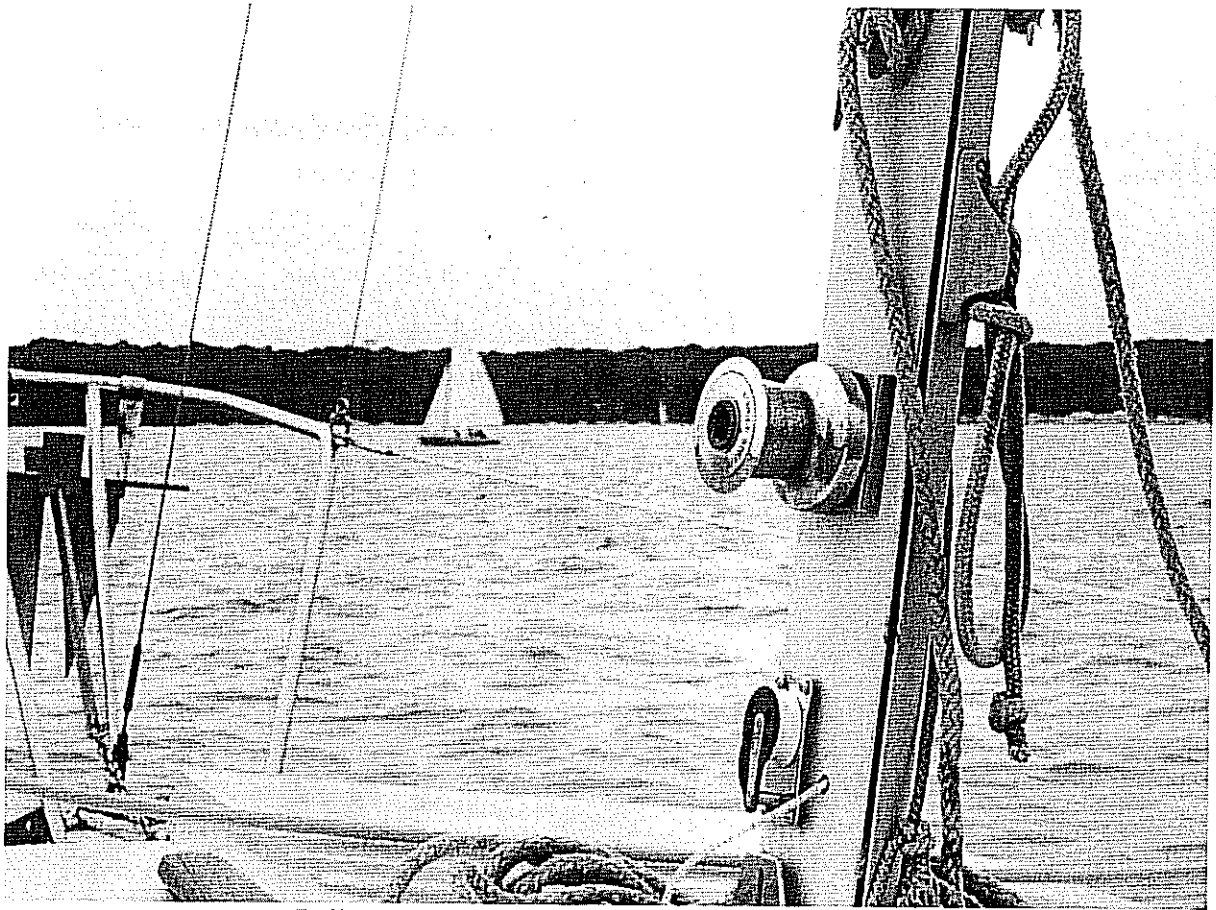
This site has the history of the weather on a particular day that you sailed so at the end of the day you can check to see what the instruments recorded while you were out and thinking it was blowing 20 kts when it was really only 15. (This feature could come in handy as a reality check when you are later retelling the story of your finesse in handling the boat under stressful conditions). The link for NOAA Marine forecast is:

<http://www.wunderground.com/MAR/AN/535.html>. For an animated weather forecast try this link: http://www.co-ops.nos.noaa.gov/CBOFS/wind_forecast.shtml

For a long term forecast try: <http://www.intellicast.com/>, a website with many predictions, including wind forecasts by zip code several days ahead. Obviously these longer range forecasts are *subject to change*. But if you have a major activity planned, you can start watching this about 7-10 days out and get an idea of what it might be like.

Websites are great for predictions, but for the most accurate, up-to-date weather information, call NOAA at 703-260-0107. Pressing the number one twice in a row will get you the near term forecast for National Airport, a pretty good indicator for the Potomac River. Commodore Steve keeps this number at work and in his cell phone.

Local storms are almost impossible for anyone to predict with certainty so it is a good idea to stay somewhat close to home when these are predicted and just come in if there is any lightning at all. As Commodore Steve said, "I have no desire to be out in an electrical storm with a 35 foot lightning rod or in the middle of the marina where so many boats are stored with similar masts". Whatever weather source you check, make sure it is current and accurate from a reliable source because the weather really does matter.



Belle Haven, Viewed from the Foredeck of a Cruiser

2005 Board of Directors

Position	Name	Home	Work	E-mail
Commodore	Steve Linke	703.684.5266	703.604.7006	commodore@scow.org
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Treasurer	Dorothy Stocks	703.521.0903	703.524.3147	treasurer@scow.org
Training Director	Doug Kelch	703.716.4959	703.346.7693	training@scow.org
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Racing Director	Mike Murphy	703.820.1991		race@scow.org
Advertising	Rhonda Glasmann	703.813.6068		advertising@scow.org
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New Members	Melissa Ennis	703.845.5764		info@scow.org
Members Coordinator	Monika O'Connor	703.921.9262	703.593.4380	members@scow.org
Email Administrator	Jeff Teitel	202.271.1238		postmaster@scow.org

Membership Meetings

On the second Monday of each month (except December) at the American Legion Hall, 400 Cameron Street (around the corner from Gadsby's Tavern), Old Town Alexandria, Virginia.

Socializing starts at 6:30 p.m. downstairs, and our meeting begins at 7:30 p.m. upstairs

For Information about Club Activities

Visit <http://www.scow.org> or email info@scow.org