

May/June 2014

Commodore's Log

Chris Tindal, Commodore

Hurray for great sailing weather! We are well underway in another sensational sailing season.

As I mentioned last month, we have kicked off our training classes, and I am again asking that ALL of our approved on-the-water trainers please step up and help out Dave Beckett, our wonderful Training Director, by signing up for the water training sessions.

We have a good-sized pool of experienced volunteer trainers, and we need ALL of you to help by taking a training session. Thank you for your support of our all-volunteer club—it is all of us that help make our club a top-notch organization.

Our Social Sails are going well. A big Thank You goes out to Chris McGraw, Social Director, and all of the chefs, co-chefs and dockmasters who make these events successful and fun. Remember that volunteer skippers are needed as well to take sailors out for a spin in the Scots. Those same volunteer skippers need to ensure that the boats are put away safely and se-

curely. Let's all come out on Thursday evenings and share a sea story or two with other sailors.

Our racing season is off to a great start (pun intended). Julian Mallett, our Racing Director, has a remarkable slate of various races for any and all levels of experience. Spring Series I and II races are both nearly complete, with final race days on June 8 for Spring I and June 15 for Spring II.

If you want to help out by serving on the race committees, please let Julian know. You can secure a front-row seat watching these exciting races from the committee boat.

A huge Thank You goes out to the numerous SCOW volunteers who came out in April to help clean the waterfront. There were more than 40 big bags of trash collected!

If you have any comments or concerns about our club, please send an e-mail to me at Commodore@SCOW.org.

See you on the water...

Yo-Ho-Ho,
Chris



Strange things sometimes occur when you sail near an airport—

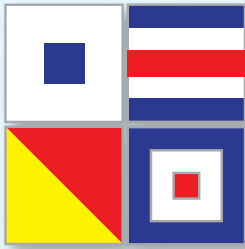
Some people call this a smoke angel, but it's actually a pair of wing-tip vortices, swirling air currents left behind a C-17 Globemaster III military transport. The vortices are shown in flare smoke to accentuate the visual effect.

Don't know what a wing-tip vortex is? See pages 5 and 6 to get the details, and most important, find out what to do if you encounter one while sailing.

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Beware the East Wind

A short story by Ernest Hamingway*

It was a coolish spring day with temperatures not quite reaching the ideal comfort zone, a slight nip still in the air, and with a solid easterly (northeasterly actually) breeze with which to sail. The villagers were gathered around the docks to partake of the weekly social feasting, and a sometimes not so leisurely sail.

Five Flying Scots were out sailing and each in turn tried landing their boats at the docks as the sun sank toward the western horizon. The first boat approached the dock on a port side beam reach and the skipper, realizing he could not turn into the wind (in irons) and reach the end of dock, tried to land the boat at the dock on a beam reach. Scotty, the engineer shouted out "Captain, we've got too much power!" (Oops, wrong genre.) The intrepid first mate, manning the bow with line in hand, attempted to jump onto the dock from the too-fast moving boat.

As the dockmaster turned away, a splash was heard and all looked toward the end of the dock to see the first mate in the drink. Since he had the bow line, the boat remained unsecured and away from the dock.

A second Flying Scot approached. This skipper elected to sail in between the docks and make a quick U-turn, heading the boat into the wind. However, there was not enough room for the boat to slow down, and the boat rammed the dock fairly hard. Fortunately no injuries or damage to the boat resulted. The rest of the boats, mimicking the first, landed at the end of the docks on a beam reach. All landed crudely, but safely.

The next day, the irate dockmaster fired off a letter to the skippers involved and to the village elders

(SCOW Board) reporting these blatant lapses in safety and disregard for club rules. The skippers involved were banished from the island.

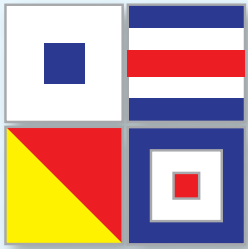
Seriously folks, docking under an east-northeast wind at the Washington Sailing Marina is one of those tricky situations that we should all be aware of and know how to handle. It's an important safety issue, and dangerous sailing makes for potential liability for the club.

So what should skippers do to correctly land their boats when there is a northeasterly wind blowing directly onto the end of the dock? The answer is explained below and illustrated on the next page

1. Approach the dock on a beam reach. Go close to the end of the dock, but do not land the boat.
2. Make a sharp turn and head the boat up into the wind, in irons.
3. While in irons, lower the mainsail. Put the boom crutch in the hole through the port side seat and set the boom on the crutch as you lower the sail. (Say, I always wondered what that hole in the seat was for!) This enables you to have the sail down, but not hinder the movement of the tiller so you can still steer the boat.
4. Backwind the jib, and fall off the wind.
5. Under jib power alone, or using paddles, maneuver the boat back to the dock.
6. Luff the jib and land the boat at the dock. You can land the boat on a beam reach now, because with the main sail down, the boat has little power.

*aka Dan Sandhaus, Skipper Director





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Beware the East Wind (continued)



Do not:

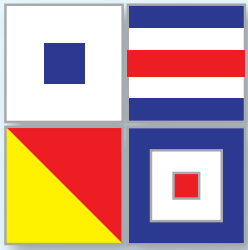
- Land the boat at the end of the dock on a beam reach; chances are you will come in too fast, risking the safety of the poor soul who is manning the bow for docking as well as others on the boat. This is also a good way to do what we call a "carrier landing," in which the main sheet dangling from the boom catches a cleat on the dock like a "tail hook." It's scandalous!
- Sail between the docks and do a quick U-turn so you can land into the wind. Again the safety risk here is that you will hit the dock too fast, not having room to maneuver or slow down. So even though you might see others do this, we do not consider it a safe practice and it is against SCOW rules.
- Also not recommended is trying to land on the northernmost dock. The reason: You risk ending up aground on a leeward shore if you fall short of the dock, or becoming entangled in the WSM boats that are often moored in this area. See the area marked "Caution" on the diagram above. Been there, done that, break out the paddles.

For those working toward Flying Scot skipper certification, this article provides an answer to one of the written test questions.



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Special Olympics Seeking Volunteers

Barbara Thacker, Membership Director

This summer SCOW is once again providing Flying Scots, each with a skipper and one crew member, to the Special Olympics Sailing program. Please consider giving some of your time and talents to this great organization, and join this opportunity to share your passion for sailing with others. Our first practice was on Monday, June 2, with and several SCOW members assisting.

We meet at the marina on Monday evenings in June and July at around 5:30 pm. The Flying Scots, along with other boats, go in the water and training begins at 6:00. We provide a skipper and crew for each boat, and typically take one or two athletes and a "safety officer" who is familiar with the athlete and will assist them as needed. Sailing takes place in the lagoon.

The athletes vary in skill level and the goal for all is to experience and participate in sailing to the best of their ability. SCOW volunteers are not expected to provide personal care to the athlete, but only to provide a safe experience on the boat and offer some sailing coaching and encouragement. If you are new to SCOW, it is also a great opportunity to get time on the water as crew and more experience in the launching and hauling of the Scots. A commitment for every Monday is nice, but not necessary. Any time you are able to give is appreciated.

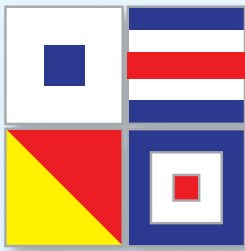
Let me know if you are interested in this volunteer opportunity—e-mail membership@scow.org. If you have any questions, I'd be happy to talk with you more.

Special Olympics sailors and volunteers rig the boats, top right, then the sailing fun begins, bottom. (Photos by Mary Bashore)



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Watch Out for Wing-Tip Vortices, They Come in With the Jets

Dave Beckett, Training Director

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What do wingtip vortices have to do with sailing a Flying Scot? Not much, unless your sailing area happens to be on or near the flight path of low, slow-flying, large aircraft. Sound like any place we know? Technically, if you research it, you'll find that any sail, wing, or foil that generates lift, also generates what is called a tip vortex. The top of a sail or the bottom of a keel can produce tip vortices. At the highest end of performance sailing and boat design, they care about stuff like that, but my concern is the safety of our sailors. So I just want to take a few minutes to address the phenomenon of aircraft-generated wing-tip vortices, which can affect us while sailing out of the Washington Sailing Marina. I hope this benefits new sailors as well as experienced sailors who are new to our area. You could sail a lifetime all over the world and never see this happen, but if you sail regularly out of WSM, you will see it eventually, and perhaps frequently.

The commercial planes approaching from the south and landing at Reagan National Airport generate wing-tip vortices that can trail behind the aircraft for up to several miles and travel at extremely high speeds. Take a look at the photo at right.

These vortices generally pose a hazard to trailing aircraft, but due to the proximity of our sailing area to the south end of the airport runway and flight path, they also pose a significant safety risk to sailboats transiting the area just south of the runway. The instantaneous burst of high wind caused by a wing-tip vortex will knock a Flying Scot or any other small sailboat on its side if the sails are trimmed in. Also, and more importantly, due to the rotation of the airflow, it can hit the sail violently on one side and in an instant hit it on the opposite side. The

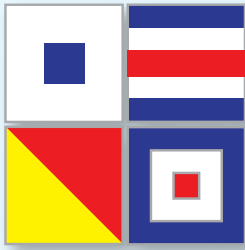
effect is that the boat can be caused to heel sharply to one side by one wind and immediately be hit by another wind going in the opposite direction with great force.

The instinctive reaction of a sailor to a forceful gust is normally to let out the main and jib quickly as far as needed to keep from capsizing, get up and hike out on the windward side to balance the boat, and then start trimming the sails back in. Imagine getting hit by one of these wing-tip vortices that nearly knocks your boat over. You react instinctively and dump as much air as you can from your main and jib and start to hike out to windward. The boom is out a few feet to leeward. Then, without warning, quicker than you can blink an eye, the boom instantly snaps back across the boat to the "windward" side where you are sitting. For most of us, the hiking position lines our head up level with the boom. It's scary, to say the least, when you think of somebody on your boat getting hit with that kind of force. Nothing is going to stop the boom from going where it wants to go when the sail gets hit by a vortex.



A test at Langley Research Facility shows the trailing vortices on a Boeing 747 model, using stationary smoke.





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Wing-Tip Vortices (continued)

Here are a few things to consider about how to recognize this phenomenon and how to deal with it:

When: Light wind days when aircraft are making their final approach from the south seem to be the most conducive to observable wing-tip vortices. I think strong winds cut through and disrupt the vortices, so they don't stay intact as long as they do on light-air days.

Indicators/warning signs:

Sensation and Boat Movement:

- Sudden confused air and water right near your boat
- Boat may self-tack without any change in course

Visual:

- From a distance you can sometimes see a vortex swirling along just above the surface of the river. It picks up water and looks a lot like a dirt devil or a tiny water spout. Sometimes when there is very high humidity or smoke in the air, you can see the vortex trailing at altitude behind the plane's wingtip.
- Visible disturbance on the water's surface like a strong down draft, instantaneous dark patch of water, much like that caused by rotor wash from a helicopter.
- Another boat in the area getting knocked over suddenly when there appears to be no gust or sustained wind.

Audible: I've observed a combination of the following sounds on various occasions.

- Sound as if a tactical aircraft was going vertical using afterburners off in the distance
- Muffled sound of a commercial aircraft passing fairly close by, even though it has been a long time (seconds to minutes) since the last plane passed by
- Sound as if a train was passing by, long after plane has passed
- Violent tearing sound overhead, close aboard but well

above the mast, as if the sails are being torn or shredded. (caused by the vortex tumbling over itself/friction/shear)

Safety Precautions:

1. Recognize the conditions that can lead to longer lasting vortices. (Light winds, aircraft on final approach from south)
2. Know where the danger area is and transit the danger area quickly with purpose; don't loiter. (Area is immediately south of and in line with the runway)
3. Be vigilant and be quick to recognize the approach or presence of a vortex.
4. Take action to protect you and your crew.

Immediate Action

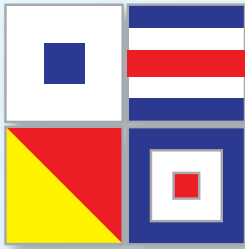
Following is my personal immediate action as a skipper when I detect or suspect that a vortex is approaching or hitting my boat. This is not any SCOW policy. Everyone is free to deal with the phenomenon in their own way and there may be better ways. We don't talk about vortices in our training program. It's not on any test.

1. Immediately, I tell all crew get low in the boat and ensure they keep their heads well below the boom, and stay clear of the boom vang and all fittings to avoid getting clobbered by the boom if it should swing wildly.
2. Immediately, I slack the main and jib and make sure that the sheets are free to run so that if the boat gets hit hard, the boom will be free to move without capsizing the boat.
3. I maintain this posture until I'm sure that the vortex has passed. Only then do I resume sailing.

Following are a few links for more detailed description and some good video:

http://en.wikipedia.org/wiki/Wingtip_vortices
<https://www.youtube.com/watch?v=xNEX7rEv4gs>
<http://laughingsquid.com/video-of-airbus-a340-generating-wingtip-vortices-during-landing/>





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Match Racing in the Lagoon— Flying Scot Challenge Begins

Julian Mallett, Racing Director

SCOW's first two Challenge matches were conducted Saturday, May 31, in the WSM lagoon.

Results are:

Chris McGraw beat Julian Mallett in races 1 & 2 to win the 2 out of 3 challenge

Josh Sharpe beat Dick Vida in their races 1 & 2 to win 2 out of 3.

The ladder is now set up in preliminary form as

1. Chris McGraw
2. Julian Mallett
3. Josh Sharpe
4. Dick Vida

Huge thanks to Ellen McCallie and her friend Steve for running Race Committee, and doing a wonderful job.

You can challenge anyone on this ladder now to establish your position. Simply contact the person you wish to challenge, agree a format, then contact me at racing@scow.org, or Peter Stenzel at pdstenzel@icloud.com, to ask for contacts for Race Committee.

Who's next? Come show us what you've got!

Spring Series Race Results

Standings for **Spring I** to date (throw-outs not calculated)

1. Jim Klein, Elisse
 2. Maggie Kreusi, Susie-Q
 3. Laura Scandurra (Jim Talley), Ms Ellie
 4. Jonathan Thron, Selkie
 5. Baris Ornarli (David Beckett), Sunset Song
- Final race day, June 8, starting 4 pm.

Standings for **Spring II** to date (throw-outs not calculated)

1. David Becket - Sunset Song
 2. John Graham - Ms Ellie
 3. Julian Mallett - Selkie
 4. Rob Reuter - Elisse
 5. Chris von Guggenberg - Susie-Q
- Final race day, June 15, starting 4 pm.

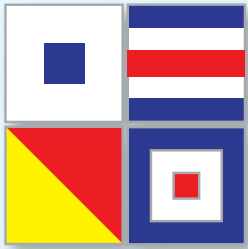


Very Flexible: Racing director Julian placed second in the challenge, but had the last laugh, demonstrating the Flying Scot head dip. (photo by Kevin Longenbach)



First Race, Spring Series I. Flying Scots heading for the windward mark, with Jim Klein and crew in Elisse taking the lead. (photo by Alice Starcke)





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Rub Off the Rust 3, April 19

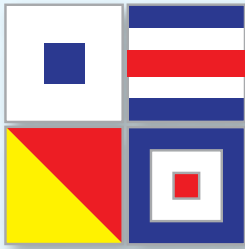


Mini-checkouts for Flying Scot skippers on mainsail reefing were a major part of Rub Off the Rust Day 3. After demos by instructors Jan Earle and Larry McAndrews, above, skippers show they can put in the reef and complete the test, top left. Later, two Scots took off for practice, one with a reefed mainsail, right. (Photos by Alice Starcke)

Cherry Blossom Race Winner

Longtime SCOW member Bill Davenport (left) took first place this spring in DISC's annual Cherry Blossom Regatta. Bill raced in his own 21 ft cruiser, *We Few*, with crew members Nate Matea, pit, and DJ Ding, foredeck. Several other SCOW members competed in cruisers and Flying Scots, along with DC Sail's Scots and FJs.





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Coffee, Donuts and Boat Fix-up: Mini-Maintenance Day, July 12

Jim Talley, Maintenance Director

Mark your calendars for our upcoming Summer Mini-Maintenance day, on Saturday, July 12. As usual, we'll meet at the marina around 9:30 AM for coffee and donuts and work will begin at 10:00. I expect we'll be done by 2:00 PM. No previous maintenance experience is required.

Just a reminder that if you notice any maintenance issues with our fleet, record it in the boat's log book and send a detailed email to me at maintdir@scow.org and cc the boat's bosun. The bosuns are:

- Ms Ellie (msellie@scow.org) - Vince Penoso
- Selkie (selkie@scow.org) - Julian Mallett
- Sunset Song (sunsetsong@scow.org) - Martin Branham
- Susie Q (suzieq@scow.org) - Dick Vida
- Elisse (elisse@scow.org) - Jim Klein
- Rebecca (rebecca@scow.org) - Luis Rivas
- Hiatus (hiatus@scow.org) - Chris McGraw
- Skirmish (skirmish@scow.org) - Declan Conroy

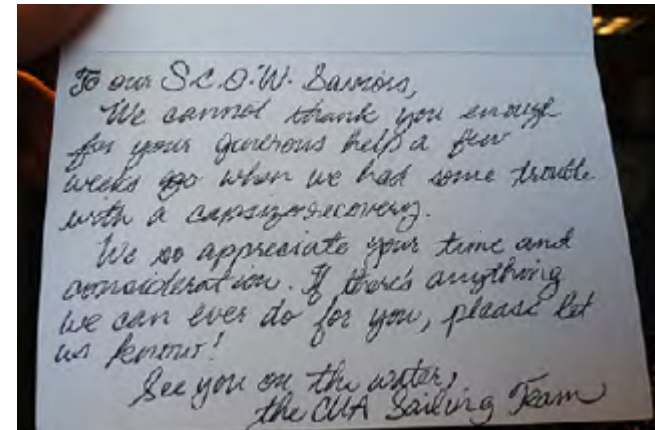
Need a Volunteer for SCOW Photos on the Web

Do you like working with pictures on the computer? If so, SCOW needs a volunteer to take charge of posting photos by members on the club's Picasa web site. This is a way to share all those photos people take at SCOW events—the ones that don't make it into the newsletter due to space limitations.

If interested, contact Chris Tindal, Commodore@scow.org.

When Others Needed Help, SCOW Members Were There

It's a great honor and privilege for me to pass along this thank-you note I received recently from Dan, a young man on the Catholic University of America (CUA) Sailing Team, after a group of SCOW members assisted them with a capsized recovery.

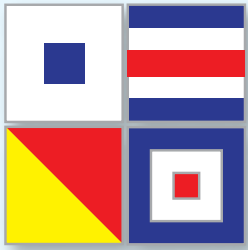


Many thanks to Luis Rivas, Julian Mallett and Dick Vida—and their crews—for rendering assistance to our fellow mariners in their time of need. I'm immensely proud to be in a club with folks who are fine sailors but also genuinely kind people.

This is not the first time SCOW has assisted fellow sailors, and it won't be the last—and most SCOWers have been helped or know folks who have been helped by others, too. Thanks to all of you for maintaining the club's excellent reputation and for remembering that out on the water, we're all in the same boat.

With pride and gratitude, Jonathan Thron





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2014 Officers

Commodore	Chris Tindal.....	commodore@scow.org
Vice Commodore.....	Luis Rivas.....	vice@scow.org
Secretary.....	Rob Reuter.....	secretary@scow.org
Treasurer	Adam Cromie.....	treasurer@scow.org

2014 Board Members

Training Director	Dave Beckett.....	training@scow.org
Skipper Director.....	Dan Sandhaus	skipper@scow.org
Social Director	Chris McGraw	social@scow.org
Maintenance Director	Jim Talley.....	maintdir@scow.org
River/Bay Director	Kristine Sadusky	river@scow.org
Racing Director	Julian Mallett	racing@scow.org
Membership Director	Barbara Thacker.....	membership@scow.org

Upcoming Events

The [SCOW website](http://www.scow.org) posts all events year round.

2014 Board Appointees

Chair, Training & Skipper Certification Committee.....	John Rodgers.....	TSCC@scow.org
Chair, Boat Assets Committee	Alex White	BAC@scow.org
Chair, Investments Committee.....	Ron Sheldon	investment@scow.org
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