

"I find the great thing in this world is not so much where we stand, as in what direction we are moving - we must sail sometimes with the wind and sometimes against it - but we must sail, and not drift, nor lie at anchor." - Oliver Wendell Holmes, Jr.



ChaNNels Monthly Newsletter – May, 2018

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Commodore's Log

By Joe Leoncio



Left to right: Chip Lubsen, Scot Maintenance Director Dick Vida, and Richard Lawrence replacing the halyard on Elisse after a bird's nest incident. Thanks for keeping our Scots in service, gentlemen!

Greetings All !

Our best volunteers are the ones you don't hear about. They're the ones organizing among themselves to meet at the marina to fix something. They're the ones spending hours of their free time teaching new sailors, updating club documents, planning club events, maintaining our website and reservation systems, making sure our club is financially solvent and that the checks get paid out on time, and so much more. It's truly remarkable how much gets done by people whose actions exemplify our club's common values of community, service, and integrity.

Dictionary.com defines "unsung hero" as:

unsung hero. noun. a person who makes a substantive yet unrecognized contribution; a person whose bravery is unknown or unacknowledged.

I thought about this today, May 20, 2018, because I had met briefly with Dana Brown and Barry Yatt who had volunteered to take on a few maintenance tasks on the cruisers. As recent graduates of the cruiser class and future cruiser skippers, they were doing their part for the greater good.

I then walked with Dana towards the small boat docks to check river and wind conditions after a week full of rain. We encountered Chip Lubsen, Scot Maintenance Director Dick Vida, and Richard Lawrence all working on *Elisse*, one of our Flying Scots which was put out of service after someone had erroneously operated her winch. With the popularity of our races, the needs of our basic sailing water classes, and personal usage among skippers, it's very important to have all of our boats in service.

Our unsung heroes are the most honorable among us for their substantive yet unrecognized contributions. We can all be heroes by doing a small part for the greater good, just like the SCOW volunteers that I encountered today at the marina, and a lot of people contributing small parts that add up in a big way!

See you on the water!

Joe Leoncio
Commodore
Sailing Club of Washington
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What's Happening with l'Hermione?

By Mike Hooban

Further adventures of the replica ship based on Lafayette's transport to America, last seen in these parts a few years ago.

Club members who have been around for a while may remember the visit of the French ship l'Hermione to America in June 2015. This was a reconstruction of the vessel that carried the Marquis de Lafayette to America in 1780 to participate in the War of Independence. I've just finished reading a book by Sarah Vowell called Lafayette and the Somewhat United States of America, which talks about Lafayette and his influence on the course of events, which was at least positive, and possibly decisive. It even mentions l'Hermione.

The city of Rochefort began a reconstruction in 1997, and the vessel ultimately undertook its return voyage to America in 2015. Stops included Yorktown, Mount Vernon, Alexandria, Annapolis, Baltimore, Philadelphia, New York and Boston, among others.

When l'Hermione came to Alexandria, SCOW decided to give over a Wednesday night racing evening to a trip down to Alexandria to salute our French visitors. It was a pretty pleasant if somewhat warm June evening and a good time was had by all, or most of us anyhow.

L'Hermione is home ported at Rochefort, France, and can usually be visited there. This spring and early summer, however, she is once again off on a trip around several countries, both in the Mediterranean and the Atlantic coast of Europe. This is being done in part to help promote the French language. It's interesting that the French undertake a good many efforts, including this one, to promote what they call the Francophonie, encompassing especially the French language, but also the overall culture.

I thought it could be of interest to SCOW members to know what's currently happening with this ship. I'll note that most of what follows is lifted, in whole or in part, from the English language website for the city of Rochefort, in an article entitled "l'Hermione, Ports of Call in 2018." Here's the article, with only slight modifications and corrections/improvements to the English.

"The Association Hermione-La Fayette prepares itself once again for a 4 months journey: a new challenge for the Commanding Officer of the ship, Yann Cariou. In partnership with the International Organization of La Francophonie (O.I.F) and as part of the youth program "Libres Ensemble" (Free Together), the frigate of freedom wishes to share its values: courage, skills and knowledge.

This time around, the adventure is being undertaken under the label of **liberty, acceptance and Francophonie**. For this trip, the O.I.F has chosen 100 young people from different countries and some of them have been training in Rochefort to test out life on board and activities during stopovers.

These young sailors, constituting the strength of the vessel, will advance the **5 values** brought by the Hermione :

1. **Commitment**
2. **Transfer of knowledge**
3. **Passion**
4. **Skills**
5. **Solidarity**

Impatient to finally sail away, they have been learning to live together, to respect one another and to be supportive of each other.

250 other sailors will also participate in this expedition to the Mediterranean Sea and some of them were previously aboard the ship for its trip to the United States of America in 2015.

2018, the replica of the Hermione sets sail for the Mediterranean Sea

As part of the partnership with the O.I.F, the journey of the Hermione will be called "Libres ensemble de l'Atlantique à la Méditerranée" (Free together, from the Atlantic to the Mediterranean).

"Libres Ensemble" promotes and supports the free expression of young people and their creativity by affirming the values of solidarity, freedom and diversity in the face of the temptation of fear and withdrawal on one's self.

The frigate planned to leave her home port of Rochefort **January 30, 2018** for **12 stopovers for a navigation period of 4 months.**

The stages of the outward voyage:

Departure from Rochefort on February 2, 2018, to reach La Rochelle and to prepare its equipment from February 4 to 20.

1. After sailing to Morocco, she was scheduled to be in **Tangier: March 10th to 13th 2018**
2. **Barcelona (Spain): March 22 to 24, 2018**
3. **Sète (France): March 27 to April 2, 2018**; the frigate is the guest of honor of the 5th edition of Escale in Sète (maritime traditions festival)
4. **Toulon: April 5 to 9, 2018**
5. **Marseille: April 12 to 16, 2018**
6. **Port Vendres (France): April 20 to 22, 2018**

The stages of the return journey:

1. **Bastia (Sardinia): from 27 to 29 April 2018**
2. **Portimao - (Portugal): May 8 to 10, 2018**
3. **Pasaia (Spain): May 18 to 21, 2018**
4. La Pallice in **La Rochelle: May 24 to June 6, 2018** (docking, so no visit, the commercial port is closed)
5. **Bordeaux: June 11th to 13th** (arrival on the evening of June 10th)
6. Return to **Rochefort: June 16, 2018 around 7pm**

Photos Below: Green Hornet and Jeannette get acquainted with lHermione, June 2015



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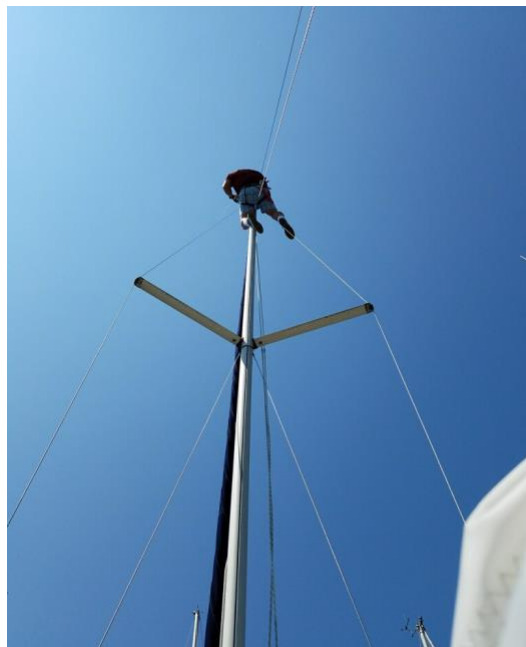
Suspension Trauma: A View to Die For

By Vincent Penoso

-If something can go wrong, it can go wrong fast without warning, 35 feet up the mast-

For a few weeks, I carefully rehearsed the simple task of replacing the topping lift on a 2003 Catalina C250 sloop rig with specs from Catalina on the materials needed. I planned out everything, (I thought), from the knot I would tie at the clevis pin on the masthead, to how I would thermally fuse the old line to the new line to facilitate threading it through the boom. As the director of cruiser maintenance for the Sailing Club of Washington, I am no stranger to ascending the mast to make a repair that should take no more than 10 minutes to complete and come down.

Kaufman painstakingly cranks the winch and I slowly rise inch by inch until I am high on the mast ready to attach the new line to the masthead. The view high above the Washington Sailing Marina has an interesting perspective not often seen. The masts of other sailboats sway gently as the periodic roar of departing aircraft from Reagan National Airport muffle the resulting expletives when I realize the new 40-foot section of topping lift replacement line is 2 feet short.



The prospect of being lowered and hauled up again is daunting and I don't want to put Kaufman through that again. I tell Kaufman to leave me up there in my climbing harness, while he goes in search of braided Dacron at West Marine 2.5 miles away. I thought I would be ok up there; after all it was a beautiful day with a view to die for. Luckily for me, it occurred to Kaufman to check the marina store.

I was content while hanging there for 20 minutes, but with the added time to be hauled up, my legs were getting numb. The sensation felt different than just your foot falling asleep-the first hint of being increasingly uncomfortable; I am relieved to see him return with a coil over his shoulder.

With the new topping lift installed, I take a little more time to dress the knot but feel a real urgency to finish whipping the end so it never misbehaves. It is time to come down. I am surprised by how rapidly I feel light headed. Even more surprising to me is that it is physically difficult for me to tell Kaufman that I think I am going to pass out. Hearing the odd timbre in my voice, he quickly begins to ease the halyard to lower me, but now there is slack in the halyard.

A safety runner around the mast keeps me from falling in case the halyard somehow fails; the jib halyard is a common backup. If I were to pass out with the safety runner engaged around the mast, I will be in serious trouble, stranded high on the mast with no way to be lowered. A medical background and decades of rock climbing reminded me of what was happening and the need to free myself and come down. Slow motion describes how difficult it was to unclip the carabineer on my harness and release the safety runner.

I needed to reach the spreaders below to stand on but at that point I could only sit. I thought if I could only sit for a while and alleviate the pressure cutting off circulation to my legs, I could recover; but I felt even worse, and seconds from blacking out. I felt nauseous, weak and had trouble speaking and focusing.

I tell Kaufman I have to come down NOW, so I topple over backwards from the spreaders and I am lowered down on to the deck.

Suspension trauma, (orthostatic shock; harness hang syndrome) is a condition seen in situations where a worker is suspended in a climbing type harness where the leg straps cut off peripheral circulation. The blood then pools in the legs (10-15%) causing one to black out from lack of oxygen to the brain. This condition can occur in as little as 5-15 minutes of hanging in a harness of this kind. Must move fast: The condition can be immediately life threatening. Rescue and resuscitation may be required.

OSHA describes suspension trauma as “the development of symptoms such as light-headedness, poor concentration, palpitations, tremulousness, fatigue, nausea, dizziness, headache, sweating, weakness from vascular insufficiency in the lower extremities..” OSHA has identified that death can result within 30 minutes of an initial fall or loss of consciousness.

With that said, we should have used the boson’s chair in the dock locker which provides a safe working posture on the mast while suspended. Lack of additional hands and the prospect of putting the hauler through another strenuous hauling back up the mast, influenced my decision to remain aloft. Climbing type harnesses are still sold at boat supply stores but great care should be exercised in their use.

As with many preventable accidents, education and prevention is the key to avoiding mishaps. It is a good idea to have at least 2 people on deck to work the winch and have a bombproof contingency plan for rescue when attempting technical repairs on the mast. A little preparation will make any job safer and is essential to safe boating maintenance.

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Weather Resources and More

PHONE:

- National Airport (DCA) Automated Weather Observing System (AWOS): (703) 412-8140
- NOAA DIAL-A-BUOY: (888) 701-8992
 - Buoy identifiers: WASD2 (a.k.a. 92732) (Washington Channel)
 - 44061 (Wilson Bridge) (Removed for winter, should be back soon)

INTERNET:

- www.scow.org/weather
- www.weather.gov
- www.intellicast.com
- www.wunderground.com

SMARTPHONE APPS:

Forecast

- The Weather Channel
- AccuWeather
- Wunderground
- Weather Live
- Boat Weather
- NOAA Marine Forecasts (same info as www.weather.gov)

Radar

- Storm
- Radarscope
- Hi-Def Radar
- MyRadar
- RadarUS
- RadarUS+
- NOAA Radar Pro
- Local TV Station Apps (NBC4 DC, Fox5 AccuWeather, ABC7 Storm Watch, WUSA9 Weather)

Wind

- AeroWeather
- SailFlow
- WindAlert
- Windfinder
- PocketGrib

Tide

- Tide Alert
- TideTrac
- Tides Near Me
- Tide tables link on SCOW website at the Weather tab (<http://www.scow.org/TideTables>)

Navigation

- Navionics

Racing

- RaceQs

REMEMBER:

- Good idea to Wear a PFD at all times when on the water, even in summer.
- Follow the rules. 20 knots is the limit, and it's a good limit.
- Aviation weather products are awesome. Use them (esp. DCA info).
- Get several different apps and corroborate (cross-check) weather information.
- Weather is dynamic (especially in summertime). Check radar often and be aware of adverse conditions.
- In winter, strong gust fronts (w/ no visible precipitation) are hazardous and fast. Check the forecast!
- Research safe havens and have a storm contingency plan.
- If caught in bad weather, get the sails down and anchor out. "When in doubt, don't go out."

About This List: Definitely a work in process as a compilation of input from SCOW members. Please send your suggestions for additions and improvements to Chip at editor@scow.org.

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From the Maintenance Locker

By Dick Vida

Recently there was an issue with the main halyard on one of the Scots. A remarkably tangled “bird’s nest” formed on the winch spool of the main halyard. Repairs included cutting out the bird’s nest, lowering the mast, and installing a new main halyard.



For those who are unfamiliar with the term “bird’s nest”, the image at left is a great example of the tangled mess that can occur if the halyards are not deployed properly or when the **brake tips** are worn out or missing.

This usually occurs when tension is let off of the halyard as it is being lowered and the weight of the sail no longer provides tension to the cable.

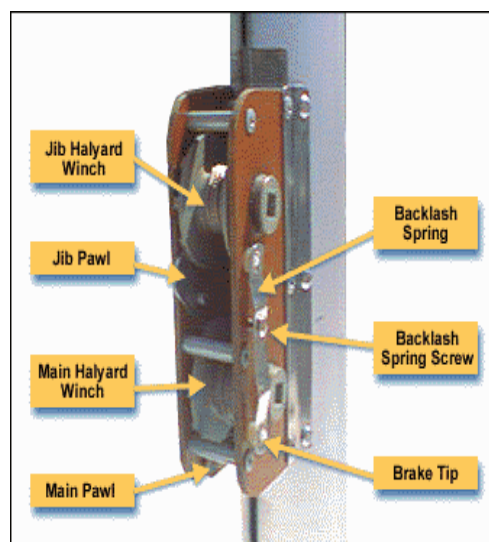
It also occurs when the halyards are being “wound up” without tension and the cable winds around the winch spool unevenly.

A “bird’s nest” is not an uncommon occurrence on our boats **but it can be prevented** by understanding how the halyard winch works.

The image at right shows a diagram of the winch housing on the Flying Scot. As the main or jib halyard is being lowered, and the weight of the sail no longer provides tension on the cable, the winch will continue unspooling uncontrollably if not restrained by the winch handle or proper tension.

The **backlash spring** and **brake tips** located on the starboard side of the winch housing help prevent this unspooling from happening by putting pressure on the sides of the winch spools. There are two (2) **brake tips**, upper and lower.

The **brake tips** can wear out, or even, “pop” out, under normal use. Also, the **backlash spring** can be bent out of shape by catching on a line (green spinnaker halyard, topping lift, painter, etc.) and become ineffective in providing the necessary “braking power” to prevent the winch from unspooling and thus creating a bird’s nest.





The image at left is a blown up picture of a **braking tip**. It's a small, black hard rubber cylinder which fits into holes on the side of the winch halyard housing and is held in place by the **backlash spring**.

So, how can bird's nests be prevented? Here are some helpful tips:

- ALWAYS KEEP TENSION ON THE HALYARDS/CABLES WHILE RAISING AND LOWERING THE JIB AND MAINSAIL.
- If uneven spooling does occur on the winch, pull out all of the cable and rewind the halyard while using hand tension and/or the weight of the sail.
- Skipper and crew get in the habit of checking the winch box to make sure brake tips are in place.
- If brake tips are missing or the backlash spring is damaged, contact the maintenance director (scotmaint@scow.org) or bosun (name of boat@scow.org) for needed repairs.
- **Most importantly, make sure you enter into the logbook, any missing or damaged equipment, or any questionable issues that you experienced with the boat.**

A final note: The cost of a braking tip is \$2.66 and each takes seconds to install. When a bird's nest causes halyard replacement, the cost of the main halyard is \$61.00 and requires approximately 4 to 6 person-hours to repair. An ounce of prevention...!

Fair winds and have a great summer of sailing enjoyment!
Dick Vida
Scot Maintenance Director

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Upcoming SCOW Events

June 3	Sunday	4:00pm	Spring Series II
June 4	Monday	5:30pm	Special Olympics
June 5	Tuesday	7:00pm	SCOW BOD Meeting
June 6	Wednesday	5:00pm	Wed. night racing
June 7	Thursday	6:00pm	Social Sail
June 10	Sunday	4:00pm	Spring Series II
June 11	Monday	5:30pm	Special Olympics
June 13	Wednesday	5:00pm	Wed. night racing
June 14	Thursday	6:00pm	Social Sail
June 18	Monday	5:30pm	Special Olympics
June 20	Wednesday	5:00pm	Wed. night racing
June 21	Thursday	6:00pm	Social Sail
June 25	Monday	5:30pm	Special Olympics
June 27	Wednesday	5:00pm	Wed. night racing
June 28	Thursday	6:00pm	Social Sail
June 29	Friday	6:00pm	Full Moon Raft-Up
June 30	Saturday	All Day	Tim's Rivershore Bonfire (and Fireworks!)

Check SCOW.ORG for all membership events

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