

February 2022

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COMMODORE'S CORNER

I write this looking out at the rain and fog, I'm a little confused. They tell me spring is just around the corner. I just can't see it yet. Ok, for once, let's pretend they are right.

Springtime is the time to refresh and renew and shake off the winter gray. This applies to our club; we haven't given her the TLC she usually gets during the winter months.

I know we haven't been able to have a workday in quite a while because of the unusual situations we have faced in the last two years. I have high hopes this is going to change very soon. We will be making plans to get one on the books in March and again in April before we enter regatta season.

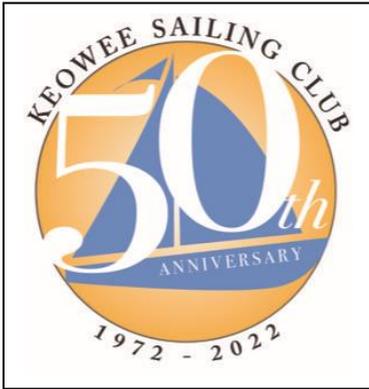
Until we get one scheduled, there are many tasks at the club that can be done by individuals or small groups. There is a list in the clubhouse and committee heads will be happy to steer you in the right direction. Please check with the Committee Head of the area you are interested in working on, before you start any project, as we don't want duplication of services.

Also remember your boat may need a little TLC after coming off a winter of lighter use. A little spit and polish will make you and it ready to sail away to the summer season. Please check and replace old and worn dock lines, and fenders that are flat and broken. Also, that outboard needs to be checked and have some run time; a well-used outboard is a happy outboard.

So, keep an eye out for workdays to come, check on your boat and give it some TLC. But most of all

LET'S GO SAILING. -Hank Goodman





50TH ANNIVERSARY CELEBRATION

**Saturday, June 18, 2022 -- 5:30 p.m.
KSC Clubhouse**

KSC Lore

Many thanks to those helping compile pix of KSC through the years. In addition to a slide show, there will be a display board on hand to post originals. Please keep 'em coming via email or bring originals in June. Have a story to share? Get in touch with our event organizers (contact info below).

Some Fun with Attire

Dress it up or dress it down -- we're a casual club and it can be warm in June.

We're also a racing, as well as social, club, and there's always room for a little friendly competition! Have a KSC regatta shirt? Wear it or bring it. The older the better; there'll be prizes for the very oldest. Are you a newer member? There'll be a best dressed -- as in KSC colors or logo wear -- category too. Judges wanted! Contact info below.

Food and RSVPs

Watch for invitation emails in April. You'll have a choice among four great entrees. Dinner also includes hors d'oeuvres, desserts, beer, wine, coffee, soft drinks and water. Cost anticipated at \$10/member, \$15/guest to help assure accurate headcount for the food.

Again, THANK YOU members whose ideas have helped shape this celebration so far! And to our growing list of volunteers. As the old saying goes, "Many hands make light work." Help still needed. If you can spare some time before or during the party, contact event organizers

Scott (scott@writedesign.com / 203-241-7583) or Susan (susan@writedesign.com / 203-241-0053) Brier.



RACE CHAIR ANNOUNCEMENT

Greetings from the Race Chair. I want to invite all to join us for our race activities going on throughout the year. We have events for all skill levels and opportunities for work credit abound.

Our race events include series races, Sunfish races, distance races and major regattas. We have plenty of chances to get out on the water and participate.

Our Series races are scheduled throughout the year, mostly on Saturdays. We have four series each year and crown an overall champion at the end. Each of the four series is comprised of 6 race days. A series race day is usually comprised of two races on each day. That is usually 12 races in a series.

We also have 5 race days each year where everybody sails one of the club owned Sunfish. This is called Sunfish Saturday. It is a great way to get started racing with short courses and you don't have to have your own boat.

We have distance races on select holidays where we are also having a club event. We set up a long course on the water and have a party afterwards.

And of course, we have two major regattas each year. One in the spring, Keowee Cup, and one in the fall, Turkey Shoot. Each of these regattas are two days long and race in multiple classes.

If racing is not your interest but would like to come out to help, we always need people to come out and help. Each racing day needs people to help on the water with the race committee and off the water with the food and beverage. This is a great way to get work credit and learn at the same time. Each club event requires volunteers to make events successful.

One area we need help is providing snacks and beverages after series race days. This is usually some arrangement of light to medium hors d'oeuvres and assorted beverages. Typical refreshments can include chips and dips, chili or soup when its cold, or whatever dish may be your favorite. Volunteers should know that club events and race day refreshments are sponsored by the club, and incurred expenses are reimbursed by the club.

All club racing events are on the calendar on the website. Additionally, there are places to sign up for these volunteering opportunities. Please review the website and if you still have questions, please feel free to contact me.

Kirk Elliott
(sneakerz@charter.net).



SAIL CAMP ANNOUNCEMENT

Dear KSC Members:

Just a quick update to let you know that the dates for 2022 Sailing Camps have been put on the calendar.

June 6, 7 & 8 Basic Sail Camp (ages 10 - 17)

June 13, 14 & 15 Intermediate Sail Camp (by invitation and/or approval)

June 20, 21 & 22 Basic Sail Camp (ages 10 - 17)

June 27, 28 & 29 Opti Sail Camp (ages 8 & 9)

Registration will open for KSC members on March 1 and non-members on March 15. Further details to follow.

Thanks,
Liz Keenen
Youth Sailing Education Chairperson



UPCOMING EVENTS

February 26th - KSC RACE AWARDS DINNER @ 6 PM

March 5th - HRB RACE #2 @ 1 PM

March 6th - WOMEN, WIND & WAVES KICKOFF LUNCHEON @ 12 PM

March 19th - KSC BOARD OF STEWARDS MEETING @ 10 AM
- HRB RACE #3 @ 1PM

March 26th - KSC 2022 FIRST WORKDAY @ 9 AM

DOCK 4 REFURBISHMENT COMPLETE

This completes all the dock work that was called for by the Strategic Planning Committee in 2019. The walkway running along the shore and connecting the docks will continue to be maintained by the dock maintenance team in our normal fashion – mostly board at a time replacement with occasional sections being replaced. If you have any thoughts, desires or ideas as to a different way to do the walkway, please let me or a Steward know.

As I have said before, the folks who made all this work possible are the members who moved their boats out of the water or to another location to allow us to clear a dock for refurbishment. It made the difference between a relatively easy and safe job and an impossible one. You have my most sincere gratitude.

Also, thanks to all the members who helped moved boats around over the last the three years. The KSC Boating Moving Crew as I think of them became very adept at this process. They were able to move 22 boats back to their dock 4 homes in 2 hours and 15 minutes. It was really a remarkable process to watch. I want to give a special word of thanks to three people who were at every session over all three years: Kevin Rylance, Liz and Rob Copps. Kevin was our key skiff driver and my alternate “thinker” – he was the poor fellow who had to listen to all my crazy ideas and straighten them out. To fulfill a promise to me personally, Liz and Robb made every move day -- even on the year when they were inactive.

When this process started, I admit to being a little frightened and overwhelmed. This was the first big project I had been involved with at KSC. But my fears were unjustified. Members came out of nowhere to help me when I needed it. The KSC self-help philosophy really was evident and powerful. After this experience, I feel there really isn't anything the Club can't accomplish once they set their minds to it.

For our newer members who haven't yet experienced this, or for members who have watched from the sidelines for a while -- get involved! There is plenty to do and it is a bunch of fun and very rewarding to connect with other members while improving the club. Contact committee chairs or one of your Stewards to engage. Try it – you'll like it. As we turn the pointy end west into the sunset, KSC BMC bids you Aloha...

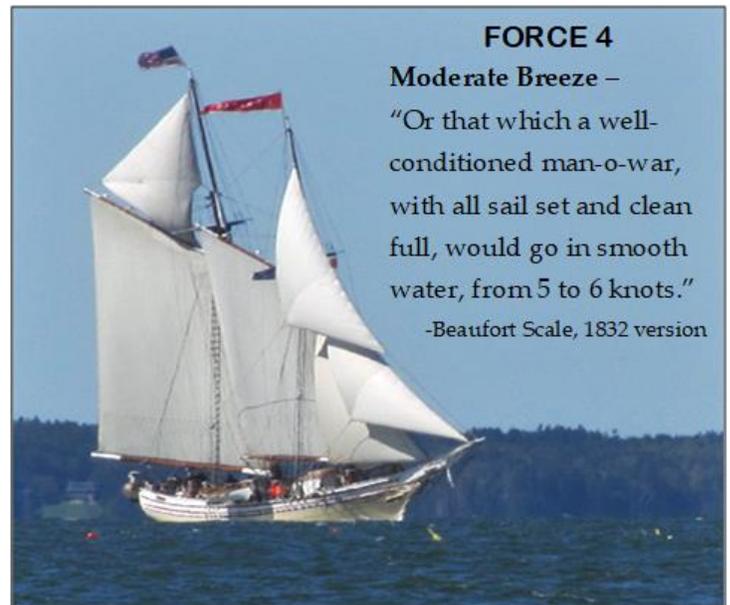
-W. Legursky

WIND WATCHING

We've all done it. Sitting on the deck of the pavilion, gazing out at the lake; watching. Waiting for it. Soon, ripples begin to march out of the cove and spread across the top of the water, moving further into the lake to join with other ruffled patches. The flag on the point seems to notice and exerts an uninspired half-wave. Wind! You feel the soft touch of a breeze, sufficient to awake other senses to the hope of an afternoon sail. This preoccupation with moving air continues even after you cast off and set your sails, dividing your concentration between the jib's fluttering telltales and the shifting puffs that agitate the lake's surface to windward. This lingering fascination, bordering on obsession, is what I call "wind watching."

This routine KSC pastime of watching light air become a gentle breeze is a progression through numbers zero through three on the **Beaufort wind scale**. That's "BOW-firt," as in bow and arrow. Sir Francis Beaufort, a nineteenth century British Royal Navy captain with keen scientific interests, perfected a scale of wind speed based on observations of land and sea conditions. He was a prototypical "wind watcher" coupled with a quantitative mind. Prior to the advent of functional anemometers, the Beaufort Scale provided a concise and uniform method to quantify a natural force by relying on human perception. It's not surprising that Sir Francis Beaufort, captain of a sailing ship, included in his original scale of wind force a description of the corresponding sails set on a British Man-O-War. At Force 4 a Man-O-War is carrying all sails and moving at 6 knots. At Force 5 and beyond, Beaufort listed which sails need to be reefed or fully furled, all the way through bare poles at Force 11. Force 12 is a hurricane.

The Beaufort Scale is one of the earliest forms of standardized meteorological data collection and it is a model of efficiency with its short descriptive prose. The scale begins at **Force 0**: calm, "sea like a mirror, . . . smoke rises vertically". **Force 1**: light air at 1-3 mph, when "ripples and the appearance of scales are formed but without foam crests." **Force 2**: light breeze at 4-7 mph with its "small wavelets, . . . wind felt on face; leaves rustle; ordinary vanes moved by wind." Force 2 will entice a Sunfish or MC Scow onto the water. Crews of J-22s and heavier cruising boats will prefer to wait for **Force 3**: the gentle breeze of 8-12 mph with "large wavelets, . . . leaves and small twigs in constant motion; wind extends light flag." Hiking straps and trapeze come into play for dinghy sailors at **Force 4**: the moderate breeze of 13-18 mph with its "small waves becoming larger." Next comes the adrenaline-charged **Force 5**: the challenging fresh breeze when "small trees in leaf begin to sway; crested wavelets form on inland waters." **It's a Force 5 wind that causes white caps to form on Lake Keowee**. At **Force 6**, heavier cruising boats will have their mainsails reefed; racing dinghies wish they could. When "whistling is heard in telegraph wires" (cutting edge of technology in Beaufort's time), it's time to collect all the marks and call it a day. At **Force 7** and above the KSC Dock Master is sending out email reminders to check your dock lines.



FORCE 4

Moderate Breeze –

"Or that which a well-conditioned man-o-war, with all sail set and clean full, would go in smooth water, from 5 to 6 knots."

-Beaufort Scale, 1832 version

BEAUFORT WIND SCALE – NATIONAL WEATHER SERVICE

BEAUFORT FORCE	Speed (mph)	Speed (knots)	Description	Specifications for use at sea Specifications for use on land
0	0-1	0-1	Calm	Sea like a mirror. Calm; smoke rises vertically.
1	1-3	1-3	Light Air	Ripples with the appearance of scales are formed, but without foam crests. Direction of wind shown by smoke drift, but not by wind vanes.
2	4-7	4-6	Light Breeze	Small wavelets, still short, but more pronounced. Crests have glassy appearance and do not break. Wind felt on face, leaves rustle; ordinary vanes moved by wind.
3	8-12	7-10	Gentle Breeze	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered white horses. Leaves and small twigs in constant motion; wind extends light flag.
4	13-18	11-16	Moderate Breeze	Small waves, becoming larger; fairly frequent white horses are formed. Raises dust and loose paper; small branches are moved.
5	19-24	17-21	Fresh Breeze	Moderate waves, taking a more pronounced long form; many white horses are formed. Small trees in leaf begin to sway; <u>crested wavelets form on inland waters.</u>
6	25-31	22-27	Strong Breeze	Large waves begin to form; the white foam crests are more extensive everywhere. Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty.
7	32-38	28-33	Near Gale	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind. Whole trees in motion; inconvenience felt when walking against the wind.
8	39-46	34-40	Gale	Moderately high waves of greater length; edges of crest begin to break in spindrift. The foam is blown in well-marked streaks along the direction of the wind. Breaks twigs off trees; generally impedes progress.
9	47-54	41-47	Severe Gale	High waves. Dense streaks of foam along the direction of the wind. Crests of waves begin to topple, tumble and roll over. Spray may affect visibility. Slight structural damage occurs (chimney-pots and roof slates removed).
10	55-63	48-55	Storm	Very high waves with long overhanging crests. The resulting foam, in great patches is blown in dense white streaks along the direction of the wind. On the whole the surface of the sea takes on a white appearance. The tumbling sea becomes heavy and shock-like. Visibility affected. Seldom experienced inland; trees uprooted; considerable structural damage occurs.
11	64-72	56-63	Violent Storm	Exceptionally high waves (small and medium ships might be for a time lost to view behind the waves). The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the wave crests are blown with froth. Visibility affected. Very rarely experienced; accompanied by wide-spread damage.
12	72-83	64-71	Hurricane	The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected. See Saffir-Simpson Hurricane Scale.

Our 27-ft Oday has a wing keel and is a bit tender; her sweet spot is 7-14 knots. Sailing at 4-5 knots under full mainsail and 135% furling genoa corresponds to Force 3. When the boat is broad reaching near hull speed around 6.5 knots, the wind is moving to the high end of Force 4. When white caps develop and weather helm increases, the mainsail is dropped into its first reef at Force 5. At Force 6, the jib is furled to fill only 75% of the forward triangle and at Force 7 the second, deepest reef is put in the mainsail. Bear in mind this works for the inland waters of Lake Keowee. In open ocean, the sea conditions at Force 6 can be too much for a lightweight cruising boat.



Often the hypnotic allure of wind watching in fine weather gives way to the broader exercise of “weather watching” especially when nature threatens unsettled and stormy conditions.

Hopefully you already heeded the marine forecast and found your way into safe harbor or a well-protected anchorage before things get dicey. I recall one particular October night of weather watching while on a sailing charter of the Eastern Shore of the Chesapeake. Anchored in a small bay off the Wye River, about six nautical miles north of St. Michaels, we waited for a strong cold front to arrive just after midnight. Expecting a drastic wind shift, we anchored in soft mud at the center of the 1/2-mile wide bay, with about 8-to-1 scope with 50-ft of chain and 3/4-inch rode. Aboard a 34-ft Catalina, we waited anxiously inside the cabin, cast in the warm glow from a solid brass Weems & Plath storm lantern. Typical of most cold fronts, the southwest wind steadily increased

throughout the evening, until a rapid 90-degree clockwise wind shift when the front arrived from the northwest. It didn't take long for white caps to form in the Force 7 winds which made the boat pitch as it tugged on the anchor rode. Peering out the portholes, we watched lightning flash all along the line of the cold front reaching from the northeast down to the southwest. The front brought an initial downpour, tapering to a gentle steady rain. Within an hour the storm moved on and the sky cleared, revealing a crisp autumn night full of stars. The wind decreased to a steady Force 5 as the temperature dropped. The sunrise brought chilly blue skies and Force 4 northerly winds, perfect for sailing down the Bay.



Nautical weather jargon akin to the Beaufort Scale manifests in the many aphorisms that sailors apply to what they observe. **“Red sky at night, sailors delight; Red sky in the morning, sailors take warning”** is one of the oldest. It’s even referenced in the Bible; Mathew 16:2-3. Besides color of the sky, there are maxims based on cloud formations. Cirrus clouds are the wispy white clouds at high altitude that look like the hairs on a horse’s mane or tail. **“Horses’ manes and mares’ tails-- Sailors soon shall shorten sails”** warns of strong winds from a frontal system within 12 to 36 hours. Particularly true on Lake Keowee is **“Wind from the south, brings rain in its mouth”**, since the wind usually shifts south before it rains. On open waters, rain and wind together can foretell the weather: **“wind before rain, soon set sail again; rain before wind, sheets and halyards mind.”** The former occurs with the occasional ocean squall that can either be avoided by changing tacks or simply endured as it passes over quickly; the latter brings longer lasting, widespread stormy weather.

Sometimes we use our ears to gauge the wind, as in Beaufort’s “whistling heard in telegraph wires.” Sound is associated with level of energy; from the whoosh of Force 5 that sways the tops of tall trees to the violent cacophony of a hurricane Force 12. The most defining sound that I associate with a tropical

Caribbean breeze is the wind breathing softly through the Casuarina trees that border the coral sand beaches. From the vantage point of a hammock strung in the shade between two tree trunks and staring skyward through the fine feathery foliage, I close my eyes and listen. Beginning with quiet whispers at Force 2, the sound stretches into long sighs after the arrival of the afternoon Tradewinds. It is soothing like no other sound, becoming a haunting chant. If there was a Beaufort Scale for hammock-based observations, it would say “the mind wanders; delightful reverie.”

Observing the wind with all the senses imparts an awareness of the natural world that Beaufort was able to quantify. Scott Huler, in his book *Defining the Wind*, describes having a “Beaufort moment” as any moment where instead of merely passing through our surroundings we notice them; “notice them in a way that engenders understanding.” Out on the water, we serve as the most perceptive instrument aboard a sailing vessel. Keeping an eye to windward is a vital habit that all sailors share: to decide when to tack to catch a wind shift to the next racing mark; to consider reefing the main sail before sunset on an overnight passage; or to simply keep watch. It comes down to that single obsession that we all have in common: wind watching.

