



RAPPAHANNOCK RIVER YACHT CLUB  
IRVINGTON, VA 22480

April 2020

# THE HEADWAY

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## Comments from the Commodore

*By Danielle Kuper*



*Photo by Tom Wicks*

*New RRYC dock*

As the Vice Commodore Ian Ormesher pointed out during his report to the Board, February and March were months busy with planning and assembling volunteers. Club members were filled with pent up energy and enthusiasm to execute some of the new ideas for all our activities. And then the pandemic hit, and in short order everything has been put on hold. There is surely not a single RRYC member whose recreational and other plans have not been upended.

We all come at this emergency from differing points of view but one thing is certain: every one of us is having to make sacrifices. Some are affected more than others but for ALL of us, plans have been

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## RAPPAHANNOCK RIVER YACHT CLUB

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## Comments from the Commodore

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tossed up in the air. However, the resulting stresses and frustrations of this situation pale in comparison with dealing with a potentially life-threatening illness.

Your RRYC Officers and Board made the decision to close the clubhouse before Governor Ralph Northam made it mandatory. The Board chose to believe that all our members share in our goal of doing our utmost to protect the vulnerable amongst us. The many expressions of solidarity by fellow members proved that we were right. It is a heartwarming reminder that we are indeed, tackling this challenge together.

We will constantly be assessing the situation with a view to returning to normal as soon as possible.

## From the Vice Commodore

*By Ian Ormesher*

Two months ago, I penned a *Headway* article, “Where is our sailing program going?” I was feeling up and pretty excited by the programs we had for all our Fleets. Much praise should go to Fleet Captains Bob Damon, Glenn Solt and Jim Bearden for their work in putting their schedules together.

Well, I guess you should never assume anything about sailing. Today, the world has changed and although I am still excited about our sailing program, all is on hold. After spending all winter in close proximity to other boats at Crockett’s Landing and despite her not showing any COVID-19 symptoms, we moved our boat, *Galeneia* into the isolation ward at RRYC. I must say it was a great pleasure motoring into that splendid and large slip. Anyone who saw our difficulty getting in and out of our previous slip will understand that comment!



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## Vice Commodore

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So, what sailing can we get up to during the time of COVID-19? Well apart from those who desire a two's company foray on their boat, there is much vicarious sailing to be had on YouTube. Some of my favorites are Boat Renovation and Starting Cruising: The Sailing Frenchman (I love the intro music on early editions); and Wooden Boat Restoration: Sampson Boat Co and "Tally Ho".

There is lots of stuff out there on Caribbean and warm weather cruising. If you want drama, then check out some of the racing, particularly the match racing. If it is spectacle and speed you desire, I don't think you can beat America's Cup or Sail GP. But for really awe inspiring, try the 2017-18 Volvo Ocean Race, as this gave what I think are two most inspirational screenshots from the start of the Newport (Wales) to Gothenburg leg: Martina Grael flying through the air to push the mainsail battens through to the correct side and Sophie Ciszek looking for the best wind lanes (picture below). I make no apologies for paraphrasing a Jeep advert: "Sailing is for girls!"



If you want to find or draw attention to some good YouTube videos, there is now a page on the RRYC website for links to sites and videos. Feel free to add your own to the site or email me the detail and I can add them on your behalf.

All the best. Ian

### Submitting Items to *The Headway*

All items for publication should be submitted via email to [rrycheadwayeditors@gmail.com](mailto:rrycheadwayeditors@gmail.com) no later than the 22<sup>nd</sup> of the prior month (i.e. by April 22 for May publication). For consistency's sake, whenever boat names are included, please italicize them only (not in all caps, not in quotation marks). Please provide photographer name with any photos submitted. For quality, photos should be jpeg files not inserted in a word file. Spell out numbers under 10 or that begin sentences. Use a 12-hour clock for all times (e.g., 4:00 p.m.). Articles should be limited to no more than 1,200 words, or alternately split into multiple parts with a 1,200 word limit per part, to run in contiguous issues of *The Headway*.



# Rear Commodore's Report

*By Charles Springett*

**March 20, 2020**

The new dock is now complete and boats have started to move back. The latest estimate from Dominion Power is the end of May for them to complete their installation; they have required an expanded space to install the various panels and circuit breaker boxes. As a result, a new structure has sprung up next to the annex and we will be running new underground conduit from there to the SE corner of the clubhouse. All of the old electrical equipment on that corner will go away and we will just be left with the two new dock distribution panels. Those panels are now temporarily hooked up to the clubhouse panel until the new system is installed, and so we do have power to the pedestals on the dock.

Due to the coronavirus pandemic, the clubhouse is closed and will remain closed. It is an opportunity for us to do some needed maintenance work inside without disrupting normal club activities. There will be no Clean-Up Day, and the Beavers are being stood down. We may ask individual Beavers to come back for specific projects.

Kent will continue as normal from the annex, and as always is available by phone. If there are questions regarding club facility availability, I also can be contacted by phone.

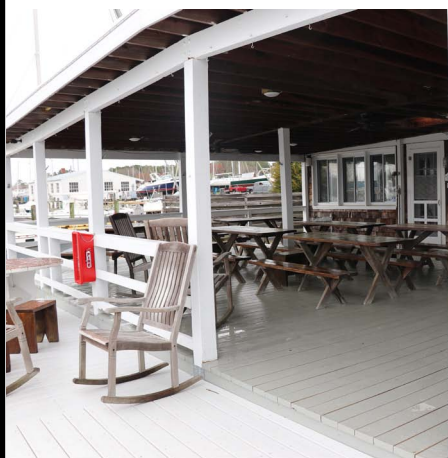
I think we all hope this situation will improve as the summer arrives; it will be nice to get back on the water and resume normal activities. Until then patience will be required.

## Dock Project Update

*By Tom Wicks*

Please check out the "Dock Project" photo album on the homepage of the RRYC website to see the Dock Replacement Project progressively chronicled.

The Beavers helped with the new dock, and also painted the new porch, moved the grills to the new "Grill Deck", and accomplished a number of related projects such as completion of the new equipment shed next to the boat ramp, etc.



*Newly painted porch ready to enjoy*



*New Grill deck*

*Photos by Tom Wicks*



# Navy Adopts Typhoon Class On Heels of RRYC Fleet Success

Washington, DC – April 1, 2020

*By John Burkeson – National Desk*

In an unprecedented move, the U.S. Navy has adopted the Cape Dory Typhoon as a key component of its surface fleet in the 21<sup>st</sup> century. In a statement released today, Chief of Naval Operations (CNO) Fleet Admiral Upshire “Rusty Razor” Higginbotham, indicated the desire on the part of the Navy to enhance its capabilities with the addition of the new “Typhoon” class vessels.

“Based on its amazing success at RRYC in Irvington and its myriad of capabilities, adoption of this curvaceous daysailer into the fleet will ensure our strategic position for years to come,” said Higginbotham. He went on the say that, “Having attained an unprecedented level of success at RRYC, which bases the largest fleet in the galaxy, the Navy would have been foolish not to consider the Typhoon as a critical addition to the Fleet.”



*US Navy Typhoon Prototype Under Construction (Bath Iron Works)*

In fact, due to its exceptional capabilities, the Typhoon will be deployed under several Navy Hull Classification Types (HCTs), a first for any vessel. These include: Surface Combatant, Submarine (emergency only), Patrol, Amphibious Warfare (low tide), Expeditionary Support (small), Combat Logistics, Mind Warfare and Coastal Defense.

Additional proposed uses include: AVS: Seaplane tender, sail; CGN: Cruiser, guided missile, nuclear-powered (wind lacking); CS: Scout cruiser; FFH: Frigate with assigned helicopter; PCSH: Patrol craft, sail hydrofoil; PBC: Patrol Boat, Creek, Brown Creek Navy; PCS: Patrol Craft, Slow; Swift (sail) Boat; ST: Sail Torpedo Boat; SPACV: Sail Patrol Air Cushion Vehicle; LCI: Landing Craft, Insult; AMCU: Underwater mine locator; AES: Ammunition ship, small.

Given their extensive experience and expertise, RRYC personnel will continue to collaborate with the Navy in the areas of design development, training and deployment support. Due to these critical responsibilities, a new Chain of Command (COC) will be established at the Club under the designation Commander in Chief, Typhoon Fleet (CINCTYFLT).

“Never before have we seen such a versatile vessel enter the fleet,” continued Higginbotham. “And the Typhoon is also a relative bargain for the Navy, coming in at just under half the cost of the new Zumwalt Destroyer at \$10 billion. We look forward to seeing many more of these stout vessels alongside as we grow our 600 ship Navy.



# Typhoon Fleet Update

*By Bob Damon, Typhoon Fleet Commandor*

**March 22, 2020**

I am sure by now everyone is tired of dealing with the coronavirus; however, the social distancing and other measures instituted by the government are necessary to combat this disease and hopefully get us back to “normal”. For the Typhoon Fleet, that means being able to get back on the water with friends and enjoy our boats and all this area has to offer.

Most of you have seen the recent email sent by the RRYC Board on how the club is dealing with COVID-19 to minimize spread of the disease. There was a conference call last week hosted by Commodore Danielle Kuper and Vice Commodore Ian Ormesher with the Typhoon, PHRF, and Cruising Fleet Commanders, and for the Typhoon Fleet the following measures were agreed upon:

The Sailing Season Kick-off on April 15 has been cancelled.

Typhoon Spring Series schedule has been modified to cancel the racing on April 22 and 29. The first race of the Spring Series is now May 6. This was to be the “Coaching” races and there was to be a social after. The May 6 racing will now be scored, and races are also planned for May 13, 20, and 27. There will not be a mid-series social, and we may have a coaching session in the Fall Series. In addition, a race was added for June 3. This will allow for 5 scored races. Racing will still be contingent on sufficient progress in control of the virus, but for now we will try to continue. Once social activities are cleared to resume, we will have a Spring Awards Social.

The Typhoon Nationals scheduled May 29-31 have been postponed to 2021, and will then continue on odd-numbered years.

The Typhoon Fleet Committee has instituted a registration process, and each participant in the 2020 Series racing is required to fill out a registration form located on the Typhoon Fleet page on the RRYC website. This form covers the participant for both the Spring and Fall Series. You can fill it out and either scan and email it to me at [nomadbob@aol.com](mailto:nomadbob@aol.com), or mail it to me at 7 Mainsail Ct, Heathsville, VA 22473.

We still need PROs and RC for the series races, but an alternative would be using a “Rabbit Start” that Ned Crockett has found and this will be considered if needed.

This situation will eventually pass and we all will get back to enjoying our lives by the water, but for now we will remain vigilant. As additional information is obtained, we will continue to share this with you either through the Typhoon email list or on the RRYC website.

## Is it OK to laugh at those who know nothing about sailing?

It was the summer of 1963, and I was teaching at Christchurch School. My bride, ML, and I invited friends for the weekend. We had a good life, even without two pennies to rub together. One of our pleasures was sailing our Mobjack, similar to a Flying Scott but without a deck at the stern.

The Mobjack was an amazing boat. Sailed level it would plane, but if allowed to heel at planing speed, it would literally settle into the water and become swamped by the stern. So we (ML, my friends Willy, Zoo and I) took the opportunity to sail in a real breeze that summer afternoon. We did manage to swamp the boat by the stern. Everybody went overboard, Zoo went from the windward rail onto the sail, now flat on the water. The running rigging was there on the mainsail with him. I yelled to him, “Zoo are you tangled in the sheets?” His reply, “No, it’s these damned ropes!”

Submitted by Al Pollard



# Miracle on Carter's Creek

By Coleman Brydon

Last October, Terry and I were spending the weekend on *Inspiration*, docked at the end of the club's old dock, when I noticed Darryl Resio struggling to get his genoa down for the winter in a fairly stiff breeze. Naturally, I went over to help him. Once we got the sail down, I looked down at my right hand and noticed that my college ring was gone! I had recently lost about sixty pounds and had noticed that the ring was not as tight as it used to be, and the thrashing sail and sheets evidently ripped it off my finger and sent it to a watery grave in the mucky bottom of Carter's Creek.

Unfortunately, I am very familiar with the nature of this bottom. Over the years I have lost cell phones, tools, watches, and even a stainless-steel grill cover overboard, and I have never recovered anything, even if I was sure exactly where it landed. Once I tried to help Marshall Orr find an auxiliary 6 hp motor that had fallen off his boat. He knew where it went down but even so, after two days of searching he gave up and accepted the sad fact that, once again, the mucky creek bottom had claimed its victim.

Not wanting to give up without at least a try, I rigged up a net on two boat hooks lashed together and tried to dredge up the ring but had no success. Jim Bearden, aboard *Charm*, suggested I hire a diver, but I demurred. Since I had had the ring for a long time (class of 1967), I was sad to have lost it, but resigned to its fate.

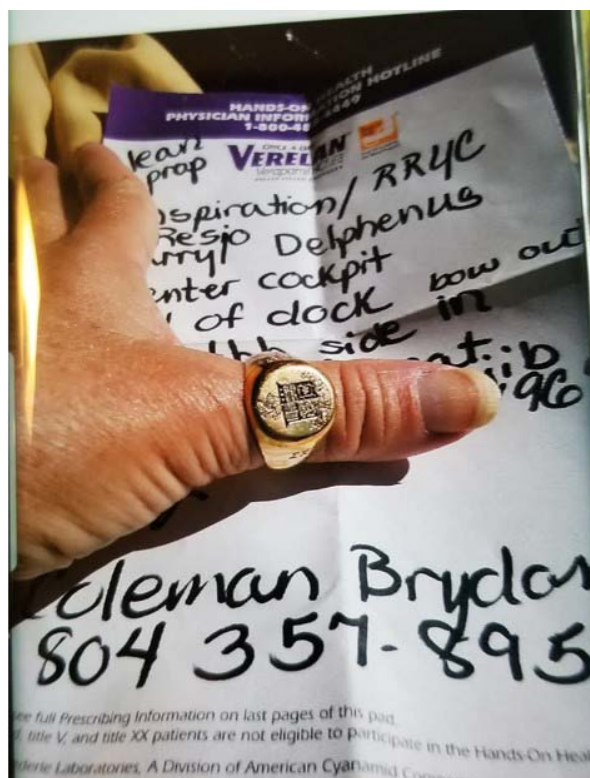
We spent the night and set off Sunday morning for a trip with the Beardens to join other RRYC cruisers in Cape Charles. It was so foggy that we could barely see across the creek. No sooner than when we were exiting the creek, I noticed that my Garmin Chart plotter was not working! Given that I could not even see the bridge, I turned back while I could still make out the creek markers. We packed up and went home, thoroughly disgruntled. There is little more that is soul destroying than having to unpack all the supplies you just loaded on your boat the day before without having gone anywhere.

Monday, back in Richmond, I put in a call to Garmin. As I suspected, they said that my device which was more than five years old, was not supported. However, a helpful technician gave me a procedure to try that involved holding down a button while device booted up. He said that it would be a miracle if it worked, but that it was worth a try. I took the device to an open area and tried it. Lo and behold, it worked!!

That got me thinking: If one miracle happened, maybe another one could also. I decided to call Grace at White Sails Diving. Her husband, David, has cleaned *Inspiration's* bottom many times over the years, and Grace herself has officiated at RRYC's Blessing of the Fleet. We agreed that David would spend an hour looking for my ring. I was 90% sure that it was going to be money wasted, but at least I could say that I tried.

Well, if you have read this far, you know that the result was that I got an email from Grace with a picture of the ring. David had gone out at noon on Thursday when he would have the best light. He laid out a grid. (We were fortunate that Darryl had had *Delphinus* hauled out earlier that week.) After a search of less than one-half hour, he found the ring! I was thrilled and drove down to reclaim it the following Saturday.

So, the moral of this story is that even when your stock portfolio has tanked and things look bleak, remember that miracles can and do happen!





# Molly the Protector

*By Jack & Jo Chamberlain*

Did we tell you about the day Molly the Dog repelled boarders? Did we mention it was the U.S. Coastguard?

Well, several years ago, in May 2004, when we were all much younger, *Maggie Rose*, our Cape Dory 33, was anchored in Crisfield, Md. We had been with several other RRYC cruisers on the last leg of a cruise up the bay. We decided to stay another day after our companion cruisers headed for home, leaving us the lone vessel in the anchorage. Molly, a Lab mix rescue, and Admiral Jo were relaxing in the cockpit while Captain Jack was below, for reasons long forgotten.



*Molly*

Suddenly, a Coast Guard inflatable, containing three or four men, appeared out of the blue. Molly was tethered to restrain her from diving after ducks, gulls, other dogs, bobbing sticks, or anything else that moved. She was quietly vigilant as the inflatable came closer to *Maggie Rose*. Suddenly, as the Coast Guard vessel drew near, she lunged into a slather-jawed frenzy, barking furiously. Jo made a show of restraining our 70-pound canine, but let her slather on and tug wildly at her restraint.

The Coast Guard halted abruptly, a safe distance away. Responding to barking, growling and strange voices on deck in the middle of the anchorage, Jack emerged from the cabin. We don't recall exact words, but here's how it went: "Is there a problem?" we asked. "Your markings are not legal," an officer said, as his crew looked on. "What do you mean?" "Your boat name should be on both sides of the bow." "We are a documented vessel. Did the law change?" "No, it's always been that way." "When we purchased this boat we made sure we complied with all signage requirements. If we are in violation, every boat in this marina is illegal! We've had this boat for years! No problem!"

Molly was calm, just sitting and watching while the Coast Guard craft held its distance. For a while there, we had our doubts. Were we in violation? We exchanged views on maritime law, boat names and where they were required to be posted. A crew member, an official-looking manual in hand, approached the officer and pointed to something on a page. The officer inspected the page briefly. "OK, you're good," he announced, as he slammed the manual shut. And off they went, without a word of explanation or apology.

*Maggie Rose* is 33 feet long, several feet shorter than vessels requiring boat names on the bow. We don't know why the Coast Guard intervened on our peaceful anchorage, but we like to think they were seeking an excuse for boarding a vessel, just for practice. But Molly stopped them in their tracks. Good girl, Molly. Good girl.

Molly, a great boat dog with the agility of a cat, left her post at age 14 after many years of faithful service.



# From the Galley

Let's talk about what you are not eating! If it sounds good to you...start cooking. I'll share the recipes...you have the time.

The dinner that's not to be:



## **Grilled Pork Tenderloin** **Spring Vegetables in** **Rosemary Butter Sauce** **Roasted New Potatoes** **Red Wine Berry Short Cakes**

You'll need fresh young asparagus, some carrots, and frozen peas. While you bring a pot of salted water to a boil...snap off the woody end of the asparagus and cut them on the diagonal into bite size pieces, peel the carrots and slice them on the diagonal. Prepare a bowl with ice water. When the water comes to a boil, drop in the asparagus for two minutes...scoop them out with a strainer and put them into the ice water to stop the cooking. Repeat the procedure with the carrots. Combine the carrots, asparagus, and peas in a sauce pot with a tablespoon or two of butter and chopped fresh rosemary (1 tsp to 1 tablespoon) to taste. For the potatoes, cut them in half, toss with olive oil, salt, pepper, chopped rosemary and thyme, and roast in a hot oven (375 to 400° F) until crisp on the outside and soft in the middle. Salt and pepper the tenderloin, and grill or bake according to your favorite recipe.

Now, to kick up the first strawberry shortcake of the season...Heat ½ cup of dry red wine with a ½ cup of sugar until the sugar dissolves, pour the hot syrup over the berries...you know the rest - shortcake & whipped cream...We all deserve a TREAT!

Be Calm, Be Kind, Watch the Birds, Enjoy the night sky, Clean a drawer, Dance with your partner... This too will pass.

Candace Franco





# Club Calendar

## April - May

**All scheduled sailing and social events have been canceled or postponed for the month of April.**

**Most of all scheduled sailing and social events have been canceled or postponed for the month of May. Updates, when available, will be announced by email.**



*The Headway* is the official publication of the Rappahannock River Yacht Club  
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