



RAPPAHANNOCK RIVER YACHT CLUB  
IRVINGTON, VA 22480

October 2020

# THE HEADWAY

---



*RRYC Sunset*

*Photo by Joanna Marchetti*

## Rappahannock River Yacht Club Defends Rappahannock Cup

*By Tom Chapman*

The Rappahannock Cup is the annual sailing championship of Rappahannock River, contested each year between Rappahannock River Yacht Club (RRYC) and Yankee Point Racing and Cruising Club (YPRCC.) On Saturday September 19, RRYC defended the Cup, taking three of the first four finish places and winning the Cup 35-79!

*(continued on page 5)*

## RAPPAHANNOCK RIVER YACHT CLUB

### FLAG OFFICERS

**Commodore – Danielle Kuper**

Email: sistikuper@gmail.com

**Vice Commodore – Ian Ormesher**

Email: ian.ormesher@cox.net

**Rear Commodore - Charles Springett**

Email: cnspringett@gmail.com

**Treasurer – Art Gilbert**

Email: adgilbert64@gmail.com

**Secretary – Ken Vincent**

Email: kenvincent@nnwifi.com

### DIRECTORS

**Past Commodore – Tom Chapman**

Email: tdchapman@verizon.net

**Director - Leslie Damon**

Email: nomadles@aol.com

**Director - Tom Linville**

Email: tsailor@aol.com

**Director - Brad Perry**

Email: skywatchers@cox.net

**Director - Michelle Ritter**

Email: emichelleritter@gmail.com

**Director - Ann Vaden**

Email: annvaden@gmail.com

**Director - Tom Wicks**

Email: marinertom@aol.com

**Club Manager - Kent White**



## Comments from the Commodore

*By Danielle Kuper*

- The new shiny, grey paint job on our Committee Boat Wildfire was on display in September, as she presided over the Typhoon fall series and a very active PHRF racing schedule. Under the enthusiastic leadership of PHRF Fleet Commander Glenn Solt, PHRF skippers had a chance to test their single-handed skills, RRYC won the Rappahannock Cup, and we took over YPRCC's fall regatta spot for a Turkey Shoot Regatta Tune up race.
- In October we will have a long-delayed orientation for this year's new members. Be sure to welcome Brian and Tami McCauley, Jackie Allen and Linda Lowell, Rick Metzger and Pat Tracey, Brian Jenkins, Ollen Richey and Linda Caron, Heather Sheehan and Philip Robinson, Tony Calkins and Laila Linden, and Mary Burgess. Many of these new members have jumped right in to participate in RRYC events including helping on Race Committees, attending the PRO seminar, being Fun Day helpers, etc. Indeed, our newest Beaver and our newest PRO and Scorer are new members: Jackie Allen and Brian McCauley, and Tami McCauley respectively. I know that we are all looking forward to the day when we can have our normal dinner socials where we can all enjoy meals and camaraderie together.
- In order to encourage in-person participation and to allow ample room for social distancing, we have decided to hold the November Annual General Meeting at the Hill's Quarter Community Center. That space is far larger than the clubhouse. Unfortunately, we will have to forego the traditional cocktail party, but we will be able to safely conduct the Club's business. There will be a way to watch the proceedings remotely as well.

### 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 October 22 for November 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*.

# From the Vice Commodore

*By Ian Ormesher*

## *“A Tale of Three Races”*



September was the busiest month of this year's sailing calendar with high, near record club member turnout for our scheduled regattas, and a scheduled cruise over to Onancock for a fall getaway. At the tail end of August, we made good use of an evening on the porch when Tom Chapman led "An introduction to Race Committee". This had a great turnout and saw newer club members getting fully involved. We had made a number of COVID-19 driven changes to the club calendar, including beefing up the schedule with a "Single Hander" and the "Turkey Shoot Tune Up", plus we ran our annual "Rappahannock Cup". Oh, what *"a tale of three races"* it turned out to be! If you have ever sought a wide range of weather conditions to test the all-round skills of sailors, then these three races provided them. The single hander - well done Tom Chapman, Ed Johnson and Doug Lyle, provided the most "normal" weather conditions. The Rappahannock Cup saw boats with lee gunwales awash and crews providing "rail meat" to keep boats manageable - well done Tom Chapman, Arabella Denvir and Glenn Solt, the top three skippers, and well done all sailors, an exhilarating day out.

*(continued on page 4)*

## Vice Commodore

*(continued from page 3)*

...And now in contrast, the “Turkey Shoot Tune Up”. This may well be my strangest day on the water with RRYC. Winds were forecast as 5-10 knots SE, but by start time the actuality was more like 5-10 inches/hour. *Radio Flyer* was first to cross the start line, then about 20 minutes later had to be fended off the Committee Boat as she drifted back over, at about an hour into the race. *Galeneia* and *Irrational Exuberance* crossed the start line together accompanied by much cheering. At two hours into the race, five boats were still within about 300 yards of the start line, and the thoughts of a shoreside glass of wine became irresistible. Meanwhile, four of the lighter boats were making their way round a drastically shortened course, only to encounter “The Trump Parade”. From our vantage point in the middle of the river we watched our leading race boats’ progress. The sight of a 20-foot Thistle being tossed around by the wake of about 180 power boats is not a comfortable one! From the far side of the motorized convoy, we observed skippers Ed Johnson, Glenn Solt, Shaun Thaxter and Mikey Kennedy bravely attempt to keep their boats pointing in the right direction and try to contend with their boats’ madly flapping sails. Eventually the horde passed by, and Ed with crew Doug Jayne was able to steer over the start line followed by Glenn and his crew a few minutes later. Well done you brave and patient souls! To cap the day, we arrived back at the RRYC dock in a torrential downpour.

As I write, we are in expectation of a handsome turn-out for the Turkey Shoot next week and two weeks later, our RRYC finale The Commodores Cup. Will you be able to join us on October 17? Let’s see if we can end the year with best ever turnout!

Fair winds, Ian

## From the Rear Commodore

*By Charles Springett*

**October 2020**

The year is coming to an end, and we will be closing the pool for the winter this week. I am disappointed we have not been able to hold our socials, and that COVID-19 has inhibited so many other things we should be doing. I am grateful the Beavers have stuck with us, and in fact a lot has been accomplished around the clubhouse, the dock and the grounds. I hope that next year we will be able to return to some semblance of normalcy. But for this year, I would like to recognize our two permanent employees - although a more accurate description would be our good friends, Kent and Diane. They also have stuck with us this year, when they would have been entirely justified in saying that continuing to work at the club on a daily basis would be putting their health and safety at an unacceptable risk. It is a tribute to their dedication and love for the club that they have not done so. We all know that Kent is a daily presence, and the club looks the way it does because he makes sure that it does. Since we opened the bathrooms and the pool, Diane has also come every morning to thoroughly clean the clubhouse bath rooms and pool bathrooms, and to clean the porch area. This has been an invaluable service, and one that has made using the club safer and more enjoyable for all of us.

*(continued on page 5)*



## Rear Commodore

(continued from page 4)



*Ariel at rest in a deserted Ananock*

As far as I know, our membership so far has escaped a brush with COVID, and I fervently hope that situation will remain. If a vaccine comes and as treatment options improve, we will continue to increase club activities and work toward getting back to where we should be - but at all times cognizant of the need to mitigate the risk of COVID exposure. I know that is what the board wants.

Sue and I took advantage of the wind and sailed to Onancock last Friday and Saturday, and it turned out to be an outstanding demonstration of what I so love about the Chesapeake Bay: a reach both ways in 25 knots of wind and a perfect dinner at Bizottos when we got there. There is nothing COVID could do to spoil that.

---

## RRYC Defends Cup

(continued from page 1)

As the defending club, RRYC supplied the Race Committee headed by PRO Brian McCauley. Eight boats, five from RRYC and three from YPRCC, showed up for the three races held between the Norris Bridge and Towles Point on the Rappahannock River. With sustained NNE winds of 15-17 knots and gusts over 23 knots, the conditions were exciting. The strong winds, with a long fetch coming out of the Corrotoman, produced waves of over 2 feet allowing the boats to do a little surfing downwind. Smaller jibs were the order of the day to reduce heel and keep leeway to a minimum. Winds were also shifty with 30-degree oscillations.

Signal Boat operator George Kuper remarked that, "Boat handling was excellent by all sailors, especially Ian Ormesher and Judy Fay sailing their 35-foot Sloop *Galeneia* by themselves."

In the first race, a once around windward-leeward (2.54 NM), a few boats got bad starts due to sailing around before the start with their jibs down to save effort and subsequently getting them up late. PHRF Fleet Commander Glenn Solt's *Freedom*, an Alerion 28, (crew John Congdon and Buddy Spencer), had no such problem and got an excellent start. At the windward mark, *Hot Air*, a J-24 (Tom Chapman with crew Bill Decoste Jr, Ed Johnson and Lew Thatcher), tacked just ahead and inside *Freedom* and with both boats surfing waves on the downwind leg. It was an exciting battle that *Freedom* won, rounding the leeward mark just ahead. Going upwind to the finish, *Hot Air* with four individuals on board was able to hold the boat flatter, pointing higher and overtaking *Freedom* to finish first. The battle for second was close with

(continued on page 6)

## RRYC Defends Cup

(continued from page 5)

*Freedom* edging out Warren Ryan's *Whistler* (crew George Bott and Will Linne) by just 10 seconds on corrected time.

In the second race, a twice around windward-leeward race (5.08 NM), Arabella Denvir's J-24 *Trouble* (with crew Dave Tabor and Carol Vaughan) got a good start and finished second to *Hot Air*, besting *Freedom* by one minute. Unfortunately, YPRCC's opportunity to win the cup was hampered when Warren Ryan's J-24 *Whistler*, while preparing to jibe was caught by a large wind shift that caused the boom to swing across the deck unexpectedly and hit one of the crew in the head during the second race. Exercising an abundance of caution, Ryan headed for shore in case of a concussion, but luckily the crew just had an annoying bump on his head.

The third race, an Olympic course of 5.72 NM, was a little tamer with the wind dropping a few knots, but still gusting around 20 knots and exhibiting the 30-degree shifts. YPRCC's *Silver Fox* (Win Schwab and Ed Richardson) had their best showing with a third place finish. Win commented that, "it was a little too much wind for their Santana 20 to perform at their best, but it was a great day of racing in any event."

First overall was *Hot Air*, with *Freedom* second. *Trouble* beat out *Silver Fox* for third on a tie breaker. See Chart below for complete individual results.

At the awards ceremony on the porch of RRYC, special thanks were given to the Race Committee that ran a flawless event. They were, on the Signal Boat, Wildfire, first time PRO Brian McCauley, Tami McCauley (scoring), George Kuper, Lee Capps and Jim Harding. Bouncing around on the mark boat all day long were Greg and Susan Kirkbride, in good spirits when they arrived back at the club. Tami in her first time as a PHRF scorer, had the results calculated when Wildfire reached the dock. Our volunteer race committee capability continues to grow!

Boat	Skipper	Club	Race 1	Race 2	Race 3	Total	Place
Hot Air	Tom Chapman	RRYC	1	1	1	3	1
Freedom	Glenn Solt	RRYC	2	3	2	7	2
Trouble	Arabella Denvir	RRYC	6	2	4	12	3
Silver Fox	Win Schwab	YPRCC	5	4	3	12	4
Irrational Exuberance	Jesse Swartz	RRYC	4	6	5	15	5
Gelenia	Ian Ormesher	RRYC	7	5	6	18	6
Whistler	Warren Ryan	YPRCC	3	8 DNF	8-DNS	19	7
Ariel	Warren Hottle	YPRCC	8	7	8-DNF	23	8



Photo by George Kuper

*Crew of Hot Air getting first place award. Lew Thatcher, Tom Chapman, Bill Decoste Jr  
(Ed Johnson had to leave to make a dinner.)*

**RRYC Nominating Committee Proposed**  
**2021 Officers and Board of Directors**  
**Approved by RRYC BOD 9-17-2020**

<b>Commodore:</b>	Charles Springett
<b>Vice Commodore:</b>	Ian Ormesher
<b>Rear Commodore:</b>	Ken Vincent
<b>Treasurer:</b>	Jesse Swartz
<b>Secretary:</b>	Sue Kirkbride
<b>Past Commodore:</b>	Danielle Kuper (not voted on)

**2-year Director Terms**

Glenn Solt  
 Samantha Van Saun  
 Tom Wicks

**Continuing second year of Director Term**

Leslie Damon  
 Tom Linville  
 Michelle Ritter

Respectfully Submitted,  
 Tom Chapman, **Nominating Committee Chair**  
 9/7/20

**Nominating Committee:** Danielle Kuper- *ex officio*, Coleman Brydon, Candace Franco  
 Art Gilbert, Lisa Shivers

Biographies of nominees will appear in the November issue of *The Headway*.

## ***The Headway is Looking for New Editors!!***

Brad and Joanie Perry have been *The Headway* editors for 50 issues with this issue, and they are now looking to pass the editorship on to other RRYC member(s).

“It’s been a great opportunity to serve RRYC and represent the many Club activities published in *The Headway*, to connect with and get to know many of the club members. We have really enjoyed our time at the helm of *The Headway* and heartily recommend the editorship as a wonderful way to serve RRYC.”

Interested in being *The Headway* editor? If so, please email Brad and Joanie at [rrycheadwayeditors@gmail.com](mailto:rrycheadwayeditors@gmail.com) to learn more about this unique opportunity to serve RRYC!



# My first trip to Onancock, or What's in your safety closet?

By Sue Springett



I have been sailing with Charles for fifteen years. I finally made it to Onancock! It was not perfect weekend weather wise, so many who intended to go cancelled last minute but we continued there anyway. *Ariel* was for sale, so we had taken many things off her to make her bones be more clearly seen. Years ago when sailing with another club based from Annapolis the practice of a safety closet was widely used, combining items in one place. Skippers would do a “safety check” before leaving the dock showing everyone where safety items were located in case they were ever needed. Some items from the safety closet were stowed dockside before we left, but hey this is the Chesapeake Bay so how much would you need?

Since the wind was pretty strong, we agreed to wear our safety vests this trip. I could only find the extra ones, not our usual vests. They didn't have tethers. Oh well. I was so obsessed by what was not there that I did not check things I normally check as we head out. Were the sink drains closed forward and aft? I did not check them. On one time

returning below, I saw water on the galley floor. Uh- oh! Better see what is happening on the aft starboard bathroom. Sure enough, we had water coming in. I had left the through hull open and we were heeling rail in the water on that side. I saw the water coming out of the sink, sloshing around the top of the sink counter and down toward the raised platform with the head as well as in the shower, bathroom floor and outside on the cabin floor by the door. I closed the sink stopper, but I knew this was not enough to stop the water.



(continued on page 9)



## First Trip to Onancock

*(continued from page 5)*

Charles came down to close the thru hull which I could not budge. I knew we had serviced them recently, so he was able to close the valve. Now it was just a matter of taking a few buckets of water to the galley sink, which was on the center line and would allow the water to get out of the boat without too much trouble. The bilge performs better when upright, not heeled over. I got to work and things were under control in no time. By then we were going from mark to mark and the bilge helped out a lot. Another disaster averted. All sailors are resourceful safety minded people.

What should you have in your safety closet? Life vests, tethers, flares, sailing gloves, watchman's cap, repair material for a sail tear, thru hull plugs, extra hand-held VHF and GPS, and spotlight to name a few. Elsewhere we have extra flashlights, batteries, you name it. Any boat show will give you great ideas for adding to your collection.

As for Onancock, it was a wonderful stroll down the streets past huge waterfront homes, little shops and restaurants all close to the harbor. The harbormaster was very friendly and helpful. He even brought us a three-step dock ladder for my feeble legs. The floating docks, bathrooms, and laundry were newly renovated. We had a whistle stop at the 3-mile bar, and then a superb dinner at Bizzoto's Restaurant that was a treasured find. We loved the shrimp risotto. You must go to breakfast at 8 am at Janet's General Store. We have to come back again, hopefully with our sailing friends!



(Note: Long before Jack and Jo Chamberlain retired to the Northern Neck 27 years ago, Jack wrote this article while he was a reporter and writer for *The Roanoke Times*. The newspaper published it 37 years ago on May 22, 1983).

## Under Sail — the crack of canvass can be addictive. How Jack and Jo Chamberlain got the sailing bug.

*By Jack Chamberlain*

I suppose you're wondering what we're doing out here in the middle of Smith Mountain Lake in a boat without a motor. Well, it all started back in...(fade to flashback. Couple driving on vacation, somewhere along the New England coastline).

"Look at all those boats!," my wife Jo said.

"Yeah," I said. "But what are all those big, flappy white things? And where are the motors?"

"Those are sails," Jo said, "and those are sailboats."

"Aren't they beautiful," I said. "Look at those sleek lines. Look at them slice through the water like hot knives through butter. Look at those billowing sails. Like giant eagles riding on the wind."

*(continued on page 10)*

## Under Sail

(continued from page 9)

“Look at the road,” Jo said. “Like, the drawbridge is going up!”

We had never been on a sailboat, but we had wanted to for a long time.

“It looks like fun,” I said. “That’s something we have to do someday.”

“Whatever you say,” Jo said.

A year later, touring and camping in Nova Scotia, we stopped at a little town called Baddeck, where Alexander Graham Bell had a summer home, to stroll along a street near Bras d’Or Lake, a huge glacial gouge in the earth big enough for ocean-going freighters.

A handbill on a weathered clapboard building announced that the *Albatross VI*, a sailing vessel, was leaving for a three-hour cruise at 2 p.m.

“Too bad,” I said, glancing at my watch. “We’re 10 minutes late.”

But it turned out that *Albatross VI*, a 56-foot ketch, was still tied up. Her two young owners had been stood up by the party that had chartered her.

“How many do you need to go out?” I asked. “One,” was the reply. “The wind’s free.”

It was difficult persuading Jo and our 12-year-old daughter to step foot on the *Albatross VI*. A few days earlier we had traversed the mouth of the Bay of Fundy by ferry from Bar Harbor, ME, to Yarmouth, Nova Scotia.

It was about 100 miles and it took about six hours, of which wife and daughter spent five hours and 59 minutes kneeling at the rail, praying for death. No way, they said, were they stepping foot aboard *Albatross VI*.

“Albatross?” Jo said. “Wasn’t that a dead bird that hung around some mariner’s neck?” “Yuck,” said our daughter, who had a way with a word.

The two young skippers and I convinced them that sailing before a stiff breeze aboard a sleek vessel was nothing like plowing through white caps on a rusty tub smelling of diesel fumes.

Somehow I knew we were right, although I had never sailed before a stiff breeze aboard a sleek vessel in my life.

Once out of the harbor, the young men cut the engine and hoisted sails. The boat glided silently and gently across the great lake, heeling slightly to port, the wind whispering through her rigging, flapping and fluttering.

It was difficult to describe the sensation of sailing, but what struck me most was the beautiful silence and peacefulness of it all. No ear-splitting din of internal combustion propulsion, no breakneck speeds to nowhere.

The *Albatross VI* had two masts and four sails, so it was a ketch. The young men hauled up the rear sail (I later learned that was “aft,” and the aft mast was a mizzen). Then they raised two smaller sails at the pointy end, which was called the bow. The sails were called jibs.

The boat clipped along at about five knots, without the main sail. It seemed just right. The wind indicator showed we were sailing against the wind most of the time, which amazed me. How can this be? I thought the wind pushed sailboats. How can a boat go against the wind without a motor?

The young men, who lived aboard in cramped but regal luxury, explained the aerodynamics of wind and sail, of low- pressure areas on the curved surfaces pulling the boat against the breeze. A breeze crossing the bow at an angle pulls a sailboat along much like the air over curved wings holds and aircraft aloft.

Great! Nothing to it, I thought. We were hooked.

When we got home to Roanoke we bought a Spindrift, a sail boat manufactured by “Vandestadt & McGruer, Ltd., Yacht Designers and Builders,” Ontario, Canada. That’s what it said on the medal plate

(continued on page 11)

## Under Sail

(continued from page 10)

screwed to the stern. I was always impressed when I read it. It was something like having a Rolls Royce or Mercedes emblem on a Honda. Our boat wasn't used; it was previously owned.

This boat was a small economy model, 13 ½ feet long, open cockpit, with an aluminum mast taller than I cared to climb. It had a mainsail and a jib, so it was a sloop. Unlike larger vessels with lead keels for ballast, our first boat – which we named *Laurel and Hardy* – had an aluminum centerboard and we were the ballasts. When the boat heeled too much, it would pop back up if you knew what you were doing, which, of course, we didn't. One maneuver, if one suddenly heeled excessively, was to let the mainsheet go.

The mainsheet, we learned, was a rope (sailors call them “lines”) that controlled the boom. The boom was an aluminum pole attached to the mast that held the bottom of the sail. When the wind shifted or the boat changed directions, the boom hits you in the head if you don't watch out. Hence, the term boom.

Our sloop had curious nylon straps stretched the length of the bilge. We later learned they were called hiking straps that you put your feet under to lean way backward when the boat heeled at a menacing angle against the wind.

“Oh, goody,” Jo said.

“I don't even like to climb tall masts,” I said.

Jo and I agreed. We would never need hiking straps!

We bought some books with titles like “Sailing for Beginners,” “Beginning Sailing,” and “Sailing for Chickens” and took our maiden voyage.

“Why isn't the boat moving?” I asked.

“No wind,” Jo said.

“Standing up and blowing on the sails doesn't seem to work,” I said.

“It's amusing those folks in the other boats,” Jo said.

I felt like I had a dead albatross around my neck.

The next time we tried sailing, the breezes were pretty stiff and the little boat lurched forward, at a jaunty angle against the wind. I loved the sound of the water gurgling beneath the keel. We came about (nautical talk for turning) and the boom snapped to starboard (nautical talk for right side) without injury to crew.

“Let me drive,” Jo said.

Suddenly, the wind shifted and our boat heeled hard to the left – I mean, to port. My life and a dead albatross flashed before my eyes.

“Turn into the wind! Turn into the wind!” I shouted, more in panic than authority.

“I already did!” Jo said. “It keeps shifting.” The wind can be tricky on a lake surrounded by mountains.

I yanked the mainsheet and the boom swung free, spilling the wind. The boat popped up, dead in the water.

“Whatever you did, it was right,” Jo said. “But I still think we need sailing lessons. I think we need one of those big boats with lead in the bottom.”

“Turn the sharp pointy end around and paddle our sterns back to shore,” I said.

“I love it when you talk nautical,” she said.





# Deadrise play Labor Day Concert in Yopp's Cove

By Chris Little



*Hazel Little rocking out at Yopp's Cove Concert*



*A view of some of the boats gathered at Yopp's Cove*

*Some boats got there early to get front row seats*



The popular local band *Deadrise*, made up of several members of RRYC and their friends, played a free benefit concert on a lawn overlooking Yopp's Cove on Labor Day. Members will remember *Deadrise* as the band that rocked the back porch with an outdoor concert last year. Around 50 boats gathered in the cove to hear oldies and a few newer numbers by the talented eight-person band. The band played for over three hours in perfect weather, and sailors and boaters alike occasionally joined into some of the choruses!

## Super Casual Series: by Your Correspondent

Sunday September 19, the first scheduled date of the Super Casual Series saw conditions cold and blustery. Blustery may be an understatement with winds gusting to 25 knots, hardly the best conditions for Sunfish and Opti's. Problems were compounded when the whole fleet was warned that sailing speeds in the creek were exceeding those of the no-wake regulations, and a management decision was made to suspend racing with scores awarded by the race committee. Series winner was new member Tipó Fishsun. The Super Casual Series will resume next summer.

*Note: This article is written to the standards of current day political journalism and no guarantee is given for the veracity of statements made.*



Race leader Tipó Fishsun receiving the award for the Super Casual Series from Jackie Allen



## Here's what some RRYC members have been doing...



### Row 1:

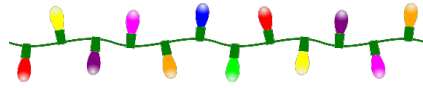
Headed north on three-week cruise (Joe Oren); Our Kayak Plot (Sandy and Peter Porteous, Sue and Greg Kirkbride); Sunset on Pungoteague Creek (Joe Oren)

### Row 2:

Greg MacDonald and his children (and their significant others) on a jaunt to Merrior during their week long visit in Irvington aboard his Boston Whaler 'Bubble Shuttle.'; The other is Cricket Hyder enjoying another beautiful Carters Creek sunset from her favorite bench at RRYC. (Beth Hyder & Greg MacDonald); Jo Chamberlain - On our recent camping trip to Grayson Highlands State Park our dog, Boo, decided she wanted a room of her own, with bath of course.(Jack & Jo Chamberlain); This was yesterday at the club. It was when enough to turn people away from coming out sailing yesterday. Call it remnants of Sally? (Cynthia Miller)

### Row 3:

Kayak Paddle: Back to Base (Sandy and Peter Porteous, Sue Kirkbride); Nothing more gorgeous than club sunsets, especially early fall! (Joanna Marchetti)



# **Lights on the Creek**

presents the revival of the

**Carters Creek**



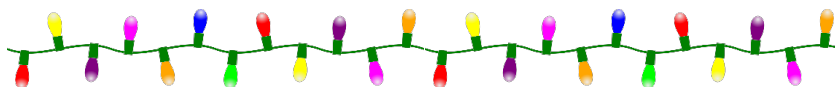
**Christmas Boat Parade**

Save the Date !

**November 28, 2020**

*In previous years, the Carters Creek communities have enjoyed the decorated boat parade on the creek. A scaled back version of this much enjoyed tradition will return this year, keeping in mind social distancing.*

***More details to follow !***





# Club Calendar

## October - November

### October

- 2 Turkey Shoot Regatta Registration
- 3-4 Turkey Shoot Regatta
- 10 New Member Orientatino
- 15 Board of Directors Meeting
- 17 Commodore's Cup Regatta
- 20 VIA Meeting

### November

- 6 First Friday
- 17 VIA Meeting
- 21 Board of Directors Meeting 3:30  
@ Hills Quarter
- Annual Meeting 4:00  
@ Hills Quarter
- 28 Lights on the Creek



*The Headway* is the official publication of the Rappahannock River Yacht Club  
P.O. Box 55, Irvington, VA 22480 804-438-6650 Web site: [www.rryc.org](http://www.rryc.org)  
Danielle Kuper, Commodore  
Brad and Joan Perry, Editors  
Submit articles by the 22<sup>nd</sup> of the month to [rryheadwayeditors@gmail.com](mailto:rryheadwayeditors@gmail.com)



Date-Sensitive Material

PRESORTED STANDARD  
PERMIT NO. 2  
U.S. POSTAGE PAID  
LOTTSBURG, VA 22511

**THE HEADWAY**  
RAPPAHANNOCK RIVER YACHT CLUB  
P.O. BOX 55 • IRVINGTON, VIRGINIA 22480

