



RAPPAHANNOCK RIVER YACHT CLUB
IRVINGTON, VA 22480

OCTOBER 2018

THE HEADWAY

Hurricane Florence



Thankfully, no grits to be kissed here!

Do you remember the 1970's TV show, *Alice*? Well, there was a waitress who worked at Mel's Diner named Flo. Her favorite expression was, "Kiss my grits!" The Flo (Hurricane Florence) we almost encountered last month, very thankfully, never uttered those words to us here at RRYC!

- Brad and Joan Perry, Editors

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Comments from the Commodore

By Tom Chapman, Commodore

- **Vision:** “RRYC’s vision is to be recognized throughout the Chesapeake Bay as providing outstanding sailing and social opportunities in a welcoming, vibrant and enjoyable yacht club environment.”
- **Dock Replacement-** The dock committee is making progress on the project with a fixed dock, with fiberglass piling on the structural parts and wider slips for the larger boats. A key issue at this point is how many slips to build. We currently have 26 rented, 2 with club owned boats and three unused (one of which is only for a skiff). Given the wider slips planned, Rear Commodore Ed Peake needs input from members who do not currently rent a slip but would like one in the 2020 season and beyond. Please let Ed know of your interest. We will not be able to build more slips than we currently have due to the increased length of the dock.
- Thanks to Tom Watkins and the nominating committee for putting together an excellent slate of nominees outlined in this month’s Headway.
- Thanks to all slip holders who cooperated with the Hurricane Plan. And thanks to all slip holders and members that attended the Dock Replacement planning session on September 23.

From the Vice Commodore

By Danielle Kuper

Things looked a little forlorn at the RRYC docks on Wednesday, September 12th. Low grey clouds were swirling around and there was tension in the air as Kent made a last inspection. We were all hoping for the best, but Florence’s path was still fraught with uncertainty. Thanks to all our slip renters who quickly removed their boats once the Hurricane Plan was activated. A week later, all the boats were back in their slips and the dock was bustling with Typhoon racers getting ready for another Wednesday night race. How lucky we were!



From the Rear Commodore

By Ed Peake

We were very fortunate that Hurricane Florence missed us, we did activate the Hurricane Activation Plan and that went very well. I would like to thank all of the slip holders with cooperating with moving their boats out of the marina, and also thank you to Bruce Sanders from Rappahannock Yachts and his crew for all his help with the boats during that period.

The New Dock Replacement meeting for slip holders & members was held Sunday September 23rd. Thanks to all of you that came and gave us your input, ideas and suggestions. It was definitely a worthwhile meeting with a lot of input.

We will be moving forward on the dock/slip layout and then applying for the permit.

Lower Potomac Cruise

By Coleman Brydon

On Sunday, August 26, four RRYC boats embarked on a short cruise to the Lower Potomac with our first destination being Tangier Island. Tangier Island is eroding, and its crabbing industry is declining as young people leave the island to find work elsewhere. Mr. Parks, the legendary owner of Parks Marina, is now 87 and while still active, is also declining. Despite having reservations around the only deep-water dock (and confirming them on Sunday morning before 10:00 when Mr. Parks left for church), we arrived at the Marina to find a large go-fast power boat sporting four 350 horsepower outboards tying up where we were supposed to dock so they could go to lunch. Mr. Parks made no effort to move them, but told us we would have to take a slip instead. As the slips have been silting up this did not make us happy, but he assured us that slip 15 would be deep enough. With great difficulty, we got into the slip and were soon aground as the tide went out. We had planned to leave early the next morning, but now had to wait for the boats to float. *Inspiration* (Coleman and Terry Brydon), *Menabilly* (Dave Hutchison), and *Wetted Bliss* (Steve and Sheila Zukor) were the affected boats. The fourth boat, *Eminence* (Tom and Cheryl Wicks) came later and was able to get a deep water slip as one of the other power boats taking up our spaces finished lunch and left. The group had cocktails aboard *Inspiration*, followed by dinner on board individual boats as restaurants are closed on Sunday night. It was a lovely night, and we were visited by two white and one grey herons who were fishing in the marsh grasses just behind our dock.

Monday morning by 09:30 the tide had come in enough to blast out of our slips. We had the current with us and favorable light winds which made for a pleasant motor sail to Point Lookout Marina, our next stop, located in Jutland Creek at the southern tip of St. Mary's county, Maryland. As we were approaching the shipping channel we were alerted that an LNG barge was leaving the terminal at Cove Point and would be treating us to a close encounter, guaranteed to provide some drama. All boats managed to avoid collision, but *Eminence*, shortly after clearing the channel ahead of the barge, experienced a loss of engine oil pressure. The wind at this point had died, so his only means of propulsion was the tide. Luckily, it was *Menabilly* to the rescue for the second time this year! The sturdy 32-foot forty year old O'Day took the 35-foot Freedom in tow, and proceeded up the Potomac at a surprising four knots over the ground. (If this scenario seems familiar, refer to last month's *Headway*.) In spite of the good progress, Tom decided to call Smith Point Rescue, who send a boat out to tow *Eminence* to Point Lookout Marina in Maryland. The marina has a long face dock which can hold six or more boats. Luckily, there were no boats already in residence, so it was very easy for the rescue boat to deposit *Eminence* safely on the dock at 16:00 – just

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Lower Potomac Cruise

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two hours after *Inspiration* and *Wetted Bliss* had arrived. (*Menabilly*, accompanying the other two boats, docked just ahead of the rescue boat.) Jennifer, the very accommodating Marina manager, provided us with a loaner car (an old Cadillac Escalade!), and we were able to ferry the group to Courtney's for dinner. Courtney's has been in business for 37 years. It is known for its fresh seafood, as Mr. Courtney goes out in the morning and fishes, and Mrs. Courtney cooks it. The food was good, and the Zukors went back the next morning for breakfast which Mr. Courtney served shirtless! As the repair to *Eminence* looked more complicated than first thought, the group decided to take a lay day. Point Lookout Marina is a very nice place to take a lay day. It has a very nice pool located in a shady grove of trees on a bluff overlooking the marina. And having access to transportation meant that we could drive up to the town of Ridge, Maryland for groceries. After a relaxing day, we met for cocktails aboard the disabled *Eminence*, then one-half of the group went back to Courtney's for dinner while the other half ate aboard their respective boats. It was reported that Mr. Courtney had his shirt on for the dinner service.



Eminence arriving at Pt. Lookout via Smith Point Rescue.

As it turned out, *Eminence* needed a new oil pump. Tom and Cheryl would have to rent a car and return home. Dave Hutchinson left for home as he was going to England at the end of the week, and took advantage of an excellent wind and tide combination. That left *Inspiration* and *Wetted Bliss* to push on with the cruise. Our next stop was St. Clement's Island and Colton Point Museum, followed by an overnight stay at Coles Point Marina. St. Clement's was disappointing, with poorly marked trails that took the long way around to the rebuilt lighthouse and memorial to the first settlers of Maryland. The museum was air conditioned and had some interesting and informative displays. One of the most interesting was a punt

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Lower Potomac Cruise

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gun about ten feet long used to slaughter sitting ducks. It was claimed that this gun could kill over 100 ducks with one blast. This was not sport. They sold the ducks for one dollar each to restaurants (A buck a duck!). The docks to both places showed more water depth than appeared on the charts, and we had no difficulty docking at either place.



Inspiration and Wetted Bliss at Colton Point museum dock

Coles Point Marina is located just behind Ragged Point to the East (not the West as I was led to believe, causing us an extra hour of motoring at the end of a hot day). It was created by dredging a narrow, riprap lined channel into a deep-water creek. Just beyond the channel entrance was Tim's restaurant, which has floating docks for transients. This made docking and eating quite easy.

Thursday morning, in light of the continued heat, we decided to return home and headed to Reedville. Cutting inside Smith Point, we were attacked by swarms of ankle biting flies while dodging crab pots, but we cut an hour off the trip and docked in front of the Crazy Crab just after 14:00 – five hours for a thirty five mile trip. We were joined for dinner by Tom and Cheryl Wicks, and a good time was had by all. Friday, we returned to our various homeports and traveled by land yacht to Joe Sarnowski's party on Saturday. And so ends another pretty typical club cruise. We enjoyed the good moments, the camaraderie, and endured the bad moments knowing that we would get to talk about them later.

The good vastly outweighs the bad. Please consider joining the cruisers for some of our fall trips. Truly, the more the merrier!



Tech Tips

By Tom Wicks

If you found Ken Vincent’s story last month on very expensive marine engine fuel pump springs interesting, then let me add another item: an \$1100 oil pressure regulator spring! But in the latter case we can prevent such problems. Read on!

Yes, it is a bad day motoring when that red idiot light flares and the blood-curdling audible alarm screams - especially while closely crossing the path of a tug/barge! But when oil pressure falls sharply and there is no wind, a sailor has few options. Fortunately, we were able to avoid an encounter, and we shut the engine off and radioed our cruise leader.

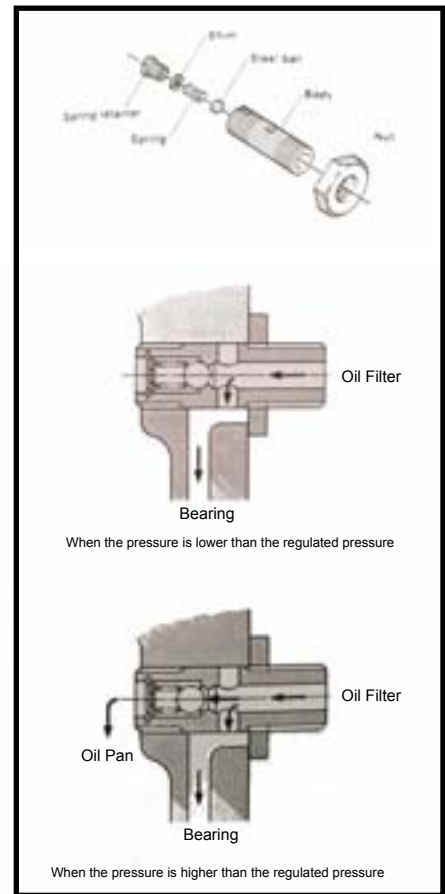
First let me give credit to a fellow sailor - David Hutchison on *Menability* - who has towed two of us this season, so far, and credit also the volunteers of the Smith Point Sea Rescue Service who responded promptly and arrived in minutes to finish towing *Eminence* to Pt. Lookout Marina on Smith Creek.

In brief, the \$1 spring in the oil pressure regulator (OPR) had failed, diverting most of the output of the oil pump back into the sump, not to the pressure sensor, which triggered the alarm at less than 4 PSI. We now know, post-repair, that Yanmar recommends replacing the \$39 OPR as a routine maintenance task. The earlier service manual stated “when needed”, but we should at least check oil pressure at each oil change. While this task can be done by a DIY-er, and we now have the tools on board, talk with your mechanic and at least have the oil pressure checked. If necessary, replace the OPR (Yanmar), or have it rebuilt if your engine manufacturer can provide the kit.

And get out there and enjoy some fall sailing!



Menability towing Eminence



The sketch of the OPR from the 2005 Yanmar Service Manual

Submitting Items to *The Headway*

All items for publication should be submitted via email to rycheadwayeditors@gmail.com no later than the 20th of the prior month (i.e. by October 20th 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 24- hour clock for all times (e.g., 16:00, not 4:00 P.M.). Articles should be limited to no more than 1,500 words, or alternately split into multiple parts with a 1,500 word limit per part, to run in contiguous issues of *The Headway*.

Nominating Committee Report to the Board of Directors

Respectfully Submitted, Tom Watkins, Chair

The Nominating Committee, comprised of Sue Kirkbride, George Kuper, Andrea Latell, Hal Starke and Tom Chapman, (as Commodore and ex officio), offer the following slate of Officers and Directors to serve in 2019:

- Commodore - Tom Chapman
- Vice Commodore - Danielle Kuper
- Rear Commodore - Ed Peake
- Treasurer - Art Gilbert
- Secretary - Candace Franco

Directors to serve a two-year term:

- Ian Ormesher
- Brad Perry
- Ann Vaden

Directors serving the second year of their elected term:

- Martha Little
- Jen Resio
- Ken Vincent

FROM THE GALLEY

By Jim Ward

Although the September Social was cancelled due to Hurricane Florence, I do thank all of you who were prepared to help.

This month's dinner will be held on Saturday, October 20th. The theme will be "Oktoberfest". The cost is \$25.00 per person and includes the meal, dessert, beer, wine, coffee and mixers. As always, I will need help in preparing and serving, so if you would like to volunteer please let me know.

Please make you dinner reservations at rrycmanager@gmail.com NOT LATER THAN October 15.

October Menu



A Medley of German Sausage

Red Cabbage

German Potato Salad

Sauerkraut

Baked Apples

Rolls

Dessert



Club Calendar October - November

October

3 rd	Typhoon Wednesday Night Racing	27 th	J-24 Regatta
5 th	First Friday		
9 th	Closing of the Pool (subject to change)		
10 th	Typhoon Racing and Award Dinner		
12 th - 28 th	Kayak Fleet - Fall Season for Dragon Run Guided Paddles		
13 th	Commodore's Cup Regatta	27 th	Beaver Social
20 th	Board of Directors Meeting Club Social		

November

2 nd	First Friday		
17 th	Board of Directors Meeting		
	Annual Meeting		1600
	Club Social		1700



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