

RAPPAHANNOCK RIVER YACHT CLUB

March 2008

THE HEADWAY

Boat Etiquette and Yachting Snobbery

By Reginald



“Becalmed” by Andrew Stranack-Walton

Reginald, the yachting snob, wants to know if you have ever found some rapscaillon giving himself an unguided tour of your boat; or nearly gotten run over by some cretin on the water? Perhaps you have stood on the dock waiting to help someone bringing in a boat, hoping, like Reginald, for a moment of amusement (at the approaching captain’s

expense) you can recount (with embellishment of course) the next time you’re enjoying a “wee nip” of rum with friends? During the long winter of sitting in our staterooms watching football, figure skating, and beach volleyball, Reginald has put together a few reminders to keep us “in” with the ascot crowd (even if we don’t wear them). Let’s take

a few moments and see what Reginald has to say.

According to *The Annapolis Book of Seamanship*, by John Rousmaniere, yachting is over 300 years old. Rousmanier suggests tradition in the sport of yachting has evolved as part ceremony and part necessity. Boat etiquette was

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Jan Akers and Terry Brydon

Ship's Store Managers

Grace Ann Miller and Bev Oren

Membership Chairman - Sally Clark

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Commodore's Message

By David Raffetto, Commodore

- It's hard to believe it, but planning for the 2008 season is getting underway. The first and one of the more important events is the annual Club Clean-up Day scheduled for Saturday, April 5. This is an opportunity to spend a few hours sprucing up the facility and catching up with some members you may not have had an opportunity to see over the winter. This is a great way to give the club and friendships a "fresh" start to the new season.
- Elsewhere in this issue Mosby West, our Rear Commodore, provides some details about what he would like to see accomplished this year. Please review his list and see where you think your talents can be best utilized. This is designed to be an "All Hands Event" and the only time we ask everyone to pitch-in. The only requirement is a desire to help. It's amazing just how much can be accomplished in a relatively short time with a number of willing hands.
- The Club needs to be sparkling for the Blessing of the Fleet on April 19. We also need a concerted effort by all to make sure we get the weather right this year. Last year, as you may remember, we had a very unusual snow storm and were unable to do anything outside.

YPYC Invites You to Latest Seminar

"Young men know the rules, old men know the exceptions."

Oliver Wendell Holmes (1809-1894) American author and poet

It's been said that there are two great rules of life; the one general and the other, particular. The first is that everyone can, in the end, get what he wants, if he only tries. That is the general rule. The particular rule is that every individual is, more or less, an exception to the rule.

But in Dwight Timm's seminar "Playing by the latest PHRF Regulations," only the general rule applies. You can win races (or at least increase your chances) if you try. But it also helps if you understand the Performance Handicap Racing Fleet of the Chesapeake (PHRF) newly revised regulations so you can comply when you apply for your 2008 rating. It may prevent your boat from being protested if it does not meet the minimum safety and equipment requirements.

Dwight's seminar will be presented on March 15, from 9:00 a.m. until noon at the Yankee Point Yacht Club's clubhouse. It will focus

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Boat Etiquette and Yachting Snobbery

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developed to establish a standard set of rules and boat-handling skills that instill confidence in us and our fellow boaters. In his book *How to Be a Yachting Snob*, Reginald says boat etiquette is also a titillating topic of conversation for any social occasion. He always enjoys trotting out esoteric knowledge at Club gatherings, and impressing the ladies with his command of nautical jargon by sprinkling the conversation with words like “avast,” “athwartship,” and “scuttlebutt.” Reginald concedes, however, that

in addition to its usefulness for social snobbery, boat etiquette also provides the cornerstones of safety, privacy and mutual aid.

The safety cornerstone is built on the four rules listed below of who has the right-of-way. If all else fails, when two boats are at risk of colliding, Reginald says, “the boat that has the other on its starboard must keep out of the way.”

Right-of-Way (ROW) Rules of the Road: The short bold arrow indicates the direction of the wind. The black boat is “privileged,” and has the right-of-way. The gray boat is the “burdened” boat and must give way.

If you are overtaking a vessel under sail, Reginald says you should overtake it well to leeward if possible, or pass astern in a crossing situation, so as not to block their wind.

When sailing near a fleet of racing boats, stay well away or defer right-of-way in crossing situations, or standby to suffer the wrath of Reginald. He will most likely be the captain you cut off or the PRO of the race.

Make sure fenders are in and no lines trail in the water. If you see someone with his fenders down, custom and tradition mandate you politely say something, as a line in the water can create an unsafe and potentially expensive situation by fouling the prop or damaging the engine. Don’t be surprised, however, to find Reginald giving an entertaining account of your oversight over cocktails at the Club.

	<p>1. A sailboat <u>running free</u> must keep clear of one <u>close hauled</u>.</p>
	<p>2. A sailboat <u>close hauled on the port tack</u> must keep clear of a sailboat close hauled on the <u>starboard tack</u>.</p>
	<p>3. When both boats are <u>running free</u> on opposite <u>tacks</u> the vessel with the wind on the <u>port</u> side must keep clear.</p>
	<p>4. When both boats are <u>running free</u> on the <u>same tack</u> the boat to <u>windward</u> must keep clear.</p>

Flag Etiquette:

Reginald points out there really is a rule covering flag size on boats. Ironically, it is usually cited to discourage flying a flag that is too small, but it works both ways. Reginald says the width of a flag should be one inch for every foot of boat length. Flying a flag or yacht ensign so large it drags in the water behind the boat will most assuredly draw Reginald’s attention and scorn.

The ensign (the 50-star national flag) or the yacht ensign (the nautical version with 13 stars and a fouled anchor) may be flown from the traditional position stitched to the leach of the aftermost sail or from a

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Boat Etiquette and Yachting Snobbery

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staff at the stern. Reginald says to be a true yachting snob, one must fly the appropriately sized yacht ensign from the leach of the aftmost sail. It should be flown from 8 a.m. to sunset when under way or when anchored or moored, but not when racing. If flown after dark, it should be lighted.

Club burgees should be flown at the masthead on a pigstick to show your yachting pedigree. If that's not practical because of the clutter common on modern mastheads, Reginald says, the starboard lowermost spreader is acceptable.

Anchoring and Mooring:

When entering an anchorage or mooring area, do so at a slow speed without a wake that would upset Reginald's dinner or drink.

If forced to raft up alongside another vessel, walk across the foredecks, not through the cockpits. When crossing over boats in a raft-up, always pass in front of the main mast.

Don't anchor too close to other boats as the wind can shift resulting in fouled and tangled anchor lines, with hulls and dinghies banging against each other. Reginald will not be amused. Anchor near boats of similar size and hull characteristics. Multi-hulls behave differently from mono-hulls at anchor and light displacement boats will swing differently from heavier ones in changing wind and tidal conditions.

Consider what your own intentions are for the night. An increase in volume and barbecue smoke from your boat should be directly correlated with an increased distance from Reginald's boat. Sounds carry on the water, so before you get too gregarious, or launch into a critique of Reginald's boat or attire, remember he might be able to hear you.

Consider using oars instead of an outboard on the dinghy, so as not to disturb Reginald's serenity.

Make sure you get permission before picking up a guest mooring. It may be reserved for Reginald's boat arriving later, or it may be unsuitable for your vessel.

Miscellaneous:

Tradition dictates that if you approach another vessel, you should do so on the starboard side 6-10 feet away. Make yourself known by hailing loudly first before approaching. Some boaters are social, others reflective, so be friendly but not intrusive. Wait to be invited on board and if Reginald remains aloof, move on.

Rig docking lines so you can adjust them from your own boat.

Fasten to cleats and pilings with century-tested knots such as a bowline. Leave the experimental knots at home! Drifting into another boat because of a failed knot will not inspire Reginald's awe and admiration in your adventurous search for the perfect knot.

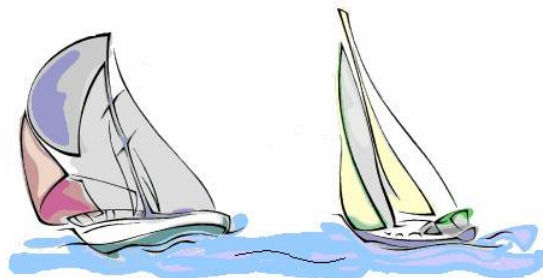
Keep your area clear of lines and power cords that may snag an unsuspecting passerby.

Assist other boaters with line handling and docking.

If you need to use a spotlight, make sure you don't inadvertently blind Reginald and draw his wrath.

At the fuel dock, be quick and remember that other boats may be waiting.

So let's remember, Reginald could be on any boat we encounter on the water. So gentlemen, get those ascots out of the drawer, take the white ducks and navy blazers to the cleaners, dust off the braided covers and get ready to greet Reginald at your next nautical outing with a hardy, "Ahoy!" Ladies, take it easy on him if he shouts orders to you on deck. Reginald could be watching.



My Favorite Anchorages, Part 2

Further Reader Contributions

We asked for reader contributions on this topic for the January issue, and some didn't make the deadline, for various reasons, most notably e-mail problems. But with the new club cruising season about to kick off soon, it seemed appropriate to print these as an inducement to our members to join the cruises – you just never know where it may take you!

Cocos Keeling, Indian Ocean

How to get there: Suggested time-frame October/November: Departing from the RRYC, preferable with a favorable wind, head for Norfolk. Find a suitable anchorage and wait for a window to hop off for the Bermudas. You may by-pass Bermuda and sail directly to the West Indies. There you must make a decision: the Panama Canal or, if reluctant or stingy to pay the \$800 canal fee, the Patagonian Channel. As most of us would—stingy or reluctant—the Panama Canal is probably the better choice—its warmer! From the south end of the Panama Canal sailing west you have the mighty Pacific Ocean with deep water and little or no fear of running aground for 5,000 miles at least. Onwards for another 5,000 +/- miles, depending on your course, there are virtually hundreds of beautiful anchorages to break the monotony of ocean travel—also, there are reefs—so watch out! Your primary aim is the northern point of Australia—more exact, Thursday Island—the gateway into the Indian Ocean. From

there you are almost there—only another 2,200 miles.

Forty-plus years ago when we were there, the first prominent landmark of Cocos Keeling spotted were the prominent structures of the communication towers; with this service out of business for many years now, changes must be many—consult the latest Sailing Directions!

Making the approach into the lagoon is when the excitement started for us. Just think that you enter the lagoon from the deep blue of some 2,000 fathoms into very lucid water within seconds and the coral outcrops seemingly just under the surface, we awaited the crunching sound of grounding on coral any minute. We came to a sudden stop! We didn't have a depth sounder or any of the fancy gadgets—it scared us like hell. Being too cheap, stingy or poor to purchase a chart, we only had a drawing of the place with no indication of depth. No fear, however, once Siggie had the lead-line going, it indicated 10 fathoms. What a relief.

Once inside the lagoon one will find a most beautiful crescent shaped beach studded with palm trees all around. Also within the lagoon—the exciting part—is an extensive shallow reef to dive on, absolutely gorgeous—except perhaps that a large barracudas took a liking to Siggie, she fended one off with loud screams that alarmed every inhabitant of the lagoon. That critter was obviously about to live up to his sinister reputation. According to our guide

(an employee of the cable station) was a friendly fellow, around there for a long time. Only a fool would believe him! There were also sand sharks aplenty, normally harmless, but the name “shark” alone gave cause to be on guard. Anyway, we remained there for thirteen glorious days.

Allow yourself a minimum of two years to get there. Take into account the cyclone season. But once there, you won't want to leave—promise! Oh, by the way, don't forget to stock up on ample provisions in case you want to linger longer than planned. Good Luck and happy sailing!

– *Siggie and Hein Zenker*

Lankford Creek, MD

We have been sailing the northern part of the Chesapeake Bay for 26 years. We've pretty much made our way (or tried!) into most of the gunk-holes on the eastern and western shores and our favorite anchorages, by far, are in the Chester River on the Eastern Shore. All the times we've sailed up and down the river it never disappoints us. The wind and water challenges make each trip unique. There are myriad anchorages and each interesting and beautiful. If you have the time, a trip to historic Chestertown is a must and the Blue Heron Restaurant's oyster fritters are not to be missed.

One of our first anchoring memories was in Lankford Creek.

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Favorite Anchorages

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It was early summer and Mike was in the cockpit around 6:00 am, enjoying the peace and quiet. The charm of the early morning was interrupted by wings flapping and birds squawking. As Mike tried to locate from where the sounds were coming, he finally saw three herons in the trees and, after watching them for a bit, he realized he was watching a mating ritual among the birds. One of the herons was the sentry; he was chasing away the intruders – and the other two were the couple. Soon the happy couple settled into the nest to commence their nuptial responsibilities. When Mike hustled me out of the bunk to watch, I wasn't too happy, but quickly I knew I was so glad he'd gotten me up to watch such an unusual event. And though we never got to watch another heron mating ritual, we've enjoyed all of the other wildlife that abounds in the Chester.

– Polli and Mike Romey

Membership News

By Sally Clark, Membership Chairman

New Members:

The Board of Directors is pleased to welcome Mitchell & Susan Bober for Active Membership. The Bobers own *Respite*, a 33' Cape Dory located on Myer Creek. They have over 30 years experience cruising the Chesapeake Bay. They are founding members of the Cape Dory Sailboat Owners' Associations and Mitchell was the former Rear Commodore of the CDSOA as well as the Chesapeake Fleet Captain. Susan was the CDSOA's first "Member of the Year", largely for her efforts in organizing the association's first national membership meeting. While cruising a few years ago with the CDSOA, the Bobers had the opportunity to be guests of RRYC, and remember the hospitality shown to them. Now that they have retired and have relocated to the Northern Neck, they wish to continue their association with RRYC, and look forward to the Spring & Fall cruises. Mitch is interested in the Cruising Committee and Susan would like to become involved with the Social & Programs Committee.

Mitchell & Susan Bober
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The Board of Directors unanimously voted to accept, with regret, the resignations of Don and Barbara Shanklin, Eric and Nancy Weber, and Tripp and Michelle Westbrook from active membership, and Gwen Galliher from inactive membership.

The Board approved the movement of Bill Hoffler from active membership to inactive membership.

Clean-up Day is Here: We Need Your Help

The annual club clean-up day is scheduled for Saturday, April 5, from 08:30 to 12:00 hours, and there will be plenty of work for everyone! So do not be shy about volunteering. As usual, the work will be supervised by the Beavers. The planned projects, along with supervising Beavers, and number of helpers requested/required is below. Look over the list on the next page, pick out the project you want to help with, and bring the appropriate tools with you. Check in with Mosby West when you arrive at the club, and sign up for lunch, which will be provided. With a good turnout of workers, we can make quick work of all the chores and have the clubhouse, docks, grounds, and club boats spruced up and ready for a new sailing season.

Boats	Carl Gerster – Jim Stone
- Wash & wax outside of launch	3
- Wash & wax inside of launch	1
- Wash & wax fiberglass Optis	3
- Wash & wax Sunfish	3
- Organize Opti sail bags, rudders, & centerboards	1
Painting	Stu Kramer
- Kitchen door & trim outside	1
- Side door & trim outside	1
- Porch steps & white trim as needed	2
- Porch doors outside & inside as needed	2
Carpentry	Jim Bearden
- Replace plywood under window of annex	1
- Check for loose nails & bad boards on pool deck	1
- Check for loose nails & bad boards on dock	2
Outside Cleanup	Chris Christensen
- Wash windows & screens on porch	2
- Wash windows on outside of clubhouse	2
- Wash windows inside & outside of annex	1
- Wash windows inside & outside of dock house	1
- Clean ice chest on outside	1
Inside Cleanup	Alan Christensen
- Wash windows inside clubhouse	2
- Clean kitchen shelves	3
- Clean both microwaves	1
- Clean refrigerators	2
- Clean stove & ovens	1
- Wash serving trays	1
- Clean blades & globes of ceiling fans	2
- Clean & organize library	1
Landscaping	Dave Raffetto & Warren Hammett
- Weed & mulch garden at entrance	2
- Weed & mulch area on street side of pool	2
- Weed & mulch area on north side of pool	2
- Trim bushes around pool & clubhouse	2
- Mulch around septic tank tops & flagpole	1
- Spray weed killer as needed	1
- Spruce up inside of circle	1
Food	Kate Raffetto
- Order food	1
- Pick up food	1
- Set up for lunch	2
- Clean up & empty trash after lunch	2

Preparing *Ariel* for the Caribbean 1500 (Part 2 of 2)

By Charles Springett



Mechanical and Electrical

For this passage I added a larger Xantrex inverter charger and installed a 130 amp alternator on the engine with a three stage regulator. Ariel has a 5 KW generator and the preferred charging arrangement is to use the engine if it is also needed for propulsion and the generator if it isn't. This system has worked fine although the power demand from instruments, refrigeration and auto pilot mean we have to charge for about two hours a day. The primary battery bank is 690 amp hours. In Annapolis we had installed a 29 gallon per hour 110 volt water maker where the starboard water tank had been; it also runs off the generator. For the two of us we find that one hour every other day keeps us in all the fresh water we need. Power management is an important skill and it takes a lot of time to keep everything running smoothly and to fix the small issues that arise in a constant stream.

During the winter I reset the pitch on the Max Prop to try to improve economy. Although I went with the PIY recommendation once we got back in water I could still not get to maximum revs under power and so we pulled her out again, realigned the engine, sent the prop in to be reconditioned and put it back with slightly lesser pitch. Since then we can achieve maximum engine RPM and running at about 75% of maximum speed (2100 RPM) I am burning a little over a gallon an hour and usually making about 6 knots.

Instrumentation

For the initial refit we elected to go with a Raymarine system throughout. We have an E-120 display at the helm and an E-80 at the nav station with a 4 KW radar and the ST-6000 autopilot. It is hard to speak too highly of the Raymarine package. It is easy to install and since its installation has worked almost flawlessly. The fact that our track from Hampton to Tortola was one of the straighter ones is in large part testament to the autopilot's ability to track a very precise course. The accuracy of the chart plotter down in the islands is much less than it is in the US and its use is not a substitute for proper eyeball navigation. According to the chart plotter we sailed right over the reef to get into Anegada.

I also installed a Hydrovane wind steering system which will operate as a completely independent steering mechanism

in the event of primary rudder failure (a 1500 requirement). Because the autopilot works so well it has not seen much use but it is somewhat reassuring to know that it is there if we need it.

Two Raymarine accessories that we also purchased are the Sirius weather package and the life tag system. The weather package provided at least as good information on the front systems and positions and the future wind fields as the official weather service, but, unfortunately, its range does not extend to the islands. The life tag system provides each crew member with a wrist-watch size device that sounds an alarm and automatically triggers the MOB system on the chart plotter if anyone gets more than 30 feet from the base unit (you have to take it off to go up the mast). Fortunately it was never put to the test and we all concluded it is imperative to stay with the boat and not go over the side in the first place.

Creature Comforts

Keeping the crew rested, fed, dry and comfortable is as important as any other on-board requirement. Ariel's sleeping accommodation is not really configured for extended offshore passages. The port settee makes a good sea berth and was rigged with a good lee cloth. One quarter of the starboard settee is taken up by the freezer and is therefore not a suitable sea berth. In reasonable calm conditions the Vee berth is

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Ariel

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comfortable and although a lot of gear was stowed there we left room for a single sleeping bag. In big seas it is not an option. The aft stateroom has a centerline queen size berth that, as it stands is totally unsuitable. I installed pad eyes on centerline fore and aft of the mattress and ran a line from one pad eye through two 32 inch by 12 inch fenders (arranged in series) to the second pad eye and tensioned the line as much as possible. The fenders provided a soft barrier down the center of the bed and with lee cloths on each side it was possible for two people to sleep in reasonable comfort at the same time.

We followed the Hudson and Lynn Hoen food plan and pre-cooked all of the primary meals, vacuum packed and froze them. We had a hot meal every night no matter what the conditions.

Space is always at a premium on a small boat but we tried to allocate dedicated space to each crew person for their personal effects to keep the cabin clutter to a minimum. Foul weather gear is

always a problem and I installed a wooden rod in the aft shower and we used that as foul weather gear storage. That worked really well until the shower handle got bumped and we filled all the sea boots with water.

I have also installed a permanent shower head on the radar pole on the starboard aft quarter. Most of us managed to take showers there during the latter half of the passage, much to the relief of everyone else.

Communications

Ariel is equipped with an ICOM 602 VHF and an ICOM 802 Single Side Band. We found we were able to communicate effectively with boats close to us with the VHF but our SSB did not perform as well as I hoped. In Tortola we added another grounding plate which has improved matters some but not enough. We have a Pactor and because Sue has her General Ham licence we should be able to send and receive e-mail through the ham network. In fact we have been able to do this to a limited extent and improving e-mail capability is a goal once we return in January. We also have

a satellite phone which kept our crew in contact with their families on the way down. It works very well indeed.

Safety

This should not be the last topic in that it is certainly not the least important. We have the full complement of SOLAS flares, an extended first aid kit, an 406 MHz Cat II ACR Model RLB-32 EPIRB, a MOM8 man overboard unit and a Viking six man offshore life raft. For Maine the life raft was installed on the aft rail and I elected to secure it to the deck immediately forward of the dodger for this trip. With hindsight that was the right decision. One of the other boats had their identical life raft secured on the rail and it was hit by a wave and carried away. Ours is secured with multiple T100 lashings to pad eyes through bolted to the coach roof; with a razor knife easy to release and very secure until then. We also have a Life Sling a horseshoe buoy and extra throwing lines. The 1500 provided us with a transponder that tracked our position on the web and Sue tries to log our position daily with the SSB.

YPYC Seminar

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specifically on PHRF Regulations and Equipment Specification changes. Dwight is a retired U.S. Navy Captain (pilot) and past commodore of the YPYC. He has read and studied the latest PHRF regulations and is the PHRF

Handicapper for CBYRA clubs on the Rappahannock River. There is no cost for the seminar and coffee and light refreshments will be available.

YPYC's Oyster Roast will follow the seminar at 2:00 p.m. Guests at the seminar are welcome to stay at a cost of \$15. Please contact Don Gallagher at (804)

435-2084 if you would like to attend. Space is limited so try to let Don know as early as possible. We hope to see you there. It's a great way to meet others in our boating community, enjoy food and refreshment, and update your knowledge of the new regulations.



In Memoriam

**Richard F. "Rocky" Rockwell
1931-2008**

Long-time RRYC member Captain Rocky Rockwell (USN ret.) died February 5th after a lengthy illness. Rocky joined the club in 1986 and was one of its most active and versatile members. Over the years he owned dozens of boats, ranging from sun fish to a 43 foot trawler. He always had a least 4 boats at his dock. Rocky's sailing accomplishments included everything from dinghy racing to blue-water cruising. While a club member he made numerous trips to Florida and the Bahamas. In his last cruise in 2006 he and Suzie took their trawler Mary Agnes through the Canadian lock system to Georgia Bay and the North Channel.

Rocky graduated from the University of Nebraska with degrees in architectural and electrical engineering and was a graduate of the Harvard Business School. His 23-year navy career was largely spent at sea on destroyers and included two combat tours to Vietnam.

Retiring to Antipoison Creek, Rocky was a charter member of the Kiwanis Club of the Northern Neck and founder of a Sea Scouts troop. In addition to teaching sailing, Rocky was responsible for the donation of dozens of boats to support children's activities in the Northern Neck. Rocky served the RRYC in countless ways, including chairman of the 1st long-range planning committee.

He is survived by his wife Suzie, 2 children and 5 grandchildren.

Social Notes

RRYC members celebrated the arrival of the Chinese Year of the Rat at the February social on Saturday, the 16th. The sea of red shirts, sweaters, and jackets seemed to indicate that lots of folks were still observing Valentine's Day in spirit. A slimmer-than-usual attendance assured there was not only plenty of food for everyone, but quite a few leftovers, too. We had 45 for dinner, including one guest with Randi and John Moore. Andrea and Jerry Latell brought guests for the cocktail hour. Board hosts for the evening were Grace Ann and Frank Miller, and Grace Ann was also the coordinator for the dinner. Before dinner the crowd descended on an array of appetizers provided by Lynn & Michael Adler, the Millers, Mary Beth & Dick Sisson, Kimberly & Scott Vail, and Pat & J. D. Willet. The Sissons, Vails, and Willets also helped with serving and clearing tables.

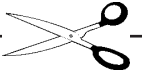
Next month, swap the red clothes for green ones, and come enjoy the club's St. Patrick's Day celebration on Saturday, March 15. Dinner is being coordinated by Pat Willet, with catering by Kathryn Courtney of "Consider it Done." Please make your reservations in the usual fashion, by e-mail to dinner@rryc.org or using the form on the next page, by Wednesday, March 12.

"Throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Expore. Dream. Discover."

- Mark Twain



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RAPPAHANNOCK RIVER YACHT CLUB
 P. O. Box 55
 Irvington, VA 22480

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Saturday, March 15, 2008
 Cocktails 5:30 PM, Dinner 6:30 P.M.
 RSVP by Wednesday, March 12, 2008
 March Menu

Corned Beef & Cabbage • Potato & Carrot Mix
 Irish Soda Bread • Death by Chocolate

_____ # Adults @\$17⁰⁰ _____ # Children (10 and under) @\$5⁰⁰

_____ Name _____

Club Calendar

March-April 2008

March

- 7 First Friday
- 15 Board Meeting
Club Dinner
- 29 Rockwell Memorial
3:00 - 9:00

April

- 4 First Friday
- 5 Club Cleanup Day
- 19 Board Meeting
Blessing of the Fleet
Club Dinner

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