



RAPPAHANNOCK RIVER YACHT CLUB

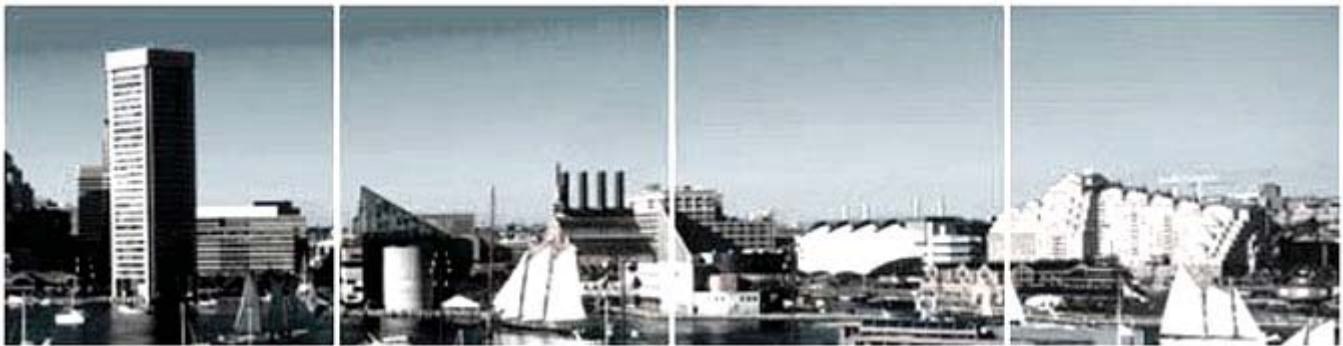
March 2007

# THE HEADWAY

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## RRYC Cruisers are Baltimore Bound: 2007 Schedule is Announced

*By Dave Bronson, Cruising Fleet Captain*



*Panorama of Baltimore's Inner Harbor Showing World Trade Center, National Aquarium, and Other Attractions*

Seven RRYC cruises are scheduled for 2007. As usual, we will start slowly with a 28 April shake-down cruise to Jim and Kathy Bearden's dock on the Corrotoman River. While details for activities ashore are yet to be worked out, we can count on wonder dog Murphy to provide entertainment. On 12 May, there will be another short cruise to Urbanna with an opportunity for dinner ashore.

Cruisers will shove off Memorial Day weekend, 26 May, for a two-week trip to Baltimore. Only once before has the club cruised to Baltimore, and that was over 20 years ago. It's high time to do it again. Baltimore has many attractions (Maryland Science Center, National Aquarium, Maritime Museum, USS Constellation), restaurants, and shopping within walking distance of the Inner Harbor. (Unfortunately, the Orioles will be on an extended road trip to Kansas City, Los Angeles, and Seattle while the cruisers are in town.) Check out [www.baltimore.org](http://www.baltimore.org) for events, street maps, restaurants, and discount tickets to attractions. For those on a tight schedule, join us for part of the cruise. We are hoping for a big turnout, and if this cruise is anything like the first Baltimore cruise, it will be outstanding.

This year we will have two "Where-the-Wind-Blows" cruises. Destinations will depend on the weather and cruiser preferences. A cruise that no one should miss is the Labor Day cruise to the annual Sarnowski bash. Joe promises that, for once, he will provide good sailing weather for the entire weekend. Failing that, there is no better place to be hunkered down. Our final scheduled cruise of the year will be to that old favorite, the Mathews Yacht Club, where we always find plenty of good hospitality.

In 2007, we hope that Club members who have not cruised the bay before will join us. The Chesapeake Bay is one the world's great cruising areas, and every sailor should experience it at least once. Blue water experience and a bullet-proof boat are not prerequisites. The cruise sign-up sheet is on the club great room wall by the kitchen door (next to the chart)

Questions: call Dave Bronson (804) 438-6103.

## RAPPAHANNOCK RIVER YACHT CLUB

### FLAG OFFICERS

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**Racing Fleet Captain - Jerry Latell**  
**Cruising Fleet Captain - Dave Bronson**  
**Junior Sailing Captain - Dee Byrne**  
**Flying Scot Fleet Captain**  
Tom Richardson

**Social Committee Members**  
Kate Raffetto, **Chairman**  
Michelle Blank and Jan Akers

**Ship's Store Managers**  
Grace Ann Miller and Bev Oren  
**Membership Chairman - Sally Clark**  
**Yearbook Editor - Dick Sisson**  
**Club Manager - Kent White**

# 2007 Cruise Calendar

28-29 May  
12-13 May  
26 May-10 June  
30 June-4 July  
1-3 September  
22-30 September  
13-14 October  
3 November

Shake-Down (Corrotoman)  
Son-of-Shake-Down (Urbana)  
Baltimore, MD  
Where-the-Wind Blows, Part I  
Sarnowski Labor Day party/picnic  
Where-the-Wind-Blows, Part II  
Mathews YC (Piankatank)  
Cruiser Season-End Social (Club)



## First Fridays Reminder

End your week or start your weekend at RRYC by joining the fun at this season's "new tradition," First Fridays. Join other club members from 1700 - 1900 hours on March 3<sup>rd</sup>, and April 6<sup>th</sup>. Bring an hors d'oeuvre to share and your favorite beverage. Setups, sunset, and rocking chairs will be provided.

## What's a GPS???

The following Sailing Directions are from an 1861 Survey of the Coast of the United States Rappanannock River entrance chart:

"In six fathoms water, bring Stringray Pt.Lt.HO. to bear W. S. and Windmill Point Vessel N.W 1/2 N and steer into the middle of the river, on a W by N course nine nautical miles, leaving the buoy off Hunting Creek about 600 yards on the Port hand. When Mosquito Pt. bears N. E. 1/2 E. the course is N.W. by W. four nautical miles. When Toll's Pt. bears W. by N. ... "

At this point the entrance to Carter's Creek is N.W. approximately 1 1/4 nautical miles.

This same chart shows Tapp's and Dimer's Creeks to the west of Indian Creek.

## Diesel and Electrical Seminar Repeating this Year

The diesel and electrical seminar will be held at the clubhouse again this year, on Saturday, March 10, beginning at 0900 hours. The diesel portion of the seminar will deal with fuels, fuel systems, lubes, maintenance, drive trains, and propellers. After a lunch break, the electrical section will address batteries, alternators and chargers, switches, wiring, instruments, circuits, and regulators. A modest charge of \$5.00 will cover lunch. Please sign up ASAP on the sheet in the clubhouse, or by calling the club at 804-438-6650.

# Clean-up Day is Coming: Please Volunteer

The annual club clean-up day is scheduled for Saturday, April 7, from 0830 to 1200 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, 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.

<b>PROJECT</b>	<b>SUPERVISING BEAVER(S)</b>	<b>HELPERS REQUIRED</b>
<b>BOATS</b>	Dave Raffetto & Jim Stone	
- Wash/wax outside of launch		3
- Clean/wax inside of launch		1
- Wash/wax fiberglass Optis		3
- Wash/wax Sunfish		3
- Survey Optis for parts & repairs needed		1
- Survey Sunfish for parts & repairs needed		1
- Organize Opti sail bags, rudders, & center boards		1
- Organize Sunfish masts w/ sails, rudders, & center boards		1
<b>PAINTING</b>	Stu Kramer	
- Stain Pump House		2
- White trim & steps of waterside porch		3
- Both doors of waterside porch		2
- Outside of kitchen door & trim		1
- Outside of metal windows on north side of clubhouse		1
<b>CARPENTRY</b>	Jim Bearden	
- Replace plywood cover on north side of clubhouse		1
- Check for loose nails & bad boards on pool deck		1
- Check for loose nails & bad boards on dock /finger piers		2
- Turn or replace boards on dock as needed		2
<b>OUTSIDE CLEANUP</b>	Chris Christensen	
- Wash windows and screens on waterside porch		2
- Wash windows on outside of clubhouse		2
- Wash windows inside /outside of annex		1
- Wash windows inside/outside dock house		1
- Clean ice chest		1
- Clean rocking chairs		4
<b>INSIDE CLEANUP</b>	Alan Christensen	
- Wash windows inside clubhouse		2
- Clean kitchen shelves		3
- Clean refrigerators		2
- Clean stove		1
- Wash serving trays in kitchen		1
- Clean inside grill		1
- Clean blades & globes of ceiling fans		2
- Clean sailboat display inside/outside		1
- Clean and organize library		1

(continued on page 5)

## Race Committee “How To” Seminar Upcoming

Ever wish you could be a part of the racing program or race committee, but just didn't think you knew enough to help? Well now is your chance to get involved! Helping to run a race is not the hectic stressful job that some would believe, but rather a great way to spend a day on the water with some fellow RRYC members. You also don't have to know anything about racing and anyone can learn to do it. We had several newcomers turn out to work on the committee boat for the Rappahannock Cup last fall, and all agreed it was a super day and lots of fun.



*Note these smiles at last fall's Rappahannock Cup...and these were the racers. The Committee Boat was even more fun!*

On March 24<sup>th</sup> from 1000 to 1200 Jerry Latell and Debbie Cycotte will run a *Race Committee for Beginners* seminar. Emphasis on *beginners*. This course is not designed for experienced race committee people to become PROs. The goal of the course is to give a basic overview of what the race committee does so that more people will feel comfortable getting on the committee boat as a helper. Some of the topics to be covered are: duties of the race committee, flags and signals, the starting sequence, typical courses, and scoring. There will be lots of visuals and *no test*.

The fee for the event is \$10 to cover materials. To register please contact Jerry Latell by March 17<sup>th</sup> at [jerry@ullmansails.com](mailto:jerry@ullmansails.com) or 804-776-6151.

# RRYC Junior Regatta Set

Once again, RRYC will host a Junior Regatta for all young sailors up to the age of eighteen. This year, the date for the Regatta will be Friday, July 27. As in past years, we will need many volunteers to make the Regatta a success. WE ALSO NEED JUNIOR SAILORS. If you have a child or a grandchild or even a casual acquaintance who would like to sail in this event, please put this on your calendar. The club has many Optis and Sunfish for your young sailors to use. Please contact Coleman Brydon at nabrydon@aol.com to volunteer. Last year, all volunteers got a free “Regatta Official” polo shirt. If you did not get one last year, make sure you volunteer this year. There will be a more detailed announcement in a future *Headway*.

## February Membership News

*By Sally Clark, Membership Chair*

Jim & Kathy Bearden and Bob & Jane Bierly have proposed Michael & Paula Romey of Reedville, VA for Active Membership. Mike & Polli own “Chinook” a 40’ J Boat, located at their dock in Reedville. Mike, who has his US Coast Guard license, began his sailing experience with Penguins while in college. This included teaching the on-the-water portion of the classes for the college physical education course. From there he went on to crew aboard a J-24 out of the Annapolis Yacht Club. Mike & Polli acquired their first boat, a San Juan 24 while members of the Columbia Corinthian Sailing Association before moving on to an S2 9.1 with the Rock Creek Racing Association where Mike served as race committee chair and later as Commodore. Polli was an active crew member, navigator, and primary logistician for their PHRF racing in CYBRA regions two & three when they won Region 2 PHRF B high point. They have also been members of the Maryland Yacht Club where Mike served as Sail Fleet Captain. In 1996 they acquired their current boat, and cruised throughout the northern Chesapeake Bay as members of the Magothy River Sailing Association (MRSA). In 2001 Mike & Polli cruised “Chinook” to Newport R.I and back as part of a fleet of 8 MRSA boats. Mike is interested in joining our Racing Committee and becoming involved in Race Management, and Polli is interested in joining our Cruising Committee. Having attended several RRYC events, they both look forward to participating in club cruising events, on shore meetings, programs & social events.

Members may direct comments about this application to Membership Chair, Sally Clark, prior to the March Board Meeting.

The Board voted to accept with regret the resignation of Rhonnie Kerr. The Board also voted to accept Jerry & Romona Sedelmeyer’s and David & Betty Chupp’s requests to move from Active to Inactive status.

### Clean-up Day *(continued from page 3)*

PROJECT	SUPERVISING BEAVER(S)	HELPERS REQUIRED
LANDSCAPING	Carl Gerster & Warren Hammett	
- Weed & mulch garden at entrance		2
- Weed & mulch street side of pool		2
- Weed & mulch around north side of pool		2
- Trim bushes around pool & clubhouse		2
- Mulch around septic tank tops & flag pole		1
- Spray weed killer as required		1
FOOD	Kate Raffetto & Michelle Blank	
- Order food		1
- Pick up food		1
- Set up for lunch		2
- Clean up after lunch		2

# “Puffin” Through the Heartland - Part I

By Peter Hunter

“*Puffin*,” a 36 ft. Grand Banks trawler, had taken us to the Gulf of Mexico and the Abacos during the winter of 1994/95. After coming home to the Chesapeake in April, we spent the spring preparing her for the 5,500-mile ‘Great Circle’ cruise that would take us through the Great Lakes and down the Mississippi River and Tennessee-Tombigbee (Tenn-Tom) Waterway to salt water again at Mobile, Alabama. We had long talked of this cruise as something we were going to do someday, and the purchase of “*Puffin*” helped us make up our minds as she is the ideal type of vessel for the trip. In addition, the crew, Jean and I, both in our late sixties, were not getting any younger.

We left home on 14 June 1995, and after anchoring the next three nights in favorite Chesapeake anchorages—two Mill Creeks and a Still Pond—we motored down the Delaware River to Cape May on 17 June. Apart from butting into an uncomfortable 25-knot head wind between Smith Point and the Patuxent River on the second day, we had calm seas with little wind or ‘trawler weather’ until we anchored in Sandy Hook, but did break up the tedious passage along the Jersey shore with a non-gambling stop at Atlantic City.

The passage through New York City is always memorable, but the disrepair and the rundown condition of the old transatlantic liner piers on the Hudson River brought back nostalgia of more graceful days. However, once we were north of the George Washington Bridge, the majesty of the Hudson started to assert itself. High, wooded hills on both sides run right down to the water, and there were few signs

of commercial exploitation for the next 120 miles, thanks to the 19th century’s railroad barons who ran their rights-of-way along both sides of the river as far as Albany. The U.S. Military Academy at West Point was just one of the notable sights, and the grandeur of the river, in this writer’s opinion, excels that of the Rhine above Bonn, although perhaps the local wine was not as tasty or well advertised.

The Hudson tide runs as far as Albany and has a 4 ft. range, and fresh water, which we had for the next 3,000 miles, began at about West Point. One evening we had a family dinner at Tarrytown with a son working in New York City, tied up at the friendly Poughkeepsie Yacht Club the next, and anchored behind Houghtaling Island the night before tying up at the Troy town dock on 24 June. Here we went out with old friends to dinner and to hear the New York Metropolitan Opera’s summer-under-the-stars at Saratoga Springs.

The next morning we entered the first of the 106 locks we would eventually negotiate. This lock, the Federal lock at Troy, was the most difficult we faced as at all other locks there were either fixed lines, floating bollards, or ropes thrown by lockkeepers. But at Troy there was nothing. We hung, with difficulty, to an inset ladder during the 14 ft. lift and wondered if all the locks to come would be like this. However, our worst fears were not realized and with three large fenders and a stout pair of gloves each, Jean and I soon became locking experts.

We would run 185 miles and thirty locks in the New York State barge canal before we got

to Oswego on Lake Ontario. The barge canal was opened in 1918 to replace the old Erie Canal completed in 1825 that ran from Waterford on the Hudson to Buffalo. There were branches to Oswego and Lake Champlain (see Willy Ker 1994). The canal followed the Mohawk River and passed through now dilapidated, but once prosperous, mill towns such as Schenectady, Amsterdam, Utica, and Rome.

We arrived in Oswego on 28 June, two weeks and 708 miles from home, after having our one and only all-alarm emergency in the canal. Our procedure in such instances is first a hearty oath, an immediate shutdown of our single engine, and then anchoring if feasible. After this, the diagnosis and hopefully a quick repair. Here we found a broken fan belt, which was soon replaced, and with the institution of a more rigorous daily inspection, this was our only malfunction on the cruise. Next day was oil change, which is done every 100 hours running, and our engine called ‘Mr. Good Boy,’ most of the time, was given three gallons of the best SAE30 and told he better behave himself in future.

On 30 June we had a trawler day for the 55-mile crossing of Lake Ontario to Kingston, and although visibility was somewhat less than one mile, our GPS and radar guided us safely through the Main Duck Island passage. Kingston was in festive mood on the eve of the Canada Day. We got the last berth at the Municipal Confederation Basin, and after July completing entry formalities with Canada customs by telephone, we

(continued on page 7)

**“Puffin”** *(continued from page 6)* now found ourselves in the midst of a weekend-long party complete with parades, speeches, and of course, concerts, and fireworks from Ft. Henry across Navy Bay.

We recovered in the next few days by retracing an old cruise (R.C.C. Journal 1970) down Adolphus Reach, a night in Hay Bay, and then the Bay of Quinte to Trenton, which is the southern entrance to the Trent-Severn Waterway. This 240-mile, 45-lock waterway connects Lake Ontario with Lake Huron. There are only 33 miles of man-made canal in the system, which uses the Trent, Otonabee, Talbot, and Severn Rivers, as well as Lake Simcoe and numerous other lakes on the route. Limitations are 5 ft. 6 in. draught and a vertical clearance of 22 ft. Many of the locks are still hand operated, usually by vacationing college kids under the watchful eye of an experienced lockmaster. The system also boasts the world's largest hydraulic lift lock (65 ft.) at Peterboro and a unique marine railway at Big Chute. Our impressions of the ten days we spent on the waterway were the rural nature, the efficiency and helpfulness of the lockkeepers, quiet anchorages in secluded bays, convenient free tie-ups at locks and town docks, and, above all, the sight of parishioners hurrying by sail, powerboat, rowboat, and canoe to an 0830 Sunday service at St. Peter's Chapel perched on a rock in the middle of an intricate channel known as Hell's Gate.

We entered Georgian Bay on 12 July at Port Severn ready to enjoy the next 180 miles and 30,000 Islands, which were first surveyed by Lt. H.W. Bayfield R.N. in 1822. These rock-girt islands form a splendid cruising area and can best be described

as similar to Maine without the tides, fog, and lobster pots, and with crystal clear fresh instead of salt water. We were lucky with our summer as the water temperature was above 70°F, which was 10° above normal. Detailed charts are essential for the small boat channel, which gives sheltered water for all but 25 miles of the 180 miles to Killarney. The bouyage is straightforward, mainly day marks and ranges, but pilotage can be intricate with a side channel, the Parting Passage south of Obstacle Island, so narrow it is not passable by boats longer than forty feet.

Our first night in the 30,000 Islands, we anchored in a cove in Go Home Bay. The weather forecast warned of a line of thunderstorms coming through later that night. At 0200 15 July we were awakened by a massive electrical storm, with reported winds of up to 145 kpm (90 mph) we heard later. We spent an anxious 45 minutes praying that our 35-pound CQR would hold, and then it was over and our only loss was a forward window cover blown away. However, the storm damaged many boats and knocked out the power just about everywhere in 'Cottage Country' and 'Playland,' as the local radio describes this scenic area with cottages perching on even the smallest rocks. It is only an hour or so's drive north of Toronto. Anchorages abound throughout the islands, and we soon got adept at dropping a bow anchor, then backing close to shore to tie a stern line to rocks or trees. It's amazing how arthritic joints are forgotten with the mad scramble into the dinghy, then climbing over slippery rocks to make the line fast. We went swimming most days in the clear 75°F fresh water. We would stay

two or three days in anchorages we liked, such as Echo Bay, Mill Lake, Covered Portage Cove, Baie Finn Pool, Crocker Island, and Beardrop Harbor. To satisfy our energy needs of 150 amp hours per day on the days we were not traveling, we would run our engine for two hours to generate the 150 amp hours through our 120 amp alternator that charges into a total battery capacity of 750 amp hours. We have found this method more convenient and cheaper than the frequent use of a generator.

The metropolis of the 30,000 Islands is Killarney, population 600, which is the hub of Upper Georgian Bay cruising and sports a very good fish and chips stall on the town dock. We had a memorable day in that somebody recognized our R.C.C. burgee—the first person in more than a year!

The channel north of Manitoulin Island forms the North Channel and again abounds in many sheltered anchorages on both the many islands and also the mainland. No North Channel cruise is possible without passing through Little Current which has the only bridge from the mainland to the 70-mile-long Manitoulin Island and is the only place to grocery shop for hundreds of miles. We reached our furthest north of 46° 10' (same latitude as La Rochelle) at Beardrop Harbor. The next day we crossed the North Channel southwestward to Meldrum Bay, then on 6 August past Cockburn Island and back into the U.S.A., anchoring in the lovely Harbor Island inner harbor. We cleared the Drummond Island U.S. Customs sight unseen by VHF channel 68 and went straight to our anchorage. Government budget cuts have some benefits!

***TO BE CONTINUED***



## Members' Recommended Books and Movies



RRYC proves itself to be a well-read group, and many members responded to the Editors' plea for recommended sailing-related books. Surprisingly, there were very few duplications in the lists. So for these remaining weeks before it is time to de-winterize our boats, we can all sail vicariously through one or more of these volumes.

In addition to recommending some reading, Peter Hunter also offers the chart book of the N.Y. Barge Canal and the charts for the Trent-Severn canal system, which he would be pleased to give to anyone planning to cruise that way.

CONTRIBUTING MEMBER	AUTHOR AND TITLE	COMMENTS
Tripp Westbrook	Julian Stockwin's series, beginning with <u>Kydd</u>	Napoleonic naval fiction, told from the perspective of life on the lower deck.
	Jay Worrall, <u>Sails on the Horizon</u>	Similar genre as the Stockwin series
Eric Johnson and Peter Hunter	Erskine Childers, <u>Riddle of the Sands</u>	Sailing and international intrigue in one wonderful package.
Craig Akers	Tom Neale, <u>All in the Same Boat</u>	True story and "how to" book about living aboard, by the father of a family who did just that.
	Tristan Jones, <u>Saga of a Wayward Sailor</u> , and <u>Seagulls in My Soup</u>	Two in a series, the adventures of Tristan and his one-eyed, three-legged Labrador Retriever aboard a converted lifeboat ketch.
Blaine Liner	Donald M. Street, Jr., <u>The Ocean Sailing Yacht</u>	
Hal Starke	Nathaniel Philbrick, <u>Heart of the Sea</u>	
	Alvah Simon, <u>North to the Night</u>	Reviewed last month by Coleman Brydon
	Louis Rubin, Jr., <u>Small Craft Advisory</u>	
	Hays & Hays, <u>The Old Man and the Sea</u>	
	William F. Buckley, Jr., <u>Racing Through Paradise</u>	
	G. Bruce Knecht, <u>The Proving Ground</u> ("1998 Sydney to Hobart Race")	
	John Rousmaniere, <u>Fastnet, Force 10</u>	
...and Dave Bronson	Sir Francis Chichester, <u>Gypsy Moth Circles the World</u>	Nice guys finish last.

*(continued on page 9)*

**Members' Recommended Books and Movies** (continued from page 8)

CONTRIBUTING MEMBER	AUTHOR AND TITLE	COMMENTS
	Sebastian Junger, <u>The Perfect Storm</u>	It was a book before it was a movie! More detail and more frightening.
	Ward & Judy LeHardy, <u>Once Around</u>	
Nelson Richards	Martin W. Sandler, <u>Resolute</u> "The Epic Search for the Northwest Passage and John Franklin, and the Discovery of the Queen's Ghost Ship"	A remarkable, well written story of the attempts at finding the northwest passage and the eventual loss of many ships and crews in the Artic. Many person experiences quoted from the times of the original searches and the subsequent years, with a serious bibliography and reference quotes of the hardships experienced.
	G. Kinder, <u>Ship of Gold in the Deep Blue Sea</u>	Non-fiction adventure of those who transported gold from California to the East Coast via sailing vessel. Storms, men overboard, sinking, and the eventual discovery of the wreck and its treasures many years later.
John Moore	Neville Shute, <u>Trustee in the Boardroom</u> and <u>Trustee on the Beach</u>	
	Jules Verne, <u>Twenty Thousand Leagues Below the Sea</u>	
Bill Broaddus	Richard Bode, <u>First You Have to Row a Little Boat</u>	A wonderfully charming, elegant, slender account of a youngster's grasp of wisdom learned through sailing and later applied to personal problems encountered along life's path. According to one website, ten books have cited to this book including <u>Awakening at Midlife</u> .
	Vincent Bugliosi, <u>And the Sea Will Tell</u>	True "who done it" of modern piracy in the South Pacific and the resulting murder trials. (Same author who wrote <u>Helter Skelter</u> about the Charles Manson cult trials.)
	Robin Lee Graham, <u>Dove</u>	True story of a teenager's sail around the world in a 24 foot sloop.
...and Dave Bronson	Hein Zenker, <u>West! Sail West, Man!</u>	RRYC members tell about their circumnavigation in an even smaller vessel.
Peter Hunter	Arthur Ransome, <u>We Didn't Mean to Go to Sea</u>	A very readable account of a trip across the North Sea to Holland.

(continued on page 10)

**Members' Recommended Books and Movies** *(continued from page 9)*

CONTRIBUTING MEMBER	AUTHOR AND TITLE	COMMENTS
	Miles Smeeton, <u>Once Is Enough</u>	Hard to believe what these old friends of my parents went through and survived.
Dave Raffetto and Dave Bronson	Alfred Laning, <u>Endurance, Shackleton's Incredible Voyage</u>	The tale of Ernest Shackleton's 1914-16 Antarctic voyage which went very wrong. The saga of survival, leadership, and small boat seamanship and navigation (800 miles, in essentially a life boat under appalling conditions) across the Southern Ocean. A superb story. If it wasn't for the fact that it is a true story it would not be believable.
Dave Bronson	Joseph Conrad, <u>Typhoon</u>	Before storms had names...
	Rudyard Kipling, <u>Captains Courageous</u>	Fishing without a fish finder.
	Herman Melville, <u>Moby Dick</u>	The one that got away.
	Joshua Slocum, <u>Sailing Alone Around the World</u>	He started it all...
	William Snaith, <u>On the Wind's Way</u>	Racing with style and grace.
	Dava Sobel, <u>Longitude</u>	Getting from point A to point B.
	Hein Zenker, <u>West! Sail West, Man!</u>	Local boy makes good; no boat is too small.
	Nigel Calder, <u>Marine Diesel Engines</u>	There are many books about boat engines, but none with the straightforward but witty approach displayed in Calder's "Marine Diesel Engines" - This is actually good bedtime reading!
Maurice Dickerson	Calder, <u>Boat Owners Mechanical and Electrical Manual</u>	Not only is this an expose of 'how things work' but also an immensely useful trouble shooting guide.
	Calder, <u>The English Channel</u>	The book combines a voyage in a small boat along the length of the English Channel with a well researched historical description and tales of places and events along the way.
<b>MOVIE TITLE</b>		
Carl Gerster and Steve Butts	"Wind"	The story of losing and then winning back the America's Cup. Great action; reasonable story line.
Ron Jenkins ... and Steve Butts	"Master and Commander" "Captain Ron"	
	"Adventures in Paradise"	T.V. series
Craig Akers	"White Squall"	Based on a true story of a school for troubled boys run aboard a large sailing vessel which encounters a horrible storm at sea.

# International Season at RRYC – Social Notes

The crowd was slightly smaller than usual, but those who turned out on a chilly night enjoyed the RRYC celebration of the Year of the Pig. Chinese entrees were provided by Great Fortune Restaurant in Kilmarnock, and Kate Raffetto provided appropriate table decorations. Prior to dinner, members enjoyed hors d'oeuvres provided by Jane & Bob Beirly,

Mary Kay Hanke & Ken Flegel, Marybeth & Dick Sisson, and Pat & JD Willett. All those couples also helped serve and/or clear tables. Board Host for the evening was Mosby West. Thanks to everyone who helped make the evening a success.

We'll continue our International theme in March, when our inspiration comes from

Ireland. Be back at the club wearing green on Saturday, March 17 for our next social, when we celebrate St. Patrick's Day with an appropriate Irish menu. Make your reservations by Wednesday, March 14 by using the form below, or through e-mail to [dinner@rryc.org](mailto:dinner@rryc.org).



**Corned Beef & Cabbage**

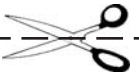
**Dilled Carrots • Roasted Potatoes**

**Irish Soda Bread**

**Lemon Squares**

March  
Menu

CUT HERE



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HERE

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

Saturday, March 17, 2007  
Cocktails 5:30 PM, Dinner 6:30 P.M.  
RSVP by Wednesday, March 14, 2007

**Corned Beef & Cabbage**  
**Dilled Carrots • Roasted Potatoes**  
**Irish Soda Bread**  
**Lemon Squares**

\_\_\_\_\_ # Adults @\$17<sup>00</sup> \_\_\_\_\_ # Children (10 and under) @ &5<sup>00</sup>

Name \_\_\_\_\_

# Club Calendar

( March - April 2007)

## March 2007

- March 2 1<sup>st</sup> Friday Social 1700-1900
- March 10 Diesel and Electrical seminar 0900-1500
- March 17 Social 1730
- March 24 Racing seminar 1000-1200

## April 2007

- April 7 Clean-up Day 0830 - 1200
- April 14 Private Party 1000 – 1600
- April 21 Blessing of the Fleet 1730

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)

David Raffetto, Commodore

Craig and Jan Akers, Editors

Submit articles by the 20<sup>th</sup> of the month to [headway@rryc.org](mailto:headway@rryc.org)

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