

August
2009



REMINDER... Next LYC meeting is Sunday, Aug 9, 6pm at Tom & Annette's! See Details below

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Commodore's Corner Tom Connors

This years Veterans Cup Regatta was extremely successful due to the hard work of all those involved both behind the scenes and on the water. We had boats registered in every class. Even the weather cooperated. All racers seemed to have a great time in what was considered a very organized and professionally run race. I personally want to thank all those involved in planning and executing this event. Everything from organizing the race committee to finding supporters for the skippers bag goodies took time and effort. A special thank you to John Ritter who oversaw all aspects of the race and served as PRO.

I appreciate any feedback you have to offer on how to make this event better next year. We have discussed the fact that we want to tie this race to a veterans support organization and suggestions are welcome. Thanks again.

—see you on the water! TOM

- ◆ Aug 15/16 Cruise to Seaford Yacht Club
- ◆ Sept 12 Hampton Bay Days Raft-up
- ◆ Sept 26 LYC Amazing Race
- ◆ Oct 10 Annapolis Sail Boat Show
- ◆ Oct 17 Annapolis Power Boat Show

Upcoming
Events

Hot Dog Social & LYC Meeting

Sun-

day, August 9

6pm at the home of Tom & Annette Connors
1337 Bayville Street in Willoughby (23503)

Hot Dogs & Iced Tea Provided

Bring a side dish or dessert to share
and your favorite beverages

Thanks to Lora Beasley
who donated this month's raffle prize
Don't forget your \$\$\$ for the raffle!
RSVP with what you are bringing
to annetteconnors@verizon.net

Cruise News

We are finalizing our **Cruise to Seaford Yacht Club** on August 15/16. We plan to rendezvous in the bay off Salt Ponds and travel up the river to Seaford Yacht Club where we are invited to a

club social. Our Power boat members may travel ahead.

Please RSVP for the Cruise to Seaford Yacht Club as soon as possible to Rick Rose (rickrose98@yahoo.com)

Look forward to the Hampton Bay Days raft up in the Hampton River on September 12. This will be a day trip although some may choose to stay the night on anchor after the fireworks. Dinghys are a good idea for his one so you can ashore and enjoy the street festivities! There is plenty of room to snuggle up to the dock and park your

dinghy. One year someone brought a small motorboat and taxied everyone back and forth at set times. Bay Days are always a good time! Look for the details in September.

Cruise Captain Brian Muller is organizing the first ever **LYC Amazing Race!** Saturday, September 26. It will be a fun and exciting day for the whole family. The Amazing Race will be a scavenger hunt style outing for both sail and power boats. Put this one on your calendar and tell the kids and grandkids to do the same. Brian is planning a day to remember...come out and be a part of it!

Finally, our "Land Cruise" to the **Annapolis Sail Boat Show** is on Saturday, October 10th. Sail boaters and Power boaters alike enjoy this in-water show! Please email Power Squadron Captain Chuck Wesley if you would prefer a "land cruise" to the **Annapolis power boat show** the following weekend on Saturday, October 17.

Is there a cruise you would like to see us plan? Tell Cruise Captain Brian Muller (brianandlora@cox.net)

(Really) Light Air Sailing***Racing News & 'Clews'*** from Race Captain John Ritter

OK... we've all seen it out there around Thimble Shoals and Buckroe. What started off as a nice but gentle SW breeze at 10 AM dies around noon, the current takes over, and just about everyone just bobs on the water. The few boats that can maintain some movement manage to get to the front of the pack, they take off when the wind comes back, and leave the rest of the fleet in the dust.

This month we'll talk about some of the things to consider doing to make sure you're one of the pack leaders and not one of those left stranded.

The first thing to consider is current:

If it's flowing in the direction of the course, get in it! If not, get out of it! As a rule of thumb, one knot of current is approximately equal to up to four knots of wind! This is where OPCYC usually makes their money in the Tri-service, since they've got the most local knowledge of the flow patterns of the venue due to their club series racing. However, the area isn't too complex, and there are some truisms that can be captured easily:

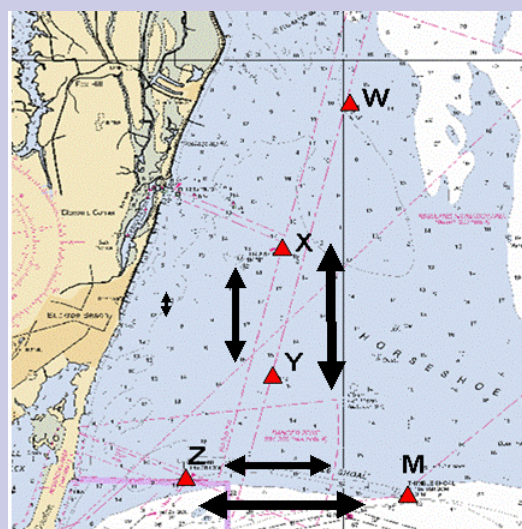
In general, from Grandview through Buckroe to Old Point Comfort, the current is strongest away from shore and weakest inshore. And the farther South one goes along the beach to the point, the stronger the current is – factors include the depth of the shipping channel, the tidal flow of the James River, the proximity of the open waters of the Atlantic, and the bend at the point. So CCV marks Z (the tall range tower) and Q (Daymark R22 off Old Point Comfort) can have significant current and be the cause of a poor race result.

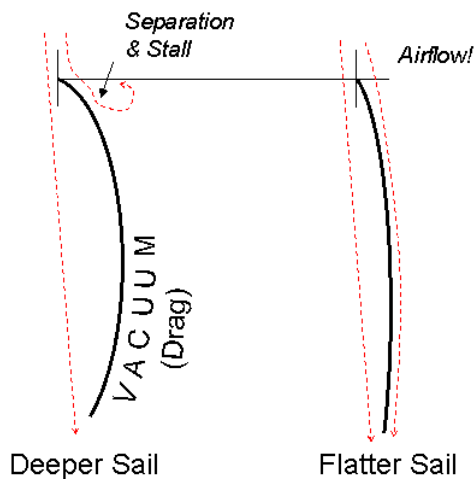
On the leg between Z and M, current flows strongest South and weakest N (due to the deep water shipping channel). If fighting it, go N, if with it stay S. The water column in the channel can be as much as 90 feet deep... that's a lot of moving water when compared to the relatively shallow 15 feet for most of the racing area.

Keep in mind that currents can lag the official high and low tide times by as much as an hour – use the turbulence generated by the daymarks, or crab pots, or the lay of the RC boat to determine what the current is doing where you are. In addition, since fighting adverse current can look a whole lot like a lift, maintain your mental current picture when looking at other boats in the fleet – boats to your left in worse adverse current may appear to be pointing higher but may have lower VMGs to the next mark!

If you can't use current to get "unglued" from the rest of the fleet, resort to heel and trim. All boats – even the 40+ ft behemoths – respond to crew weight placement. We're all used to getting on the high side of the boat to keep her level and fast. However, if she's not moving and the sails aren't full, think about what happens when a wisp does come to the boat: it will try to push the sail out to its trimmed position and side, possibly using all its energy just moving the sail. If you can capitalize and have the sail already somewhat set to the correct side, then the wisp doesn't need to position the sail first – what little wind energy there is instead goes to moving the boat. So how can we pre-position the sails? First, a whisker pole can help with the headsail. Second, get the crew to the leeward side and induce as much artificial heel as you can. They'll love you for it, as this may also put them in the shade at the same time! All you're trying to do is get the sails on the right side of the boat, the rest comes with...

Change your sail trim if you can. Ordinarily as wind gets stronger one tightens the halyards, backstay, outhaul, etc to de-power the rig and flatten the sails, and one loosens them to power up as the breeze decreases, making for deeper, more powerful sails. However, there's a point that varies from boat to boat and sail to sail where this becomes counterproductive. It's the point where the camber of the sail is so deep and the breeze so light that airflow stops and the sail is stalled no matter what its sheeting angle. At this point where separation occurs you want to flatten the sails just as you would in heavy air
(see illustration below.)





Boathandling matters, too. Avoid sudden weight transfers that could upset your carefully positioned trimmed sails. If you're not moving, don't attempt to point... the sails are more efficient as the boat moves away from head-to-wind, so a close reach may give you a better VMG than the zero you'd have at close hauled. Fall off a notch until you're moving. Once you have some speed you can use it to point or gently ease your lines for more power... but the first priority is to get moving: get out of adverse current, get to more wind.

Finally, if you're just plum stuck and have had to throw out the anchor, you've got nothing better to do than look around at the fleet. Chances are you'll see someone somewhere on the course start moving (take no notice of the boats starting their motors and retiring). Note their point of sail: often if the day started out mild from the SE or SW and it went slack wind, then when the breeze fills in it will likely be sea breeze from the NE to ENE. That may mean that what was a downwind when the wind died is now an upwind leg... and a boat ready for upwind (close hauled) will make better use of the breeze when it arrives than a boat still configured for a downwind leg. So the close hauled boat will move and the other won't. And as the

breeze fills, remember to reconfigure your outhaul/Cunningham/halyards appropriately or risk being underpowered and slow. And get everyone back to the regular side of the boat to sail it flat!

One final note: although it doesn't necessarily make sense unless one thinks about it, the SW shifting to NE scenario even in light air favors big boats, so don't get discouraged if these techniques don't always equate to winning PHRF races. A bigger, lower rated boat will be farther around the course when the wind dies, and will also be the first to get air when it fills in from the opposite direction. In short, by virtue of boat speed/hull length they'll spend less time sitting, no matter how well the boat was sailed. If a small boat can manage to be ahead of a big boat when the wind dies, the tables turn... so the ability to keep moving in light air movement becomes critical.

The Squadron Scoop from Power Squadron Captain Chuck Wesley

Our power squadron made its presence known to the local area yacht clubs when it made its first installment on a promise to provide powerboats and crew support for our sailing squadron's sponsored races. In addition to my participation, the other power squadron members that aided in the 2009 Veterans Cup Regatta were Mr. Perry (Sea Sea Rider) Bivens and Mr. Rick (Man-up) Spann. Rick's boat, a 38' Formula (the Man Up) served as the LYC race "committee boat." Rick ensured that we were on station in a timely manner, and enabled us to complete race preparations on schedule. The 1st Fighter Wing (1FW)/PA office provided outstanding support, sending us a broadcaster (TSgt Monique Jose-Duvall) and a photographer (A1C John Koop). Our 1FW/PA team filmed and took photographs of the entire race. Our PA folks also assisted the power squadron in "crewing" the Man-up and assisting race officials whenever possible. Another LYC power squadron member, Mr. Jason Dudjak and his family, sortied their 27' Sea Ray "the Fun-2-Ride" to the Regatta site to verify if we required any additional support, prior to cruising back to the Langley marina. Our Commodore's wife (Annette Connors) provided invaluable service to the race committee, delicious food and refreshments! In addition to having a wonderful time on the water, we power dudes developed a greater appreciation and understanding for the complexity and attention to detail required to sponsor and run a successful race. It was "heart wrenching" for us power guys to see a fellow LYC member (Paul Roth) get right up to the finish line and get blown backwards before the final horn blew! Short of running out of fuel, we power guys just couldn't relate, but then, the wind is a sail boaters fuel! I would be remiss if I did not mention that Mr. John "Crittter" Ritter, did an outstanding job as Principal Race Officer (PRO). Crittter made it very clear to all race participants who challenged him, that he was in charge of this event. Since the last LYC meeting, the power squadron has been busy working on and organizing a ramp up or dock up (social event) at Bay Creek marina, located at Cape Charles, VA on the Eastern shore. This overnight event will be scheduled on a date TBD in September 2009 and will be opened up to our sailing squadron members. The power squadron is also working on trip plans to sortie down to Conjoc & Elizabeth City, NC, sometime in October, 2009. The Elizabeth City, NC trip will be made entirely in the ICW. In line with our mission statement, the LYC power boaters are aggressively recruiting prospective applicants to become members of both our sailing and power squadrons. We are also actively engaging Langley marina officials on issues relating to boater safety, enhanced services, marina security and other topics associated with supporting our club's charter.

Happy Boating! — Chuck "Wake" Wesley, Power Squadron Captain