

March
2008



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Annette Connors

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letter to:
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LYC OFFICERS

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Commodore's Corner *Tom Connors*

Do you feel that? Those are the winds of anticipation of yet another great boating season! The camaraderie, the competition, and just being out on the water...all wonderful things to which we look forward. Clubs like ours are important because they offer people the ability to experience all of those in a safe, organized environment.

Our Annual Sock Burn is 7 pm, April 3rd at the Connors' Place. We will be holding nominations and election of officers at this event. If interested in serving in any of the following positions, it is important you contact me as soon as possible. Please call me at 757-593-8950 or email me within the next few days (tconnors1@verizon.net).

Commodore
Vice Commodore
Secretary/Treasurer
Race Captain
Cruising Captain
Committees

For an organization like ours to continue effectively, new ideas and perspectives are always needed. We have a lot already planned

for the year and your help will be needed with organizing and executing the events.

The Sock Burn is always our most relaxed event with plenty of food & beverage, time to get to know each other, and an opportunity for the kids to play together. Oh, and don't forget to bring socks for each person to burn...including the kids. Remember...as with all our events... your entire family is welcome. Even if you can't make many functions during the year, this one is the "gotta join the fun" event.

See you at the sock burn and on the water—

Tom Connors
Commodore

Birthday Wishes

Happy 90th!
to long-time member
Armie Armstrong

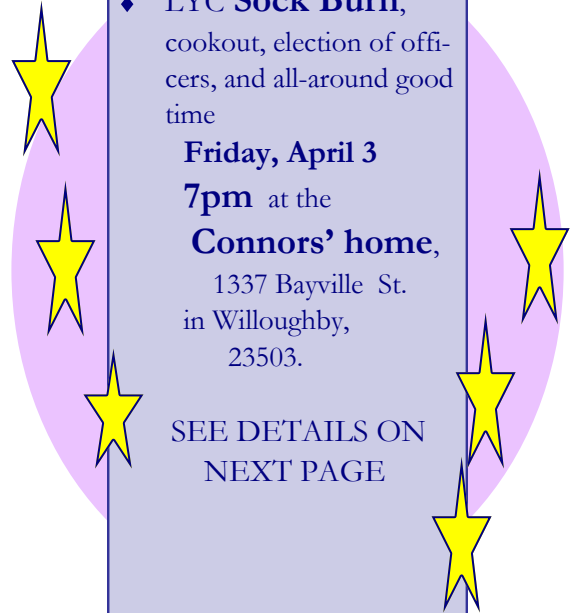
We love you Armie
and hope to sail with you for many years to come!

Upcoming Events

- ◆ LYC Sock Burn, cookout, election of officers, and all-around good time

Friday, April 3
7pm at the
Connors' home,
1337 Bayville St.
in Willoughby,
23503.

SEE DETAILS ON
NEXT PAGE



BE SURE TO ATTEND THE

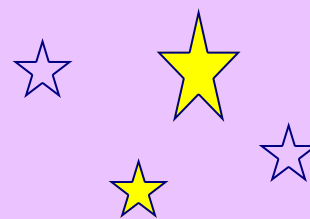
Annual Family & Friends of
Langley Yacht Club Sock Burn

Friday, April 3 @ 7pm
1337 Bayville St in Willoughby, 23503 (The Connors' Home)

Adults ... \$8 Kids (12 & under) ... \$4



Don't forget your socks!



Activities:

- ◆ Food & Beverage
- ◆ Nomination & election of 2009 officers
- ◆ Door prize drawings for adults & kids
- ◆ The annual burning of the socks

MENU:

- ◆ Hamburgers, Brats, Hotdogs
- ◆ Potato Salad
- ◆ Pasta Salad
- ◆ Baked Beans
- ◆ Snacks
- ◆ Desserts
- ◆ Beer, wine, soft drinks

RSVP annetteconnors@verizon.net ASAP! Pay at the door by cash or check

And There I Was

By Chuck Wesley

Any self-respecting retired Air Force dude has to start a story out with "There I Was." And so, there I was, getting underway on my 28 foot Carver (the Sea Sea Rider) with three souls onboard from my homeport in Deale, MD, with plans to deliver my boat to its new temporary home in Hampton, VA. The plan was to travel the entire 170 miles down the Chesapeake Bay nonstop, and temporarily dock the boat at Old Point Comfort Marina (Fort Monroe) until the Langley marina repairs were completed.

Well, like all great plans, mine included a trip plan with all the bells and whistles. I had my inclement weather and emergency repair divert locations mapped out, emergency contact numbers, "point of no return" waypoints were mapped out, hazardous/restricted areas were identified and so on. Milestones, such as light houses, river entrances, etcetera, were also annotated on my nautical charts. Oh yes, and it being the end of November, the latest weather reports were closely monitored. But like many great boating plans, mine began to fall apart from the outset.

So there I was, transiting Herrington Bay and beginning my Southerly turn down the Chesapeake Bay. And there I was, cruising down the Bay when I realized that I had failed to properly plan for what came next. Fog with near zero visibility, heavy seas and the disconcerting trumpet of "not so distant" ship's horn were the norm on this trip. Sporting only a handheld GPS and a nautical chart, I now felt woefully out of my league.

The sea state made my compass useless because of the incessant pounding of the waves. But what the heck, I'm committed, so let's push on, and that's just what we did. During the trip, I was visited by the occasional thoughts of "it sure

would be nice to have radar right about now." After diverting overnight into Solomon's Island and another unplanned overnight divert into Burrell's marina on the Rappahannock river, we began our final run into the Hampton Roads area. And yes, there was another small boat advisory accompanied by some very impressive waves.

The scene made me wish that I were enjoying the view from shore. Finally, after a 3 day ordeal, I see my final landmark (the Chamberlain Hotel) far off in this distance. We pulled into the marina right at sunset, and tied the boat up at its new temporary home. After receiving and enjoying the praise of my crew, I felt guilty and admitted that I had screwed up. You see, I committed my boat and crew to a journey that was beyond its (and the Captain's) capabilities. I did not possess the skills and the boat did not have the equipment (radar and GPS chart plotter) to divert into an unfamiliar harbor under "zero visibility" conditions. Therefore, the right (and smart) thing to have done, was to return to my homeport prior to entering into the fog bank. Also, when I saw my final landmark, I departed from my GPS trip plan and cruised visually at 20 knots towards the Chamberlain hotel. Departing from the trip plan and going visual caused me to almost run aground on the Poquoson Flats!

The moral of the story is:

- ◆ Thoroughly research and "stick with" your boat trip plan
- ◆ Stay well within your capabilities as a Captain
- ◆ Do not operate boats at night or in inclement weather

When it comes to boating, the old adage still holds true "it's better to be safe, than sorry!"

CLASSIFIED ADS!

Don't forget, your LYC Newsletter is available for your classified ads free of charge. Have something to sell? Something you need to find? A service to offer? Email your ads to annetteconnors@verizon.net