

JUNE
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Commodore's Corner *Tom Connors*

In my first Commodore's Corner I laid out two immediate goals for LYC: to increase membership and re-establish close ties with Langley AFB and in particular, the Marina. Let me address the second goal first. In the next 30 days, I and the other officers will schedule a meeting with the 1st FW Services Commander. The immediate goal of that meeting will be to secure the use of a Marina facility to hold our monthly meetings. We also intend to show the Services Group how close ties can benefit both organizations. While LYC can only provide minimal (if any) monetary support to Langley due to current low membership, we certainly have a lot to offer in the

way of Community service/ support, supporting the reestablishment of the LAFB Sailing Program, etc. We as a group may also look at the possibility of supporting the LAFB portion of the Chesapeake "Save the Bay" program or ones like it.

Increasing membership is another challenge altogether, one that needs to be pursued aggressively. I am looking for your ideas on how to put together a membership drive, especially looking for opportunities to advertise and obviously Langley is our target audience. With this in mind, I have contacted the Base Newspaper to look into the possibility of

an article being written about LYC and its history with the base. Please think about this and contact me at tconnors1@verizon.net with your suggestions. In the middle of all this is the LYC sponsored Vets Cup race which John Ritter is working hard on, but also needs some short term assistance. A little of your time is all that is needed to make this, once again, a race Chesapeake Bay sailors look for on the racing calendar. Thank you in advance for your ideas and time.

—See you on the water! TOM



Cruise News

from Cruise Captain Brian Muller

Hello all.

In last months newsletter I offered up the idea of a **raft up on Saturday 21 Jun for the Langley Airshow**. On the Back River. Lat. N37 05 14.8 Long W 76 20 03.12 Then when we've all had a great day we tie up and have a dock party with everyone staying the night aboard. Sunday we could have breakfast under the pavillion and then all head off. That is still loosely my plan. Let me know if you would like to plan to attend.

The next cruise will be a raft up off Fort Monroe for the Fireworks on the 4th of July.

Is there any interest in an adults only overnight trip to waterside

marina in Norfolk. including dinner inside waterside? If the overall preference is to includes the kids, we can still eat inside at a kids friendly place. Please email me with your input.

For kids of all ages I am organizing a "Captain For A Day" event this summer. Depending on how many kids we will use one boat or more. Please begin to email me to let me know which children are interested in attending.

—Brian

NOTE: Those wishing to participate in the Sat 21 June raft-up for the Langley Airshow please email Brian ASAP. He will email details to those interested.

Upcoming Events

- **LYC Meeting**
13 June, Friday, 7pm
at Checkered Flag
on King Street
- **LYC raft-up for**
Langley Airshow
21 June
- **Veterans Cup**
12 July
- **Tri-Service Cup**
13 September

Racing News & 'Clews' from Race Captain John Ritter

This installment of the Racing portion of the newsletter is devoted to optimizing your "angles." While this discussion can get complicated, applying even the basics can help pointing, boatspeed, and getting around the course faster – the ultimate goal.

The first basic concept is that there is a difference between true wind and apparent (sailing) wind. We've all seen this: a boat's motion makes its own "wind" just like a runner on a track 'feels' wind on a calm day. This 'boat wind' is opposite the direction of movement, so a steady wind will seem, and actually be, stronger when sailing upwind (into it) than when sailing downwind (away from it). Note, too – boat induced wind moves the apparent wind towards the bow... and it's the apparent wind the boat 'feels' when sailing. More boatspeed means a stronger and forward apparent wind, whereas less boatspeed means a weaker and aft sailing wind.

The second, closely related concept is that sails and keel vary in performance at different points of sail in a able steady wind. Sailboats are fastest on reaches (close through broad), whereas dead downwind is the slowest point of sail and the boat won't sail directly upwind. The next illustration depicts the True Wind Velocity Prediction Program (VPP) polar diagram for a Beneteau First 40.7... while each boat design differs slightly based on keel aspect, sail plan, etc; the basic shape and concepts hold for all (even spin versus non-spin): more wind means higher pointing upwind and the ability to point lower with speed downwind. *Note that an Apparent Wind polar would be more useful on the course, and such a curve would be skewed towards tighter angles into the wind.

One doesn't need a polar of their boat to sail competitively at our level. However, a basic understanding of these con-

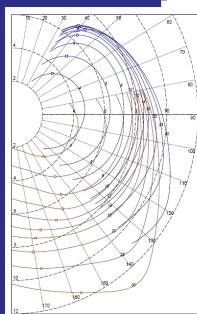
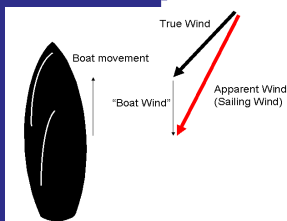
cepts alone puts the "why" in many of the tried and true boatspeed tricks we've all come to learn:

"Speed first, then point." Just prior to the start, after a tack, or pinching up, it helps to build just a little bit of speed first. The additional speed makes the boat 'feel' more wind, and allows a higher pointing angle via the polars. You can sustain a higher point of sail if you started off a little lower/faster, accelerated, and slowly rounded into it.

"Down in the puffs, up in the lulls." In addition to preventing broaches in heavy air, this tactic seeks to maximize the boat's speed and sail pressure by playing the true wind/boat wind relationship and optimizing VMG. If the breeze is 5kts, and the boat is moving downwind at 4kts, you're only sailing in one knot of boat wind (!) and the boat's going to slow down. Moving the apparent wind closer to the beam by turning up and sailing a higher angle will make the boat see more wind and sail faster.

"In light air, keep the boat moving." By moving, you're generating your own wind... even if 60 degrees off the mark. It's better than heading towards the mark with 0kts of breeze. And this is the reason why an increase in windspeed upwind always looks like a lift, and a lull always looks like a header...

Consistent application of these last three boathandling tips should allow faster upwind legs through higher pointing and better boatspeed, faster downwind legs, and helpful hints for drifters. For those wanting more, Ockham Instruments has a discussion on advanced VPP tactics on their website (<http://www.ockam.com/ocku1.htm>) and North University of North Sails covers the topic extensively in their books.



More Sailing in Hampton Roads

- According to their website, sailhamptonroads.com, The Hampton Roads Sailing Center runs the **Sail Hampton Roads** sailing programs from their location at 756 Settlers Landing Road at Hampton's city docks. They offer an **Adult Introduction to Sailing Course** and **Adult Intermediate Sailing—US Sailing Certification**. Contact info: PO Box 131, Hampton, VA 23669, (757) 651-4273.
- CCV (Cruising Club of Virginia) offers **Crew Training Classes** each Spring. email: crewtraining@ccvracing.org
- CCV (Cruising Club of Virginia) offers **Skipper training** each May. email: benjamin.cuker@hamptonu.edu
- Want to sail on a Tall Ship? The *Alliance* sails from the Riverwalk Landing Pier in Yorktown. It sails 3 times a day during the summer. **Alliance Tall Ship Day Sails** (757) 639-1233 email: info@schooneralliance.com

COMING SOON! CLASSIFIED ADS!

Don't forget, your LYC Newsletter is available for your classified ads. Have something to sell? Something you need to find? A service to offer?

Email your ads to annetteconnors@verizon.net