

MAY 2009

DOCK NOTES

COMMODORE'S REPORT

Missing Presumed "Out to Sea"

BOAT US MEMBERSHIP

If you are joining Boat US / West Marine use the Lodge Creek Yacht Club discount number **GA83880Y** and your membership will be half price. That's \$12.50.

LCYC WEBSITE

LCYC's website <http://lodgecreek.org> is up and running thanks to Karla Connelly Past newsletters up to 11 months will be posted along with the current newsletter.....pictures of functions will also be found there LCYC schedules, cruises and notices. Please send pics to Karla at seawench@lodgecreek.org.

MURPHY'S LAWS OF BOATING

I am putting together some Murphy's Laws of Boating If you got some ideas Send them in to lcynewsletter@yahoo.com "Murphy".

COAST GUARD SAFETY TRAINING

May 9th there will be Coast Guard Safety Training at the club house with lunch included. Please contact Eric Amato if interested. 540-234-8079 or eamato@rica.net

SAFE BOATING CLASS -FREE- Virginia Boating Laws change 7/1/09!!!!

Lodge Creek Yacht Club is sponsoring a FREE Accredited Safe Boating Class on Saturday, May 30th, for Lodge Creek Yacht Club Members and their families. The class starts at 8:00am and ends at 4:00pm. Lunch is provided, courtesy of Olverson's Marina. The location is at the clubhouse at the Marina, and the sign up sheet is located on the clubhouse bulletin board. In order to have materials prepared, the deadline for sign-up is May 15th. We will be teaching the "Boat Virginia" class, which is the Virginia Safe Boating Basic Class. It is accredited, and will fulfil the requirements under the new law that comes into force on 7/1/09.

Any questions, please feel free to contact Dave Teets, the course instructor. (804) 370-7061, email address southerncrossdj@aol.com



SECRETARY NOTES

The next newsletter, June's, will come out at the beginning of June`. All articles need to be to me by May 27th. I have enjoyed putting the newsletter together but..... I NEED HELP Please send in articles, dock news, recipes or any tidbit of trivia or happenings. If you need to contact me personally, call me or use my e-mail address captainsherri@yahoo.com. Anything related to the newsletter LIKE ARTICLES, etc. use the newsletter address. If you are not receiving the newsletter by e-mail and/or you want to receive the newsletter by email then contact me at lcynewsletter@yahoo.com.


Scribbly yours
Sherri

ON THIS DAY

May 3, 1802	By an Act of Congress a marine hospital for sick and disable seamen was established in New Orleans, Louisiana.
May 9, 1926	Richard Byrd and Floyd Bennett of the U.S. Navy made the first flight by an airplane over the north pole. (and confirmed Santa's Villiage! LOL).
May 15, 1928	Walt Disney's <i>Mickey Mouse</i> made his first film appearance, in the cartoon <i>Steamboat Willy</i> .
May 23, 1701	Captain William Kidd, convicted of piracy, was hanged at Execution Dock, Wapping, London, England.
May 31, 1997	The Confederation Bridge, linking Prince Edward island with New Brunswick, opened to regular traffic.

MAY

HAPPY BIRTHDAYS

<i>Gayra Berger-Maynard</i>	5/12		<i>Vi Shivok</i>	5/25
<i>Bob Cole</i>	5/15		<i>Shawn Silverthorne</i>	5/26
<i>Jack Eggers</i>	5/20		<i>Charles Williams</i>	5/26
<i>Steve Thompson</i>	5/21		<i>Ron Hoile</i>	5/28
<i>Carol Jennings</i>	5/22		<i>Kevin Glenn</i>	5/30
<i>Roger Coleman</i>	5/23		<i>Karine Tramontini</i>	5/31



Minnows

Timothy 5/17

“Message in a Bottle” from the Fleet Captain

Hi everybody ,

The first cruise of the season is just around the corner. It is going to be to St. Mary's Yachting Center or Dennis Point as it used to be named. The dates are May 23rd to the 25th. I have posted a “sign up sheet” in the club house. St. Mary's Yachting Center is a very nice marina with a pool, restaurant, an inside and outside bar, and very nice restrooms. Don't miss this chance to have a good time with your friends and make new ones.

Make plans to join us for a cruise to Solomon's Yachting Center at Solomon's Island, Maryland next month on June 27th to the 29th . This one is for those of you that want to get out of the Potomac and see something different for a change. It is a good run of about 32 nautical miles, but the ride there is part of the fun right ?

It would like to have a short pre-cruise meeting on the weekend before each cruise to make plans like departure times and to pick a buddy to run with for safety reasons. The meeting time will be posted at the clubhouse. Safety is my first concern for everyone and I would like to see every boat going on a club cruise have a current vessel safety inspection.

Have a great summer !

Your Fleet Captain
Bruce Williamson
BLWilliamson@comcast.net





SAILOR TALK III

As Dave Johnson was drifting through Georgia recently, He dropped off some more nautical wisdom. Dave was a member of LCYC and he still keeps in touch.

In the days before the rudder was invented, the building of commercial vessels in England was heavily influenced by the dragon ships of the Vikings. These were lapstrake vessels (built with overlapping strakes, or planks), steered by an oar. The builder would fasten two pegs into the top strake of the boat, near the back. The oar would then be placed between the two pegs and secured with leather. The pegs were placed on the right side of the vessel since most sailors were right-handed. Sailors would brace themselves against the top strake on the left side of the boat when working the steering oar. The builders referred to the top strake on the right and left sides of the boat as the steering board ("starboard" in the language of the time) and leaning board ("larboard"), respectively. Sailors extended those terms to reference the right and left sides of the boat.

While boats were relatively small, there was no real difficulty in issuing a command to turn to starboard or larboard. By the 14th century, some boats were large enough that a mate might not be close to the helm. By the end of the 17th century, this was a significant difficulty. When the mate yelled "hard to larboard" in a storm or in the heat of battle, it's not hard to understand why the helm might be turned "hard to starboard" instead. When an alternate term was needed, one was available.



The word "port" has several meanings when sailing. It can mean the left side of the boat, an opening in the hull, carrying cargo across the land to or from the boat or the place where one ties up. Of course it also has reference to that wonderful stuff from Portugal, but that is for another story. As fishermen and traders arrived in the harbor, they would tie up along the side of a roughly built stone landing. The left side of the boat was the preferred side for tying up, because they wanted to protect their steering oar and give it room to sweep from side to side when they were maneuvering close to the landing. Once tied, they would discharge and take on cargo. To take on or discharge cargo, each piece had to be picked up and carried, or "ported" some distance to or from the warehouse area. The sides of the boats were higher than the deck to help keep sailors aboard in rough weather. To avoid lifting each piece of cargo up and over the side of the boat, builders constructed an opening in

the left side of the hull, with its bottom being about level with the deck. This made it easier and faster for the sailors to port the individual pieces of cargo on and off the vessel. This opening (and eventually, any opening in the hull of a boat) was known as a "port". Since "port" activities took place on the left side of the boat, it was natural to begin referring to the left side of the boat as the port side. By the middle of the 18th century, this was the common practice. It took much longer for official practices to follow suit (1844 for the British Navy and 1846 for the U.S. Navy). By the way, "coming in to port" originally meant coming in to open the port to discharge and take on cargo, and "being in port" meant that you were tied up ashore and in the process of porting cargo. In later years, "port" was applied to the destination as well.

Have you boaters ever wondered why we get our nautical supplies at a chandlery? A maker and seller of candles was known as a chandler, and the place where candles were made and sold was a chandlery. How do we get from candles to nautical supplies?

Until whale oil became readily available in the early 18th century, candles provided the only illumination at night. Every boat consumed large amounts of candles on a voyage. To replace those consumed, the captain (or quartermaster or other officer) would have to visit the local chandlery while in port. Captains would want to spend the briefest of time ashore, since they were needed at the boat to supervise porting of cargo. A wise chandler would often stock other nautical goods, such as rope, leather and tar. Using chandlers that carried nautical supplies in addition to candles saved the captain a lot of time and trouble. Consequently, captains would prefer a chandler that carried additional supplies. Over time, captains came to look solely to chandlers as the source for their nautical supplies.

Returning to the ship, let's look at some sail terms related to port and starboard.

Most sailors are familiar with triangular sails. They are set such that the wind always blows across the sail in the same direction, namely from luff (leading edge) to the leach (trailing edge). In terms of the lower corners of a triangular sail, the wind goes from the tack (lower leading corner) to the clew (lower trailing corner). So the tack stays in the same place, next to the mast or stay. So why do we say port tack and starboard tack? Square sails and spinnakers are a bit different. The wind doesn't always come from the same edge. When the wind is coming from the left edge of the sail, the lower left corner is the tack. When the wind is from the right, the lower right corner is the tack. Thus, each square sail and spinnaker has a port tack and a starboard tack. Being on "port tack" or "starboard tack" in the old days literally meant that the ship was using the corresponding corner of her square sails, and "changing tacks" meant that the sails were being reset to use the opposite tack.

LODGE CREEK YACHT CLUB 2008 SCHEDULE

- May 16 - B Dock Function
- May 30 - Boater Education
- June 20 - C Dock Function
- July 4 - 1:00 Boat Parade & Ice Cream Social
- July 18 - Dock Crawl
- August 15 - Fishing Tournament with dinner
- September 19 - E Dock Function
- October 24 - Trick or Treat @4:00 pm and D Dock Function

*Social hour 5-6 pm - Meeting at 6 pm, meal served after meeting.

CRUISE DATES

(Places to be announced)

- May 23-25 Cruise - St. Mary's
- June 27-28 Cruise - Solomons
- July 25-26 Cruise
- August 22-23 Cruise
- September 5-7 Cruise

Sign-Up sheets will be posted in the Clubhouse. Contact Fleet Captain Bruce Williamson for more info

Other Dates

- September 26 - Sailing Regatta
- October 8-12 - Annapolis Boat Show-Sail
- October 15-18 - Annapolis Boat Show-Power
- November 6-7 - Urbanna Oyster Festival

**All sailors advance through the yachting scene in a fairly regular pattern
They eventually want a bigger boat.**

--- Carl Lane



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Lodge Creek Yacht Club

*6 Mardi Gras Ball*9*

hosted by krewe of B Dock

Laissez le bon temps rouler

*6 Let the Good Times Roll*9*

Fat Saturday - May 16th - 5:00

Grilled Bourbon Street Pork Loin

New Orleans Jambalaya

Ragin' Cajun Black/Red Beans

Bayou Green Beans

Creole Coleslaw

Corn on the Cob

Corn Bread & Dinner Rolls

Many Delicious Desserts

If you DARE - Bayou Beverage

Prize for Best Mardi Gras Costume

Cotton Candy & Piñata for the Powder Monkey's

Games & Door Prizes

