



# LGYC September Newsletter

Ahoy Matey's!



I think this picture speaks for itself. Our summer has gone from Hot to Extremely HOT! I'm sure all of us hope that Fall is just around the corner. With the start of the football season, I'm sure the athletes would appreciate a little cooler weather.

The 1<sup>st</sup> event of July was the Fort Loudoun party in which Brian and Maria Giles represented LGYC. Hopefully our club will look to this event next year and we'll have a better attendance from our members. The Ft. Loudoun folks throw a good party and they are always ready to welcome our club members.













Brian looks like he's having a fun time surrounded by ladies.





The next event was a birthday bash for Susan Smith which was attended by a lot of our members. The Smith's always know how to throw a party!



The fireplace was loaded with all kinds of sombreros and fish.



Susan had over 100 people to come and wish her 29 all over again! 🥰



Emmett and Susan want to thank everyone who joined them in a festive time!



Ok, Greg, that sombrero is to wear on your head! LOL!

The party of the year was of course our Labor Day weekend party. The Wild, Wild, West theme was well received by our guest yacht clubs and we had a total of 216 that made ready for the round up. The drones were flying high taking beautiful pictures of our facility.



Our docks were packed full and an overflow of boats were in covered slips. Yippee-Ki-Yay!

LYGC had an unprecedented opening to our party with the display of our Nation's colors by a good friend, Larry Durham astride his horse, Jesse. I can't think of a better way to start off our Wild, Wild, West theme than to have a true cowboy walk his horse to Lee Greenwood's "God Bless the USA".



Then to have horse and rider to stand reverently by while our National Anthem was being played. Hats off to Larry and Jesse for an emotional start to our Labor Day!



Inside the 4 Clubs Saloon, the LGYC ladies once again outdid themselves with decorations. There was laughter, beer chugging, and chowing down happening!



Our chuck wagon buffet table was decorated by Local Joe's BBQ restaurant who catered our party. Brisket, ribs and all the fixings were consumed by all!



There were pictures of cowpokes and their ladies and even some city fellers and families on display.



The media room fireplace took on a western look too.



The hitching post outside next to the Watering Hole, was decked out for any cowpoke who rode his horse up to the festivities.





If you got lost while wandering out in the wild, you had plenty of signs to lead you where you needed to go.



We had plenty room in the out houses.



The ladies had a little eye candy along with that good-looking horse!!

After a great spread for dinner, the band struck up a hoe down for all who were willing to stand the heat! Junctional Rhythm was in top form with their 1<sup>st</sup> song of the evening. Charlie Daniels' "The Devil went down to Georgia" played by Doc Brown on his electric violin. Doc Brown plays a lot of classical tunes on his violin, so this was a real surprise and BOY, could he really play that fiddle!!





Rony was in top form playing his guitar and check out those boots!



Brittany, Marti and Theresa had everyone hootin', hollerin' & stompin' as they lead them into boot scootin'!



On Saturday, there were great games to be had everywhere from horseshoes, skeet, bull roping, bull riding in the pool and what's a western show without a mechanical bull! Entertainment chair, Steve Bosse, rode Ol' Bossy. Our winner of the bull riding was small and petite, Madison Deason, who stayed on Ol' Bossy for 72 seconds. Way to go Madison!



At 6:00, it was time for the Host Boats to provide lively entertainment and a chuck wagon full of good eats. There were cowboys & cowgirls galore and even some restless Indians (with one salty looking Comanchero!)







Kudos to our Entertainment chairs, Steve and Pam Bosse, for their creativity for a rootin', tootin' Wild, Wild West party!



**Safety Guru, Bob Kirkbride, has some important information for all members:**

We have discussed shower power cord safety in previous articles but during recent walk around inspections I have noticed several hazardous conditions.

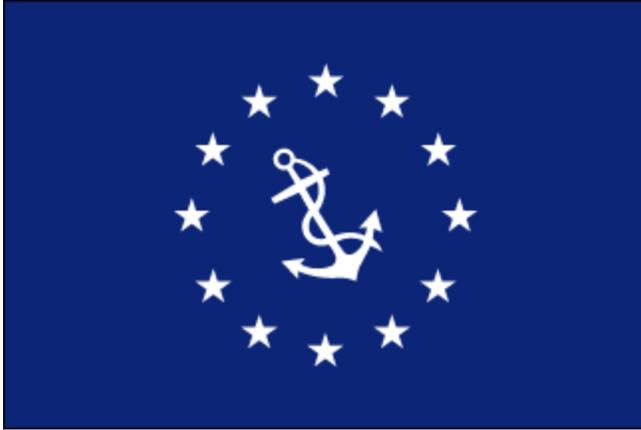
- An energized shore power cord was left lying on the dock while the boat was out of the slip. It could have fallen into the water by someone tripping over it or by someone dragging a water hose over it.
- An energized shore power cord had become disconnected from the boat and was hanging within inches of the water.
- We have one boat with a homemade splitter using electrical tape used to protect the splice.

We have “NO SWIMMING” signs placed around our docks but there are still cases where people can end up in the water or get wet where an energized power cord can cause electrocution.

- We’ve had people accidentally fall into the water.
- We have divers cleaning our hulls or making underwater repairs.
- We wash our boats. (Imagine spraying water on an energized power cord that is cracked or frayed.)

Follow the guidelines listed below. All of them are common sense. Many of them are included in marina electrical safety inspection lists.

- Use only shore power cords and adapters that are in good condition. Common problems include cuts, cracks, abrasion, loose blades, burned ends, or melted plastic around the connections. If you have any of these conditions replace the cord or have it repaired by a certified marine electrician.
- Use the right cord for the right application: 30 amp 110 volt or 50 amp 110/220 volt.
- Purchase and use only products that are “factory assembled” by a recognized manufacturer and have the UL listing mark. Read and follow the manufacturer’s instructions and warnings. Do not use “homemade” adapters or shore power cords.
- Support the shore power cord adequately to prevent damage during wind and wave action. Make sure any locking rings are fully engaged and in good condition.
- Support the shore power cord to keep it out of the water or from falling onto the water.
- If you leave the shore power cord at the dock while your boat is out of the slip, stow the cord in a way to keep it from contacting the water and turn the breakers off on the power panel. Both ends must be disconnected.
- If an appliance has a 3-prong grounded plug, never eliminate the ground pin by either removing it or using an adapter. If the ground pin is missing or has been modified, discontinue use of the device immediately.



**We have a boat need that Commodore, Shane Wilks, would like to offer to anyone who would be willing to help:**

Shane has asked if we could provide 6 – 7 boats to pick up people at the State Park Docks at 5:30 on October 8<sup>th</sup>. This group of people are part of the Legislative Rural Caucus and we will go for a sunset cruise on the lake and then return them to the State Park Docks an hour or so later.

If you are interested in helping, please give Shane or Billy McCarty a call or e-mail them to volunteer.



**Now for some information from our Rear Commodore / Slip Chairman / New Membership Chairman, Gerald Daniel.**

LGYC Boat Captains:

The annual Heroes Week is scheduled for November 7<sup>th</sup>. This year we are anticipating 58 Heroes to come to the yacht club with their sponsors. We will need 12 boats to accommodate this year's group. LGYC has always shown tremendous support for this worthy cause.

If you would like to volunteer to help take some of these Heroes out for trip on the lake, please let me know.

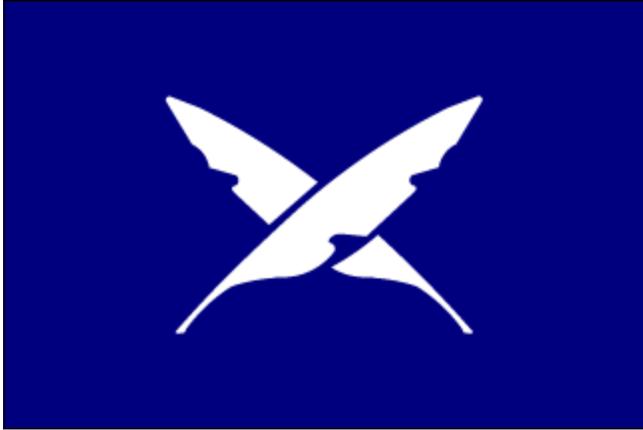
Gerald Daniel (Ph: 205-914-1113) E-mail: [egd412@yahoo.com](mailto:egd412@yahoo.com)

**\*\*\*PLEASE TAKE NOTE OF THIS INVOLVING SLIP ASSIGNMENTS\*\*\***

In the last few years, LGYC has seen many new members join the club. As a result of this growth, a review of the club slip agreements was needed. Many slip agreements have incorrect member information and with recent boat purchases by several members, that information too is outdated. Some records do not show a current boat insurance policy and we also need to correct this issue.

Starting in January 2020, we will need every member to sign a new slip agreement to bring our records up to date. Please stop by the office and see JoLynn to complete a new slip agreement. Your help to bring our records up to date would be greatly appreciated.

Gerald Daniel, Slip Chairman



From Secretary, Pete Van Staagen: DON'T FORGET TO STRAP YOUR BOAT TO YOUR TRAILER!



## **A friendly Reminder from the LGYC Board of Governors.**

The club provides carts to assist with moving your stuff from the parking lots to your boat.

Shared carts are not yours for the day or the weekend. We have limited numbers of carts. If you do not return the cart immediately after you have unloaded your stuff onto your boat other members will have to wander the docks to find one.

Please be kind to other members and return the carts to the parking lot storage areas promptly after you unload.

If you want to keep a cart at your slip for the weekend, buy your own and label it clearly so others will not use it. You may leave your personal cart at your slip as long as it does not obstruct the main walkway or create any other safety hazards.

Thanks,

LGYC Board of Governors

**\*\*Don't forget the October 5<sup>th</sup>  
Annual Board meeting for the club  
membership!\*\***

NEWS From BoatUS



Boat Owners Association of The United States  
5323 Port Royal Road, Springfield, VA 22151

Read this press release online at: <https://bit.ly/2KchcBd>

FOR IMMEDIATE RELEASE

Press Contact: D. Scott Croft, 703-461-2864, [SCroft@BoatUS.com](mailto:SCroft@BoatUS.com)

Photo Available at: <https://www.boatus.com/pressroom/previewImg/hiRes/1525.jpg>



Photo Caption: BoatUS urges boaters to be aware of engine weight when repowering a recreational boat.

## **Boaters Aren't the Only Ones Getting Heavier: Outboard Engines Catch Up**

*BoatUS says be careful when repowering*

WASHINGTON, May 30 2019 – One year ago the [U.S. Coast Guard required new recreational boats to have more floatation](#) to support the increased weight of newer four-stroke outboards if the boat becomes swamped. Now the agency is implementing those changes as reported in the Spring 2019 issue of the [U.S. Coast Guard Boating Safety Circular](#). Boat Owners Association of The United States ([BoatUS](#)) advises recreational boaters to be aware of this issue when considering repowering an older model year vessel with a heavier four-stroke outboard.

“Repowering with a newer, more reliable, cleaner, fuel-sipping outboard is one way to get more life out of a good boat,” said BoatUS Foundation president Chris Edmonston. “However, after having gone through the recent repowering of a 22-foot center-console vessel with a heavier four-stroke, and seeing first-hand the resulting loss of freeboard and performance, we want to remind owners to consider engine weight. With a

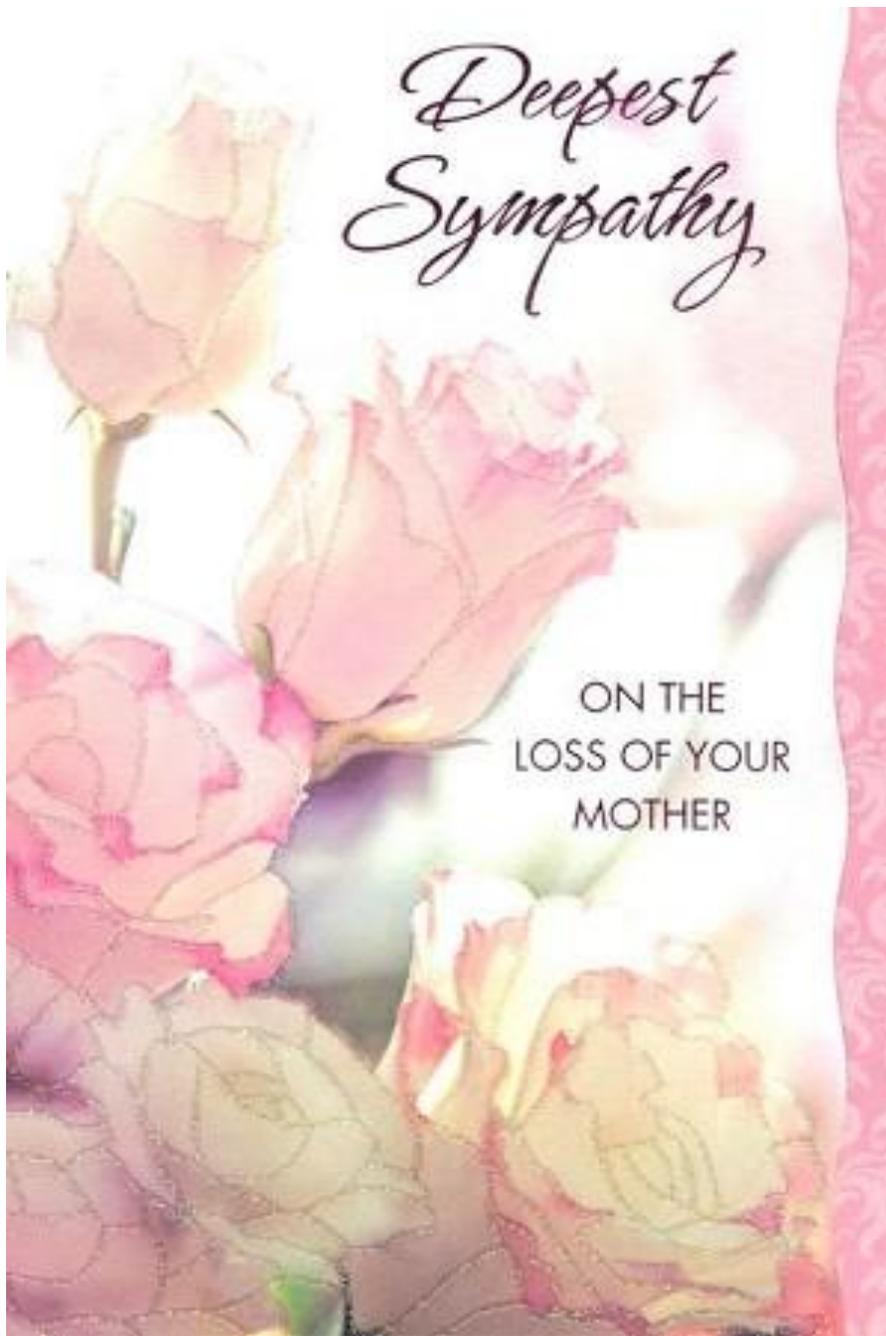
potentially heavier four-stroke motor and resulting lower freeboard at the stern, swamping is a concern and your boat may handle differently than with the old engine.”

If you don’t know the weight of the engine you’re replacing, Edmonston recommends you contact the manufacturer before you repower. A boat dealer or repair facility may also be able to provide that information to ensure that, regardless of horsepower, the engine weights are similar.

Federal requirements mandate that outboard-powered monohull boats 20-feet and under must be built with enough flotation to keep the passenger-carrying area at or just below the water's surface in the event of swamping or capsizing. The boat must float level. There are no flotation regulations for vessels over 20-feet long.

When these regulations were written in the early 1970s, virtually all outboards suitable for smaller boats were two-stroke models covering a broad range of horsepower, but that’s no longer the case. Four-strokes come in virtually every size now, making them viable candidates for installation on more boats. While recently there have been some two- and four-stroke models with comparable power and weight, by and large four-stroke outboard engines remain heavier. A four-stroke’s more complex valve systems typically add 10% to 15% or more weight than their two-stroke counterparts. Twin engine installations compound the weight problem.

This isn’t the first time the Coast Guard has recognized a growing vessel weight issue and updated regulations. In 2011, the “Assumed Average Weight Per Person” was increased from 140 to 185 lbs., but only for commercial passenger vessels. Existing formulas for [weight capacity on recreational boats were considered adequate](#) and did not change.



*Mike Rogers' Mother, Mary Louise Rogers, passed away on September 16<sup>th</sup>, with the visitation and funeral today at Manchester Funeral Home in Manchester, TN. We would like to extend our deepest sympathies in the loss of his Mother. Please be in prayer for Mike and his family during this time of loss.*

*Well, that just about does it for another newsletter. The next and final one will come out the 1<sup>st</sup> week of January 2020. This has been a fun filled 2019, so I can't wait to see what happens in 2020.*

*Until next time, **Stay Calm and Sail On!***



*Gail*