

Fishing Bay Yacht Club

Established 1939 · Deltona, Virginia

The Log



September 2003

FBYC Web Site: <http://www.FBYC.net>

From the Quarterdeck

by Dick Cole, Commodore

September is here. The mon-soon rains are over and would you believe the season is coming to a close in a few months. But take heart, the best sailing is still to come—Fall.

The Race for the Brenton S. Halsey, Jr. Memorial Trophy and The Potts Trophy can only mean one thing, The Stingray Point Regatta. Mike Karn and his staff have been planning for this major event for many months. By the time you read this the Stingray Point Regatta will be history; but I hope you and your family had a great time.

Following the Labor Day week end will be the Lasers Masters, Onancock Cruise, Smith Point (Night) Race, First One Design Fall Series Race, Wolf Trap and the First Off-shore Fall Series Race. These are just the September activities, if you have not made plans, come on out and enjoy the fun.

Congratulations are in order to the winning team of Scott Collins, Blair Hamilton, Will and Marie

Crump for capturing the J/22 Mid-Atlantic Championship. This FBYC Team bested a 45-boat fleet and some of the top rated skippers. Again, congratulations for winning the race and also to Will and Marie on their marriage.

In August FBYC hosted many events.

It was nice to see these events supported by members as participants and volunteers. August kicked off with the Cruise Regatta. Nancy and Sam Stoakley hosted an excellent event which was well attended by cruising boats and even some racing boats. The 64th One-Design Annual Regatta was a big success thanks to David Hazlehurst, Lori Moyer, their staff and the many volunteers. Weather was perfect for racing, dining and dancing. The only negative in the two-day event was that the racers were so tired on Saturday they where unable to take advantage of the great band and music. In years past, they would dance all night and race all day! Are the racers getting older or wiser? August Junior Regatta held right after the 64th Annual Regatta was another big success with a capital "S." 34 boats from all over the Southern Bay came and raced. Ruthanna, Kelly, Melanie, Noel and the many volunteers did a superb job.



Over 45 Boats Compete In Stingray Point Memorial Regatta Titillation Wins Halsey Trophy Steve Gillispie

Paul Anderson, sailing his J29 Titillation, won the Stingray Point Regatta Halsey Memorial Trophy on Sunday, August 31. Assisting Paul were crewmembers (shown above from left to right), Diane Reilly, Michelle Garn, Rob Whittemore, Meg Carter, Elizabeth Staas, Morgan Marchant, and Carolyn Grant.

The Brent Halsey Memorial Trophy is awarded to the winner of the Stingray Point Regatta. Philip Halsey, Ali Halsey, Christian Halsey, and Brent Halsey, III, accompanied by Commodore Dick Cole pre-



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Cruise with Kids, the second year
(Continued on page 3)

Board Meeting Highlights

August 1, 2003

Meeting called to order at 6:35 p.m. by Commodore Dick Cole. The August Board meeting was held at the clubhouse in Deltaville and was followed by a new-member reception.

REAR COMMODORE – JAY BUHL

DOCKS – There are three slips available.

CLUB MANAGER – Virgil Miller's new assistant, Brandon

Kennard, was introduced.

PUBLICITY – Willard Strickland reported that we received excellent publicity from Bill Lohmann's article about the Leukemia Cup Regatta that appeared in the The Richmond Times-Dispatch.

FINANCE – Budget recommendations should be prepared and posted online for Strother Scott by the September Board meeting.

WEBMASTER – Strother Scott advised that sign-up for Usernames and Passwords has been good.

VICE COMMODORE – DAVID HAZLEHURST

FLEET CAPTAIN – There was a good turnout for the second Summer Seabreeze races. The Cruise Regatta will be held on August 2. Rappahannock Yacht Club hosted the second Team Race match-up and FBYC's Flying Scots won all races. Team racing has been so successful that several other clubs have expressed an interest in participating next year.

OFFSHORE DIVISION – Randy Alley hopes to get at least 15 boats out for the Moonlight Regatta on August 23. The cruising group is also invited to take part in this **regatta and the cookout**.

ONE-DESIGN DIVISION – The 64th Annual One-Design Regatta will be held on August 9-10.

CRUISING DIVISION – There was excellent participation for the two-week Northern Bay Cruise and the one-week Mobjack Bay Cruise. Total mileage for all cruises this season is 3,700 miles. Cruise with Kids is scheduled for August 16-17 and the Onancock Cruise is September 6-7.

JUNIOR DIVISION – The Juniors have been traveling all over with good representation and good results. There could be 20-25 Fishing

Membership

MEMBERSHIP APPLICATION WITHDRAWN

Mr. & Mrs. Robert M. Keane, who received final approval at the June Board meeting, have withdrawn their membership application for now and have asked that their names be put back on the Waiting List. They will contact FBYC in 2004 when they are ready to again be considered for membership.

Bay Juniors at the Annual One-Design Regatta. The Junior Regatta is scheduled for August 12.

FLEET LT. – Paul Howle – Mr. Roberts will be ready for use at the Annual One-Design Regatta.







OLD BUSINESS – Dick Cole has appointed Strother Scott to chair the Nominating Committee.

David Hazlehurst reported that the Leukemia Cup Regatta and associated events raised \$125,000 this year. Judy Buis is to be commended for another fantastic effort. Carolyn Schmalenberger was the top fundraiser again this year.

Strother Scott reported that his committee is in negotiations with the developers who are buying the Stull property regarding the club's possible purchase from the developers of a 1.2-acre parcel of land that runs the length of our FBYC-Stull property line from the Stove Point Road to Fishing Bay, including 65' (+ or -) of added waterfront on Fishing Bay and the turn-around area to the north of Stove Point Road.

NEW BUSINESS – Tom Roberts moved that the Mobjack Fleet be allowed to host the Mobjack Nationals at FBYC the third weekend in August 2004. Motion passed.

There being no additional business, the meeting was adjourned at 7:25 p.m.

2003 FBYC Officers	
	Commodore Dick Cole
	Vice-Commodore David Hazlehurst
	Rear-Commodore John M. Buhl
	Treasurer Mason Chapman
	Secretary Elizabeth Staas
	Log Streamer Steve Gillispie

(From The Quarterdeck cont. from page 1)
for this event, continues to grow in size and the kids love it. This was a short cruise from Jackson Creek to Fishing Bay. I was told that the many activities while cruising and at the clubhouse made this very attractive for the kids and adults alike.

Moonless Night Regatta was indeed a FUN REGATTA but also a very serious night sail. All sailors had fun, but when you sail at night in close proximity to other boats and land, this is serious business. The evening got off to a great start. Randy Alley, event chair, and his volunteers served dinner at 5:30—hamburgers and corn on the cob. Lori Moyer and the RC committee got all 18 boats across the starting line at 7:30 and MOST finished well before the time limit. Some even finished without ever coming across the finish line, big DNF. At mid-night, coffee and ice cream were served back at the clubhouse where over 50 skippers and crewmembers discussed the race. Thanks to Randy Alley, Lori Moyer and the many volunteers, all had a good time.

Interesting happenings around the club. We held our August board meeting and new member reception at the clubhouse on August 1. The Stull Property has now been sold and the FBYC Land Acquisition Committee is working with the new owners on the possibility of acquiring additional land for the club. More to come on this in the future.

We have had two seawalls move outward over the last few weeks plus several holes appeared behind the east seawalls. The east seawall holes have been fixed and the repair or replacement of the west seawalls will commence in November.

Mr. Roberts is back and running with two new diesels. These en-

gines should take us into the year 2014 and we welcome you to take a look at your committee boat. The Nominating Committee for the 2004 board is well underway and should complete its process by the end of September. **Something new**—this year's Annual Meeting and Awards will be held at the Club House. Scott Collins and his staff have been planning for this event for many months and promise a very special evening.

See you at the Club.



Race Committee Development

David Hazlehurst

For the club this is a work in progress, with training classes offered before Opening Day, but with on the water training continuing throughout the season. We currently recruit Race Committee Chairs from a core group of members who have had prior experience. Our expectation is that these Chairs will recruit their own crews, preferably club members, so that amongst a five person crew we have at least two experienced members and no more than three "trainees." By following this procedure, we develop new Chairs from crew members who have both the experience and confidence to serve as Race Committee Chairs. Serving your fellow club members by working on race committee can be a rewarding experience and is appreciated by the racers.

Serving on a Junior course is relatively easy, and on One Design courses you get a chance to learn from your mistakes in any one race because regattas involve multiple races. Off-shore regattas tend to be more intense. But in general off-shore racers are tolerant, and appre-

ciative of members who put in a day on the water day so that they can compete.

There are, however, challenges that can only be overcome with long experience, and there will always be conditions that test even the best. Racers get itchy when there are repeated postponements and, understandably, at times they second guess the committee. And if, in the interests of getting off a race for multiple classes in testing conditions, the committee provides less than a perfect start, not all racers will be happy.

This year we had three consecutive Saturdays in March with classroom training. Unfortunately, we had at most 28 members in training and we need at least 300 members to staff our race committees in 2003; so we have much training left to do. The session at Hampton attracted over 100 sailors from clubs in the Tidewater and lower Bay of whom 11 were from FBYC. One of the HYC members is all but a permanent PRO, Principal Race Officer, and will be working on Mr. Roberts during the Stingray Regatta.

Finally, last year HYC ran a one day course to train sailors to become CRO's, Club Race Officers who meet US Sailing standards for this function. Serving on a race committee can be a very rewarding experience. You are directly involved with top of the line sailors without having to buy and maintain a boat. Maybe we should add an "I want to do Race Committee duty" headline on our web site? It would be a shame to miss even one member who would like to become involved in race committee work. But believe it or not, there are members who tell me regularly they are looking forward to doing race committee duty at whatever regatta is on the calendar later in the year. This is very gratifying.



FBYC Trophy Committee Seeks Nominations

Debbie Cycotte

The Trophy Committee will receive nominations until October 12th for the following perpetual trophies to be awarded at the Annual Awards Party on October 25th, 2003.

PIANKATANK TROPHY—recognizes the FBYC skipper who most exemplifies the principle that “all is not lost until the boat sinks.”

MATTHEW FONTAINE MAURY BOWL—recognizes a member of FBYC for an outstanding contribution to sailing at Fishing Bay Yacht Club.

COMPETITION TROPHY—recognizes a member of FBYC who is the skipper of an enrolled offshore or one-design boat and who most successfully represented FBYC in sailboat racing events

conducted by other yacht clubs or associations during the past year. Nominations should consider the character (local, regional, national) of events entered and the quality of competition as well as the member's performance.

ALLEN B. FINE TROPHY—recognizes the outstanding crewman of an FBYC enrolled yacht. Any skipper who is a club member may nominate anyone who has crewed on a FBYC boat (offshore or one-design) during the regular club season.

THE HUBARD TROPHY—awarded to the outstanding woman sailor of FBYC in recognition of dedication, participation, and performance & sportsmanship while sailing.

SPORTSMANSHIP TROPHY—recognizes the Offshore Division skipper who displays the best sportsmanship during the regular season.

ANNUAL RACE COMMITTEE TROPHY—awarded to the club member who has made the greatest contribution to race committee work and race management at FBYC.

Please contact the Trophy Chairman with your nominations. Debbie Cycotte—Trophy Chairman
 d c y c o t t e @ y a h o o . c o m
 804-776-7098 home (nights)
 888 Scoggins Creek Trail
 Harfield, VA 23071

Annual One Design Regatta

Lori Moyer

One Design Division Commander

The 64th Annual One Design Regatta held on August 9 & 10 can go down as a fun and successful event. In near ideal conditions, 82 boats in nine divisions raced two days in 8—15 knots of breeze in FBYC's premiere One-Design event. Of the 82 boats, 35 represented FBYC. With 18 boats, Flying Scots was the largest class at the event.

Two visiting classes were Hamp-ton with 13 boats and Albacores with 9 boats. The race committees did an outstanding job running at least 7 races on the three race courses. It was great to have the club's flagship, Mr. Roberts, back

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NOTICE OF ANNUAL MEETING

The Annual Meeting of Fishing Bay Yacht Club will be held on Saturday, October 25, 2003, at Fishing Bay Yacht Club in Deltaville, VA, in conjunction with the Annual Awards Party. Even if you plan to attend the meeting, *all boat owners who have a boat enrolled in the Club's Yacht Register (only one partner for jointly-owned boats) should complete and mail or fax the Proxy to:*

Fishing Bay Yacht Club
 P.O. Box 29186 Fax (804) 741-2728
 Richmond, VA 23242 One Proxy per Family

PROXY – FBYC 2003 ANNUAL MEETING

The undersigned hereby constitutes and appoints Beverley L. Crump or William C. Spencer to serve as attorney of the undersigned to vote at the Annual Meeting of the Club on October 25, 2003 as fully as the undersigned would if personally present.

Name of enrolled yacht _____ Date _____

Owner _____

Friday: the Strange, Last Voyage of the Fugue

Jere Dennison

There is an ancient nautical superstition that, if a sea voyage shall commence on a Friday, disaster will befall the hapless vessel. On Friday, September 14, 1990, the FBYC-flagged S/V Fugue departed Ruark's Marina on Fishing Bay bound for a circumnavigation around Cape Hatteras and return to Chesapeake Bay via the Intracoastal Waterway. Less than four days later, her battered and broken hull washed ashore on a desolate island off the Virginia Capes, a total loss. This is her story.

I was privileged to attend the 'first annual reunion' of the crew of the Catalina 30 *Fugue* in 13 years. (13 years!—yikes, another bad omen.) Spread over the table on the porch of the Tavern in West End Richmond were a stack of photographs, documents, and other assorted memorabilia from their fateful voyage in September 1990. The crew included FBYC members Sam Marshall (owner/skipper of the *Fugue*), Brooks Zerkel, George Patteson (former FBYC Treasurer), and a fourth, Jim Campbell, a non-member.

All were experienced sailors and sailboat owners. Sam had owned several sailing vessels, and, during the 1960's had captained a Tahitian sloop down the East coast, through the Panama Canal, up the West Coast to Washington State, and over the Pacific to Hawaii. The entire four-man crew had enjoyed a delightful and uneventful circumnavigation of the Delmarva Peninsula on the *Fugue* in 1989 and decided the following year to repeat this enjoyable blue-water sailing experience by challenging Cape Hatteras and circumnavigating through the inland waterways of North Carolina and Virginia before returning to *Fugue's* homeport in Deltaville. In spite of Cape Hatteras' reputation as the Graveyard of the Atlantic and its location within the feared Bermuda Triangle, the gallant crew was undaunted. The cruise was meticulously organized down to float plans, menus, and shipboard duties. All the plans were reduced to writing for distribution to the crew and their families. No detail of the voyage was overlooked...except for the events that actually unfolded.



The Survivors (L to R): Campbell, Marshall, Patteson, and Zerkel

The weather looked favorable so the *Fugue* departed from its berth at Ruark's Marina on the evening of September 14, 1990...a *Friday*. The Bay was a bit rough as the *Fugue* motored south against a stiff headwind in order to maintain a schedule that would adhere to the float plan. One of the crew, experiencing a first day bout of *mal-de-mer*, was tossed from his bunk in the choppy seas and sustained a nasty gash on his head. With blood flowing copiously below, the *Fugue* detoured into Cape Charles City for some possible medical attention to its wounded crewmember. This was to be the first of a chain of misfortunes that was to befall the *Fugue*, but the crewmember recovered after a short respite ashore without medical assistance. Little did the crew know, but their second misfortune was about to occur. The skipper decided to top off his diesel tanks with fuel from the pier on which they had parked. This would reward the owner of the marina for his hospitality while replenishing fuel that had been consumed slogging to the mouth of the Bay. A win-win situation? Hardly. The fuel was dirty, as they were later to discover.

The wind having gone light, the *Fugue* motored through the Chesapeake Bay Bridge Tunnel and out into the Atlantic beyond the Virginia Capes on Saturday, September 15. That night the engine coughed, sputtered, and died. Misfortune number three had occurred. Changing the fuel filters did not help—they soon clogged again with contaminated fuel. With no replacements to be had, the *Fugue* drifted on a flat, nearly windless sea about 30 miles off due east of Currituck Sound off the North Carolina coast. Being a considerable distance from Cape Hatteras and not wishing to run the hazardous North Carolina inlets without the services of the iron jenny, the skipper prudently decided to scrub the mission. He turned the *Fugue* north, back to the Virginia Capes where the Bay would be easily accessible under sail alone.

So through the night and into the next day, the *Fugue* crept slowly up the coast in the predominating gentle breezes. During the evening of September 16, the wind increased moderately but the task of navigating the main ship channels

(Disaster At Sea continued from page 5)

over the Chesapeake Bay Bridge Tunnel was considered too risky without an engine. Instead, as night fell, she steered for the bridge near Fisherman's Island at the north end of the Bridge Tunnel where boat traffic was expected to be light and no large ships would be encountered.

With the visual confusion caused by bridge lights, vehicle lights, navigational beacons, and assorted marine traffic, the *Fugue* wandered off course and struck the shallows south of Fisherman's Island with the bridge in sight. She was hard aground and going nowhere in spite of heroic efforts to kedge her off the bar, some 25 yards from the undeveloped island, designated as a National Wildlife Refuge. The *Fugue* had experienced her fourth misfortune.



Helmsman Patteson standing watch with companion

In no apparent danger with existing weather and sea conditions, the Coast Guard was hailed on the VHF and advised of their predicament. Accordingly, the Coast Guard, which had recently eschewed the business of towing distressed vessels, dispatched Sea Tow to the scene. Incredibly the fifth misfortune occurred as Sea Tow sustained prop damage when it hit a crabpot during its trip from Willoughby Spit to rescue the marooned vessel. Sea Tow would have to return to port for repairs before attempting to dislodge the *Fugue* the next morning.



Able-bodied seaman and cook Zerkel observing the eye of the storm

Although there was no real cause for concern, the Coast Guard asked the skipper if he was declaring an emergency as such would cause the CG to spring into rescue mode. But conscientiously the skipper could not do so since the *Fugue* rested benignly on the sandy bottom, just a few yards offshore of the island. They had ample provisions to wait out the night in the calm and tranquil conditions. However, not declaring an emergency was to be the sixth misfortune to befall the *Fugue*, for lurking in the Carolinas was a stationary autumnal cold front that suddenly began to track northward at a rapid rate. Early in the morning hours of September 17, a gale rolled over the Virginia Capes with fierce 35 – 45 knot winds from the southeast, ferociously pounding the *Fugue* as she lay helplessly entrapped on a lee shore. In a matter of minutes, the sea raged with breaking 6-foot seas. The storm represented the seventh misfortune.

All hell broke loose below as the *Fugue* lifted and then dropped on her keel in response to the tumultuous seas. Thunderous waves broke over the stern sending torrents of water through gaps in the companionway boards and as far forward as the v-berth. But the crew dealt calmly with the confusion below as water rose to knee level and made hourly contact with the Coast Guard to apprise them of their situation. Climactically, at 4:30 AM, the boat rose ominously and descended hard upon its keel separating it from the hull. Simultaneously, the hull cracked open like an eggshell, and *Fugue* careened onto her starboard side. Now eye-deep in rising waters below, the crew did not hesitate obeying an abandon ship order from the skipper. Already adorned in PFDs and safety gear since the grounding, the crews quickly removed the companionway boards to confront breaking waves and water now over their heads. Using the *Fugue* as a breakwater, they made their way safely through the roiling surf to the shore of Fisherman's Island as the dawning light mercifully appeared in the east. The eighth misfortune had befallen in a big way.

The beach around the *Fugue* soon became littered with flotsam from the wreck...just about everything in the cabin was scoured out by the waves that crashed over and through her. This was not a pretty sight, especially to the Fish and Wildlife officials who expediently appeared to charge the skipper with illegally landing on a wildlife refuge and despoiling the pristine beaches with the contents of the boat. The expression "adding insult to injury" comes to mind. Count this as the ninth misfortune.

But incredibly the story ends on a happier note. The Coast Guard eventually intervened on behalf of the sodden castaways, and all



***Fugue* R.I.P.**

(Continued on page 7)

(Disaster At Sea continued from page 6)
 environmental charges were dropped. None of the crew was injured, just a little worse for wear. Insurance paid off generously for the loss of the vessel and personal gear. So is the evidence conclusive that embarking on a sea voyage on Friday is bad luck? By the skipper's own calculations, the *Fugue* would have been off the notorious Cape Hatteras when the gale struck if everything had gone according to the original float plan, and, perhaps, the boat and crew would have found themselves in even greater jeopardy on the high seas, many miles from assistance. Friday departures unlucky? – you decide.

(Stingray Point Regatta cont. from page 1)

sented the award to Paul Anderson.

Over 45 boats sailed in this year's regatta representing 5 classes. Presiding over a packed clubhouse,



Christian Schaumloffel, sailing *Mirage*, won first in PHRF A. Paul

Mike Karn, with Dick Cole and David Hazlehurst, conducted a festive awards ceremony. First place in the J24 Division went to Will Crump.



Anderson's *Titillation* took first in PHRF B. In Non-Spin Russ Collin's *Morningtide* took first. And in the J105 class Skip Amory



took first place in Wolf. The Sportsmanship trophy was awarded to Clark Dennison, Chris Clough and the crew of *Kobyashi Maru* who came all the way from Jacksonville to compete at FBYC this year.



In a one point squeaker, Hampton YC's *Wolf*, *Cyrano*, and *Independence* took the Hobbs Challenge Cup here claimed by Skip Amory, Jimmy Cobb, and Marshal Field.



Congratulations and thanks to all who made this event successful once again.

FIRST ANNUAL VIMS RAFT UP RENDEZVOUS!!

October 4 – 5, 2003

John Koedel

VIMS is pleased to invite you to the **FIRST ANNUAL VIMS RAFT UP RENDEZVOUS!**

Fishing Bay Yacht Club will host this event in Deltaville. Sail or drive to the Raft Up and register by 4:00 p.m. on October 4th. Boats will be anchoring in Jackson Creek and Fishing Bay.

Exhibits by the VIMS staff showcasing the ongoing research at VIMS will be open during the afternoon. **THEN.....**

Saturday: 5:00 p.m.—light beverages (beer, wine and soft drinks). Meet fellow boaters and VIMS staff at Fishing Bay Yacht Club (FBYC)

6:00 p.m.—**Dinner** (menu to be provided later), entertainment, and a surprise or two.

Sunday: 8:00 to 10:00 a.m.—Light breakfast and discussion about the Raft Up in 2004.

There will be no charge, although donations will be more than welcome!

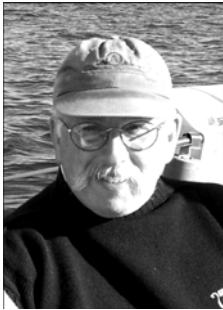
More info: www.vims.edu or www.FBYC.net (for directions).

THE NORTHERN OCEAN RACING TROPHY

FBYC Boat
Dawn Treader (Swan 411)
Wins Prestigious NORT

The Northern Ocean Racing Trophy, NORT, is the Stamford Yacht Club's blue water sailing award, conceived in 1961 under Commodore Fred Lorenzen, to induce participation in offshore yacht racing.

The NORT is awarded to the combined point winner in both IMS racing and IMS Cruiser/Racer divisions for the following races: Pineapple Cup Montego Bay Race, Hemingway Ocean Race, Annapolis-Newport Race, Marblehead-Halifax Race, Storm Trysail Block Island Race, Around Long Island Race, and Stamford Yacht Club's own Vineyard Race.



Skipped by Larry Cohen, FBYC's Paul Anderson and Jeff Branflick have served as crew during the seven race series. As Larry writes, "not a bad result for a 25 year old boat and amateur crew."

Junior Program News Ruthanna Jenkins

Summer's over, but the Junior Sailing program continues with racing in September and October.

The Fall Series usually serves up pleasant weather and good wind. Bring your Laser, Byte or Optimist or reserve a club 420. The first two dates are Sundays—September 14 and 21, and the second two are Saturdays—September 27 and October



Fishing Bay Yacht Club Foldover Note Cards

2 Packets for \$10

(10 cards to a packet)

To purchase these beautiful
note cards,

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FBYC

P.O. Box 29186, Richmond,
VA 23242

4th. Registration for each regatta is at 9:00 AM, skippers meeting at 10:00 AM, and the first warning signal is at 11:00 AM. More details are on page 52 of the FBYC Sailing Events book.

The Indian Summer Regatta is a two-day weekend event for juniors and adults on October 11 and 12. Optimists, Lasers, Bytes and 420's are welcome. Details are on page 53 of the Sailing Events Book.

Coaches Melanie and Shawn are back to work at their real jobs – Melanie is teaching 10th grade English at Lancaster High School, and Shawn is an Assistant Professor of Theatre at Utah State.

It's time to evaluate this year's programs and begin planning for next year. The Race Team Extended program was well attended, and we'd like to build on its success. The Junior Division team would like your helpful comments and suggestions. Please give your input to Ruthanna Jenkins, Noel Clinard, Melanie Crittenden, Kelly O'Toole, or Jan Monnier.

Kids Cruise: Fishing Bay Awash With Swashbucklers and Scallywags! Eric Powers



This past weekend saw the waters off Stove Point become infested with hordes of pirates wielding all manner of water cannon, squirt guns and other manner of liquid armament. After readying their ships for sea on Saturday morning, over 75 adult and kid pirates sailed from their lairs in Jackson Creek to engage in major sea battles to gain control of the Piankintank shipping routes into Fishing Bay.



Few ships went unscathed and a number of crew fell wet and sodden under the withering barrage of thundering broadsides. Afterwards, the pirates surged ashore and plundered, pillaged and otherwise overwhelmed the main clubhouse where they again set off in search of buried treasure and commandeered their adult crews for games of treachery at the end of the diving board. All ended well, however as evening fell and the crews drank their KoolAid, counted their booty and enjoyed a dinner of burgers and dogs before retiring back to the flotilla riding calmly at anchor in the roadstead. By Sunday morning all was calm and after a smashing breakfast at the clubhouse, the pirates again set sail to return to their lairs in Jackson Creek.



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Mathews Yacht Club Invites FBYC To October Cruise

John Koedel

Our former member, Bob Spratley, has very nicely invited FBYC to join in the October cruise of the Mathews Yacht Club.

We have our last cruise on October 11th to our home on Healy Creek where we plan to give out the individual cruise awards for the 2003 season.

The Mathews cruise begins on Sunday October 12th and runs through October 18th. In summary they are going to the Hampton Yacht Club, the Warwick Yacht Club, a van trip to the Mariner's Museum, the Upper Brandon Plantation, the Milton Manor House, Fort Pocahontas, Shirley Plantation and Berkley Plantation. There is much more

than I can put here. If you are interested you may contact Bob Spratley at 804 282-6707 or bob.sprat@verizon.net. He has a detailed itinerary he can e-mail to you.



(One Design Regatta cont. from page 4)

on the starting line. Results of the regatta can be found on the website.

As with any event, it wouldn't have been as successful without those that helped to make it so. Many thanks to all the volunteers who helped with planning and organizing, registration, ordering and selling t-shirts, parking, launching and retrieval of boats, trophies, scoring, the social committees for meals and entertainment, and the clean up crews. Let's keep the strong showing of FBYC boats on into the Fall Series that begins Sunday, September 14. See you on the water!

ONANCOCK CRUISE

Sail for the Conch

Special presentation by

David Hazelhurst

September 6 & 7, 2003

Hors d'oeuvres at 1730

By the flagpole

BYOB and an hors d'oeuvre

Set ups and Ice provided

Dinner to follow at Stella's

Second Story

For slip reservations:

Onancock Dock Master

(757) 787-7911

**Contact Carolyn Schott for
reservations**

(804) 748-4142

cjschott@verizon.net



September 2003

Sun Mon Tue Wed Thu Fri Sat

	1	2	3	4	5	6 Laser Masters Onancock Cruise
7 Laser Masters Onancock Cruise	8	9 FBYC Board Meeting	10 Wed Night Dinner	11	12	13 Smith Point Race
14 One Design Fall Series I	15	16	17 Wed Night Dinner	18	19	20 Wolf Trap Race
21 One Design Fall Series II	22	23	24 Wed Night Dinner— Oyster Roast	25	26	27 One Design Fall Series III
28 Offshore Fall Series I	29	30				

74 Stove Point Road - Deltaville

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For Sale: 9ft. Concept Hard dinghy.

Very stable storage compartments, mounted compass. Comes with oars and 5 horse power Mercury Outboard (used very little) Boat and Motor 3 years old. Excellent condition, \$1,500. Call Judy Buis 804-358-9475.

For Sale: 34' 1985 Wilbur

Custom Maine Downeaster. 3 helm stations, 3208T cat. low hours, many new electronics and recent upgrades. Boat is local to Deltaville. \$181,000 776-6614.

For Sale: 1994 Byte

with newer sail. I am buying a new Byte. Includes all blades, spars, lines and racing upgrade package. Great condition. \$1900. Call Caroline Garrett 804-357-2284.

For Sale: New Windrider 16

Trimaran-Reduced Includes boom vang, spray diverter, trampolines, bilge pump, cockpit cover. Cost: \$4200, sell for \$2,500 (reduced from \$3200). New trailer, cost: \$800, sale: \$500 (reduced from \$600). Art Backstrom, Richmond, (804) 272-3444 or lloydart@attbi.com

For Sale: C&C 27 Mk IV, "Gemini"

'84 in great shape, v-berth, rear quarter berth, Head, CNG stove, Diesel Yanmar 1GM, VHF, Knot, Depth, Apparent wind & wind speed, Furler RF (new 2002), 150% Roller Furling (new '99). Call Jim Morrison @ 804-739-6062 cell 804-304-8801 Asking \$16,500

For Sale: Pearson 33 1988.

Fully batten main w/ jiffy reefing, 165 roller furling genoa. All lines led to cockpit.

Dodger. 18 hp Yanmar diesel, 4'2" draft. Sleeps 6: Queen-size aft, large V, convertible settee. Full head w/ shower. 2-burner propane stove & oven. 5 cft ice box with chart storage in lid. 6'3" headroom. 50 gal. fresh water, 18.5 gal. diesel. Knot, depth, VHF, AM/FM/Cassette. \$52K. Call Ric at (w)804-644-0049 or (h)804-769-4293.

For Sale: 5hp outboard motor

With alternator. \$200 Contact Mark Wensell, 804-307-4492 or mark@wensell.com.

For Sale: Bristol 24 Yankee Clipper

pocket cruiser. Easy single hander with many extras, including dodger, Evinrude 9.9 hp outboard, solar panel battery charger, roller furling genoa w/ self-tailing sheet winches, new VHF, covers for winches and exposed wood, cockpit readouts for wind speed and direction. Price below market. rhcsail@oasonline.com 804-776-9312

For Sale: 40 ft. 1987 Siverton

Convertible 1994 Cummins Diesels, 1998 Onan generator, 2000 electronics, 2 sets of props, tender, beautiful 1/2 tower w/ 2 enclosures. Call Arthur Wilton 804-776-7211.

For Sale: Dingy 7 ft. Fiberglass,

350 # cap., "Little Peg," located Jackson Creek racks. \$ 200, Dick Cole, (804) 739 6187.

For Sale: "90 Bristol 47.7, ELIXIR.

1850 hrs on 70hp Westerbeake, 400 hrs on 8 KW genset. Well maintained, Under cover at Custom Yacht 5 mos. annually. Professionally varnished semi annually. Loaded. Call for details. Jim Stalnaker 757-628-5527 (O), 757-481-6113(H) or jstalnaker@wilsav.com.

Wanted Used Laser

Used laser for training. Contact Alain Vincey anvincey@attbi.com or 804-512-3077

For Sale: 16' Hobie with trailer,

sails in excellent condition, in very good shape and really to sail. \$1,500.00 Call Brad Davis 776-762 or 320-5498.

Wanted: Flying Scot and trailer

in good condition. Call Brad Davis 776-7624 or 320-5498.

For Sale: Spencer 22 White Lightning,

custom 1996 sport sailboat. Winner of annual CBYRA high point trophy 3 times. \$10,900. Trailer. Call Bill

Spencer, 804-740-7913, or spencer.bill@attbi.com

For Sale:1980 Mercedes-Benz 240D

Diesel 4-speed, excellent condition, sunroof, A/C the perfect cottage car, 185K miles, barely broken in on these cars; some records, new inspection \$5,500. Located in Richmond Justin Nelson (804) 230-3590 or jnboat@attbi.com

For Sale: Optimist in good condition.

Omega racing sail. Contact John Fitzgerald at jfitzgerald@vacardio.com or voice mail 804 257-0810.

For Sale: Nissan 5 hp Outboard-

New - June 1996. Used on dingy while in the Caribbean that winter. Very light use since then. \$395 John Koedel Jr. (804) 776-6168 or koedel@oonl.com.

For Sale: Columbia 8.7 (29') sloop,

1977, 4'8" draft, 10' beam, sleeps 5, Yanmar 15hp diesel inboard, original sails (main, jib, genoa), new halyards, new sail and tiller covers, new upholstery, some other recent upgrades. New head not yet installed. Safe and reliable. Great starter boat for those interested in cruising. Blank transom, ready to be named by you. In water in Deltaville, VA. \$9,000. Email bill@c-ville.com or call 434-817-2755 ext 21.

For Sale: 12' Jon Boat and Trailer,

good condition.\$500 for both. Call Chris Lemons, 804 562 7352 or chris_lemons@yahoo.com.

For Sale: J24 SAILBOAT - # 170,

1977, Sails, Jibs, 150 and 100, 2 mains, 2 spinnakers, 2001—5HP Nissan John Hawksworth, J24hawk@aol.com, 757-465-9092(H), 757-380-3345(O), \$7000 (includes trailer).Deltaville.

To place an ad or submit an article, please contact:

Steve Gillispie

**102 North Erlwood Court
Richmond, VA 23229**

Phone: (804) 740-4903

e-mail: sgillispie@aol.com

The deadline for The Log is the 20th.

Items received after the 20th may not be published.

All Articles Welcome!

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