

From the Quarterdeck
David Hazlehurst, Commodore

It is still four weeks before Opening Day and the Club is already a hive of activity.

On the weekend of March 20 there was a first session of Race Committee training with 21 attendees, 6 of whom could be classified as newcomers. The biggest challenge for the trainers was keeping the large cardboard props in place for the outdoor practice session.

On the following day, Sunday March 21, Nancy and Sam Stoakley put on an excellent brunch for the 2004 Bermuda High Party, with 87 attendees. Observations included ages ranging from Mason Chapman at less than one year old, on up to who knows where, a good number of new and prospective members. And the effortless way the Stoakleys have of finding kitchen help.

A second Race Committee training session was held at Retreat Hospital on Sunday, March 28 with 18 attendees. All the telephone calls our two Division Commanders made helped attract a total of 16 newcomers to these training sessions, not a lot given that 140 members were called,

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but another small step towards improving the quality of our race committee work.

One larger step occurred when 8 members attended a two day Advanced U.S. Sailing Race Officer training meeting at Hampton YC March 6-7, a write up on this is on the club web site.

Amongst other signs of Spring, was the Clean-up organized by Chip and Jane Hall who are in a close tie with the Stoakleys for indefatigable members of the year.

Saturday, March 27 was a day to dream about, and a latter day record 62 members helped, including a number of younger as well as new and prospective members. As well as trimming hedges, spreading mulch and general clean-up, a boat rack was repaired and at least two members further developed their window cleaning skills.

Those who missed the opportunity to help prepare the grounds will also notice the freshly painted white fence and the newly painted Junior Storage shed. And lunch was served by two of our closest members, Andy and Evelyn Turner.

For those who have yet to visit our larger club this year, as well as the obvious improvements outside the clubhouse, you will be pleasantly surprised with the inside of Fannie's House and the rebuilt docks.

The middle pier is all but complete except for power and water, like-

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Spring Clean-Up

Photo: Kelly O'Toole

**The 2004 Sailing Season
 Is Finally Here!**

**John M. Buhl, III
 Vice Commodore**

Your Sailing Events Staff has been busy since last November planning an exciting and packed 2004 Racing, Cruising, Junior, and Training Schedule. By now, I hope you have had a chance to review the schedule either on the web site, or in the new sailing book. I think you will agree, we have an awesome schedule! Special thanks goes to two groups of people who have worked hard and will continue to work hard to make this season successful. First, the Division Commanders and each of their respective staff members. These folks have been very busy for the last three or four months writing NOR's, coordinating schedules with other yacht clubs, planning training programs, and soliciting an army of volunteers to run and manage our busy sailing schedule. The second thank you goes to the army

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Board Meeting Highlights

Meeting called to order at 6:05p.m. by Vice Commodore Jay Buhl.

REAR COMMODORE – LUD KIMBROUGH

SECRETARY – John Wake announced that 16 members have not paid dues/fees or signed up for bank draft as of March 11. Final Notices will be mailed on March 22.

FINANCE – Mason Chapman reported that the Finance Committee is waiting for the Short Range Planning Committee's report and once that information is

available, the committee will meet and come up with recommendations for paying for the new property and the initial work that is recommended.

DOCKS – The driesail hoist will be serviced before the J-29 Regatta. Eric Powers is overseeing the dock repairs and he reported that our contractor, Richard Callis, is rebuilding all of the east dock, approximately one-third of the middle dock and re-decking approximately one third of the west dock. Duke Marine Construction will make the electrical repairs on the docks. The Fishing Bay dock will be repaired in accordance with the plans approved at the February Board meeting. Callis expects to have the work finished by the end of March. Dick Cole reported on the driesail hoist area. Richard Callis will remove the concrete slab to uncover the area so that the conditions underneath can be inspected to determine how best to make repairs. Dick expects temporary repairs to be made that should last for several years.

GROUNDS – Chip Hall advised that Brandy has removed the trees and the existing fence along the east boundary. He, Brandy and John Koedel are trying to determine the equipment needed for maintenance of the property. Equipment needed for maintenance will be rented for now. Spring Clean Up Day is March 27.

WINTER PROGRAMS – Nancy and Sam Stoakley have planned a brunch to be held at the club on March 21. At least 40 people attended the North Sails Seminar on February 28 (10-12 from FBYC). The Leukemia & Lymphoma Society of Maryland is presenting a "Toasting and Tasting" on Thursday, March 25, that will include a celebration and tribute to Gary Jobson for his induction into the America's Cup Hall of Fame and his enduring commitment to hope and cures for all persons fighting blood cancers.

VICE COMMODORE – JAY BUHL

FLEET CAPTAIN – Lori Moyer is preparing the information to be sent to the Coast Guard relating to our larger events.

OFFSHORE DIVISION – Randy Alley reported that eight FBYC mem-

Membership

FINAL APPROVAL:

Dr. & Mrs. Ronald B. David; Mr. & Mrs. John A. Hubbard; Mr. & Mrs. Dennis R. King; Mr. & Mrs. David L. Monday

APPLIED FOR MEMBERSHIP:




Mr. & Mrs. Michael W. Dale, 4107 Stuart Avenue, Richmond, VA, 23221. Mike and Becky are long-time sailors and racers. Mike was one of the founders of Urbanna Creek Yacht Club and served as Commodore in 1988 and 2003. He has served on the PHRF of the Chesapeake Board of Handicappers for almost 20 years. Mike and Becky are the owners of *Juggernaut*, a J-27, and a Yankee Dory 17. Mike has been competing in FBYC events for some years and enjoys the level of competition. Sponsors: Michael W. Karn; David S. Hinckle.

Mr. & Mrs. Thomas L. Lissenden, 3301 Parkwood Avenue, Richmond, VA, 23221. Leroi is a former member of FBYC (8/88 – 2/91) and is known as an avid racer up and down the Bay (out of Urbanna Creek Yacht Club). He was a member of the Rappahannock Sailing Association, which sought to raise and expand the level of racing on the Rappahannock. He is anxious to re-join FBYC where he will compete in *Voodoo Chile*, a Tripp 33, and support the offshore racing program. Sponsors: Robert R. Rock; Alexander Alvis, III.

Dr. & Mrs. James F. Londrey, 202 Hillwood Avenue, Richmond, VA, 23226. Jef and J.B. are long-time sailors and Jef has participated in many sailing events at FBYC. They own Windsurfers now but are in the market for a one-design fleet boat. They have a summer home at Porpoise Cove and look forward to teaching their children, Ann (age 9) and Jed (age 7) to sail. Sponsors: John G. Koedel, III; Lydia J. Strickland.

Mr. & Mrs. Michael M. Massie, 4 Hampton Stock Farm Lane, Washington, VA, 22747. Mike and Toni have

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2004 FBYC Officers	
	Commodore David Hazlehurst
	Vice-Commodore John M. Buhl
	Rear-Commodore Lud Kimbrough, III
	Treasurer Paul W. Howle, III
	Secretary John B. Wake, Jr.
	Log Streamer Steve Gillispie

(Board Highlights continued from page 2)
bers attended the US Sailing Advanced Race Management Seminar on March 6 and 7 at Hampton Yacht Club. Seven sat for the club race officer certification exam and one for the regional race officer certification exam. This year the Leukemia Cup Regatta will feature a silent auction and a live auction. Robin Thompson will provide the entertainment.

CRUISING DIVISION – Tony Sadowski will prepare an article for the April Log about the cruising program. VIMS is having a meeting at Gloucester Point this week to plan the VIMS Raft-Up for May 8 and 9 and John Koedel, Jr. will attend. Steve Gillispie will post an article on the web site about this event.

JUNIOR DIVISION – Noel Clinard is working very hard to put together an outstanding Junior Program this year.

FLEET CAPTAIN – *Mr. Roberts* will be in the water by the end of March. Brandy will paint the bottom of the boat. The Whaler and the Seacraft are ready for use.

NEW BUSINESS – Jan Monnier has contacted Jay Buhl requesting that a Boy Scout troop be allowed to camp out at the club one Friday night in June. The Board had no problem with allowing this activity as long as there is adequate adult supervision.

There being no further business, the meeting was adjourned at 6:55 p.m.

(Members continued from page 2)
three children, Sophie (age 16) and twin daughters Jackie and Laura (age 14). Their daughters have taken sailing lessons in Nantucket and they introduced Mike to the sport. Since that time, Mike has crewed with Allan Heyward on his Flying Scot. Sophie has also crewed on a 420 in various regattas. The family spends time in Nantucket and Bald Head Island where they own summer homes. They would like to join FBYC because it will allow them to spend much more time on the water. They own a Laser and a Sunfish. Sponsors: Lester L. Hudgins, Jr.; Ray A. Webb; Allan M. Heyward, Jr.

Mr. & Mrs. D. Bradford Miller, 31185 Miller's Crossing Road, Hanover, VA, 23069. Brad crewed with David Clark for

seven years and has been racing his own Beneteau 301 for two years. He has raced in some FBYC regattas. Brad and Izumi have both taken several boating/racing courses and Izumi is more interested in cruising. She served as Secretary for Urbanna Creek Yacht Club for one year. Sponsors: David B. Clark; Alexander Alvis, III.

RESIGNATIONS:

Ms. Jennifer Branflick; Mr. H. Hobbs Goodwin; Mr. & Mrs. Samuel F. Marshall, Jr.

DEATH:

Elaine J. Sydnor on 2/28/04 *(Past Member)*

Boat Name History

John G. Koedel, III

I'm proud to say that the Koedel family brought Chuck Howe into the sailing world. We grew up in the same town in Pennsylvania. Chuck was a frequent crew member of the Elusive from grade school on into college.

He was never much of a helmsman, however. We used to joke to him that there was a snake following us. If you looked astern, you saw a wake with a distinctive "S" like shape.

A couple of years ago I helped him hunt down a boat by visiting various boat yards and crawling through all types of boats in disrepair. They ended up with a Cal 29 and they have done a great job fixing her up. Her name is Camlin. His childhood sailing experiences have stuck with him. Camlin means crooked line.

(Buhl-2004 Is Here cont. from page 1)
of volunteers who have agreed to help run our sailing programs. Without these folks, it would be impossible to execute a successful season. *(By the way, if you have not been involved in helping out with a sailing event, you should give it a try, it's fun, you will learn a lot, and make new FBYC friends!)*

Speaking of training programs, weekends in March and early April have been dedicated to training, training and

more training. Crew Training, Race Committee Training, and Mr. Roberts Training, all in anticipation of spring arrival, and the new sailing season. I encourage you to take advantage of these exciting opportunities.

Okay, now for why we are all here.....*Sailing*. The Division Staff have done a great job developing the schedule and organizing staff to manage the events. We now need sailors. This reminds me of the movie called Field of Dreams where Kevin Costner was encouraged to "*build it and they will come.*" Well we have built the program, now you need to come and sail!

Here is what we want you to do. Get your calendar, the 2004 FBYC Sailing Schedule, and a red pen. Then, mark your calendar with FBYC events, and plan to join your fellow sailors for a great time both on and off the water, it's that simple.

Nothing would make your sailing event staff happier than for all One Design trailers to be empty on One Design race days, and for all wet and dry sail slips to be vacant on Off Shore weekends. Also parents,... you need to make sure our Fleets of Junior boats are put to full use. Encourage you kids use club Optis, Lasers, and 420's.

(From The Quarterdeck cont. from page 1)
wise the Fishing Bay dock except for the removal of old pilings. Provided Mother Nature cooperates, we can expect the East pier to be ready for occupancy before April 15. As if all this was not enough we also have repair work underway around the hoist in the dry sail area.

Finally for those interested in how we plan to use the new land, a recommendation from a short range Planning Committee will be presented to the Board at their April 6 meeting.

Our club is truly a work in progress and we look forward to welcoming all of our members, new, young and old back for a new season on Opening Day, April 24. Please join us.

IN MEMORIAM
ELAINE J. SYDNOR
 7/17/25 – 2/28/04

Past Fishing Bay Yacht Club member, Elaine J. Sydnor, died on February 28, 2004 in Fairfield, CT. Her husband, Eugene B. Sydnor, Jr., preceded her in death. Since Gene's death last September, Elaine had been living in Connecticut with a daughter. Survivors include five children, Susan H. Willis, Thomas C. Willis Jr., George B. Willis, Peter A. Willis, and Mary A. Willis, and nine grandchildren. Elaine had a successful 30-year career in the retail industry with B. Altman, R.H. Macy and Allied Stores. She was Senior Vice President of The Alice Groves Company and Vice President of the Fashion Services Division of Solomon-Page Group Limited. Elaine was also an avid volunteer in many organizations, served as a docent at the Virginia Museum of Fine Arts, and was a member of the Catholic Women's Club. In 1997, she married Gene Sydnor and they enjoyed sailing together and preparing his boat *Etoile* for competing in the Bermuda Cup Race. They also traveled extensively. A Funeral Mass was held on March 3, 2004 at St. Thomas Moore Catholic Church in Darien. Memorial donations may be made to Marymount College, Tarrytown, NY, and sympathy cards can be sent to the family in care of Mary A. Willis, 47 Grace Street, Fairfield, CT, 06432.

REQUIESCAT IN PACE

**Review of Cruising Opportunities at
 FBYC in April and May 2004**

Be the first to sign-up!

**Tony Sakowski
 Cruising Commander**

The new cruising season is upon us. Please review the club cruising activities, and sign up with the event chairman ASAP so we can appropriately plan to have you with us. There are five sailing opportunities available in the early season to allow you to get out on the water and not travel afar. Won't you join us?

**LOCAL SAILING FOLLOWED BY
 A CRUISING SOCIAL-DINNER
 APRIL 17, 2004**

By now everyone should have their sailing vessels in top notch shape. So, spend the day trying out all the gear. After the day of sailing or just messing about the boat come to the second floor of the club house for cocktails 6-7 PM, and dinner at 7 PM. We will meet to review and discuss the upcoming season, enjoy photos of past years, and renew friendships. A continuous LCD presentation of past cruises will be shown during the cocktail party.

During the cocktail hour there will be a chart of the Bay available showing the cruises for this season. Sign up sheets will also be provided and more specific details about some of the cruises discussed.

The Galley will cater Chesapeake

CRUISING EVENTS APRIL – MAY

<u>Date</u>	<u>Cruising Event</u>	<u>Event Chairman</u>
April 17	Welcome Cruisers Dinner	Tony & Kate Sakowski
April 24	Opening Day FBYC	On your own sail
May 8-9	VIMS Raft-up, dinner, etc.	Tony & Kate Sakowski
May 15-16	Gwynn's Island Shake-down	John & Fay Koedel
May 22-23	Progressive Dinner, Piankatank R.	Vic & Jane DeNunzio Jack & Dee Willey
May 29-31	Rosegill & Carter's Creek	Herb & Carolyn Davis

Chicken, string beans, rice, salad, and a dessert. Coffee, tea, soft drinks, wine and beer will be available for \$20 per person; children under 16 will be \$15. Checks and your RSVP should be sent to Tony at 6 Tapoan Road, Richmond, Va. 23226; please have the check arrive no later than April 12.

Contact Tony Sakowski with your RSVP, or any questions at 804 285 3347, or by email, doctorlasik@aol.com. Reservations **and checks are requested by Monday, April 12**, so proper notification of the caterer can be completed. Casual Dress. Bring any photos you might like to share with others from last years cruises.

**OPENING DAY AT FBYC
 APRIL 24, 2004**

Plan to do a local cruise and then join the club for the Blessing of the Fleet,

and the other festivities that accompany this annual event. Check on the web-site, www.fbyc.net, for up-to-date information on this event.

**VIMS RAFT-UP AT FBYC
 MAY 8-9, 2004**

There will be a full day of **free, yes I said 'free'** activities provided by the Virginia Institute of Marine Science (VIMS). Plan to join in the fun, and raft-up for the night. Reception 5 PM, Dinner 6 PM with exhibits during the afternoon and evening on Saturday. The reception and meals are being provided 'free' to those who sign up for this event. Let's all plan to drop anchor in Fishing Bay for the night, and enjoy the waters together that so many others from other clubs seem to enjoy so much.

Entertainment by "Zion Wave". Breakfast Sunday 8-10 AM. Check on the VIMS website for further details,

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www.vims.org , FBYC website, www.fbyc.net, or contact Tony Sakowski, 804 285-3347, doctorlasik@aol.com to sign up for this big event that is sure to bring many sailors to our club.

**GWYNN'S ISLAND SHAKE-DOWN CRUISE
MAY 15-16, 2004**

Judy and Steve Buis have invited us to join them at their condominium on Gwynn's Island this week end. We can tie to the condominium dock or anchor out. Dingy service will be provided. A BYOL social hour will begin at 1700 hours. Please bring a small appetizer to share. Dinner will be on their deck and provided by a caterer for a fee to be determined. This would be a good cruise to bring along guests.

We will need a head **and boat count by May 10, 2004 to give the caterer and arrange docks.** Please contact John and Fay Koedel Jr. at koedel@oonl.com or phone them at (804) 776-6168 with the needed information.

**PROGRESSIVE DINNER CRUISE
ON THE PIANKATANK
MAY 22-23, 2003**

This should be a great early season short cruise with good food and spirits. Cruisers are highly encouraged to participate by boat.

On Saturday you will have a leisurely cruise up the Piankatank to an anchorage near 37° 32.385'N Latitude and 76° 24.02W Latitude (in cove in front of the DeNunzio home).

Cocktails and Hors d'oeuvres will be included and provided at 1730 at the home of Jack and Dee Willey (next door to Summerwind).

A catered dinner will follow cocktails at 1900 at the DeNunzio Home. After dinner, dancing under the stars (weather permitting) to your favorite oldies will be provided.

On Sunday morning you will sail to Jackson Creek for a breakfast at Tony and Kate Sakowski's home from 1000 to 11:30. Sail past the Jackson Creek FBYC docks on your left for approximately 400 yards and look for "Miss Kate" at the dock. There is room for

one additional boat at the dock and plenty of room for anchoring off the dock in the creek.

Cost for this weekend of great food, spirits, and fun with our fellow club members will be posted on the FBYC website, www.fbyc.net as well as in an e-mail you will receive prior to the event.

Contact Vic DeNunzio regarding details and reservations for the catered dinner and breakfast, at 804 794 1286 (home), email is vdenunzio@erols.com. Deadline for reservations is May 17.

**ROSEGILL AND CARTER'S
CREEK CRUISE
May 29-31, 2004**

On Saturday, May 29, we will cruise or race to Rosegill to enjoy one of the better outdoor parties on the bay, at the home of Strother Scott. Urbanna is quite unique and a terrific destination. The details of the dinner and activities will be posted at a later time on the website, as well as in the LOG. We suggest that you arrive early as anchorage areas are limited.

Sunday, May 30th, after recovering from the previous evening at Rosegill, we will cross the Rappahannock to explore Carter's Creek and enjoy the wonderful hospitality of the Rappahannock River Yacht Club. Please plan on bringing a hors d'oeuvres. Dinner will be arranged with the Rappahannock River Yacht Club. We will have a leisurely cruise home on Monday.

We will need a **headcount of those attending by May 21st**. Please notify Herb Davis at britestar@oonl.com or 804-776-6476 to make your reservations.

See you on the water!

**PHRF Rule Changes
for 2004 Season**

**Mayo Tabb
FBYC PHRF Handicapper**

I have received several calls regarding rule changes made over the winter dealing with the Roller Furling Adjustment and crew limits.

PHRF certificates in the past have shown a crew limit in numbers of crew allowed and continue to do so for all boats except ones having an ODR (one design rating) which will now carry the crew number or weight as specified in the official class rules. The FBYC boat most affected is the J-105, which specifies crew limits in weight. The class rule is more restrictive than the old PHRF standard.

Does this mean that J-105's have to have a crew weigh-in on the FBYC docks? No, the crew limits are policed like all other PHRF rules in that the skipper by signing his certificate indicates that his boat is in compliance with the PHRF rules.

If a competitor thinks another boat is violating any of the rules, for example flying oversized sails, removing required interior structure, sailing with excessive crew etc, then he should file a protest with the race committee to have the boat disqualified. Boats that flagrantly violate their PHRF certificate can have their valid certificates revoked by PHRF and CBYRA.

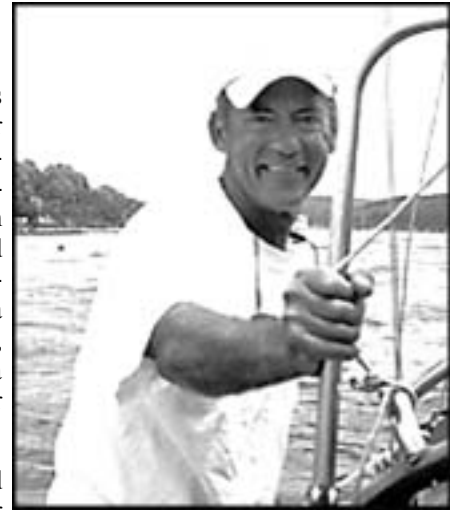
The other change affects boats with roller furling. PHRF addresses roller furling in three different ways. First you can add a roller furler to a boat and not claim the RFA (roller furler adjustment) which allow you to fly any sail or sail construction allowed by PHRF.

Second if your boat came from the factory with a roller furler as standard (Stock Boat Roller Furler) you must keep the roller furler on the boat and that the swivel be at masthead when a jib is up. You are allowed to fly any sails allowed by the PHRF rule or the one design rule if you have an ODR rating. If you remove the roller furler or modify its use (such as change the jib tack point) you must report it to your handicapper and you may be accessed a

**Wednesday Night Dinner
2004 Schedule**
May 19
June 2, 9, 16
June 30-Art on Fishing Bay
July 14, 21, 28
August 4, 11, 18 ,25
September 1, 15, 22
October—Dec TBA

In Memoriam
Dr. John Marshall Moseley III

On Saturday, March 20, Jack Moseley passed away unexpectedly at age 59 aboard his 47-foot sailboat *Tusitala* in Deltaville. Jack was the son of FBYC founding member and 1948 Commodore, J. Marshall Moseley, who died in 1999. Jack grew up in Richmond where he attended St. Christophers School and spent his summers sailing at Fishing Bay where he was an outstanding member of the club's junior program racing both Penguin and Jollyboat dinghies. He was awarded the Baker Bowl in 1958, 1959 and 1960. After graduating from the University of Virginia in 1966, he entered the Medical College of Virginia from which he received his medical degree. While serving as a flight surgeon in the US Navy, he relocated to California. During his military service, he purchased a 40-foot Mason ketch on which he and his wife, Sylvia, embarked on a 2-year around the world cruise in 1979. The trip was interrupted by the birth of their first daughter onboard in New Zealand.



After returning to the States, he practiced emergency room medicine in Virginia and later in California where his life was threatened by brain cancer. Miraculously after eight difficult years of treatment and recuperation, he was pronounced cured of his illness. Prior to his illness, he had purchased a 47-foot cutter-rigged sloop, *Tusitala* (translated Teller of Tales in Samoan), from his father-in-law, John Townsend. Townsend, a mechanical engineer who had worked with Howard Hughes on his huge Spruce Goose troop-carrying airplane, designed and built *Tusitala* over a 14-year period in his backyard beginning in the late 1950s. While being treated for cancer, Jack had found it necessary to sell *Tusitala*.

Subsequently, after he was able to return to medical practice, he repurchased *Tusitala*. When he retired in late 1999, he sailed this vessel with family and friends from California to Virginia via the Panama Canal, visiting Mexico, Central America, Cuba, and the Bahamas before returning to Deltaville in May of 2000 when he permanently settled in his family's home on Fishing Bay near FBYC.

Although *Tusitala* had never before been seriously raced, Jack entered her in the Turkey Shoot Hospice Regatta for classic yachts hosted by the Yankee Point Yacht Club in 2002 and in 2003. In his second attempt participating in this event, *Tusitala* was the overall winner that qualified him to race in the National Hospice Regatta to be held mid-April in Annapolis. YPYC has announced its intention to name the special class of previous hospice regatta winners the Jack Moseley Champion of Champions Class for the 2004 Turkey Shoot Regatta in his honor.

Jack is survived by his two daughters, Tahia and Briana, his younger brother Billy, his mother Edith, and his boat-cat Jenny. The picture of Jack accompanying this memoriam was taken by Betty Anne Harsh aboard *Tusitala* on the Cape Cod Canal during their trip to Maine last summer. Messages of sympathy may be sent to Mrs. Edith H. Moseley, Rt. 4, Box 1210, Dillwyn, VA, 23936 and donations may be made to the sailing program of St. Christopher's School.

Jack was a familiar face around our club with many close friends. He will be missed by all of us.

Club history...

Invasion of the Multi-Hulls: the Revolution Gains a Foothold at FBYC
Jere Dennison

Buddy Ebsen, the late Hollywood actor of "Beverly Hillbillies" fame and avid catamaran sailor, was fond of saying: "There are only three types of sailboats – cats, half-cats, and cats-and-a-half."

Significantly, side by side articles in the August 1963 *Log* heralded the arrival at FBYC of the Cougar Catamaran fleet formation and the launching of Cabell Tabb's 35-foot Piver-designed trimaran, *Tamaria*. The multi-hull revolution that some predicted would eventually dominate the sailing scene had arrived at our doorstep.

Multi-hull sailboats had been around for a long, long time. 2000 years ago in India, two-log boats were built called "Cattumarans," meaning "tied logs." Later designs were developed and refined by the Polynesians as graphically depicted by artists accompanying Capt. James Cook on the H.M.S. *Endeavor* in a voyage of discovery to the South Seas from 1768-71. However, history had to wait until 1876 when Nathaniel Herreshoff captured the imagination of the sailing world with his lightning-

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Cougars at the 1965 Nott Cup at FBYC

(History continued from page 6)

fast catamaran designs. The most famous of these designs was the *Amaryllis* that was so much faster than traditional mono-hulls that she was banned from racing. Discouraged, Herreshoff gave up his experiments with catamarans. As a consequence there were no major multi-hull developments until after World War II.

In 1948, the Prout Brothers, Roland and Francis, in the UK joined two canvas canoes together, mounted a sail on the contraption, and blasted through their mono-hull competition. This led to the production of a series of Shearwater catamarans that wowed the sailing world with their astounding speed. From 1958-65, G. Prout and Sons produced a derivative design called the Cougar Cat, a 19-foot LOA wooden sloop with a 25-foot mast. The Cougar O/D became particularly successful in the United States at a time when Hobie Alter was still building surfboards in his father's garage.

Meanwhile, Arthur Piver, a West Coast trimaran pioneer, constructed his first 16-foot tri *Frolic* in 1958. This was followed by a 30-foot cruising trimaran in 1959 that he soloed to England via the Azores. Piver is generally attributed with starting the home-built trimaran craze of the 1960's, and Cox Marine in England began turning out bare and

unfinished Piver hulls that were wildly successful.

Multi-hull fever was spreading rapidly around the country, and some even feared that mono-hulls might be rendered obsolete in the future.

The 1963 *Log* article titled Cougar News by Bob Hall, Jr. proudly announced "that the Charter has been received from the International Cougar Catamaran Association officially designating Fleet #10 as the Fishing Bay Fleet.

Without taking time out to celebrate, the new fleet has kept busy on the racing circuit, which accounts for the absence of the Cougars at FBYC so far this year. Our first race was part of a 4-day weekend combining camping and racing from June 13th through June 16th at Kerr Lake. We had eight Cougars in attendance at the Carolina Governor's Cup Regatta. The boats came from as far south as Morehead City and as far north as Philadelphia.

Next up was the Baltimore Yacht Club Regatta on June 29th-30th. Frank Hargrove sailed well to bring home second place. A special award should have been given to Frank's wife, Oriana, who crewed for Frank through some really heavy weather.

The article went on to report on the

Eastern Cougar Regional Races at Charleston, SC and listing the other future events for the remainder of the year that ended with the Fall Series at the Annapolis Yacht Club. The Charter Members of Fleet #10 were recorded as Frank Hargrove (Sail #15), Leslie Campbell (Sail #73), and Robert G. Hall, Jr. (Sail #28). *(Frank Hargrove served as the Club's Commodore in 1969.)*

The Nott Memorial Perpetual Trophy awarded annually by FBYC was first presented in 1965 in memory of William Sarsfield Nott by Frank Nott and Mrs. W.S. Nott to the winner of the long-distance offshore race in the Cougar Catamaran Class until the fleet folded after 1975 due possibly to the insurgence of the new cat on the block, the fiberglass Hobie 16 introduced in 1972. *(Now, the award class is MORC.)*

The juxtaposed *Log* article was titled "Please – I'd Rather Do It Myself" by Maria G. Tabb and describes in elaborate detail how her husband Cabell *(and father to current member Mayo Tabb)* had constructed and launched one of the earliest Piver trimarans in the US. Some years earlier in 1952 Cabell had home-built a catamaran using the new fiberglass techniques perfected during WW II. Here is her story.

Launched in the James on August 3, and due to arrive at Fishing Bay before the Regatta is Cabell Tabb's trimaran *Tamaria*, a Piver designed Lodestar: length-35 feet, beam 20 feet, draft 30 inches, cruising displacement 6,000 pounds, sail area 400 sq. feet sloop rig.

It's easy to forget in a decade, so I really didn't recognize the "new boat itch" until it was too late. Cabell started sketching hull and cabin designs last fall in a period of inactivity caused by a back injury; soon all of this jelled into the modification of a stock hull motor sailer complete with scale model. When he mentioned that more comfort and convenience were desirable than we had on *Ches-sie Cat*, I suddenly realized that all

(Continued on page 8)



(History continued from page 7)

this was dead serious and not just a future plan. Although my boating experience is strictly limited, I was hesitant about giving up many of the desirable Catamaran features just for more comfort and convenience in sleeping and eating. Something, different, vast level deck space; unlimited storage space; shallow draft for shoal water, etc. are hard to ignore.

This seemed to settle the matter but it was only days later that the January 1963 issue of *Yachting World* (a British magazine recommended by Doug Gordon) arrived with an advertisement about trimarans and Cabell quickly succumbed to the lure of the triple hull craft which combines many of the desirable traits of both single hull and catamaran designs plus a few individual trimaran characteristics – time and water will tell how they work out for us.

Boats pictured in the ad were designed by Arthur Piver of Mill Valley, California (the world's leading – and probably only – trimaran designer – who has spent years designing, building and sailing trimarans) and built by Cox Marine, Ltd. in Ipswich, England. A note to Ipswich brought a prompt answer from S/Ldr. D. H. Clarke, DFC, AFC (Ret) and flourishing correspondence. Although cost of construction was low (one of the many nice things about trimarans) cost of

transportation was staggering: “The cost of shipping a Lodestar c.i.f. New York is 750 pounds. Duty would be about 6% on the invoiced price. A number of American clients are sailing trimarans back across the Atlantic as this appears a much cheaper proposition than having them shipped.”

However, a British built boat was eventually ruled out (even when transportation costs had been cut), because of high cost, distance and modifications. Cox Marine's Lodestar had bunks for eleven but a tiny galley, head – with shower and cockpit. Since this was for pleasure and not Dunkirk we couldn't picture 7 overnight guests – let alone feeding them. One model even featured a piano – hardly a necessity for a non-musical family on Chesapeake Bay.

Letters to Piver in California produced no replies, but he was eventually available by phone (after having returned from a Lodestar sail to New Zealand). Several lengthy conversations boiled down to the fact that trimarans were mostly in English and New Zealand waters, none available on the east coast for trial, although a Cox-built trimaran was due “on its own bottom” in Florida this summer. Hull plans and offset tables were available for \$300.


Early in April, a shed was rented at Byrd Airport, two trim carpenters

(who'd never built a boat before) and a professional fiberglasser were hired, materials and hardware were ordered and three keels laid. As the hulls progressed Cabell (who is never happier than when building a boat) redesigned the cabins and cockpit, virtually eliminating the seven mythical overnight guests, but providing tree bunks in the main cabin, one forward and a double in the rear cabin. The cabin proved quite spacious as it mushrooms out over the wings connecting the pontoons to the central hull. The pontoons – whose convex bows compliment the concave bow of the main hull and connecting wings made the building location appear absolutely appropriate. Hatch entered pontoons are used only for storage although a child might camp out there in a sleeping bag. The hulls and deck are triple fiberglassed, sails and sloop rigging are borrowed from *Chessie Cat* for the summer, and auxiliary power is provided by a long shaft 35 h.p. Mercury outboard. Stainless steel tanks and sinks (as well as 190 bolts connecting the hull), Formica counters, cork cabin floor, electric lights, foam bunks to stay made up, and enclosed cabin are un-catamaran luxuries. But *Chessie Cat's* open air galley inspired *Tamaria's* galley trap-door in a wing for sea-going disposal of coffee grounds, etc; numerous portable ice chests on the catamaran precipitated a large foamed ice chest in the new boat; and cook-out menus require space and protection for a charcoal grill in the cockpit.

Perhaps *Tamaria's* first trip was her most difficult and dull – eleven miles overland on a road no wider than her hull-span and a “crane-lifted dawn dunking” into the James below Richmond.

The May 22, 1964 edition of the *Richmond News Leader* carried a story by Frances Schools about Cabell's trimaran titled “Don't Look Now, But 'Tamaria' Has Three Hulls.” Along with a picture of the vessel departing from a slip at Deagle's Marina on Fishing Bay with all family members aboard, the article described the skipper as “sold on the multi-hulled boat and feels that ten years from now there will

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be as many of them as there are of mono-hulls now. And if most men agree with Tabb on why the multi-hull is popular, then it is here to stay."

Well, part of this prognostication came true: the multi-hull is here to stay. But cats and cats-and-a-half never achieved the widespread popularity projected by their early advocates. After the demise of the Cougars at FBYC, the club enjoyed an influx of Hobie 16s that represented a rather large and active fleet throughout the 1970's. But this club fleet too is gone. It is said that only 1.5% of all sailboats today fit into the multi-hull classification. FBYC currently lists a smattering of multi-hulls in the cruising and day-sailing categories of its yacht register, and occasionally a few will show up to race in special club events. But, numerically speaking, multi-hull craft are still a far cry from claiming a major presence in the sailing world in spite of their vocal and still devoted proponents.

(PHRF Rules continued from page 5)

penalty.

Third if you added a roller furler to your boat and requested the RFA (roller furler adjustment), which gives you a 6 second rating credit you are limited by Section 17 as to what sails you can use. Last years grandfathering of old race sails is gone so that all sails used by a boat with a RFA credit must be of woven construction or if laminated have a continuous woven taffeta shin on both sides. They must also have a 4 oz woven UV protection on both leach and foot. Once a boat starts a race with a RFA sail it must only use that sail or the heavy weather sail. It cannot switch to a different RFA sail.

If you are racing in non-spin the maximum length of your whisker pole or spinnaker pole is the J or SPL dimension on your certificate. If it is an adjustable length pole you should mark with a black tape band on the extending part the maximum you are allowed.

**CCV Annual
 Racing Rules Seminar
 The Mariners' Museum**

Tuesday evening (6:30) April 6, 2004, well known racer and rules clinician Tucker Thompson will return to the area to give his new presentation on tactics and strategy and the related rules. There will be a brief on the updates in the General Sailing Instruction as well as the CCV Race Instruction. *2004 CCV Racing Guide* will be distributed. The seminar is FREE and OPEN TO ALL. For info contact John McCarthy at (757) 850-4225

Editor's Note To Log Readers:

We apologize to our readers for any strain caused by the smaller typesize for this issue. This seemed preferable to omitting some unusual and important submissions. Future issues will be in our normal 11 pt or we will consider adding additional pages.

Thank you for your submissions and your understanding.

Ed.

April 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
A Big Turnout Made Spring Clean-up Huge Success! We had over 60 volunteers painting fences and junior shacks, pruning hedges, rejuvenating gardens and borders, washing windows, and of course raking leaves. The Backstroms served a delightful lunch. Thanks to all of you who pitched in. Chip Hall.				1	2	3 On The Water Race Comm. Training
Mr. Roberts Operator Training 4	5	6	7	8	9	10 On The Water Race Comm. Training
11	12	13	14	15	16	17 Cruising Social J-29 Invitational
18 J-29 Invitational	19	20	21	22	23	24 OPENING DAY Spring Series
25 Spring Series 2	26	27	28	29	30	

OPENING DAY REGATTA PARTY SATURDAY, APRIL 24TH

AFTER A GREAT AFTERNOON OF SAILING—

COME ENJOY A DELICIOUS CATERED DINNER ON THE WATERFRONT AT THE CLUB AND STAY AND DANCE THE NIGHT AWAY TO THE LIVE CARIBBEAN STYLE MUSIC PROVIDED BY THE 2 CAN JAM BAND.

BLESSING OF THE FLEET	1730 HOURS
COCKTAIL PARTY	FOLLOWING BLESSING OF FLEET
DINNER	1830-1930 HOURS
ENTERTAINMENT AND DANCING	1900-2200 HOURS

DINNER MENU:	COST: \$20/PERSON
Ribs/Barbeque Chicken	Potato Salad
Cole Slaw	Cobbler/Oreo Pudding
Baked Beans	

CHILDREN'S MENU:	COST: \$8/CHILD
Hot Dogs & Chips	
Cobbler/Oreo Pudding	

Return reservation coupon and check to Scott by Friday, April 16th to: Scott Collins, 811 Woodberry Road
 Richmond, VA 23229 . Phone: 282-1165
 (Make checks payable to Fishing Bay Yacht Club)
 Pick Up Pre-paid dinner tickets at the event

Tradewinds

BURGEES For Sale



X-Small 8" x 12"	\$15
Small 10" x 15"	\$18
Medium 12" x 18"	\$20
Large 16" x 24"	\$26
X-Large 24" x 36"	\$62

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BABYSITTERS: Available in Delta-ville area. Experienced & responsible 15 year old twin girls-Sophie & Peyton Curdts. Call 804-776-9589. Parents: Bill & Blair Curdts

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@oasisonline.com (843)869-0975

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.

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: '94 Beneteau Oceanis 440, American Pie II. Farr design. Fast, spacious cruiser ideal for coastal cruising or offshore. Loaded with ALL creature comforts, electronics, and sailing options for single-handed sailing. This boat is in excellent condition and ready for extended cruising AS IS. Have ordered new boat, and anxious to move American Pie II. Contact Vic DeNunzio. vdenunzio@erols.com or 804-794-1286."

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.

For Sale: Kenyon Marine Alcohol/Electric Stove, model 406, 2 burner, built in model, NEVER USED, still in original carton, offers, Jeff Baechler, 804-240-7585, jbaechler@comcast.net

For Rent: Two adj. Condos at Jcksn Crk Hbr.(connect. or sep.): Upstairs Waterfront Flat (Unit 14): Massive deck overlooks Jcksn Crk.: 2 BDRM with Qn. and Twns., plus Qn. Murph/bed, 2 Bthrm (\$950 wk.). Adjacent Townhse (Unit 12): 3 BDRM with Qn., 4 Bks., 2 Twns. (\$950 wk.). Both connected (\$1800 wk.). 4 wk. term for the wkly. cost of 3 (in season). Dock, Pool, Tennis. Ct., Wshr/Dryr, Gas Grill, Cent. A/C and CATV. Trans. slips avail. from Assn. Much lower monthly rates off season (Oct-May)(avail. now). Townhse not generally avail. Jr. Week. Call Noel Clinard (804) 285-0299(H), (804) 788-8594(O) or e-mail nclinard@hunton.com

For Sale: Highlander 20, made by McLaughlin. Full set of sails including spinnaker. Includes 21/2 HP Johnson and Cox trailer. Located in Small Boat Lot. \$1400. Call Bill Egelhoff at 804-272-0536.

For Sale: Bertram 28 Flying Bridge sports fisherman, late model 1984, repowered with fuel injection engines, three gas tanks, new canvas and enclosure, cleanest and best maintained bertram on the bay, fully equipped, located in Deltaville,\$49,500,Auzzie Jackson, 804/740-6828, auzville2 @ msn.com

For Sale: New Boat Lift—Will mount to any 2 pier poles, easy to install. Handles up to a 23' boat, 3,000 lb. capacity. Operates on 110 power. Optional stainless steel tracks. \$2,000.00. Call Arthur Wilton 804-776-7211, nwind@inna.net

Wanted: Optimist in good condition Contact Anna or Charlie Howe Home: 804-639-5256. Work (both): 800-446-1809 EMail: Charles.Howe@degussa.com

For Sale: Optimist, \$800 White hull with blue deck. Wooden blades, blade bag, all equipment, 2 sails (one fairly new). Formerly raced at FBYC as "Fly By..." Call Eric or Kelley Johnson 434.984.6077 or e-mail esjikj@aol.com

For Sale: Front Runner. \$6,000. Excellent condition. Contact Bill Spencer at (804) 740-7913 or spencer.bill@comcast.net.

For Sale: 130l Windsurfer, FANATIC RABBIT With adjustable wishbone,3.4,4.5,5.7 meter sails lightly used. \$275. Call Art Backstrom 804-272-3444

For Sale: Optimist- McLaughlin, white with red deck. Optiparts silver regatta spars, practice sail, Olympic racing sail (like new), sail bags, fiberglass blades, tiller extension, bailer, flotation bags, and all rigging. Includes dolly, blade bag and boat cover, and PVC storage tube for spars/sails. \$1850. Call Marc Hotchkiss at (804) 779-0909 or e-mail marcjan@earthlink.net

For Sale: Laser, rarely used. Hull, sails and rudder and centerboard like new. New mast and boom. A steal at \$1,500. Contact Francis Church at 804-794-4959 or E-mail: flchurch1@aol.com

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

Steve Gillispie
102 North Erlwood Court
Richmond, VA 23229

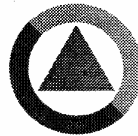
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The deadline for The Log is the 20th. Items received after the 20th may not be published.

All Articles Welcome!

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