

From the Quarterdeck
David Hazlehurst, Commodore

From the Quarterdeck, June 2004

Consider this a half-term report.

Attendance at Opening Day could have been better, but what was most noticeable were the numbers of pre-teenagers at the blessing of the Fleet. Hopefully their enthusiasm for the club will grow and we will have them with us on a regular basis.

Equally gratifying has been the participation in off-shore Spring series regattas with up to 26 boats racing. And our off-shore race committees have provided good courses, well run races, and equally important have all been well manned. We even have some regulars on Mr. Roberts, and are making good progress in getting more members involved in race management. And another good sign, we have had two protests, always a good learning experience for both parties.

After three days of One Design racing it seems we are settling in to

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having fleets of 6-8 Flying Scots, 5-7 Front Runners and 3-6 Lasers, soon to be joined, hopefully by our 420's, and maybe the occasional Mobjack.

Off the race course, our Cruisers are always going somewhere, not always very far, and rarely very fast, but they are an energetic bunch. This is best demonstrated by the leadership the immediate past, and the current Cruising Division Commanders, showed in helping organize the VIMS raft up on May 8—an outstanding event that showed the club and its members at their best. If you missed the landing craft on the Fishing Bay dock you get a second chance down the road.

It's not necessarily appropriate to think of these many activities as the calm before the storm, but there are only two weekends before our Juniors come into play; two weekends of Opti Kids, followed by Junior week. If you are anywhere near Deltona on the weekends when our youngest take to the water, perhaps for the first time, you should watch this activity. Check your Sailing Events Book for dates.

Back at the ranch, in the May Log we reported that our Zoning application was to be heard by the Middlesex County Board of Supervisors at their June 15 meeting.

After a number of meetings with our neighbors, we have agreed on all the major items they were concerned about. We are optimistic that our

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2004 Junior Program Begins June 12

And

Culminates With USODA ACCs In October



Noel Clinard
Junior Division Commander

The 2004 Jr. Program enrollment is complete, with splendid participation. We commence with 30 Opti-Kids and 29 Race Team Members on June 12. OptiKids also reconvenes on June 13, 19 and 20, and Race Team meets again on June 20. Junior Week follows with 81 additional participants from June 21-25, giving us a total of 140 Juniors in the program.

KEY PROGRAM EVENTS

Junior Week will be capped off by the VA State Opti Championships (and simultaneous FBYC Junior Regatta) on Saturday, June 26. Both events will have a separate Green Fleet for novices and less experienced sailors. Hopefully, many in Racing, Intermediate and Beginning Opti classes will stay over and compete. More Race Team sessions follow on July 11, 17 and 24, two of them in conjunction with Summer Seabreeze races.

There will be two other home invita-

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Board Meeting Highlights

May 13, 2004

Meeting called to order at 6:05 p.m. by Commodore David Hazlehurst.

REAR COMMODORE – LUD KIMBROUGH

SECRETARY John Wake announced that no members were dropped this year for non-payment of dues and that only one certified notice had to be issued, a latter day record.

HOUSE – John Koedel, Jr. advised that Mac Butler made new cushions for

the furniture in Fannie's House and for the old Fishing Bay clubhouse furniture on the east bathhouse porch.

DOCKS – Eric Powers reported that pilings for the "L" extension on the Fishing Bay dock should be in soon. Work is underway on the wiring of the east dock, west dock repairs are complete and the middle dock repairs are almost finished. David Hazlehurst thanked Eric Powers for taking a lead role in overseeing the repairs/rebuilding of the docks. An unenviable task, well done.

SOCIAL – Scott Collins stated that there was a good turn out on Opening Day. Janie French is chairing the next big event at Rosegill.

GROUNDS – Chip Hall will work with Brandy and Virgil to get the pool ready. John Koedel commented on how uneven the ground is on the new property and suggested that the low spots be filled in.

FINANCE – Strother Scott reported that Mason Chapman has formed a new Finance Committee (Mason Chapman, David Hazlehurst, Jay Buhl, Lud Kimbrough, Paul Howle, Strother Scott, Sam Stoakley, Noel Clinard, Bill Spencer and Chip Hall) to recommend funding for the club in light of the new land purchase and other capital items, such as bulkhead repairs. The committee recommended that the Board look at the overall financial needs, including the new land, and near-term capital projects. The committee reviewed the January 2004 Finance recommendation (a combination of an increased initiation fee, an assessment, and a dues increase). The consensus was that a major one-time dues increase was preferable to an assessment combined with a dues increase. The committee is also considering moving to a new billing cycle with a summertime bill beginning in June or July 2004 and attractive alternatives for monthly payments. Current family dues are \$525 per year – or \$44 per month. Increases in the range of \$30-\$40 per month with a phase in billing this summer are under consideration.

LONG RANGE PLANNING – Strother Scott advised that in order for boats to be parked on the new property, the overhead wiring must be put under-

Membership

FINAL APPROVAL:

Mr. & Mrs. Michael W. Dale; Mr. & Mrs. Thomas L. Lissenden; Dr. & Mrs. James F. Londrey; Mr. & Mrs. Michael M. Massie; Mr. & Mrs. D. Bradford Miller.

DEATH:

Life Member Mrs. Frederick P. (Susanne) Warne.

ground. The Board agreed that Strother should ask Bev Crump to issue a check from the escrow account payable to Dominion Virginia Power so that the work can be scheduled.

VICE COMMODORE – JAY BUHL

OFFSHORE DIVISION – Steve Colgate contacted Randy Alley and offered to have a Colgate 26 at the club on June 5 for the race training day. Plans for race training on that date are incomplete and it was decided to decline Steve Colgate's offer. Alex Alvis reported that two protests were filed in the first two days of the Spring Series.

ONE DESIGN DIVISION – Ric Bauer reported that there was a good turnout for the first Spring Series races with 7 Flying Scots, 5 Front Runners and 6 Lasers. Race training on June 5 will be in one-design boats.

CRUISING DIVISION – Tony Sadowski reported that the VIMS event was a great success with approximately 225 people attending. A press release has been prepared by the VIMS organizers and will be in the next issue of the Southside Sentinel. It was decided that we would not agree to host the VIMS event in 2005 but would be open to hosting it again in future years.

JUNIOR DIVISION – According to Noel Clinard, there are 110 children registered for Junior Week and 30 are registered for OptiKids. Two coaches have been hired. Kelly O'Toole is doing a great job in getting the CIT's assigned and obtaining a roster of instructors.

FLEET LT. – David Hazlehurst announced that Gil Miles has found it nec-

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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)

essary to resign from the Board and **Brooks Zerkel** has agreed to take his place.

OLD BUSINESS – Lud Kimbrough presented a report entitled “FBYC Land Zoning: Special Exception for 2.1 Acres.” Lud then presented the “Possible Conditions for Approval” which included (1) the appointment of a Community Advisory Board, (2) establishing Buffers, (3) Lighting plans, (4) Noise abatement, (5) Camping restrictions, (6) an agreement that FBYC will not build a new main clubhouse on the subject property and may only locate accessory structures on the subject property, (7) a Membership Cap, and (8) Parking restrictions. Discussion focused on #6 and #7.

Lud moved that the Board endorse the FBYC Land Zoning document, authorize Jimmy Ward to re-write the list of conditions, and authorize Chip Hall to present the list of conditions to the opposing residents with the understanding that FBYC will not compromise further on any of the conditions. He further moved that if the opposing residents do not agree to this list of conditions, then they will be advised that FBYC will make a decision to either withdraw the Special Exception Request or we will present the list of conditions to the Board of Supervisors with the request that they make the final decision. The Board passed the Motion.

NEW BUSINESS – David Hazlehurst announced that the Fishing Bay Challenge Bowl would go to the winner in the 420 class this year.

David also reported that establishing a community sailing program for Delta-ville youth has been a club objective for more than five years. In agreement with the club, the YMCA has chosen the week of July 12th for the 2004 program and has 10 members signed up. The program will use club boats and facilities. A motion that FBYC host and underwrite the community program as planned by the YMCA was passed.

There being no further business, the meeting was adjourned at 7:55 pm.



**VIMS Weekend A Great Success
Dick Cole
Past Commodore**

This was a great weekend. All the VIMS people and guests thought so also.

Special commendation and thanks should go to Tony Lasik and John Koedle as well as many others who came out and made sure this was a great experience for all.

The behind-the-scenes work by FBYC was evident from event management, club management (Brandy), grounds, house, sea craft, parking and docks.

VIMS put on a great program. I was amazed at how many people told me what a great place FBYC has and they really enjoyed walking around the club and spending a day or two at FBYC.

Events like this go a long way in helping FBYC and the community

**One Design Spring Series
May Segment Report
Ric Bauer**

This Spring has been quite an improvement over Spring 2003. I do miss the pancake and mimosa breakfast, but the sailing makes up for it.

May 1st was the first day of the series. The weather was perfect, much like June, only cooler. Wind started at 10-15 out of the south with a lull and complete shift to the west. We ran the first 2 races on one course and then reset after a 100 degree shift for the next 3. The downwind rounding of race 2 resulted in a muddy mast for one skipper and crew, but they were still in good spirits and came back for more on day 3. May 15th, the

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Photo: John Deutsch

**FBYC SPRING SERIES
CEFALU, WAVELENGTH, LA
MAGA, and SCHIEHALLION
WIN FLEET TITLES:**

**Southern Bay Racing
News You Can Use
Lynn McCarthy**

The final day of Fishing Bay Yacht Club's Spring Series ended with a sea breeze that generated a lot of excitement on the first windward leg of the second race Sunday.

Almost everyone (previously on a wind search all over the course) got to the rounding mark at about the same time. Yeee-Haaaa - get that chute hoisted and do it NOW!!!

Here's how things shook out after the entire series. RESULTS: MORC: 1. Cefalu, Blackwell Nottingham; 2. Insatiable, Mike Karn; 3. Mojo, Mark Wensell. PHRF A: 1. Wavelength, Rob Whittet; 2. Voodoo Chile, Leroi Lissenden; 3. Loose Cannon, Strother Scott. PHRF B: 1. La Maga, Allan Heyward; 2. Elancer, David Hinkle; 3. Trilogy, Wayland Rennie. PHRF Non-Spin: 1. Schiehallion, Brad Miller; 2. Nutcracker, Dick Cole; 3. Checko, Barfield-Smith Syn. PRO: Bill Spencer.



Commodore Canine Dogs At FBYC

Fellow dog members, we have a problem. FBYC discriminates against dogs. On page 86 of the Sailing Events Book, General Rules, #9, it clearly states that “dogs are not allowed on the Club grounds unless leashed, and then only to allow them to be taken to a boat. Dogs are not allowed in any building or in any public area. Owners should be prepared to clean up promptly after their dogs.” Notice that there aren’t rules about cats, parrots, snakes...just dogs.

Recently, an FBYC Pooh-Bah noted that “*Dogs seem to be everywhere at the club - including inside the clubhouse.*” Several masters have attempted lamely to defend us with the comment “*dogs can't read.*” (Talk about stereotyping.) Anyway, this same official has commented “*that isn't cute to me. Their owners can definitely read!*” Doesn’t he know sailors don’t read rules until they think they have a protest?

Any dogs who would like to join me in seeking passage of the **American Dogs Act** which will correct these kinds of problems once and for all, please email me c/o the Canine Streamer. In the meantime, I am recommending that we clean up our act (get it), be leashed, and stay on our boats before we lose the meager rights we have.

THIRD ANNUAL INDIAN CREEK CRUISE

JUNE 4-6

The Third Annual Indian Creek Cruise promises this year to have good weather for tennis, golf, sailing, good friends, food and drink. On Friday, June 4th we will sail to Indian Creek Yacht & Country Club and either anchor in Pitman's Cove or go to the Club's docks.



We will have both golf and tennis times for Friday afternoon and again on Saturday.

We will have dinner in the main dining room at the Club on Friday, and grill out on the docks on Saturday. The dining room does not require coat and tie but does request nicer shirt and slacks; *the Club does not accept credit cards.*

I'll need to know several things:

1. Do you wish a slip;
2. Do you want to play golf and or tennis and on which days;
3. Will you be eating in the dining room with us?

We will return on Sunday.

Kids: This would be a great trip for those of you with kids or grandkids as John & Kara Koedel intend to lead a shore party to "Pirate Island" at the mouths of Antipoison Creek and Dymer Creek on Saturday.

Please notify Sheila and Gordon Nelson of your intentions to participate as early as possible so we can get the Tee and Tennis times we want.

Grnsail@aol.com or 804-740-7435



Boat Name History This Should Clear Things Up

By John G. Koedel, III

About 7 years ago I met a couple of friends for a beer after work on a Thursday at a mutually convenient watering hole.

The establishment was an Irish pub named Rare Old Times. I promised Kara I would be home in an hour. The first beer led to a second and then to appetizers. About this time a band started playing. Their theme? “Irish American Pub Music.” They had a lot of character. Everyone in the bar got involved in the singing, chanting, and clapping, including me.

During a break, I asked what their name was and they responded, “Uisce Beatha.” It means water of life. I thought to myself, that would be a good name for a boat one day. I returned home around midnight (not the promised 1 hour) and woke Kara to tell her of my adventure. We now frequent Rare Olde Times and Uisce Beatha on Thursdays quite often.

We came to own our Ericson 38 two seasons ago and realized that Uisce Beatha on the side of her hull would not cut it. No one would ever pronounce it so the fa-net-ick spelling of Ishky Baha adorns her side.

The reason for writing this note came from a dinner conversation I had with my parents. I mentioned that it was the 10th anniversary of Uisce Beatha playing at Rare Old Times and their response was “There’s a band named Uisce Beatha.?”

Up to that point, they were probably wondering how in the world we came up with the name.

We need to talk more.

(Junior Week continued from page 1)

tional regattas (Junior Regatta on August 5, and the 65th Annual One Design Regatta on August 14-15) and special low-key events to make sailing more fun (the Dog Days Series on August 22 and September 6).

Those interested in racing may join the Race Team in traveling to away regattas and the Safety at Sea Program in Annapolis on July 7. The climax of the program will be a major championship invitational regatta (the United States Optimist Dinghy Association, Atlantic Coast Championship on October 9-10). Many volunteers will be needed to run this event.

The core objective of this year's program is to increase participation in competitive sailing, with the hope of restoring the FBYC junior racing to its former glory.

Additional new equipment has been purchased (Laser and dollie, double 420 trailer, new Optimist). We have two outstanding coaches including the returning Head Coach, Melanie Clore, and the new Asst. Coach, Rob Wright, who coached at Cape Fear Yacht Club, is a Level II sailing Instructor and just graduated captain of the UNCW Sailing Team.

Your Club has generously supported the program with equipment purchases, payroll and coaches' lodging expenses. Now it is up to you to fit the program into your summer.

WHY COMPETITIVE SAILING?

Those adults participating in FBYC racing know the answer. The sport provides incomparable opportunities for individual development, dedication to the ideal of sportsmanship, self reliance, friendship, healthy activity in natural surroundings, wholesome competition, and more.

For those parents who do not sail yet, you can give your child and yourself the opportunity of a lifetime to foster an interest in a sport

that can last a lifetime and foster personal and business relationships.

Many colleges offer competitive sailing programs, preparation for which may give the Junior a leg up on college applications.

Most important, in these days of parental challenges, sailing offers a wholesome, outdoor activity far more productive than "cruising the avenues." We offer a safe, fun, well supervised series of outings over the course of the summer. We urge each of the parents of OptiKids and above be aware of the offerings of your club's programs and join us.

A NEW GENERATION OF SAILORS

We are starting a new generation of sailors at FBYC, beginning with OptiKids, while nurturing our accomplished Junior sailors.

To foster that goal, the Club is paying the membership of every FBYC Optimist sailor in the USODA, providing each with a subscription to the class publication "OptiNews" and other opportunities, including eligibility to sail in the USODA ACCs at FBYC in October.

Each Junior Program registrant should have received a registration package containing OptiKids class assignment, a detailed schedule, medical forms, release, information on the Leukemia Sail-a thon, and other information. *You MUST have these forms completed at the first day's registration to participate.*

We will tell you more at the Parents Meeting the first day of Junior Week.



(One Design Series by Bauer from page 3)

second race day, was very typical Spring racing. Wind at about 18 gusting to 20 held most of the day. At least it wasn't raining. In race 2 we saw the first spinnaker come out. In race 3 a few more were flying and by race 5 most were up for the final downwind leg. With that sort of wind it's no surprise a few boats experience minor damage. May 23rd was the final day of the May segment of the series. Summer had arrived. The day started with winds about 15, dropping by first gun to about 10 steady out of the southwest. The breeze began to drop off throughout race 4 and by the last downwind leg, worn out, hot and with no wind, you would have sworn it was August. The fleets stayed with it and finished the race. This day saw some tight and surprising finishes.

This May segment of the Spring Series saw generally good participation:

	Flying Front		
	Scots	Runners	Lasers
Week 1	10	5	6
Week 2	7	5	5
Week 3	9	3	3
Total registrations	12	5	7

Where were you Mobjacks?

Special thanks to our race committees run by Jim Black, Pete Alcorn and Miles Booth.

This was just the May segment and the awards will be handed out on June 6th.

The June segment starts on the 6th and it's a new ball game; so come on out. There will be trophies for that segment and series overall awards too handed out after the July 4th Long Distance race.

For more information, see the complete Spring Series Sailing Instructions on page 48 of the events book and come out racing!

**Cruising Class Events
June and July 2004
Tony Sakowski**

We have five cruising/racing events scheduled for the months of June and July 2004. Plan to join the Cruising Division as we continue to explore the Chesapeake together, and push ourselves a little in racing with two different events. If you have your PHRF rating then join the non-spinnaker group of racers at the Leukemia Cup Regatta, or do a more leisurely sail/race at our Cruising Regatta that will be chaired by George and Lyons Burke. There is something for everyone. Please note the change in venue for the previously scheduled trip to Crisfield that is now going to St. Mary's City/Mill Creek on June 25-27 and will be chaired by Charlie and Stella Jones. The format for the one-week trip North has also changed slightly, with a Friday night meeting added to finalize our plans.

Please contact the event chair for the cruise you'd like to enjoy as early as possible to allow for proper scheduling, dock rental, catering, etc. Hope to see you on the water.

**THIRD ANNUAL INDIAN
CREEK CRUISE
JUNE 4-6**

The third annual Indian Creek Cruise promises this year to have good weather for tennis, golf, sailing, good friends, food and drink. On **Friday, June 4th** we will sail to Indian Creek Yacht & Country Club and either anchor in Pitman's Cove or go to the Club's docks. We will have both golf and tennis times for Friday afternoon and again on Saturday. We will have dinner in the main dining room at the Club on Friday, and grill out on the docks on Saturday. The dinning room does not require coat and tie but does request nicer shirt and slacks; the Club does not accept credit cards. I'll need to know several things: 1, Do

you wish a slip; 2, Do you want to play golf and or tennis and on which days; 3, Will you be eating in the dinning room with us? We will return on Sunday.

Please notify Sheila and Gordon Nelson of your intentions to participate as early as possible so we can get the Tee and Tennis times we want. In any event no later than May 28th

Grnsail@aol.com or 804-463-0095

**ST. MARY'S RIVER and MILL
CREEK CRUISE
JUNE 25-27, 2004**

This three day cruise was initially scheduled to go to Crisfield, but has been changed by our new Event Chairpersons, Charlie and Stella Jones, to include a two day, one night stay at St. Mary's City, and then an overnight stop at Mill Creek. We plan to leave early on Friday, June 25, and arrive in time to enjoy dinner at the St. Mary's College cafeteria. We will then enjoy an extended cocktail party on the docks as we watch the sun descend. A self-guided tour of the restored area is available on Saturday, or you can just enjoy a swim off your boat, or a good book. Some will bring their bikes, and others will run or walk this interesting area of our nation's history.

On Saturday at your leisure, we will set sail for Mill Creek. At Mill Creek, plan to raft and bring a hors d'oeuvre for others to share. Saturday night dinner will be on your own.

Sunday morning, we will depart Mill Creek, and plan to arrive in Deltaville that afternoon.

Contact Charlie and Stella Jones for details at 336 273 9158 (home), or on email at stellajone@aol.com.

**LEUKEMIA CUP RACE
JULY 9-10**

Friday evening will be the reception, and Saturday the racing/party. Come enjoy racing against other cruisers, or in the PHRF non-spinnaker class. Detailed information regarding this event will be published in the LOG as well as on the website, www.fbyc.net. The party on Saturday night is usually exceptional, and it's all for a very good cause. Don't miss it!

**ONE WEEK CRUISE NORTH
JULY 17-24**

This year we're not going to plan on being at a specific place at a specific time as we anticipate enjoying the sailing and go along where the wind takes us. However our basic plan is to do a 7-day cruise to the Rhode and Wye Rivers. Both of these rivers are beautiful and have special anchorages, especially in Dividing Cr. and Granary Cr. off the Wye. Along the way we may stop at Solomons, Annapolis, Oxford (anchor in Tripp Cr.) and who knows, we may get to Crisfield or Tangier. As we get closer, let us know of your interest and we'll get a better idea of number of days at anchor and at dock. This will be a cruise where we will communicate by radio by monitoring VHF 16.

We will gather at Tony and Kate's cottage Friday night to finalize the schedule. Beer and wine will be available from 6-7 PM; plan to have dinner on your own after the meeting.

Please respond to Tony Sakowski at doctorlasik@aol.com, or 285 3347, cell 804 387 3875 **no later than Monday July 12.**

Co-chairmen:

Gordon and Sheila Nelson-
Grnsail@aol.com, 804-463-0095

Tony and Kate Sakowski- as above.

**CRUISE REGATTA
JULY 31, 2004**

Our eighth annual Cruising Regatta

(Cruising Events continued from page 6)

promises to deliver another day of "compassionate competition" for the more relaxed racers amongst us. Always a fun filled event, this regatta is a great way for families and first timers to participate with experienced racers in big boat racing in a relaxed and forgiving format. Final racing distance will be determined by the prevailing conditions, but the goal is to complete a long distance day course followed by refreshments, dinner, and awards at the clubhouse.

For details and enrollment forms, contact co-chairs George and Lyons Burke at burkeg@paraccess.com or [804-359-1187](tel:804-359-1187). Please contact George no later than July 26, as there is a significant amount of pre-race calculations that have to be performed to make this as "fair" an event as possible.

CRUISING IN MAY

Great Experiences For FBYC Members!

Tony Sakowski
Cruising Commander

The Cruising Class has had a terrific time together in May. The first event was the VIMS Raft Up Rendezvous on May 8-9, which was attended by over 200 sailors from around the Bay. Thirty-seven cruising boats made the trip to our club in the face of some very high winds. On Saturday, many of us attended exhibits, tasted Bay oysters, and were amazed by the size of the Asian species that is being studied by VIMS. We toured the research vessel *Pelican*, met new friends from other yacht clubs, and learned more about tidal surges associated with hurricanes. A silent auction was well attended and featured such fun times as an Eastern Shore Visit, Sonar Treasure Hunt, Oyster Tast-

ing and Tour, Aquarium Kids field trip to VIMS, and other neat activities. Cocktails were served, followed by a very nice "free" dinner as well as a Reggae band. Breakfast on Sunday closed out the weekend for VIMS at our club. It was a well planned and attended function that brought many new visitors to Fishing Bay.

On May 15-16, the Cruising Class made its way to Judy and Steve Buis' home on Gwynn's Island. Five yachts made their way to Milford Haven, and joined those who drove over for a delightful cocktail and dinner extravaganza on the Buis' deck overlooking the water. Conversations lasted into the late hours of the night, and a wonderful evening for sleeping was enjoyed by those who sailed/motored over. John and Faye Koedel put on a first class event, as always.

The Progressive Cruise up the Piankatank began at guest Jack Willey's home where all 35 participants enjoyed a southerly breeze and cocktails with hors d'oeuvres that our host had prepared himself. Around 7:30 pm, we walked over to Jane and Vic DeNunzio's wonderful home to enjoy dinner, wine, and great fellowship. We welcomed several members who were attending their first cruising function and hopefully they will return to enjoy the cruising scene with us all over the Chesapeake Bay.

Sunday morning was a great sail down the Piankatank to Kate and Tony Sakowski's cottage on Jackson Creek. The brunch was scrumptious and the air conditioning appreciated on a fairly warm day. Thirty-three sailors plus our Commodore were in attendance.

Photos of all three events are posted on the website, www.fbyc.net for all to see.



12th Annual Screwpile Lighthouse Challenge July 18, 19 & 20 Solomons, MD

This July, Screwpile Lighthouse Challenge 2004 will inaugurate The "Battle of the Chesapeake" trophy.

New to the Screwpile Lighthouse Challenge Regatta in 2004 will be a special team competition that recognizes participation as well as excellence in racing. Event chairman L.G. Raley announced that any yacht club or sailing association who has five or more boats entered in at least two different classes, at least one being spinnaker class, can compete for the trophy". The idea is to encourage participation from clubs of all sizes and from all locations on the Bay," Raley said. "Any qualifying club will have a shot at winning the award," he said.

During the regatta, scoring for the trophy will be easy to follow and bonus points for participation will be awarded. The BOC trophy brings with it legitimate bragging rights, since the vast majority of racing clubs on the Bay has boats entered in the regatta. The trophy itself, a classic pewter loving cup crafted from vintage tools made in the USA, will be presented at the time and place chosen by the winning club.

For details about the Battle of the Chesapeake, check out the regatta web site at www.screwpile.com

Club history...

Rives Potts and the America's Cup Jere Dennison

1980. Jimmy Carter was President; there were queues at the gas pumps; the Misery Index was soaring; Iran held Americans hostage; the U.S. upset the Soviets in ice hockey for Olympic gold; and, in Newport, Rhode Island, the New York Yacht Club mounted its last successful defense of the America's Cup. And FBYC member Rives Potts, a native Richmonder, played an important role in the effort to retain the Cup aboard the 12-Meter US 30 Freedom...

Rives was a graduate of Collegiate Schools, Virginia Military Institute, and UVA's Colgate Darden School of Business. Son of Past Commodore Allen Potts (1971), he grew up sailing on the Bay at FBYC. Besides racing with his father and his Uncle Jimmy Mathews, he got his real start in sailing at FBYC crewing for Drew Sinnickson on his Penguin, Andy Sinnickson on Michekemoo, and Alan McCullough and Bev Crump on Rappahanock. In 1979, he and his sister Jane crewed aboard Ted Turner's 61-ft. Tenacious during the disastrous Fastnet Race in which 15 competitors died and only 85 out of 303 vessels completed the course. Tenacious was the overall winner. One thing led to another and Rives landed the dual job of project manager and crewman with the Freedom-Enterprise Syndicate led by skipper Dennis Conner.

Freedom and Enterprise were both sparring partners from the same stable. Dennis Conner was ramping up a serious effort to win the America's Cup by changing the entire approach to the game. What he did was to make it a full-time job by the constant competition between both syndicate boats where crewmen and equipment could be tested for maximum performance. Ultimately, Freedom was selected for the Defender Trials and dominated all the other American rivals, including Courageous which was back for a second shot at the Cup with Ted Turner at the helm. And eventually she bested Allan Bond's Australia 4 – 1 in the best of seven series that ended on September 25, 1980. The New York Yacht Club's jubilation in retaining the Cup held continuously since 1851 was relatively short-lived. In 1983, the Australians returned with the winged-keel Australia II to capture the Cup that has not since returned to the hallowed halls of the NYCC.

But back to Freedom and 1980. She was designed by Sparkman and Stephens, Inc. with a LOA of 63 feet, a LWL of 47 feet, and a beam of a little over 12 feet. Displacing 56,500 pounds with a draft of 9 feet, she spread 1,800 square feet of high-tech canvas. Painted dark blue, she was a beauty to behold both in the water and in her slings dangling above Newport Harbor where she spent each night after her daily bottom rub-down with fine wet/dry sandpaper.



Freedom On The Racecourse

At this point, the author must apologize for injecting himself into this story. In June 1980, I assisted Norwood Davis in sailing his new Tartan 37 Prima to Newport Rhode Island where both of us were swept up into America's Cup Mania for only a brief but memorable period. Fortuitously Prima's engine was giving us some trouble so we moved her from our mooring to the Williams and Manchester yard for some needed mechanical attention. By coincidence, our boatyard was adjacent to Newport Offshore where the Freedom-Enterprise Syndicate was camped out.

Having wandered into Newport Offshore to find Rives, there he was just inside the (unguarded) gate working on a huge 12-meter mast. Greeting us in his always-friendly manner, he rolled out the red carpet for us. Unable to spare time at that moment, he enlisted Arnie Schmeling, another member of the syndicate, to give us an up close and personal look at Freedom. Arnie was the crew's weight and conditioning trainer and the great nephew of Max Schmeling, the former German Heavyweight World Boxing Champion who once defeated Joe Louis. A former policeman, he was built like a rock and, at age 52, looked 20 years younger. If the story had ended there, it would have still been a memorable Newport experience.

(Continued on page 9)



Rives Potts (left) with Paula Dennison and Nancy Potts on the afterdeck of Freedom in 1980

(History continued from page 8)

But the story just got better.... The next day, Rives requested our help in stepping the 1000-pound aluminum mast on Freedom and also invited us to dinner with the crew at the 60-room Sea View Terrace, the syndicate's "cottage" mansion rented for the duration of the Cup. Incredibly he held out the prospect of a sail on Freedom for a test run out into Narragansett Bay. You see, Dennis Connor was back in California for a brief visit and so it was possible to surreptitiously smuggle passengers aboard Freedom. After dinner, Nancy, Rive's wife, shows us their suite in Sea View Terrace that directly adjoined that of Dennis Connor. Prominently displayed on a table was a picture of Freedom's crew taken with Bo Derek when the syndicate wintered in San Diego.

Two days later, Rives approaches us in our boatyard with an invitation to join the crew of Freedom for a practice sail. Wind conditions are perfect and Norwood, my wife Paula, and I hop aboard as sails are hoisted and Freedom takes off from the slip under her own power. In the distance we see Courageous with Ted at the helm and Gary Jobson as tactician. They are doing their own thing, and there won't be a skirmish

between the two today. Both Norwood and I are assigned first to grinder duty where lack of Arnie Schmeling's conditioning sessions become quickly apparent. Later we take turns at

the helm as Freedom makes over 9 knots to windward in the brisk southwest breeze. Rives has orchestrated this trip well, and all the equipment tests and inspections on his comprehensive checklist were accomplished. And, of course, the grateful passengers were euphoric over the experience of crewing aboard a 12-meter.

What was truly amazing was our return trip to the boatyard. Imagine a bustling Newport Harbor during the America's Cup summer crowded with hundreds of vessels of all shapes and sizes. Soon we had picked up a huge entourage of boats tracking us through the harbor and sounding their horns. Large numbers of people from the mansions on the hill near Newport swept down the lush lawns to gawk at us. Chaperone, our tender, swiftly bore down on us to toss beer and soft drinks to the Freedom crew. The passengers bask in the limelight of this instant fame; but to the regular crew, this is all just the standard ho-hum tribute to which they are subjected every day in Newport.

Rives' America's Cup career did not end with the Freedom campaign. A full-page article, accompanied by color photographs, in the December 19, 1986 edition of the Richmond News Leader outlined

Rives' role in that year's Cup challenge in Australia. Entitled "All Over Down Under: Richmond sailor's America's Cup dream blown off course" by Harriet McLeod, the story describes the elimination of the NYYC entry America II skippered by John Kolius in the challenger trials after a disappointing loss to the New Zealand twelve-meter. Rives had been involved for 3 ½ years with America II and served as a grinder during the trials. In fact, he had also been involved in the NYYC's 1983 campaign for 2 ½ years before dropping out three months before the races for business reasons.

The News Leader article interviewed Rives for his personal experiences aboard America II and an excerpt follows that really conveys the flavor of life as a grinder aboard a Twelve sailing in difficult conditions Down Under.

"We get up at quarter to six," Potts said during the trials, "and we have an hour of running and weight lifting. We run about 45 minutes, five to six miles. Then we have these special machines, grinding machines, and then we eat breakfast, and then we go out and sail all day, sometimes till after dark."

The racecourse was a two-hour tow from the dock. After being towed back in, "you come home and you try to get through supper before you fall asleep," he said.

"Last week, we had what I call survival conditions. We were surfing down waves at 15 knots, which is real fast for these boats. Literally, you go through the waves, and the boat is filled with water 2 ½ to three feet deep. A couple of guys got washed over because you just can't hold on. We'll get three tons of water in the boat, which we have to pump out. The water is

(Continued on page 12)

(From *The Quarterdeck* cont. from page 1)
application will be approved, meaning we can start using the new land.

A proposal by our Finance Committee on how we pay for it was presented to the FBYC Board at their May meeting, and will be voted on at the June meeting. We can all look forward to a dues increase to pay for the land over the near term, and to support the added costs of properly maintaining our new clubhouse and other facilities.

We essentially got a free ride on dock repairs using monies received from our insurance company, but from here on any capital improvements will have to be paid for from dues and fees. Before closing on docks, we must thank our members who were so patient waiting for the east dock to be finished. It was well worth waiting for, but thank you all for working with us. You made our lives much easier.

Finally some requests.

Please do not park on the road, and on the grass alongside the road in front of Fannies House. And don't ever block the turning areas whether they be on the Jackson Creek side, in front of the clubhouse, by the Laser corral or where the one design boats on trailers turn to get to or return from the ramp.

Keeping the road clear for local residents and emergency vehicles is one obvious reason for this request. As to freeing the turning areas for boat launching; our members pay good money to keep their boats at the club, and the least the rest of us can do is make it easy for them to get to their boats in and out of the water.

Thank you all for your help. If you have to walk a few more yards to get to the club or the pool, think of it as good for your health.



Leukemia Cup June Regatta Events

By Roy F. Meyer

Leukemia Cup Regatta events coming up in June include a brand-new addition to this year's line up:

"Leukemia Cup Night at the Ball Park" which takes place Saturday night, June 19th. "Our goal is to reach out to increased numbers of people, sailors and non-boaters alike, who might want to support us in this important fundraising cause," says Brenda Coffman, coordinator of the baseball event. "We have learned that many, many people will take part if we provide events they can enjoy and support."

Tickets for the game between the Virginia League Deltaville Deltas and the Fredericksburg Meadow Farm team are just \$4.00, with the game beginning at 7:30pm.

Other regatta highlights during June include a Junior Sail-a-thon for elementary school aged children at Fishing Bay Yacht Club on Thursday afternoon, June 24th and an Arts at Fishing Bay party, featuring area artwork and handicrafts, for sale at 6:30pm on Wednesday, June 30th at FBYC. There is no charge for admission.

Regatta Weekend opens with a Welcome Reception and live/silent auction at the Deltaville Fire House at 7:00pm, Friday, July 9. Crab cakes and refreshments will be

available, and an extensive array of gifts and crafts will be on sale during the auctions. Admission is free.

In July, Sailing Saturday takes place July 10, with registration and a continental breakfast at 8:00am and a skipper's meeting at 10:00am at Fishing Bay Yacht Club. VIP/Spectator boats will leave FBYC at 10:00am to be on hand to watch the races. The races are scheduled to begin at 11:00am. A new addition to the fleet this year is a Classic Yacht class, featuring wooden sailboats and others more than 25 years old. Organizers believe this group of boats will be exciting to watch as observers get a chance to see several rare and treasured vessels, many of them restored to pristine condition, in action.

Registration fees for sailors are \$100.00 for fundraising boats and \$50.00 for racing honors boats. VIP/Spectator Boat tickets are \$50.00, which includes lunch and refreshments.

The Grand Gala and Awards Ceremony take place the evening of Saturday, July 10 at Stingray Harbor Marina in Deltaville. Refreshments and a full dinner will be served and there will be music and dancing. Awards and prizes will be presented to the leading racers and top fundraisers. The top fundraiser will be presented with the coveted Leukemia Cup Trophy and an all-expenses-paid Caribbean cruise, sponsored by The Moorings. Several other incentives are also planned, including a Fantasy Sail with Gary Jobson at Sanibel Island, Florida, later in the year.

The gala is open to the public beginning at 5:00pm, and there is no charge for admission. Dinner tickets are just \$20.00. Last year's regatta raised more than \$128,000 for leukemia research and patient care in Virginia. And, this year regatta organizers are hoping the various



Sounds You Don't Want to Hear On Your Schooner

by Jeff Thomas

Zap!

The first of the unwelcome sounds happened in the middle of the Gulf Stream. My schooner *Leopard* was barreling along at 9 knots, her gaff-rigged sails made for broad reaching, and all aboard were blissfully ignorant of the disaster ahead.

When evening came, the sky turned mean and unsettled. We furled the jib and reefed the main, leaving the fores'l as the principal sail. The wind began to gust to 20, now 25. Soon, nasty choppers slapped at us from all sides. Dining on the dolphin fish Bill had caught earlier was out of the question. It took all our effort to hang on.

I'd just taken the helm for the midnight watch, was adjusting to the conditions, when a flash lit up the sea like a strobe from a giant camera. We heard a sharp hiss, like someone let the air out of a balloon. The electrical system died – no running lights, cabin lights, radio, or engine. We'd been zapped by lightning.

As we tried in vain to restore power, we flicked the lantern beam on the main every few minutes, knowing that no ship lookout would be peering from the wheelhouse on such a night. We hoped that someone wasn't asleep at the radar station.

The rest of the night was long indeed. The next day, we changed course for Beaufort, limping in the last few miles under tow, after the wind vanished.

Crunch!

The second noise happened a few months later. One November morning, my beloved schooner was snoozing in her slip at the end of the dock, no one on board, me hard asleep 80 miles away. The phone rang at 5:45. It was Clinton, who owns the dock. "There's been an accident," he said. "A fishing boat ran into *Leopard*."

A waterman had rammed into her stern going 10 knots. The dinghy was crushed, the heavy stainless steel davits was twisted like a pretzel, and the aft deck was destroyed. What saved *Leopard* from being holed was the dinghy, which absorbed the force and caused the workboat to rise upwards, so it as-



sumed a 45-degree angle before sliding back into the water. The bow of a Chesapeake Bay deadrise is a perfect battering ram.

Repairs weren't completed until May.

Pop!

In July, *Leopard* was heading across the Gulf Stream again, this time to the Bahamas. With a 20-knot wind on the nose, we charged into the waves, sunlit spray bursting over the bow, water rushing down the side decks.

We heard a firecracker sound and the jib went wild. The roller furler had sheared from the tip the bowsprit. The jib flogged and thrashed, whipping itself against the boat with each wave. Furling it was impossible, and its motion was so violent, we couldn't lower it. Our only option was to corral the bucking furler,



which took four of us over an hour. By the time we'd lashed it to the shrouds, the long metal prongs beneath the drum had gored the inflatable and slashed the fores'l. The starboard deck and bulwarks looked like someone had attacked them with a meat cleaver.

We turned tail and lumbered back to West Palm for repairs.

It's a new season. *Leopard* is due for quieter times. The swish of the breeze and the gurgle of the wake are all I want to hear.

Jeff Thomas is a long-standing member of Fishing Bay Yacht Club. He is a noted photographer and his pictures can be found throughout the Richmond area. He has been a columnist for several sailing magazines. Jeff competes almost annually under the FBYC burgee in the Chesapeake Schooner race which he has won on several occasions.

If you would like to experience the thrill of a traditional schooner, Jeff provides day, weekend, or longer outings. See his posting in this month's [Tradewinds](#).

Itineraries can include a sail up the Bay, down the Bay, along the Dismal Swamp, or around Delmarva.

Ed..

(History continued from page 9)

very, very rough. You could easily drown. We see sharks quite often.”

Crews also have to contend with the wind. “It was 90 degrees outside, and we were all wearing long underwear because the wind is blowing so hard,” Potts said. On upwind legs, the crew would freeze and get soaked. After rounding the windward mark, they would quickly strip down their specially designed foul weather gear “so you don’t fry” on the spinnaker run, Potts said.

“Immediately you’d be in a pressure cooker. Your face is so covered with salt. We have to carry a little spray bottle of fresh water for our faces, or the salt and the sun will make your eyes swell shut.”

At night the crew had to “put the boats back together. They get broken in pretty bad.”

America II’s 11-man crew chalked up a broken ankle, broken wrist and ripper shoulder. Potts broke his nose two weeks ago. “You just physically get beat,” he said. “Those things happen all the time. Black and blue. I’m not trying to paint a bad picture, but it’s the toughest sailing I’ve ever done.”

Rive’s involvement with the America’s Cup continued through the 1992 and 1996 campaigns with Dennis Conner. In Part II that will appear in next month’s Log, we will be treated to Rive’s personal recollections of all of his Cup experiences



FBYC WILL HOST UNITED STATES OPTIMIST DINGHY ASSOCIATION REGIONAL CHAMPIONSHIPS

OCTOBER 10—12

Optimist sailors and their parents should reserve this weekend.

Registration will be offered by mail (and possibly on-line) for a fee of \$80. An additional late registration fee of \$50 will be imposed for entries after 5:00 pm October 4, 2004.

More details on registration will be posted soon on the USODA ACC portion of the FBYC website at www.fbyc.net. A link will be available from www.usoda.org. See National Event Pages on www.usoda.org.

(Leukemia-June Events from page 10)

events will raise \$150,000.

This year’s regatta is presented by SunTrust and sponsors include Fishing Bay Yacht Club, York River Yacht Club, Stingray Harbor Marina and the Leukemia & Lymphoma Society.

Registration is now open. Please contact Kristin Stokes, regatta coordinator, at the Leukemia & Lymphoma Society office at (800) 766-0797 or at stokesk@lls.org. And, we hope to see you at any or all of this year’s regatta events.



THE EDENTON BAY CHALLENGE
August 7 - 8, 2004

The Town of Edenton, the Edenton-Chowan Chamber and the Edenton Yacht Club are pleased to host this One-design sailing event for **Flying Scots, Tanzer 16s, Windmills, 420s, Sunfish and Optimists**. This Category A multi-class regatta will be governed by the rules as defined in the Racing Rules of Sailing.

For additional information please contact Nancy Nicholls at 800-775-0111, Jim Elliott at 252-482-2121 or check our web page at www.visitedenton.com for more information about our community. Flying Scots contact Dave Batchelor at sailordave@nc.rr.com or 919-467-3512 or Tom Lawton at mailto:tlawton@mac.com or 828-669-8670



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Dear Parents and Kids,

On June 24, 2004 Fishing Bay Yacht Club will again host the Junior Sail-A Thon to benefit The Leukemia & Lymphoma Society. Thanks to the many participants, the 2002 event was a huge success, raising over \$1000!

With everyone's hard work, our goal for this year is to double that amount! We hope that all parents and kids will participate and "Raise a Sail To Save a Life" in the fight against blood cancers.

For more information on this event or related regatta events, contact Judy Buis at 804-358-9475 or e-mail Judybuis@comcast.net or contact Kristin Stokes at 804-627-0400 or email at stokesk@lls.org.

Thank you in advance for your support and participation! We look forward to seeing you on June 24 2004.

Judy Buis



6th ANNUAL LEUKEMIA

THE CUP REGATTA EVENTS FOR 2004

Sail A Thon
Thursday June 24, 2004

Arts at Fishing Bay
Wednesday June 30, 2004

Regatta Race Weekend
Friday and Saturday
July 9-10, 2004

6th Annual Leukemia Cup Regatta Sail A Thon Thursday June 24, 2004

This is the 6th year for the regatta and the 6th year for the SAIL A THON.

This is a wonderful opportunity for our young sailors to get involved in finding the cure for Leukemia, Lymphoma and other blood born cancers. Every cent you earn will go to the cure. The money that you raise helps out children and adults that have been diagnosed with Leukemia and Lymphoma, as well as their families.

Each sailor will go out to their friends, relatives and neighbors and with their contribution they are helping too. So go on out and raise money to raise a sail for Leukemia. As you sail around a predetermined course, each lap brings in more money for the cure.

June 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	Indian Creek Cruise 5
Indian Creek Cruise 6 Spring Series 5	7	8	9 Wed Night Dinner	10	11 Indian Creek Cruise	Racing Training 20 ft boats
Offshore June Races 13 FBYC Optiids	14	15	16 Wed Night Dinner	17	18	19
Offshore Spring Series 20 FBYC Jr Race Team	21 Junior Week	22 Junior Week	23 Junior Week	24 Junior Week	25 Crisfield Cruise Junior Week	26 Crisfield Cruise
Team Racing Flying Scots 27 Crisfield Cruise	28	29 Annapolis YC Junior Regatta	30 Art On Fishing Bay			VA Opti Championships




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ART

on FISHING BAY

WED., JUNE 30TH - 6:00 - 9:30 pm
FISHING BAY YACHT CLUB
DELTAVILLE, VIRGINIA

The Leukemia & Lymphoma Society and the FBYC Wednesday Night Dinner Group invite you to "Art on Fishing Bay". All members and guests are asked to bring an hors d'oeuvre to share. There will be a cash bar provided by the Leukemia Society. Contact Bob Kates at fbm@oonl.com or 804-776-6950 to RSVP.

Exhibiting Artists

The Bellevue Square Quartet
 Kathleen Noffsinger ♦ Joan Mannell
 Jane Hall ♦ Dixie Hoggan ♦ Jane Wells ♦ Rip Radcliffe
 Ben Richardson ♦ Jean Hess ♦ Bill Newman
 Blanche Scharf ♦ Captain Krunch ♦ Audrey Wright
 Ann Lawman ♦ Jerry Spangler

For additional information about the artists see:
www.fbyc.net

Tradewinds

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For Sale: RAYTHEON AUTOHELM AUTOPILOT ST6000+. This five year old unit is in perfect condition (just removed from a Swan 48) and will work extremely well on boats 30-42 feet. Comes with all parts and wires. You will need to add a hydraulic ram. \$1400. Installation can be arranged at your cost. Contact Larry Cohen at 804-694-7746 or airville@visi.net

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 Rent: Two adj. Condos at Jackson 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: 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 marcj@earthlink.net

For Sale: 1982 J/24 #3208 Sails 150 (2), Blade, 2 Mains, 3 spinnakers on trailer at FBYC Very competitive boat 4 HP O/B very reliable; \$9000 Sam Murphy smurphy6@sc.rr.com; 843 546-0298 (h/w)

For Sale: 1.) 16 Shenandoah canoe, good condition, \$375.00 2.) 1 byte with trailer; good condition, \$750.00. Contact Willard Strickland 804-288-4036

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All Articles Welcome!

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