



Fishing Bay Yacht Club

Established 1939 · Deltaville, Virginia

The Log



September, 2005

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

From the Quarterdeck Jay Buhl, Commodore



The general health and trend of our club from both financial and membership perspectives remains very encouraging. We are rounding our busiest time of

year and often the most expensive, and our expense run rate and cash balances are running favorable to last year and to budget. Our membership committee continues to process applicants, (at a slightly slower pace than prior years), adding six families to the waiting list in August. So far this year the membership committee has processed 8 applicants all voted into membership by the board. The combination of our year to date financial results and steady influx of new members are signs of a healthy yacht club.

We will begin the planning process in two key areas for 2006 during the month of September as the Finance and Nominating Committee's begin their work. Mason Chapman will hold a series of meetings leading

our budget planning process ultimately presenting the 2006 budget to the board for approval in December. David Hazlehurst will begin conducting a series of meetings with the Nominating Committee constructing our board of directors for next year. If you are interested in serving on the board next year please contact David or me by email.

You should look for a membership survey very soon launched by the Long Range Planning Committee, administrated by Strother Scott and Deborah Usry. I strongly encourage and request each member to participate as the results will strongly influence the club's Long Range Plan and future. Goals and objectives of this survey are for it to be simple and quick to complete, asking relevant questions to the right membership segments. Our membership can be diverse in their sailing interests, for example, Cruising, Off Shore, One Design, and Junior, and our goal is to get the correct set of questions in front of the correct sailing segments. Again, this is a great opportunity to express your interest in the direction of Fishing Bay Yacht Club.

cial Chair Nancy Stoakley, their respective committees and the numerous volunteers are to be commended on running an outstanding event.

Also during the month of August, our club hosted our second annual introduction to sailing program in affiliation with the local YMCA. Club members David Hazlehurst, and Jere Dennison, along with several other volunteers instructed 16 students ages 7-13 on basic sailing techniques using club Optis and 420's. We have received both verbal and written acknowledgement from many corners of the Deltaville community expressing their appreciation to FBYC and the leaders and volunteers of the program.

Next time you visit the club please take note of our new fence constructed on the east side of our new property, it looks dynamite! Club members Jerry Dennison, Chip Hall, and club Operations Manager Dixon Cole worked very hard in the hot July sun to complete the fence before the Annual Regatta. They did a great job at very minimal expense to the club. Other improvements you should see over the next 4 – 6 weeks are completion of the dry sail parking lot, and new screens and painting of the porch in the main club house. Grounds, Docks, and House continue to be managed well and look good.

Please help me and the board welcome Izumi Miller as our Publicity Chair. ●

August was another event filled month with two Cruising, four Junior, three One Design, and four Off Shore events. The highlight of the month was certainly the Annual Regatta with more than 80 boats participating. Both the regatta and social activities were a homerun enjoyed by all who participated. Event Chair Lud Kimbrough, So-

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Board Meeting Highlights

August 11, 2005

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

REAR COMMODORE = ALLAN HEYWARD

TREASURER – Paul Howle presented the Treasurer’s Report and stated that the club is in good fiscal shape as a result of excellent cost management on the part of the Officers and those with spending authority.

LOG STREAMER – Vic DeNunzio stated that it is very important that Log articles reach him no later

than the 20th of each month and it would also help if pictures for use in the Log could be sent directly to him.

HOUSE – John Koedel advised that the Regional Health District will be using the club facilities for a meeting on September 30 and the Ocean Cruising Club will use the facilities on October 15. Needed maintenance on the clubhouse will take place after the major sailing season events are over.

DOCKS – Ric Bauer reported that all slips are rented and there is a waiting list. The contractor should be on site within the next two weeks to finish the work in the dry-sail area. Ric has obtained quotes for the expansion of some of the finger piers and is ready for discussions with the affected slipholders. He also has two quotes for annual bulkhead replacement work. The plan is to replace different sections of the bulkhead over a four to five year period. There are still a few electrical problems but all east dock slips now have 30 amp outlets.

GROUNDS – Allan Heyward advised that construction of the fence along the Jacob/Swenson property has been completed. Strother Scott distributed a plat drawing showing where orange ribbons have been tied to metal fence posts near the FBYC property and along the access road to the Richardson property to mark where his roadway will be located.

MEMBER-AT-LARGE – David Hazlehurst reported that this year’s YMCA Community Sailing Camp was a success. Lud Kimbrough thanked David and Jere Dennison for their work in organizing and conducting the camp. Jay Buhl then read a letter from the Middlesex Family YMCA thanking the club for the use of its boats and facilities for the program, and specifically David and Jere for their part in overseeing the activities.

LONG RANGE PLANNING –

Strother Scott held a Long Range Planning meeting on July 28. He has set up 12 sub-program groups and has assigned leaders for each group. Strother reported that internet-based surveys could be done for a reasonable cost, thus avoiding the high cost of using a professional. He purchased the survey tool offered by Zoomerang, good for three months, and designed a sample test survey that he sent to Board members to see how it works. He plans for Deborah Usry and her committee to design the survey that will be sent to the members. A notice will be put in the Log encouraging the membership to respond to the survey when it is completed so that the Long Range Planning Committee can use the data in making their plans.

PUBLICITY – Allan Heyward introduced Izumi Miller who will serve the remainder of this year as Publicity Chair.

VICE COMMODORE – LUD H. KIMBROUGH, III

OFFSHORE DIVISION – Eric Powers reported that 11 boats participated in the Moonlight Race. Six boats turned out for the Point-to-Point Race, which was shortened to one day due to weather conditions.

ONE DESIGN DIVISION – Sharon Bauer reported that only three boats were on the water for the Women’s 420 race despite calls to 27 prospective racers. Everything is ready for the upcoming Annual One Design Regatta.

CRUISING DIVISION – The Point-to-Point Race was canceled on the first day but resumed on the second day with an abbreviated course out the Bay and into the P-ankatank. The 24-Hour Family Cruise put on by John Koedel, III was successful, with a number of younger families joining the group in Cobb’s Creek. About eight boats participated in the Cruising Regatta and Lyons and George Burke hosted the dinner afterwards.

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|---|---|
|  | <p>2005 FBYC Officers</p> <p>Commodore Jay Buhl</p> |
|  | <p>Vice-Commodore Lud Kimbrough</p> |
|  | <p>Rear-Commodore Alan Heyward</p> |
|  | <p>Treasurer Paul W. Howle, III</p> |
|  | <p>Secretary Steve Gillispie</p> |
|  | <p>Log Streamer Vic DeNunzio</p> |

(Board Mgt. Highlights; Cont. from page 2)

JUNIOR DIVISION – Noel Clinnard reported that over 100 boats turned out for the Junior Olympics. He thanked Elizabeth Staas for putting together excellent protest committees for the JO's. In early August, 50-60 Juniors participated in the Junior Regatta. The Junior members have been participating in many racing events all over the Bay this summer with very good results. Eric Powers will hold a meeting in September for the Junior Race Team to get better organized so that they can get the most out of our resources. On behalf of the Flag Officers, Lud Kimbrough presented Noel with Bravo Zulu flags, which in layman's terms means well done.

NEW BUSINESS – Jay Buhl advised that David Hazlehurst would chair the Nominating Committee and that any Board member who would be willing to continue serving on the Board should let David know. Mason Chapman and his Finance Committee will begin work soon on the 2006 budget.

Jay Buhl read a letter from David McClatchy, CBYRA Junior Division Chairman, thanking the club for hosting the Bay Open, Junior Olympics and the CBYRA Mid-Atlantic Midget Eliminations.

There being no additional business, the meeting was adjourned at 7:20 p.m. ☺

MEMBERSHIP

FINAL APPROVAL:

Mr. & Mrs. B. William Basheer

APPLIED FOR MEMBERSHIP:

Mr. & Mrs. G. Mark Hamby, 6248 Greenwick Drive, Glen Allen, VA, 23059. Mark and Andrea have spent time in and around the FBYC community since the early 80's. They recently acquired some property across from FBYC and plan to build a summer home there next year. Mark and Andrea have two children, Jake (age 7) and Cooper (age 4), who are interested in learning how to sail. Andrea is the sister of FBYC member Chris Rouzie. Sponsors: Christopher E. Rouzie; Beveley L. Crump.

Mr. & Mrs. Mark B. Hubbard, 5505 Toddsbury Road, Richmond, VA, 23226. Valerie was a Junior member of FBYC when her parents, John and Bette Dillehay, were members. She and Mark have been sailing for 18 years and currently own a Hunter 25 and a Hobie 14. They have two children, Matthew (age 16) and Ellen (age 12), who will participate in the Junior program. Matthew has been an active sailor at Camp Seagull for several years and has been in the camp's CIT program this summer. Sponsors: Gary B. Bokinsky; Douglas H. Ludeman, Jr.

Mr. & Mrs. Kendall S. Odell, 1708 Sheppard Town Road, Crozier, VA, 23039. Ken and Lynn have owned a condo in Deltaville for six years and also own one of the Stull property lots. Ken has been sailing for about 10 years, mostly out of Fishing Bay, and the family owns a Catalina 27 and a Boston Whaler. They have three children, Elizabeth (age 8), Caroline (age 7) and Kendall Jr. (age 4), who will begin sailing with the junior group next season. In addition, Ken hopes to crew this season with some club members and race by next year. Sponsors: Paul F. Nezi, R. Strother Scott.

Mr. & Mrs. Leo E. Viens, Jr., 762 Williams Wharf Road, Mathews, VA, 23109. Leo and Pam have recently moved to Mathews, VA, after living in Richmond for 15 years. They have been sailing for 30 years and own a Sabre 34. Pam and Leo recently retired, freeing up more time for cruising and taking part in club activities. Sponsors: L. Brooks Zerkel; Judith G. Buis.

The Membership Committee met with these applicants on August 4 and recommends that they be added to the Waiting List.

RESIGNATION:

Mr. & Mrs. Mark W. Kemp

Membership Surveys Planned for Fall

Strother Scott – Chair of LRP on behalf of the Survey Sub-Committee Deborah Usry, Chair, Elizabeth Staas, Julie Chapman, and Steve Gillispie

A close reading of the board minutes will show that the Long Range Planning Committee has been authorized to proceed with some membership surveys this fall. We now have an internet based survey system and we are trying it out on the website and via email for those who came to the 66th Annual One Design Regatta.

Our plan is to survey the membership this fall with a view to finding out their interest levels and opinions on a few of the existing conditions and ideas for long range planning. We are still developing the survey – it may be a general survey to ascertain specific interests and then have a follow up survey more focused on the details and addressed to those specifically interested in the area. Or we may try to gather all the data in one larger survey.

So this fall, please watch the web site and/or your email boxes for Long Range Planning emails with links to zoom-erang web addresses. We do not want to miss the opinions of non-electronic people, so if you don't read email or click on links, please contact me for a printed copy delivered by US Mail.

R. Strother Scott Phone contacts: Of~804-780-3271 Fax~804-649-2615 Cell~804-405-5999

FISHING BAY JUNIORS EXCEL AT OPTI NATIONALS

Noel Clinard



FBYC Juniors and Coaches at Opti Nationals

FBYC's Juniors excelled at the 2005 Optimist National Championship held July 25-29 at the Norfolk Yacht & Country Club. Three of four who sailed in the Championship Fleets (Red, Blue and White) qualified for the Optimist National Team Trials to be held in New York the first week of May 2006, by finishing above 230 out of 317 boats, some well above that mark.

Those who qualified for the Team Trials were Madeleine Alderman, age 12, who finished 64 for the week Overall; Kyle Swenson, age 12, finishing 117, and Alex Jacob, age 11, finishing 120.

Austin Powers, age 10, just missed the team trial cut by only four places with an overall place of 234 in the 317 boat fleet, but he will be ready for this year's Atlantic Coast Championship where he will have another chance to qualify for the Team Trials with the new Winner racing Opti he purchased at the end of the Nationals.

The week long event was marked by very light winds, an evening of thunderstorms, and extremely hot



FBYC Juniors Cool Down after Hot Racing at Nationals

weather. "There was definitely on and off wind and lots of waves," said Alex, "but I really enjoyed the whole week." "It was a blast racing against sailors from all over the world," remarked Kyle. "I just loved the whole event," he added. "When we got some wind on Thursday, I got a 26, which I am really proud of," said Austin.

One thrilling highpoint of the week for Madeleine was coming in 1st in the third race of the week. "It was really cool sailing with those sailors in the front because I think I recognized several of them as having their pictures as "Top Guns" in OPTI NEWS", remarked Madeleine.

FBYC was also ably represented in the Gold Green Fleet with Kendall Swenson, 9, sailing with Tom Coleman. She finished 28th out of a fleet of 49 boats, which was impressive. Erin Jacob, 7, and Graeme Alderman, 8, sailed in the Silver Green Fleet with Tommy Coleman, in which places are not kept. Erin and Graeme really had fun with Tommy and according to Erin, "I learned a lot from Tommy and now want to sail in all the races that my brother Alex goes to."

Parent Eric Powers observed that "the Opti Nationals was a great momentum builder for the FBYC race team. The parents all worked very hard, but I think we all felt it was definitely worth it. We met interesting people from all over the country and I think we found out that with a high level coach like Juan Romero, FBYC Juniors can be competitive in any major regatta."

The Girls' National Championship was held separately on Monday, July 25, in heavier air with Madeleine placing 30 out of 103 boats. Madeleine improved to 12 out 101 boats sailed by girls on Tuesday through Friday during the mixed gender Nationals.

When viewed within their two year age groups in the sub-fleets, our Juniors did very well also. In the Blue Fleet (Age 11-12), Madeleine came in 27 out of 140 boats, Kyle placed 53 and Alex placed 55. In the White Fleet (Age 10-11), Austin placed 29 of 44 boats.

The Nationals left our Juniors hungry for more top level competition. ☺

WRIGHT SKIFF "SENOR JUAN" PRESENTED TO FBYC

Noel Clinard

Following the High Performance Clinic for Opti Sailors at FBYC on July 23, Noel Clinard, Jr. Div. Cdr., presented a Wright Skiff built in the Deltaville Maritime Museum's boat building program. The boat kit was donated by FBYC Member Walter Bundy. The boat was started at FBYC during the Junior Olympics as part of the related Junior Festival and was completed at the Museum. In recognition of Juan Romero's enormous contribution to FBYC Junior sailing as Head Coach, culminating in our Juniors' performance at Opti Nationals, the Junior Program continued the tradition of naming Club boats after beloved FBYC companions (such as "Mr. Roberts") by naming the skiff "Senor Juan." Noel Clinard

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(Wright Skiff; Continued from page 4)



Juan Romero and Señor Juan

contributed to the cost of completion and Kaptain Krunch painted the transom. The Skiff will be used by the Junior Program as a ceremonial launch. ☺

Burgee Exchange and Boat Naming Ceremony

Noel Clinard, Jr. Div. Cdr.

On Saturday July 23, FBYC hosted an International Opti Hi-Performance Clinic in anticipation of the Opti Nationals, under leadership of FBYC Head Coach Juan Romero. Eighteen sailors attended the Clinic or the related Green Fleet Clinic run by "Captain" Ron Jenkins. Included were five visitors from Juan's native club in Salinas, Ecuador.



After the Clinic the Juniors engaged in a traditional Burgee exchange. Madeleine Alderman presented the FBYC Burgee and received the Salinas Burgee from Maria Mercedes Ayala. Following the clinic and a night's rest, the Ecuadorian Team, with FBYC's Alex and Erin Jacob, Madeleine and Graeme Alderman,

and Austin Powers departed in a caravan of boats and trailers driven by FBYC's coaches, Dale Alderman and James Jacob. While in Norfolk at the Opti Nationals, many will stay with FBYC's Frank and Betsy Murphy.

FBYC extends its gratitude to those who so generously support the Junior Program. ☺

Club Hosts 2nd Annual Community Outreach Sailing Program

As reported below in the August 11, 2005 edition of the Southside Sentinel, FBYC continues to win kudos for its effort to instruct local youth in the basic tenets of sailing.



Sixteen youth ranging in age from 7 to 13 recently participated in the second annual YMCA sailing camp sponsored by Fishing Bay Yacht Club in Deltaville. Children were given the opportunity to learn the basic skill sets of sailing, while reinforcing the YMCA's core values of caring, responsibility, honesty and respect.

Playing an integral role in the sailing camp's success were Fishing Bay Yacht Club members David Hazlehurst and Jere Dennison, who donated their time and energy in efforts to introduce their passion for sailing to YMCA camp participants. Despite temperatures well over 100 degrees and numerous stinging net-

gles, participants learned the basics on the Fishing Bay Yacht Club's sailboats, which included the Optimist and 420 models.

Hazlehurst and Dennison worked hard to give each camper opportunities to practice their new sailing skills and have a good time while learning. At the conclusion of this year's sailing camp, participants and their family members joined together to honor their accomplishments. After a lunch provided and prepared by Carolyn Schmalenberger, board chairperson of the YMCA, and Judy Buis, former commodore of the Fishing Bay Yacht Club, participants were presented certificates of accomplishment by Kendall Schmalenberger of the YMCA. Special awards were presented to Hazlehurst and Dennison and Fishing Bay Yacht Club for their donation of time, facilities and desire to educate Middlesex youth about the myriad of opportunities bestowed through sailing.

Campers who participated in the sailing camp were: Mark Graves, William Harrow, Adam Jacobs, Tom Jacobs, Mac Kennard, Emileigh Kiefer, Jacob Kiefer, Michael Knez, Victor Knez, Chris Malise, Cole Malise, Spencer Marshall, George Pektor, Eric Roos, Conrad Roos and Jonathan Shearin. Tom Sakach, grandson of Fishing Bay Yacht Club members Auzzie and Estelle Jackson, and Andrew Hurd of Norton's Yachts, were also thanked for volunteering their time in assisting the coaches.

After the conclusion of the program, former Commodore David Hazlehurst, who spearheaded this association with the YMCA and serves as its program manager for FBYC, received the following note of appreciation for his efforts on behalf of our club. ☺

Fishing Bay Yacht Club's 66th Annual Regatta

Jon Deutsche and Lud Kimbrough



Fishing Bay Yacht Club's 66th Annual Regatta was sailed August 13-14 by 80 boats in 8 fleets at the regatta, competing in the beautiful but challenging and shifty conditions.

The competition was fierce and the race committee did an excellent job getting off five to eight races during the weekend.

On Saturday, what started out as a tease of nice wind during registration quickly died out as the sailors made their way to the course for the first warning signal. After a 2 hour postponement the wind slowly built and by day's end it was blowing hard. Before returning to dock, 4 races were completed in a range of conditions in the late afternoon,

In the second two races on Saturday the wind built to what were light hiking conditions. Lead boats changed frequently by picking the right shifts, precision wind-spotting, and masterful boat-handling. The light wind and hot conditions made drinking plenty of water important to keeping cool and hydrated. Several sailors even sought the refreshment of the Piankatank River by going for a swim mid-race to cool off.

The Saturday evening Luau cooled everyone down and attendees learned why hula dancing was invented in the heat and humidity of the middle Pacific – slo mo and Don Ho is the way to go in a Chesapeake Bay Bermuda High.

Sunday morning the wind was expected to drop as it had on Saturday, but it held and competitors had a steady breeze into the afternoon. With good wind velocity, the competition was all about picking the right shifts. The Laser Fleet, for example, was hotly contested: all boats were so evenly matched that mark-roundings all the way around the course regularly had 4-5 boats bunched up in what was more reminiscent of large-fleet racing. At one point in the Laser's 6th race, 7 boats were lined up going down wind dead-even with each other.

Many thanks go to the dozens of volunteers who made this event such a success.

Results are as follows:

Flying Scott (17 boats): 1-Frank Gibson, 2-Jerry Latell, 3-John Hubbard

Front Runner (8 boats): 1-Bill Spencer, 2-Lee Farinholt, 3-Matt Braun

Hampton (8 boats): 1-Latane Montague, 2-Eddie Walcott, 3-Trevor Pardee, Jr.

Mobjack (7 boats): 1-Jim Rice, 2-Meg Roberts, 3-Miles Booth

420 (7 boats): 1-Alex O'Toole, 2-Caroline Garrett, 3-Perry Guy

Albacore (9 boats): 1-Jude Brown, 2-#6701, 3-David Rennie

Laser (15 boats): 1-Brad Squires, 2-James Jacob, 3-Quentin Jenkins

Complete results can be found at:

<http://www.fbyc.net/Events/2005/08.13.onedesign/results.html> ●

FBYC Trophy Committee Seeks Nominations

Jim Gillespie, Trophy Chair

The Trophy Committee will receive nominations until October 12th for the following perpetual trophies to be awarded at the Annual Awards Party on November 11, 2005.

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

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

COMPETITION TROPHY – recognizes a member of FBYC who is the skipper of an enrolled offshore or one-design boat and who most successfully represented FBYC in sailboat racing events conducted by other yacht clubs or associations during the past year. Nominations should consider the character (local, regional, national) of events entered and the quality of competition as well as the member's performance.

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

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

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

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

Please contact the Trophy Chairman, Jim Gillespie with your nominations. If sent by e-mail to gillespie@aol.com, please put your nomination in the body of the e-mail because attachments cannot be opened. Mail address: 4304 Fitzhugh Avenue, Richmond, VA 23230. Home telephone: #353-0310. ●

Cruising News *September, 2005*

Anchoring Technique Which Worked Vic DeNunzio



American Pie arrived in Newport, RI on Saturday July 30th to find that every single mooring and dock was taken. There was a Swan Regatta and it seemed that every Swan ever built flew into Newport for the event. After motoring around the very crowded harbor, we found about the last spot which we could anchor in close to the channel and an under water "Cable Crossing". We were about 10 feet inside of the buoys marking the Cable Crossing and the Newport Harbormaster said we were fine. Of course, as fate destined, the wind shifted 180 degrees during the night as we slept like babies content with the harbormaster's comment - "we were fine". On Sunday morning we proceeded to weigh anchor, and as it reached the 21 foot mark - the water depth - the bow was pulled down and the windlass clutch slipped. We were caught on something! The next step, as all cruisers know, is to put the engine in forward and break the anchor loose. Once again, the bow dove like a Los Angeles Class Submarine. - We were really stuck!!

Fortunately, I had connected a buoyed trip line to the crown of the 85 # plow with a 3/8 inch nylon line and a float. This trip line complicates anchoring since it is one more thing to do. Anchoring experts say you should always use one, and I sure agree with this advice after this experience. You know the old say-

(Continued on page 8)

24 Hour Cruise Success

John Koedel, III

We had a pretty good turnout for the 24 Hour Cruise on July 23/24. The following boats joined the raft in Cobb's Creek:

Boat - Owner (Adults / Kids)

Ishky Baha - Koedel, III (3/2)

Wings - Koedel, Jr. (2/0)

Northstar - Moody (2/3)

Miss Kate - Sakowski (3/3)

Soulemate - Soule (2/2)

Infusion - Maurer (2/5)

Crush - Cost (2/2)

We left FBYC around 2:30pm, sailed our way up the Piankatank and arrived around 5pm for cocktails and shared appetizers. We ate our meals and made the cockpit rounds. The kids had fun in the dinghies while exploring and engaging in water battles.

Just before sunset, we broke the raft apart into groups for the night. The temperature had been hot all week but the Gods smiled on us and gave us a cooler evening. Late in the evening, John Moody got out his guitar and we sang such classics as "There's a Bathroom on the Right." Yarns were spun and bottles emptied.

In the morning, the boats headed back to port at various times but we were all home by noon. The cruise was actually less than 24 hours and, I believe, fun for all. ☺



No Jelly Fish Here



Much Excitement in Dinghies



Water Battle

(Anchoring; Continued from page 7)

ing - "It's like life insurance....".

Now, considering that the anchor and chain weighed over 200 #, the drill was to get in the dinghy, tie off the trip line, and then drive forward of the bow until the anchor pulls out backwards. This seemed to work fine and the chain lurched forward. We began to weigh anchor again. But, we did not get it far enough away from the cables and it again fouled. About that time a friend in an Oyster 62 came by and we hooked the trip line to his stern cleat. We gently pulled the anchor free and moved it to a safe distance from the cables. If you have enough chain or anchor line, you can probably let out the anchor line to motor forward, snub down the trip line, and pull the anchor out with your boat.

While the thought of having your anchor lodged in the soft bottom of the Chesapeake Bay seems remote, it can happen anywhere since we never know what is on the bottom to snag us. Use of a trip line is an easy way to insure that you don't lose your expensive ground tackle, and it is nice to see the float marking where your anchor is buried. ●

UPCOMING CRUISING EVENTS

Sept. 17-18, Sat.-Sun.

Cape Charles Cruise

Jamie Stalnaker

Cape Charles. You'll be surprised by all the changes that the town and area have undergone in recent years.

Will depart Sat. morning (after skippers coordinated VHF call in at 9am Channel 9) for Cape Charles and the new Bay Creek Marina Resort, www.baycreek.net.

Individuals should make their own slip reservations. (757 331 8101) and advise the dock master you're from FBYC (Jamey Stalnaker will hope to book a block of slips in advance if possible but you'll need to

call the dock master to be sure). Preferably, you should register online at www.baycreek.net by going to the marina section and completing the form.

Anchoring is not great in this relatively small body of water. Drinks on the dock at 5:30 followed by dinner ashore at one of the new restaurants at the facility. Jamey Stalnaker needs a dinner reservation head count by Sept. 3.

Email jstalnaker@wilsav.com or call in evening 757-481-6113. ●

Sept. 18-25, Sun.-Sun.

FALL MIDDLE-BAY ONE WEEK CRUISE

Jane and Vic DeNunzio

This cruise will begin in Cape Charles on Sunday, September 18th and visit destinations in the mid-bay area. Cruisers who cannot participate in the Cape Charles Cruise can catch up with the fleet at our first stop – Onancock. Cruisers who cannot do the whole week can do either or both weekend portions (Cape Charles 9/17-9-18 or Reedville 9/23-9/25). Our tentative agenda is as follows but may be modified:

- Sunday, 9/18: Cape Charles to Onancock; 40 nm. Stay at Onancock until Tuesday.
- Tuesday 9/20: Onancock to Solomons; 53 nm
- Wednesday 9/21: At Solomons;
- Thursday 9/22: Solomons to St. Leonards Creek..8 nm. Visit Vera's.
- Friday 9/23: St. Leonards Creek to Smith Creek; 38 nm.
- Saturday 9/24: Smith Creek to Reedville. 28 nm.
- Sunday 9/25: Reedville to Home; 20 nm.

We will plan to eat out at some excellent restaurants in Onancock and Solomons and Vera's. We will plan a crab feast in Reedville. Activities can be arranged for Onancock and Solomons such as touring old

homes, etc.

Register online at the FBYC website or contact Vic DeNunzio:

vdununzio@erols.com or
Home Phone: 804-794-1286 or
Cell Phone: 804-776-0822. ●

Oct. 15-16, Sat.-Sun

"Fair Winds and Following Seas"

Waddy and Connie Garrett.

This cruise is designed to provide a trip where we can actually sail most of the time. Be ready to leave on Saturday morning and return on Sunday afternoon. We will raft up for cocktails and dinner together, so come prepared to share a dish with others. BYOL and other favorite beverages. Please register at www.fbyc.net, and/or contact Waddy and Connie at: home-288 7130, cell 804 241 9075, sailgarrett@aol.com with questions. ●

Oct. 22-23, Sat.-Sun

Little Bay

Doug and Alison Selden.

Been to Grog Island? If so, then you have sailed very close to our destination, Little Bay. After rounding "N" head toward Dyer Creek and Grog, turn toward the South and enter Little Bay. Be sure to head toward "2" to avoid the fish weirs of North Point. Little Bay offers an easy day's sail to a quiet, protected anchorage with a beach on North Point and interesting dinghy rides into Antipoison Creek. We will depart Saturday morning after a skipper's meeting to confirm the destination. We will monitor Channel #9. Cruisers will raft up off of North Point beach for afternoon cocktails and hors d'oeuvres. Dinner plans will be determined at a later date. Sunday morning, juice, coffee, and pastries will be provided prior to the return to Deltaville.

There is plenty of water in this small Bay in the area of Dyer Creek, to accommodate all of the cruisers, even the new Swan. The last time Doug anchored there he encountered. 14' of water, just off the beach. Please register on the website or contact Doug by Oct. 18.

Doug Selden and Alison Dwier-Selden
434 589-1506 (H)
434 872-4569 (O)
434 466-8272 (C)
dselden@albemarle.org ●

On September 20, 2004, our offshore racing fleet experienced unpredicted gale force winds during the Club's annual long-distance race around Wolf Trap Light located south of Gwynn's Island and north of Mobjack Bay. The last two issues of the Log recounted experiences of three yachts that struggled to finish the race in frightening conditions; the following stories in this issue highlight the experiences of two yachts that had to abandon the race due to equipment breakdowns and seek refuge in lower Bay harbors to secure their safety. The climactic story of the series featuring a crew abandoning ship and a dramatic Coast Guard airlift will appear next month followed by a different perspective of the storm offered by one of our cruisers headed to Onancock on the same day as the race.

Shenanigan's Story

Miles Booth (*Shnanigan* is a 33' Tartan Ten)

On that cloudy and damp Saturday morning, Joey Rescott, my long-time foredeck crew, and I arrived at the club at about the usual time, 0900. We set about getting ready for sea - all the other regular crew members had checked in and were unavailable. At the dock we joked with the other crews about racing with just the two of us, but I was not concerned. Joey and I had raced *Shenanigan* with the help of additional hands several times.

As we got underway the wind was southwest at about 8 knots. The forecast I got at 0800 was for the wind to shift around noon and then increase from the northwest to 15 to 20 knots. As we headed out to the start we rigged the 3/4 oz spinnaker in the pulpit so it would be ready when needed. As we waited for the start and watched the clouds fly by, the wind shifted to north. That figures - the weather man has not been right all year; why would I expect him to be today? With the wind forecast to pickup after the shift, I told Joey to change the spinnaker to 1 1/2 oz. I put on foul weather gear and rigged safety harnesses.

The breeze was picking up. It was a good choice to start with our #3 blade and full main up to the windward mark and reach out to 3 with the #3 spinnaker, pole to port. As we got out into the breeze past Stingray we saw *Wavelength* having trouble with her jibe: all wrapped up in towards Gwynn's Island. We have a little concern as they usually do a first class job of sail handling. We would have to jibe when we got out to (M), but right now we were going good under control and moving up on *La Maga*.

When we did get out to (M), we found a large sea running south and were able to surf past most of the fleet, leaving only J105s between us and Wolftrap. But now we are going to jibe with no way to avoid it. Jibe the pole first, and then the main; in that way the pole set is made in the lee of the main. This is a lot easier on the crew, and less likely to wrap up too. Jibe complete, no problem, and back up to speed. Wolftrap is coming up fast now. Pole down, spinnaker down, then jib up. And around we go hardening up into a large sea and 20+ knots of wind. Trimming is all we are doing, *Shenanigan* is sailing herself, and, as we come up onto the wind, off the top of a wave we go and a crash down into the trough. Main is in and traveler out and boat is up to speed. I had better grab the tiller before we go flying again.

Too late - we are airborne again, and then the bottom hits. Wham! Harder than the first time and that did in the electrical system: instruments, VHF, starter on the engine. The battery strap had broken and allowed the main ground cable-end to pull apart. The good news is we are sailing fast, and, as long as I pay attention to the waves, we sail up and over without going airborne. A little green water on deck from time to time; *Shenanigan* with her great freeboard stays fairly dry. She sticks her nose into every second or third wave but only occasionally does the green water make it back to the companionway.

As we pass (M) on the way north, we tack inshore looking for less sea. The rest of the fleet stays on port, so we tack back to port after a half mile or so. We sail into the first rain squall where we find wind in with the rain. And there is, I estimate, about a 10 knot increase. The next rain squall brings even more wind and our outhaul parts inside the boom. We get the main down before it is torn apart and stuff it below. We had that done in 3 or 4 minutes; loose-footed mains come down easy. And we are sailing again under #3 jib alone and seem to be going as fast as before.

Still racing, we are ready to tack to starboard for the leg into the Piankatank as soon as this next rain squall passes. Well, the squall brings even more wind, and the organizer block for the jib halyards on the cabin top explodes, allowing the halyard to come tight on the edge of the mast and be cut. A Kevlar halyard goes and that is the end of the race for us. Both jib halyards are out of commission, and the jib is secured on deck.

The boat is now stable and we are 'ok.' We hand start the engine, and that works, but the engine 9 big horse power will not push us against the wind. We are not in danger, the boat is sound, but we can't go up wind. We put the jib on the spinnaker halyard and we head downwind for safe harbor. Too much load for the spin halyard to go up wind so off we go on a broad reach to New Point and the safety of Mobjack Bay. There is no point in damaging *Shenanigan* for nothing. *Shenanigan* rounds New Point Light at dusk, and reaches across Mobjack Bay under jib alone over to Four Point Marsh on the west side of the Severn River mouth. It is dark by now. The Severn River has no water on either side of the channel. In the dark and rain, we anchor for the night. Now that the boat is safe and secure, I go below and find the backup battery pack for the hand-held VHF. Put it in, find a great one bar on the battery indicator and make it fast. I call Coast Guard Hampton Roads and tell them that we are safe and anchored for the night in Mobjack Bay. They respond and ask if we have seen any other boats. Negative!

It is so good to lie down, even if the cabin is full of sails and the bunk is wet. We sleep in our oil skins. In the morning, we make sail toward the Severn River and see a boat motor out and set sail to the east. We are a mile or more away so we don't recognize *Chillcoot* as she makes her way out of the Severn. About 10:30, Joey and I pull *Shenanigan* into the dock at Clinton Midgets house

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on Stump Point. Clinton was the project manager on the schooner I helped build in Gloucester. It is sunny warm and breezy day. Clinton offers us a ride to FBYC to get the car. We drop Joey at home on the way so he can explain to his mother why he was out all night.

The following Sunday, Doug Stinchcum, our regular pit man offered his power boat to tow *Shenanigan* home, Faster and easier than putting her back together for a sail. There was almost no wind for the entire trip, and we only missed one race of the fall series.

The Bay was nasty that day but with a good solid boat and the common sense to know when to stop racing. I would do it again tomorrow, preferably with a full crew. But days like that are part of the game, a part that we all too often avoid.

Desperado's Story

By Sharon Bauer with a postscript by Ric Bauer

(*Desperado* is a classic 41' Hinckley Owens Cutter)

Wolftrap was the last race of the Long Distance Series. We had raced *Desperado* in Rosegill and Smith Point and received credit for running race committee for the Moonlight race. Our place in the standings was set, neither a DNC nor a first place finish could change anything. We were just out for some fun.

I had been watching the weather all week because of the Wolftrap race and the One Design Fall Series races schedule for the Sunday. For Saturday we expected winds SSE shifting to ESE as the day went on with 10-15 knot breezes, 65% chance of T-storms (higher probability in the AM). We were expecting a shift to NNW and 20 knots for Sunday.

On the drive down (from Aylett) we were watching the winds and chatting about the inconsistencies of what we were seeing. When we arrived at the docks it was drizzly and generally northerly (NNW maybe). That confused me a bit so I turned on the weather radio on the boat. The signal was breaking up as it sometimes does when Destiny is at the dock next to us and I didn't get a clear update. I made the assumption that the weather I had been expecting for Sunday had arrived early.

As we were walking down the dock in the drizzle almost every boat we passed: *Nereid*, *Elancer*, *Corryvreckan*, *Oracle* asked us to join them. I quipped back "if I'm going to be wet and miserable, I'd rather be on my own boat."

Since it was just Ric and I we made the decision to put up only the main and staysail. We talked about putting up our 135 jib, but decided to hold with only the staysail. We don't have any of the fancy instruments on *Desperado*, so I don't know the actual wind conditions, but I would guess we were in 15-20 kts. when we started the race. Just before the starting sequence, Brooks announced the course and suggested that the racers keep a weather eye.

We were over early at the start and had to come back to restart. Some one else was over too and when *Tatiana* saw the two of us heading back, they thought it was a general recall and came back too. The windward mark was generally in the direction of the entrance to Jackson Creek and Ric confessed to me later that at the restart his gut told him we should just go on in. By the time we passed the Milford Haven mark (FBYC M) the winds had built to 20-25 with some higher gusts. We watched the other boats that had rounded Wolftrap and discussed putting a reef in the main prior to rounding. We were surfing (in a 22,000 pound boat) at about 10 knots according to the GPS. We were concerned, though, that with a reef we wouldn't have enough power to get through the waves on the way back. When we got to Wolftrap we decided to tack around instead of jibing the main. As we passed the light we realized that we were simply overpowered and needed to reef. I was not confident with my ability to handle the helm under these conditions so we started the engine, I headed into the wind and Ric went forward to handle the sail. We're out of the race and just trying to get home.

We "motor-sailed" under reefed main and staysail from there to the area of FBYC L. All hell broke loose at mark L. Suddenly two blasts went off and our 50 year old Spruce boom was in two pieces with a spear dangling off the leeward side of the boat from the topping lift. We determined later that the main halyard shackled had burst and the odd pressure resulting on the sail, topping lift and boom had led to the crack. This was the only time throughout the ordeal that I truly felt we were at life or death risk. When I say spear, I mean spear. With 6-8 foot seas and this thing thrusting forward and back toward the hull, I was fearful that we were going to puncture a hole in the side of the boat. I'll let you imagine the "conversation" that took place between Ric and I, but I took the helm and he went forward to pull the main down (as it was still attached to both ends of the boom) and tackled the spear end of the boom back into the boat. Once it was generally safe and secure, he took over the helm and I completed securing process. (If you can't tie a good knot, tie lots of them.)



We headed the boat towards home. Home was generally NW, the wind was basically due N and we kept slipping south. Our engine was simply ineffective. We tried dropping the staysail, but that was worse. We re-hoisted the staysail and called the *Mr. Roberts* to see if they could help. We were so close, and yet so far. Randy said he'd be back to me on the radio. They left their spot in the P-ankatank and tried to head our way. After being knocked by the waves and winds they decided that it wasn't safe. We understood and concurred with their decision and called the Milford Haven Coast Guard station.

The Coast Guard sent a 40-footer out to check on us and after about 45 minutes of us slipping further and further south past Milford

(Continued on page 11)

(History; Continued from page 10)

Haven they advised that their only way they could help us would be if we were willing to abandon ship. Ric and I both knew the answer to that. . . . I radioed back and said that we were going to head south and ride it out. As we parted they told us they had a more serious situation to deal with, which we later learned was *Morningtide*. The Coast Guard did commit to check in on us about every 15 minutes to check our position.

By now dusk was beginning to fall. We headed south under staysail and a weak engine. Even though we had our foul weather gear on, we were soaked through and through from sweat, rain and waves. We decided that it was going to be a long night and we may as well get ready for it. I went below and changed into dry clothes under my foulies. I took the helm and Ric did the same. We each ate some granola bars and had some water. Ric took back the helm and I started working on a destination plan.

We hoped that once we got around New Point Comfort we'd be able to get into the lee of the Point enough to be able to head generally north into the East River. We had heard *Tatiana* on the radio talking to the Coast Guard and knew that they and *Chilcoot* had both arrived in the East River safely.

Each time we checked in with the Coast Guard I wrote down the time and location on a legal pad and I periodically put an X on the chart. Just before rounding New Point Comfort, the staysail blew out. Ric headed forward to secure the sail. The staysail boom had come off of its horn and was lying on the foredeck. Now we are under bare poles. After we passed New Point Comfort we tried turning as far NW as possible. Our float pattern simply would not go above 260 degrees. By now the Milford Haven station had turned us over to the Norfolk station and we were checking in only about once an hour or so. We kept going generally WSW rolling in the waves and trying to avoid marks until we got as close to the York River Spit as we were comfortable. We then turned and headed back out into the Bay – never able to go above a 90 degree heading. I occasionally spelled Ric at the helm, but he was on it most of the night. I cat napped in the quarter berth and continue to mark our course on the charts. About the time we turned east, we decided to turn off the engine to conserve fuel.

At the worst of it, we felt that we were in 45-50 knot wind with 60 knot gusts and 10-12 foot seas. Ric was occasionally awakened by waves crashing over the side. At some point during the night a wave threw him face first into the lifeline – giving him one heck of a black eye.

Just before sunrise on Sunday morning we turned back to the west. I continued tracking our float pattern and determined that we could make it into the Back Creek south of the York. At 7:00am I called a marina listed in the back of the chart book. The owner of the marina fortunately lived upstairs and answered the phone. I apologized for waking him up and explained our situation. I was hoping he would be able to put me in touch with someone who could meet us at the mouth of the creek and give us a tow in since our engine was still not helping us make northerly way and there was a turn in the creek that would require it. The marina owner put us in touch with SeaTow, but by now we were drifting south of the entrance of Back Creek and the seas were too rough for him to tow us from there. He suggested we turn and meet him at the mouth of the Poquoson River.

Making a commitment to head towards the Poquoson was difficult for us. Once we got in behind the shoals to the east of the entrance, we would have nowhere else to go – out of options. I explained my concern to the SeaTow operator and he convinced me that he'd be able to get us. We were able to secure a towline very shortly after passing the entrance to the river. He towed us into Chisman Creek out of the waves. He called ahead to a marina to be sure they could accommodate us. He and we felt that we “could make it from here” and let the tow line go. He stayed with us, though, and we very shortly found that in fact we needed his assistance to get to the dock.

At 9:00am on Sunday morning we were secured to the fuel dock at the marina – 23 ½ hours after we had left our slip at FBYC. After the lines were secure I prepared to pull the fuel line knob to kill the engine and realized that we were still in gear. I looked at lines and realized that the engine was not putting any strain on the lines. This was the first that we realized that our engine was not just “ineffective” but dead.

Safely at the dock, with no regard for time of day, it was time for a cold beer.

I'm not sure who called whom, but I know we talked with Mike Fehn and Eric Powers soon after arriving at the docks. Everyone was relieved to hear that we had arrived safely and offered assistance to get us back to the Club where our vehicle was. We made arrangements for Eric to come get us around 2:00pm and laid down for a nap.

It turned out that our transmission had gone out sometime during the night. We have no way of knowing exactly when. The marina specialized in powerboats and didn't have a mechanic to help us. We called fellow Club member Brad Ward to see if he knew of anyone in the area. Fortunately he did – himself. On Friday October 1st we headed back to FBYC with a working transmission and jib. Mark Cycotte had already started building a new boom for us and we were back in business in time for the Turkey Shoot Hospice regatta on October 9th and 10th.

Ric's Postscript:

As Sharon and I were taking off the awning and deciding on our sail plan we were talking about the weather and if we should even go out. We knew it was wet and rainy. We knew it was going to be blowing on the way back. We knew we were short handed and we knew the results of our finish wouldn't change a thing. But, we had been looking forward to racing Wolftrap and we wanted to be racing with the fleet. I remember saying, “Let's go for it. We can handle it. And we'll be better sailors after it.” Little did we know what we were about to experience. During that long night at the tiller, reviewing in my mind the events of the last 12 hours, regret entered my thoughts several times, along with “this howling wind has to stop sometime soon.” As the occasional large (10') wave slapped Desperado hard, covering me with salt water and filling the cockpit I realized, “this sure is a solid, seaworthy boat and she's doing well by us.” And my crew, thankfully, is as strong and seaworthy as Desperado. I knew we were going to be fine.

September 2005

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|--|-----|-----|--------------------------------------|-----|---|--|
| | | | | 1 | 2 | 3 Stingray Point Regatta |
| 4 Stingray Point Regatta | 5 | 6 | 7 | 8 | 9 | 10 Laser Masters Championships |
| 11 Laser Masters Championships | 12 | 13 | 14 Wed. Night Dinner—Pizza | 15 | 16 | 17 Wolf Trap Race Cape Charles Cruise |
| 18 O.D. Fall Series 2 | 19 | 20 | 21 Wed. Night Dinner - | 22 | 23 | 24 Flying Scot A.C. Chmps |
| -----Fall Middle Bay Cruise - Sunday Sept. 18th to Sunday Sept. 25 th----- | | | | | | |
| 25 Flying Scot A.C. Chmps Offshore Fall Series 1 | 26 | 27 | 28 Wed. Night Dinner - Mexican | 29 | 30 Turkey Shoot Regatta; 9/30 to 10/2 | |

Use and maintenance of club sailboats

David Hazlehurst

We have made good progress over the past three months in making club sailboats available for members use. Thanks primarily to our two coaches, the classes that see the most use, Lasers and 420's, have spars, sails and blades that are specific to their respective hull numbers. And hopefully over the last few days we may have seen the last instance of use of the shed for storage of personal equipment.

We do however still have a long way to go before borrowers, regular users who are racing team members, as well as occasional users properly, fill out the check out and return report forms so we can more promptly order the necessary replacement parts. We also need to see improvement in the way sails are folded, bagged and returned to their proper storage place.

Outside the storage shed we continue to have problems with 420's stored on trailers, plugs left in the transom so the boats can fill with water and a new one. Boats stored nose down so water stays in them after heavy rain and puts excessive pressure on the dollies. The result, the black fittings that fasten together the axles and the two aluminum tubes that go to the handle break. Putting covers on would limit the water collection but we were without a full set of covers for much of the summer, but that is no longer the case. Maybe we need to give "Boat storage 101" as our first class for race team members?

We are however moving in the right direction and to quote a former Junior Activities Chair "our young members are great, they'll do anything you ask, but only if you ask". Maybe there is something for our more adult members to chew on there. ☺

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For Rent: Small 1 bedroom bungalow apartment. \$300 per week or \$600 per month. Call Paul Howle. Cell: 804-240-7933.

For Sale: Inflatable West Marine 7 1/2' red rubber inflatable with folding

plywood floor and motor mount rated at two h.p.. Lightly used; still in great shape: \$100.00 dollars. Contact Bob Graham @ 804-282-7407 evenings.

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For Sale: Laser Hull #148869. Grey with Purple trim. New Sail 2005. Dry and in excellent condition. Rigged for competition (old rig). Dolly and trailer included. \$3,000. Contact Brad Squires 757-229-3960 or bsquires@tni.net

For Sale: House. Three bedroom, two bath, with fireplace, modernized kitchen, and large screened in porch overlooking Berryville lake just north of Piankatank River. House is set on 12 ft pilings providing a nice breeze from the river and lake, and expansive storage under the house. The house is positioned nicely on a three quarter acre lot

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