

From the Quarterdeck
Lud Kimbrough, Commodore



Sitting in our beautiful Clubhouse as I write this article during Junior Week, the wonder of FBYC is renewed. I had ice cream at the Social last night

with 80 or so of my closest friends under the age of 15. The sugar rush wasn't quite so effective on this 50-something chassis as it was on theirs, but watching the excitement and accomplishment of our youngsters never gets old. Call me crazy, I take vacation to experience Junior week even though my youngest is over 20, and when he and I tooled around the Junior fleet to watch yesterday he looked at me and said, "Gee, Dad, I want to go sailing!" Renewal complete.

Junior Division Commander Eric Powers has put together the premier youth sailing program on the Bay, with the leadership of Lt. Commander

From the Quarterdeck.....	page 1, 3
Brd. Highlights.....	pages 2, 3
Membership.....	page 2
Memoriam.....	page 3
July 4th, Party.....	page 3
Juniors-Opti Kids.....	page 4
Juniors-Junior Week.....	pages 4, 5
Participation.....	page 5
Cruising News.....	pages 6,7
History—Lapworth.....	pages 8, 11
Protests.....	page 9
History, Bagbey.....	pages 9,10,11
Leukemia Cup.....	page 11
Commercial Ads.....	pages 12, 13
Calendar.....	page 13
Tradewinds.....	page 14
Commercial Ads.....	pages 15, 16

Steve Wirt who organized and managed Opti-Kids and Junior Week, Junior Race Chair Mike Toms who organized and staffed the Virginia State Junior Championships as well as our other Junior regattas, our professional coaches Alejandro Cloos and Diego Ravecca, and our Learn2Sail coach Daniel Gillispie.

The Opti-Kids program was taught by Nica and Jeremy Waters, this year, and we are grateful for their leadership and winning way with kids. By the end of the second Sunday every 4-9 year-old attendee could rig their own boats, sail around a set of marks, and set out in search of buried treasure, even while under attack from pirates. Ask any one of them about the experience and they will start with, "I had fun!"

I watched the Junior Week coaches in action yesterday and marvel at their skills for motivating as well as elevating each Junior's performance. Many, many volunteers for this event have made it the best week ever, and this is just the beginning: Extended Race Team, Learn2Sail, Racing Clinics, and private coaching by appointment will serve up the best sailing on the Bay well into August. Bravo and thank you to all the instructors who have delivered on our promise to keep the development of our Junior Sailors the number one priority at FBYC, including the following as well as so many others: Mike Dale, Stephan Cost, Terry Blackwood, Carrie Russell, Jim Black, Jerry Desvernine, John Hubbard, Noel Clinard, Sharron Bauer, Eric Powers, David Hazlehurst, Julia McNeil, Tommy Coleman, Jim Morrison, Dale Alderman,

Jon Deutsch.

And speaking of Bravo, you didn't miss the Art of Fishing Bay event, did you? It was so well attended I'd be shocked if you weren't there. Bob and Arleen Kates knocked the cover off the ball with their organization, promotion, and publicity for this great fundraising event in support of the Leukemia Cup. Several of the exhibiting artists made a point of expressing their gratitude for hosting such a successful event. We are grateful to our manager, Dixon Cole, for his hard work and cheerfulness through all the preparation and successful execution of both Junior Week and the many other major events this summer.

As a reminder, the following is yet to come for Leukemia Cup events:

July 7 is the benefit auction and crab cake dinner at the Deltaville fire house. There's something for everyone and it's guaranteed to be a fun evening.

July 8-9 is the Leukemia Cup event's grand finale weekend, with offshore racing on two separate courses to accommodate a Classic fleet separate from the regular racing fleet. No matter the age or condition of your ride, you can sail in this event and have a great time doing so, while raising funds for the Lymphoma and Leukemia Society. This is one event where everyone's a winner as we help find a cure for blood diseases. And the grand prize of the weekend goes the most successful fundraising effort (although there's plenty of silver for the top racers, too). Schooner Virginia will return to FBYC for this year's Leukemia event, so there's truly some-

(Continued on page 3)

Board Meeting Highlights

June 8, 2006

Meeting called to order at 6:05 p.m. by Commodore Lud Kimbrough.

REAR COMMODORE – RICHARD A. BAUER, JR.

TREASURER – Paul Howle reported that an additional note payment had been made.

HOUSE – A new plaque commemorating the building dedication has been placed at the main clubhouse entrance. New plaques have also been posted showing emergency numbers. The grill outside the club-

house has new burners and new patio furniture and umbrellas for the pool area have been received.

DOCKS – Dixon Cole finished rebuilding the dinghy racks and new rack numbers will be assigned. Three boats from the waiting list have been assigned slips. Mayo Tabb will write a notice for the Log concerning the removal of old dinghies, bicycles and other debris from the grounds. Electrical service and water have been provided to the Moseley slip that the club has leased. Mayo will update the PHRF rating list.

SOCIAL – Mike Calkins thanked those who had a part in the Urbanna social event, which had to be moved from Rosegill to Liberty at Compass Quay just weeks before the event. Ed O'Connor will chair the July 4th social.

GROUNDS – The roadbed for the new road has been graveled. Culvert pipes have been moved in and the road has been graded on the Richardson property. Ric Bauer will determine if we will be able to use the Richardson property for overflow parking this year.

MEMBER AT LARGE – Jay Buhl reported on Capital Expenditures to date and unless there are some unexpected developments in the next few months, we should be well within budget at the end of the year. With the complexity and scope of the projects undertaken so far this year, the budget has been managed extremely well. There have been a few donations toward specific projects that have been very helpful.

LONG RANGE PLANNING – Strother Scott reported that the Long Range Planning Committee is making progress and may have a summary report for the Board by next month, with the full Long Range Plan ready by the September goal date.

WEBMASTER – Now that Strother Scott has found a replacement programmer to work on the web

MEMBERSHIP

APPLIED FOR MEMBERSHIP:

Mr. Louis P. & Dr. Melissa S. Pektor, 245 Coffeetown Road, Easton, PA, 18042. Even though Lou and Melissa live in Pennsylvania, they purchased a home on Horse Point in 2004. Their son, George (age 8) participated in the YMCA sailing program held at FBYC last summer. Melissa is the most experienced sailor of the family but they all would like to gain more in-depth knowledge and experience in cruising and racing. They currently own a Boston Whaler. Sponsors: Dr. Lawrence G. Miller, III; Lester L. Hudgins, Jr.

FINAL APPROVAL:

Mr. & Mrs. Douglas L. Anderson;
Mr. & Mrs. S. Scott Birch;
Mr. & Mrs. Paul T. Cross III;
Mr. & Mrs. Arthur S. McCray; Mr. & Mrs. Travis B. Weisleder

MEMBERSHIP RE-INSTATED:

Mr. & Mrs. Gilbert L. Miles, Jr.

DEATH: **Mr. John C. Williams, Jr.**

Volunteer Project, he asked the Board if they were willing to support the requirement that members complete a form each year showing their preferences for volunteering and if event managers would be willing to commit to promptly submit the names of the people who actually serve as volunteers at their events. After lengthy discussion about the need for such a program, what would be included, how it would be set up, etc., the Board agreed that Strother should proceed with the project.

PUBLICITY – Izumi Miller sent articles written by Eric Powers about Junior Week to a number of media outlets. The Leukemia and Lymphoma Society will handle most of the press promoting the Leukemia Cup Regatta. Izumi has requested articles for other upcoming events from Division Chairs, Event/Race/Social Chairs and the Commodores.

VICE COMMODORE – ALLAN M. HEYWARD, JR.



**2006
FBYC Officers**

Commodore
Lud Kimbrough



Vice-Commodore
Alan Heyward



Rear-Commodore
Ric Bauer



Treasurer
Paul W. Howle, III



Secretary
Steve Gillispie



Log Streamer
Vic DeNunzio

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

OFFSHORE DIVISION – Trophies for the Spring Series Races were awarded at the Urbanna party.

CRUISING DIVISION – The Cruising Division had a very successful turnout for the after-Rosegill Corroto-man Cruise to Gordon and Sheila Nelson's home with 11 boats and 26 members participating. The participation rate for the "short cruise" group is expected to pick up now that an announcement about its formation has appeared in the Log plus a sign-up board and map posted in Fannie's House.

JUNIOR DIVISION – Eric Powers reported that there are 88 children signed up for Junior Week and/or the extended program and 20 signed up for OptiKids. Steve Wirt has coordinated the boats and volunteers for OptiKids and Junior Week. The Junior coaches will arrive on June 16th. Eric is trying to recruit more Juniors for the "Learn-to-Sail" program.

FLEET LT. – Brooks Zerkel took *Mr. Roberts* to Rappahannock River Yacht Club for the river races the day after the Urbanna race. Brooks also helped with race committee for Southern Bay Race Week in Hampton. Three FBYC boats participated in SBRW.

PROTEST – Dave Pyron has agreed to hold a workshop on June 29 in the Board Room at Retreat Hospital. John McCarthy has expressed an interest in conducting a U.S. Sailing Race Management Course for FBYC next winter.

CBYRA REPRESENTATIVE – Tom Roberts wrote the CBYRA article in the SpinSheet this month. The CBYRA Red Book is now available.

PARTICIPATION – David Hazlehurst reported that Steve Wirt and Mike Toms have provided valuable help in getting the Optis ready for OptiKids and Junior Week. Also, the inside of the Junior shed has been cleaned up. David has been keeping a record on an Excel spread sheet of the event volunteers so far this year and this will be published before month end.

JULY 4TH COOKOUT
12:00 noon (July 4th) at FBYC



COST:

Club Members \$5

Children 12 and under \$3

Non-Club Adults \$8

(Fees will be collected on the 4th @ the club)
Hamburgers, Hotdogs, and Drinks will be provided by FBYC

Please bring your favorite side dish or dessert (bring enough to share)

******Reservations required by July 1st, 2006******

EASY RESERVATIONS:

Register at <http://www.fbyc.net> or, Email Ed O'Connor at: ej.oconnor@verizon.net

NEW BUSINESS – Alex Alvis said that because of the problems last year in applying courtesy ratings for the boats that did not have ratings, he will ask the Leukemia Society to provide copies of the registration forms ahead of time.

Lud Kimbrough announced that the July Board meeting would be held in Deltaville on July 15 at 6:00 p.m., to be followed by a New Member Reception. Invitations to the reception will go out June 15.

There being no additional business, the meeting was adjourned at 7:35 p.m. ☺

(Quarterdeck; Continued from page 1)

thing for everyone that weekend.

July 4th weekend promises some classic fun that begins on Saturday, July 1, at the Deltaville Heritage Day celebration. For those of you who may not be racing in the Offshore series, come help us host a booth to introduce visitors to the sport of sailing and the activities we enjoy at the Club, capped off by the FBYC Opti-Float in the Heritage Day parade at 1:00PM. The evening offers baseball and fireworks. Then the big day, July 4, we'll be racing in the One-Design Long-Distance race then cooking up some hot dogs and burgers.

See you there. ☺

IN MEMORIAM
JOHN CHAUNCY WILLIAMS, JR.

2/21/20 – 5/30/06

John Chauncy Williams, Jr., of Cardinal, VA (Mathews County) passed away in Riverside Walter Reed Hospital on May 30, 2006. His children, Richard T. Williams of Aldie, VA; John C. Williams, III of Arlington, VA; Elizabeth S. Williams of Arlington, VA; and a grandson, George T. Williams, II of Aldie, VA, survive him. John became a member of Fishing Bay Yacht Club in September 1968. His son Richard joined Fishing Bay Yacht Club earlier this year and has been sailing his father's Atkins 34, *Ricochet*. A memorial service will be held on July 8, 2006, at 4:00 p.m., in Grace Episcopal Church in Casanova, VA. Memorial donations may be made to Mathews Volunteer Rescue Squad, P.O. Box 730, Mathews, VA, 23109. Sympathy cards may be sent to the family in care of Richard T. Williams, 23926 Aldie Dam Road, Aldie, VA, 20105.

REQUIESCAT IN PACE



Opti Kids 2006
Nica Waters

Anyone driving along Fishing Bay on the middle two weekends in June might have slowed down to watch the fleet of Optimists, each sailed by a pair of tiny sailors, snaking its way across the water. Those intrepid salts (age 4-9) were this year's crop of Opti Kids, and they really came a long way in their 4 days of sailing.

Starting with the basics of bow and stern, the kids rapidly progressed to tacking and gybing, and even were introduced to some of the rules around right-of-way. By the end of the second Sunday, they could rig their own boats, sail around a set of marks, and even make their way towards buried treasure (even with pirates attacking). Ask any one of them about the experience and he or she is apt to start with, "I had fun!"

Can we ask for more from a weekend or two sailing?

Many thanks to Steve Wirt and the

Junior program for working on the boats and the Junior shed; to multiple parents who served as crash boat drivers, encouragers, and medics; and to Nica and Jeremy Waters and Alison and David Lennarz who taught the classes. Hope to see you all out on the water at a Learn to Sail session later in the summer! ☺

FBYC, 2006 Junior Week Hits the Water!
Eric Powers

This year's Junior Week got off to a roaring start on Fishing Bay in 15+ knots of wind on Monday, June 19th. Dozens of Juniors hit the water in

Optimists, 420s, Lasers and Mobjacks under the watchful guidance of coaches and parent volunteers. Although the fleet was thinned a bit by high winds in the afternoon, kids in all of the classes, from beginning Optimist to racing Optimists, 420s and Lasers, spent the day jump-starting their sailing skills with our top shelf coaching staff on and off the water. Although we had more than 90 juniors attending this session, each kid was exposed to instruction tailored to their abilities and needs. This year, FBYC was honored to have three professional coaches leading three of the classes including intermediates under Green Fleet Coach Tommy Coleman, Racing



(Juniors, Continued from page 4)

Optimist under Assistant Coach Diego Ravecca and Racing 420s and Lasers under Head Coach Alejandro Cloos. Our in-house staff also did yeoman's work of leading beginning Optimists and group sailors. We expect many of our sailors from intermediate up to attend a special racing clinic to be held by our coaches the Friday before the Virginia State Junior Championship on Saturday June 24th.

On Wednesday Night, we hosted a parents one design race that brought out five 420s and 15 Lasers to compete in six races before the sun set. As it turned out, around 25 parents and juniors came out to compete in the 5 to 10 knot easterly wind and had a great time. The race results are as follows: Everybody had fun!



So what happens after all the fun of Junior Week fades into the scrapbook between those pictures of summer vacations, baseball camp and the family reunion? It's our hope that parents will look for opportunities to continue their child's sailing career through FBYC's Junior Learn2Sail or Extended Racing Programs. The new Learn2Sail Program is designed to accommodate kids that started building sailing skills in beginning, intermediate and group sailing during Junior Week, giving them more time on the water with quality instruction from our Summer coach Daniel Gillispie. There's no travel involved and kids are welcome to use club Optis, lasers, 420s and Mobjack. Of course, kids that want to get some serious competition can still sign up for our extended racing program and get time on the water with Alejandro and Diego both at FBYC and at traveling events around the Bay and beyond. Both Learn2Sail and Extended Racing programs include coaching five days a week from 9:30 to 4:00pm. For those that don't sign up for one of the regular programs, we're also offering coaching sessions on an hourly basis

on selected Sundays or by appointment when the coaches are available. Non-program juniors can also get coaching at regattas on a per day basis.

FBYC has assembled these programs at what we feel is a reasonable cost. To support this program, we only ask that parents pay the modest fees required to sustain the program now and in future seasons. You'll find these programs are cost competitive with many of the activities your children may pursue during the summer months. Please note the fee schedule below and visit our website at www.fbyc.net and select the program that best fits your child's needs.

Junior Race Team – July 27th – August 16th: \$600

Learn2Sail – six five-day sessions – July 27th – August 5th: \$150/ five-day session

Coaching by the Hour – Selected Days (mostly Sundays) – June, July, mid-August:

- Head Coach - Alejandro Cloos: \$30/hour



- Assistant Coach – Diego Ravecca: \$25/hour



- Summer Coach – Daniel Gillispie: \$15/hour

Regatta Coaching (per day, Alejandro or Diego): \$50/day w/o boat transport; \$75/day with boat transport.

If you have questions regarding any of these programs, please feel free to contact the FBYC Junior Division Commander, Eric Powers at 804-706-1427 or eric.powers@mma1.com. ☺

Participation and Volunteering Update.

David Hazlehurst

We are getting good response to the "Help Wanted" posting in the April Log for volunteers to work on Race Committees and with Social events but opportunities still abound. And because we are keeping a record of members who complete each day of their annual commitment there is a much greater chance that members will be called to help with near term activities.

Please remember that all members are committed to contribute two days of work each year and you can make it much easier for the recruiters who will generally call you well in advance if you respond positively and if you tell them "I have family or neighborhood commitments on July 4 but I'll be happy to help at the Annual One Design Regatta August 12-13 or at Stingray September 2-3". All members have received copies of the Yearbook and the Sailing Events bookso even if they don't check the web site regularly they have every opportunity to see dates where they can help. We do however recognize that we have members who have "aged out" of some of the more demanding tasks, and others who live too far away to make a special trip to the club to serve as Race Committee or whatever, but all of our able bodied younger members are expected to contribute their fair share and it's only twice each year. One two day weekend each year and you're home free!

We already know we are making progress with what will be a continuing effort to get more members contributing to all club programs. Not least this need was clearly recognized by some respondents to the recent survey, and in fairness to all we accept that our lack of a structured approach to "volunteerism" is a major reason we have some few carrying other members share of the work load. Please help us change so that all members have an equal opportunity to enjoy the time they spend at the club. ☺

Cruising News

June, 2006



Corrotoman Cruise

On Sunday, May 28, following the race and celebration at Rosegill, 24 members of the Cruising Division joined Gordon and Sheila Nelson at their home on the Western branch of the Corrotoman to share potluck dishes with grilled entrees and exchange tales of sailing adventures, many of which were true. The anchorage in front of the Nelson home became a floating village as FBYC cruisers arrived thru out the afternoon and evening, paused to drop the hook and turn on the masthead, and to summon Gordon's not-for-profit water taxi service.

By popular demand, Cruising Division Lt. Commander Ed O'Connor opened the guitar locker of WRINKLED SHEETS and performed a medley of after-dinner tunes that prompted an outburst of singing unrivaled since yesterday's bathroom shower. Although several optimists in the group suggested taping the per-



formance for American Idol, the majority of the cruisers recovered their wits sufficiently to reject this idea and returned to their boats for a night of self reflection, uninterrupted until someone ashore set off a shotgun blast at precisely 8 AM. Whether this was intended to mark the occasion of Memorial Day or to restore order to the River, it seemed to achieve the latter as most cruisers hastily weighed anchor and sailed homeward shortly thereafter in light air.



The cruising Division is indebted to Gordon and Sheila for their generosity and hospitality in chairing and hosting this event. ☺

Captains' Choice Cruise

June 17-18, 2006

Sam Stoakley

An enthusiastic group of cruisers met Saturday morning for a light breakfast at Fanny's House before departing for our chosen destina-

tion, the East River off of Mobjack Bay. We enjoyed a fresh June breeze of 10 to 18 knots from either side of South that enabled most of the boats to sail two long tacks to New Point Comfort before turning downwind for a peaceful leg to our anchorage off William's Wharf.

The fleet of 9 sailboats and the M/V "Danny A" formed up into two large rafts and then gathered for a friendly cocktail party on the fantail of "the flagship" Destiny (25 total revelers). We enjoyed the fellowship and stories on a beautiful evening that continued to provide a nice cool breeze from the SE.

Participating vessels included: Destiny (Whitey & Nancy Lipscomb), Miss Kate (Tony & Kate Sakowski), Wings (John & Faye Koedel, Jr.), Obsession, (Joe & Carolyn Schott), Celebration, (Gordon & Sheila Nelson), Anneise, (Sarah Carneal & Roger), Fiji Girl, (Bill & Jane Ranson), Fandango, (Andy & Ellen Soyars and Dana & Carla MacKinsie), Reflections, (Nancy & Sam Stoakley and Harry & Gerri Bybee), Danny A (Judy & Steve Buis and Mike Pleninger)

The return trip on Sunday featured the same southerly breeze that built up late, allowing the more patient cruisers to sail all the way to their home ports. This was a beautiful June weekend with perfect conditions and a perfect group of participants. Thanks to the Lipscomb's for their hosting of the party on Saturday afternoon. ☺

Upcoming Cruises

June 24-25:

CAPE CHARLES CRUISE

Myra and Ted Bennett.

We will dock at the new Kings Creek Marina. This is a first class facility with floating docks, very nice showers, fuel & pump out, pool, shopping arcade. A group of slips are being held for FBYC; call dock master to reserve your own at 757-331-8640. We will gather on dock next to PHAROS for drinks at 5:30. Dinner options are – The Cabana Bar or Aqua on the facility or Maria's at Tower

(Continued on page 7)

Hill at the end of Bay Creek. Maria's, 757-331-1700, is a lovely fully restored plantation house dating to 1746 and can be reached by dinghy or they have shuttle service. Register @ fbyc.net or contact Myra and Ted at 804-741-1530 or email to mbennett@ideaweavers.com. ☺

July 15-16, 2006 Cruise to VIMS and Yorktown Riverwalk Landing

Tony and Kate Sakowski

Cruise down to VIMS (VA Inst. of Marine Science) Saturday am.. We will stay at the Yorktown River Yacht Haven Marina on Sarah Creek. You will need to call the Marina with your reservation for a slip (804 642 2156) and identify yourself as a member of the FBYC cruising group. Do this as early as possible to assure a slip for your boat. Please email me at the same time with the number of your boat crew that will need a reservation at the Rivers Inn for dinner.

Lunch on board or at the Rivers Inn.

At 2 PM, VIMS will provide a van that will meet us at the YRYH Marina, and transport us to the main campus.

There will be a brief tour of the facilities, followed by two lectures on the Chesapeake Bay. We will depart from VIMS for the boats no later than 4:30 PM.

At 5:30 PM, we will gather on the dock for cocktails (each boat to bring a light hors d'oeuvre); wine and beer will be provided.

6:30 PM will find us being seated at the River's Inn Restaurant (804 642 9942), which will be adjacent to our boat slips. Please notify me as to how many of your crew will be eating with us.

On Sunday, we will leave the docks around 8 AM, and sail over to the Yorktown Riverwalk Landing, www.yorkcounty.gov/riverwalk. They have installed transient floating docks that we can use for up to 4 hrs. without a charge. We plan to have breakfast at 9 AM at the Duke of York Hotel (757 898 5270), look around the town, and then return to Deltaville at your leisure.

Deadline for reservations is July 10
Contact Tony Sakowski:

email doctorlasik@aol.com,
Phone: 804 285 3347, or
cell phone 804 387 3875. ☺

July 22 -30:

FBYC MAINE RENDEZVOUS

If you plan to cruise to Maine this summer, keep these dates in mind, and contact Vic DeNunzio with your schedules. Email to

vdenunzio@erols.com or cell phone: 804-512-0110. ☺

“Cruising the Gunkholer’s Way”

Cruise July 29 (or 30) – August 5

Calling all gunkholers! (experienced, wanna-be, or just curious . . .) Come join us for a cruise that emphasizes family interests, short sails, last-minute decisions, and interesting shore jaunts. After amusing triumphs and great racing adventures at the Cruise Regatta, we'll attend the awards ceremony and dinner party to share our tales with everyone. If so motivated, we'll stroll across the road, cast off dock lines, and promptly drop the hook in lovely Jackson Creek. If not, we'll wake up on Sunday, gather for coffee at Fannie's House, and head out sometime in the morning. The week will continue in a leisurely vein, with a rough plan to make it as far north as St. Mary's City. Stops along the way will be weather and whim dependent, but may include Pirate's Island, Horn Harbor, Mill Creek, or the Coan River. Heck, we might even go across the Bay to Tangier or Crisfield! Dinners will be part of the adventure, with a beach barbecue, a potluck dinner on board Calypso, and even a possible dinner out, to say nothing of quiet evenings and shared merriment. Sundowners to be hosted by various boats, with the adage the more the merrier. Rafting up a possibility. Instruction on anchoring, provisioning, stowage, and boat cookery available if anyone wants! Musical instruments and board games encouraged. We'll plan for our final sail to take us to Yopp's Creek on Saturday, August 5, where we will meet up with the Family Cruise (chaired by John Koedel III) crowd for continued camaraderie. Contact Nica or Jer-

emy Waters (home: 434 295-1016, Jeremy cell: 804 338-0972, or email sailingbeagles@gmx.net) to let us know you are coming! ☺

Cruise Regatta 2006

Saturday, July 29th

This year's annual Cruise Regatta is scheduled for Saturday, July 29th. This event is one of the Cruising Division's most popular because it offers the opportunity for families to race together and have a great meal together at the end of the day. No racing experience is required. To participate please register at the website, indicating the number of adults and children under 16 who will attend dinner. Please also email (burkeg@paraccess.com) or call (cell 804-516-8600) George Burke to receive a copy of the handicap registration form or to tell him that your rating is unchanged from prior years. The event schedule is as follows:

- 1) 9 am- skipper's meeting at Fannie's house to learn the course and staggered start times.
- 2) 10:30 am- race starts with greatest handicapped boats leaving first.
- 3) 5:30 pm- Refreshments at the Main Clubhouse on Fishing Bay followed by dinner and awards.

Dinner is **free for children** under 16 and \$10 per adult. **All members** of FBYC are invited to participate. ☺

Sat, Aug. 5th and Sun. Aug. 6th YOPPS, KIPP AND A JUMP FAMILY CRUISE

(See *Sailing Events Book* or on *Website* for details)

Contact cruise chairs Kara and John Koedel, III @ jgkoedel@yahoo.com or 338-1158 cell. ☺

Sat, Aug. 12th and Sun. Aug. 13th TIDES INN RENDEZVOUS

(See *Sailing Events Book* or on *Website* for details)

Register at www.fbyc.net by June 30 and/or contact chairs Ed or Diane O'Connor at home at 804-360-2934, or email, at ej.oconnor@verizon.net, for questions. ☺

FBYC History...

Remembering Bill Lapworth

Jere Dennison (with excerpts from the Cal 25 website)

William "Bill" Lapworth -- perhaps the foremost West Coast Naval Architect in the post- World War II period -- passed away in early April and was buried at sea off the California coast. Born December 12, 1919 in Detroit, Michigan, he attended and graduated from the University of Michigan with a degree in marine engineering and naval architecture. At the end of World War II, after serving as a United States naval officer, he decided to make his home on the West Coast and began a design business. Work flowed to him readily and he was responsible for the design of some major changes to well known West Coast yachts that required new rigs to keep them competitive-the 82' sloop *Patolita*, later *Sirius II*, the conversion of the 98' schooner *Morningstar* to a modern Ketch rig; and the 77-foot Herreshoff Schooner *Queen Mab* with a new staysail schooner rig.

Soon he was designing a series of light displacement racing sailboats that began to win or place highly on the East and West Coasts, beginning with *Flying Scotsman* and *Nalu II*, 46' - a four time Class C Transpac race winner and first overall in 1959. Next came the 50' sloop *Ichiban*, second overall in the 1961 Transpac. By 1958, more than 70 of the wooden L-36' sloops had been built; but, by then fiberglass was becoming the material of choice.

With Bill recognizing fiberglass properties as an ideal and readily available material for sailboats embodying both strong and light construction properties he began designing fiberglass hulls. He had phenomenal success in the major races on the West Coast. He designed Cal boats in all sizes from 20-48 feet and of course the famous Cal 40. That design proved itself over and over, winning many races including the Bermuda Race in 1966 and the TransPac in 1965, 1966, 1967 and 1985. The Cal 40 was so successful that it was inducted into the American Sailboat Hall of Fame, and led Bill Schanen, the editor of Sailing magazine to hail Lapworth as one of the sport's greatest designers. In cruising designs his Cal 46 was also produced in great numbers and continues to be enjoyed by the cruising set.

At FBYC, Lapworth was a legend in his own time. During the 1960s and into the 1970s, Cals were the boats to have if you were serious about racing. Just to name a few of that era off the top of my head, there were Allan McCullough's Cal 40, Ernie Rose's Cal 25, Wood Bedell's Cal 28, Bev and Susan Crump's, Hiram Pritchard's, and Clyde Gauldin's Cal 2-30s, Pete Sower's Cal 3-30, Brent Halsey's Cal 34 and, later, Cal 39, Ben Ackerly's Cal 2-27, and a small one-design fleet of Cal 20s. And, in 1985, I purchased an aging Cal 2-27, *Zephyr*, that I still own.

During the winter of 1986 – 87, while preparing *Zephyr* for the MORC East Coast Championship to be hosted by our club in June, I received incredible news. We had a job opening in my department at work and were asked to grant a courtesy interview to the son of one of our exec's old school chums at VMI. He had no particular work experience in the area, but we deemed it politically expedient to give him polite consideration.

Mark had just left the Marines and was moving with his wife from California to Virginia. Getting acquainted, he said they

would be commuting from a house that was a dependency on a large historic estate known as Providence near the Piantatank River Bridge. Hmm...this was getting interesting. "Just who is the new owner of Providence," I asked. "Oh," he said, a friend of his wife's family in California who is retiring and selling his house in Newport Beach for several million dollars and moving to Virginia. He's a yacht designer...his name is Bill Lapworth." ("You have got to be kidding," I thought, "but, dude, you're hired.")

I wrangled an invitation to Providence from my new employee later that spring to meet the great one. We found Lapworth cutting his expansive lawn on a tractor, and time allowed him to exchange only the briefest of pleasantries on the hill overlooking a long pier with a Cal 46 berthed at the end. At least I had the introduction, but the visit certainly did not meet my high expectations.

A few weeks later, before the MORC East Coasts, I happened to be in Hurds when I spotted Bill Lapworth standing in the check-out line. And I was a crew short for the championships. Should I or shouldn't I? What can I lose, I asked myself. After reintroducing myself, I popped the question to which I fully expected a negative response: "Would you like to crew on my Cal 2-27 in the MORC championships just two weeks away?"

I literally floated out the door of Hurds with Bill's reply ringing in my ears. Without hesitation, he said he would love to crew since he hadn't had a chance to get out on the water while renovating his house. And besides, he had never sailed on a Cal 2-27 in spite of the fact he had designed the boat. This acclaimed yacht designer and veteran of many major ocean races around the world would actually sail on *Zephyr* at our little club on Fishing Bay. I guess you could say I was hopelessly star-struck.

With much anxiety on my part, my crew of Danny Austin, Graham Henderson, and Bill Lapworth assembled for the championship. We would be racing in the Ancient Mariner Division comprised of older designs. Would we embarrass ourselves in the company of the sailing maestro?

To my surprise, Lapworth was a paragon of the perfect crew. He was polite and demurring, offering only occasional helpful suggestions. He was even reluctant to take the helm but did so only after my urging. As helmsman, he was truly entranced, and I can still remember the looks of intensity and utter contentment in his eyes. We did well, but not well enough to beat our arch competitor, Ben Ackerly in his Cal 2-27 *Melee*. But it was fitting that two Lapworth boats finished one-two in our division.

Between races, we discussed boats and designs. Bill never talked down to us at any time and expressed interest in what we had to say. He was technically oriented, of course, but also was that rare breed with interpersonal skills as well. Although pressed, he would not name his favorite design...he enjoyed them all, regardless of the praises heaped on the Cal 40. Philosophically, he always wanted to design boats that were fast but could leave port and return without outside assistance.

My primary goal at the end of the event was for Bill to autograph *Zephyr* on her interior bulkhead. Guess what?...I forgot and he left for Providence. I kicked myself hard for this oversight, but wasn't about to drag him back for his signature. I was therefore more than delighted to receive a thank-you note from Providence dated July 5, 1987:

(Continued on page 11)

PROTESTS AND SPORTSMANSHIP: WHY THE RED FLAG IS A GOOD THING

Allan Heyward, Vice Commodore

Elizabeth Staas, Protest Chair

We've had good racing in all divisions so far this year, and an absence of red flags and protests. The latter is not necessarily a good thing. There are always rumors floating around that:

- People who file protests, as a group, are bad sports.
- Protests take the fun out of racing sailboats.
- The true mark of a good sport is never to file a protest.
- There's no reason to protest unless your score would be affected by the outcome.

Wrong on all counts!

Racing sailboats is supposed to be fun. Sailboat racing carries an inherent risk of serious injury, and fixing sailboats is expensive. The Racing Rules try to minimize the potential damage and injury. If competitors don't hold each other to the rules, the chances are the rules won't be observed on the race course on any consistent basis. That may be racing, but it isn't fun, it isn't safe, and it isn't fair. Competitive sailing is one of the only sports where enforcement of the rules is left to the competitors: but the decision of whether they apply is not. All of our events are governed by the Racing Rules of Sailing promulgated by the International Sailing Federation, and U.S. Sailing Prescriptions, (the "RRS").

Sailboat racing is not intended to be a contact sport – at least between competing boats. When contact between boats occurs, there are only two acceptable outcomes: one boat takes a penalty (including retiring, if serious damage results) or a protest is filed and brought on for hearing. There is no rule that excuses, much less condones, contact where no discernable damage occurs, where the boats are in different classes, or disqualification of the offender would not benefit the score of the victim. The same is true if a right of way boat is forced to alter course to avoid a collision or perceived collision risk. The rules provide a simple means to settle these issues: the protestor complains to the offender and throws up the red flag, the protestee, realizing a foul has been committed, takes a penalty, and the race continues. The red flag removes any doubt about what all that yelling was about.

If all of us knew and agreed on the rules and how they apply, the red flag would go up only when there actually had been a foul, the offending boat would acknowledge that and take its penalty, and that would be the end of it. But some of the applications of the rules are open to debate even among certified judges. There is no shame in not knowing, or in being wrong about, what the controlling rules are in a given situation and how they are properly applied. However, there is a great benefit in learning the answer, and everybody learns something from a protest hearing. This learning process benefits not only the participants, but everyone they race against in the future. Discussion of behavior on the race course outside the protest process doesn't replace the protest process. The protest process, unlike an informal discussion, allows a definitive decision to be rendered by a committee with no stake in the outcome, so everyone can move on.

This applies with equal force to Requests for Redress. No matter how hard a race committee studies the conditions and rules, situations will arise and be dealt with in a manner that hindsight (and a couple of beers) suggests might have been dealt with differently. Post-race discussion is a valuable tool for improving race management, but is not the proper way to air complaints that the race committee deprived the competitors of a fair race. If a competitor is not willing to file a request for redress, public criticism of the race management is gratuitous and unfair to the men and women who gave up an afternoon so we could go out and have fun.

So, be a good sport: keep the red flag handy, and hoist it promptly, and follow through. A protest-rich environment is often a sign of a healthy interest in learning and enforcing the rules – and that's a good thing. If the protest process puzzles or intimidates you, come to one of the protest seminars or rules classes FBYC sponsors, or one of the many such classes sponsored by other clubs in our area. ☺

Current History....

A Welcome Home to Rob Bagbey and an Appreciation for our Other Military Members

Jere Dennison

While most of us have been preparing for the 2006 sailing season and tuning up our boats for a summer of fun and frolic, a segment of our club has been courageously serving our country in foreign lands under trying conditions, far from the tranquil waters of Fishing Bay. Recently Rob Bagbey returned from Iraq and Kuwait after a deployment as a member of the U.S. Navy Reserves. He has graciously given us permission to publish a summary of his activities that he originally wrote for his daughter's journalism class this spring before arriving stateside.



Greetings from sunny Kuwait! If I had written this email a couple of months ago, I could have started out with greetings from beautiful downtown Baghdad. I have been in this part of the world for the last nine months. I write this letter the last week of April and I have less than four weeks remaining on my active duty tour. I will be glad to get out of here just before the really hot months; the daily high temperature is 100F now and by mid-summer the daily temperature will be 120 to 130F.

(History, Bagbey; Continued from page 9)

As some of you know, I am in the Navy Reserve and volunteered to be recalled to active duty in July. I am assigned to the Defense Logistics Agency, which is the parent organization to the Defense Supply Center Richmond off Chippenham Parkway.

For six months, I was attached to an organization called Multi-National Security Transition Command - Iraq. Its basic mission is to establish and equip the Iraqi army and police. My job was to help buy and transport uniforms and equipment for several hundred thousand people. Whereas we were dealing with the Iraqi Ministry of Defense, the Iraqi Ministry of the Interior, and the perils of transporting things in Iraq, it was definitely an unusual experience.

Baghdad was surreal. I spent most of my time working in front of a computer, no different than being at home, just every now and then there were loud booms. Our building was about half a mile from the checkpoint known as Assassin's Gate, one of the favorite car bomb locations. About a half mile in the other direction was the Palestine Hotel, another favorite target. I lived in a trailer complex on the grounds of the former Republican Palace, which now serves as the American Embassy. I had breakfast every morning in the marble-covered former ballroom of the palace and then walked about a mile to work pass numerous concrete barriers, concertina wire, and foreign security guards armed with AK-47 rifles.

Whenever you left the compound you had to have on your helmet, body armor, and weapon. Wearing 30 pounds of gear in 130 degree heat is a good incentive to skip going to lunch. I lived and worked for six months in the so-called Cradle of Civilization, just a quarter of a mile from the Tigris River and never saw it, except from a helicopter, because of all the concrete walls.

You get used to life and times in Baghdad. The workers on base are from a multitude of countries including Iraq, India, Sri Lanka, Bangladesh, and Chile. When I first arrived, the guards at the Embassy were Gurkhas from Nepal. They were replaced by Chileans, so the usual greetings at the security checkpoint of the American Embassy compound in Baghdad were in Spanish. The guards at our compound were from Fiji. Next door to work was the compound for the troops who guard United Nations facilities. Periodically, they had award ceremonies and the music and marching were all British style. We regularly heard gunfire coming out of the neighborhood known as Sadr City. The primary threat in the IZ is random mortar fire. The insurgents especially like special days such as elections and American holidays. Christmas morning started with a couple of mortar rounds landing in the embassy grounds. Shortly before midnight of New Year's Eve, I put on my gear and headed to a concrete bunker. Sure enough, two mortar rounds landed within a couple hundred yards about 10 seconds after midnight. Meantime, civilian workers and State Department employees, who are not covered by the US military's strict no-alcohol policy, continued their New Year's celebration at the embassy pool.

One of my more interesting experiences occurred in early December. Some of us were still in our office at about 9 PM when gunfire started all over the city. We looked outside and it appeared that the whole International Zone was under attack.

The sky was full of tracers from machine gun fire and spent bullets were coming down. We put on our gear and stayed inside. Some people kept working at their desks while wearing their body armor and helmet. At one point, our own Fijian security guards starting firing. After an hour it stopped. Then we found out that all the shooting was "celebratory fire." Iraq had beat Syria 1-0 in soccer to qualify for the World Cup and the whole country had erupted into spontaneous gunfire. Very different people.

I am now at Camp Arifjan, outside of Kuwait City, and life is very tame. I still work for DLA but the environment is more like an army garrison in the US. The helmet, body armor, and 9mm stay under the bed except when I travel off base. I should be home in Richmond right around Memorial Day. I will have missed Laura's eleventh grade year and Daniel's seventh grade year. In anticipation of my recall, I sold the company that I operated for thirteen years, so will have to turn my attention to a new endeavor or a new job. I look forward to getting home and catching up with life there. I will be happy just to see trees, green grass, mountains, and water. Junior Week is on the list for Daniel and I am looking forward to getting our boat in order (no different than any

(Continued on page 11)



Chesapeake Yacht Sales

Virginia's Dealer for:

Catalina // *Yachts*

**Reduced Pricing on In-Stock
Catalinas during our Summer Sale**

On Site at Deltaville Yachting Center:

2006 Catalina 387	\$205,990
2006 Catalina 350	\$170,793
2006 Catalina 16.5	\$ 8,100

NEW CATALINA MODEL

2006 Catalina 309	\$103,974
-------------------	-----------

(804) 776-9898

www.cysboat.com

**8th ANNUAL LEUKEMIA CUP
REGATTA
SOUTHERN CHESAPEAKE SAIL-
ING SERIES
JULY 7th -9th, 2006**



DESCRIPTION : The SOUTHERN CHESAPEAKE LEUKEMIA CUP REGATTA is hosted by FBYC and York River Yacht Club. This regatta will consist of one race to be sailed by the Leukemia (cruising) and Classic classes and two races to be sailed by other fleets on two separate courses on Saturday and Sunday, July 08 & 09, 2006. The races and associated activities are to benefit the Leukemia & Lymphoma Society of America in their fight against leukemia, lymphoma, Hodgkin's disease and myeloma. Entry is due Wednesday, July 5, 2006 by 1800.

CLASSES: Starts will be offered for the following classes: PHRF A, B, C/D, Non Spinnaker, MORC, Leukemia (Cruising) and Classic (Full-Keel and Fin-Keel Divisions for yachts designed 1975 and earlier, excluding the J24). If sufficient yachts are registered, the classes may be subdivided, one design classes added or classes combined and different courses designated for each subdivision as a warranted to enhance the quality of racing.

*The above is for information only. The Special Sailing Instructions will take precedence in any conflict and will be available at registration at the FBYC Clubhouse***CBYRA SANCTION:** *This is a sanctioned event for CBYRA High Point awards.*

REGISTRATION: Special Sailing Instructions, Social Program information and Registration package will be available from Leukemia Society:

Sue Willis Toll-free in VA~(800) 866-4483
Leukemia & Lymphoma Society of America (757) 838-9351
2101 Executive Drive Bx.21 F~(757) 827-7337
Hampton, VA 23666 WillisS@lls.org
And from www.fbyc.net/Events as plans develop. The FBYC Event C0-Chairman for this regatta are:
Judy Buis judybuis@comcast.net H~(804) 358-9475;
Mathews ~(804) 725-0218
Carolyn Schmalenberger carolyn@nortonyachts.com;
W~(804) 776-9211

PROGRAM:

The preliminary schedule will include:

Fri.evening, July7: Welcome Reception, Pre-Registration, Silent/Live Auction 7 PM to 9 PM at the Deltaville Firehouse
Saturday, July 8: Registration & Skippers Breakfast beginning 8 AM at FBYC
Skippers Meeting 9 AM Followed by CBYRA-sanctioned Regatta Followed by public tours of the Schooner Virginia at the Fishing Bay Harbor Marina 1 PM to 5 PM
Followed by Grand Gala & Fundraising Awards Ceremony 5 PM to 11 PM at the Deltaville Firehouse
Sunday, July 9: CBYRA Sanctioned Regatta Followed by Racing Awards at FBYC.

SAILING INSTRUCTIONS:

Skippers will receive sailing instructions at registration. If sufficient yachts are registered, the classes may be subdivided and different courses designated for each subdivision as warranted enhancing the quality of racing.

ENTRY:

Official Leukemia Cup Racers \$100. The Entry is due Wednesday, July 5, 2006 by 1800.

CBYRA SANCTION:

The event is sanctioned for CBYRA High Point awards for PHRF Spinnaker and Non-Spinnaker and MORC classes only.

(History, Lapworth; Continued from page 8)

Dear Jere,

I should have written sooner to thank you for a wonderful weekend but knowing that you were headed for Bermuda, I allowed myself to procrastinate.

I really enjoyed the chance to get out on the bay and away from some of the cares around here. The sailing was great even with the drifting match on Sunday. Thanks to you and Paula for a delightful dinner and the chance to see the Fishing Bay Yacht Club's hospitality.

Best Regards,

C. William Lapworth

The sailing world will truly miss Bill Lapworth, the gentleman sailor and influential yacht designer who contributed so much to our sport. ☺

(History, Bagbey; Continued from page 10)

other year, I will be doing this in June) and spending a week or two in Deltaville.

There are other members who have placed themselves in harms way to defend our nation. Scott Berg is an F18 naval aviator serving aboard the carrier *Ronald Reagon* and Parker Garrett a naval nuclear engineer in the submarine service. Three others are ground troops with the U. S. Marines in Iraq: brothers, Allen & Walker Potts, and Parke Smith. I had the privilege of crewing with Parke aboard the *Schooner Virginia* last summer and can unhesitatingly assure everyone that our country's defense is in competent hands with people like Parke serving in the front ranks of our armed services.

Rives Potts reports about his two sons:

They are both Recon Marines (Marine Special Forces) and are doing well. Walker and his unit are back over in Fallujah and Ramadi for his 2nd tour and Allen's unit is ramping up to deploy again in the next few months. I was delighted to get sat phone call from Walker this morning (they are 8 hrs ahead)wishing us well as we are starting the Bermuda Race in just a few hours. It is still amazing to me that he can even think of making a nice call like that when he and his buddies are in he throws of fereting out the bad guys from the lists that they got last week from the Zarqawi kill. I guess this proves that a Fishing Bay upbringing is healthy!

Our hearts and prayers go out to all the young men and women who are over there defending our right to enjoy the simple pleasures and freedoms in life like sailing.

Parke Smith's father, Preston, helped organize a private tax-exempt foundation to accept donations for supplies and equipment to make life as comfortable as possible for our combat personnel in the Middle East. Check out their website at www.suppliedtosurvive.org to see how you can help our guys and gals on the front lines. In the list of donors, you will find the names of many Richmond and FBYC families that have contributed to this effort.

I hope I have not overlooked any other of our members in the military, but, if so, let me know and I will make amends. Also, we would love to publish more stories and photos from the front lines if those serving will send me an email. ☺



Rejuvenate your racing career.....
 This could be you –
 First across the line...
 Week.... after week.... after week.....

Introducing the new **Beneteau FIRST 10R**.
 Just arrived in the USA. Look out for her at the
 Leukaemia Cup in July.

*Farr design *IRC optimized *INFLUJECTION
 hull & deck *Carbon mast & retractible bowsprit *Open transom & recessed wheel *Full accommodation
 below **Fantastic fleet discounts.*

An innovative one-design, combining new technology, to increase speed and performance, with interior
 comfort.

Contact us for details.

At Deltaville Marina. Ph: 804 776 7575 ; E-mail:jonathan@annapolisyachtsales.com
www.annapolisyachtsales.com



Beneteau FIRST 10R



Tartan and C&C Yachts of Virginia and N.C
 Deltaville

"Thirty-two and a half feet of refined sailing excellence. Long waterline, balanced hull lines and construction techniques unmatched by other production builders allows the 99 to make good on the promise of race-winning performance while offering comfortable, family-friendly accommodations."

- Tim Jackett, Chief Designer & COO



www.tccva.com

804-776-0570



July 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Annual O.D. Regatta Hampton Jr. Regatta
2 Annual O.D. Regatta	3	4 One Design Long Dist. Race July 4th Cookout	5 Learn 2 Sail—Group Sailing—Session 1; July 5th—9th	6	7 Leukemia Reception	8 8th Annual Leukemia Cup
9 8th Annual Leukemia Cup	10	11 Learn 2 Sail—Intermediate Opti or Laser; Session 1 July 11th—15th	12 Wed. Night Dinner-Picnic	13	14	15 Cruising-VIMS O.D. Summer Seabreeze 1
16	17	18	19 Wed. Night Dinner-French	20	21	22 Summer Seabreeze 2
Screwpile Lighthouse Challenge; July 16th—18th		Learn 2 Sail—Beginner Opti or Laser; Session 2; July 18th—22nd				
23	24	25	26 Wed. Night Dinner-Salads	27	28 Beer Can Race	29 Cruise Regatta
Maine Rendezvous July 22nd—29th		Learn 2 Sail—Intermediate Opti or Laser; Session 2 July 25th—29th				
30	31					
Cruising the Gunkholers Way; July 29th—Aug. 5th						

There's A New Jeanneau Dealer on the Chesapeake Bay

Norton's Yacht Sales, Inc. in Deltaville, VA on the Chesapeake Bay is proud to offer Jeanneau, America's line of premium sailboats. Norton's is a third generation business established in 1948 and is known for excellence in customer service. We have a full service boatyard with certified yacht technicians.

Norton's sales team consistently receives top honors and a Chesapeake Bay Magazine survey rated us the Best Yacht Brokerage in the Bay. At Norton's, every customer can expect incomparable service before, during and after a sale. Call today about a new Jeanneau Sailboat!

All trades are considered.



Norton's Yacht Sales, Inc.
Deltaville, VA (804) 776-9211
www.nortonyachts.com

#1 Dealer in USA Sales for Hunter Marine
#1 Dealer in Customer Service for Hunter Marine
for 13 Consecutive Years

Tradewinds

BURGEEES For Sale

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

FBYC Foldover Note Cards

by

Margaret Lundvall

2 packets for \$10

(10 cards to a packet)

Prices include shipping and handling. Make checks payable to FBYC.

% FBYC

P.O. Box 29186

Richmond, VA 23242

For Rent: Windmill Point Beach Front Condo. Great Views. Two (2) BR, 2 baths, pool, access to beach. 25 min. from FBYC by car or power boat. Currently available Jr. Week. \$850/week. Call Michael Calkins at (804) 387-9711 or (804) 285-2744.

Babysitters: Babysitters available in the Deltaville area. Experienced & responsible 17 year old twin girls- Sophie & Peyton Curdts. Call 804-776-9589. Parents: Bill & Blair Curdts.

For Sale: Ornamental Grasses.

Locally grown, hardy varieties. Perfect for sea-scapes. Available in early spring. Call Bob Kates at 804-776-6950 or fma@oonl.com for more information.

For Rent: Two adj. Condos at Jackson Crk Hbr.(connect. or sep.): (Unit 14). 2 BR with Qn. and Twns., plus Qn. Murph/bed, 2 Bath (\$1,050 wk.). Adjacent Townhse (Unit 12): 3 BR with Qn., 4 Bks., 2 Twns. (\$1,050 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. 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: Magma Newport Gas Grill.

With rail mount and cover. Very lightly used only last season. New \$425.. Sale price \$200. Contact Jim Stalnaker

757 481 6113 or jstalnaker@cox.net.

For Rent: Hilton Head-Sea Pines

Oceanfront: Newly re-build from ground up in Turtle Lane on Sea Pines Gold Coast. Nifty beach decks, pool and extensive features. Available year round. Contact Nancy Brubaker for photos and details. msnwb@yahoo.com (804) 776-7182.

For Sale: Wahoo 1850 Sportfish.

Twin Consoles, Bimini top, rated for 10 persons. 115 HP Yamaha. Great all-around runabout. \$9,500. Call Sibyl Rose at 804-514-1221.

LOST: 18 ft. Hobie Cat sailboat.

Yellow hulls, black mast and missing one rudder for repair. Missing from Piankatank River near Bland Point. Reward. Please call 804-543-7639 or 804- 780-0354.

For Rent: Chesapeake Watch Town-

house. Two/three BR, 2 Bath, Kitchen. Decks off Kitchen and MBR. Three miles from club. \$1000/WEEK, No pets. Tom Ministri. tministri@cox.net.

For Sale: Mobjack #433 The Lunatic Fringe is for sale this boat is fully race rigged and ready to go. Good North sails, and good trailer. Many extras included. \$2,300. Contact Jerry Desvernine Cell- 804-357-0293 Home 804-346-8761.

For Sale: 1972 Ranger 26.

"White Cap". Competitive PHRF & MORC. Race equipped except for Sails. Sails OK for cruising. Keel, bottom and engine serviced by Deltaville Boatyard in Nov., 05. \$4,000 or reasonable offer.

Contact Ray Toms at 804-776-7639.

For Sale: 2-OPTIs by McLaughlin; sail numbers 2809 and 680, Great for the young sailor(s) in your family! good condition and ready to go for \$700.00 and \$800.00. Wintered near Fishing Bay at a private home. Please call: 804-241-2104 to speak with Carrie or Mark.

Wanted to Buy: Used sail for a Laser. Contact Andy or Evelyn Turner at 804-776-6349.

Flea market confession: I have the tripod that was unknowingly left out of the telescope box that was sold on that eventful day, do you know who purchased it? Call Sherry Coker (804) 776-6374 to claim it.

27' Mariah G&S '88 "Insatiable" Custom MORC/PHRF racer. Drysailed only. Good condition & race ready. Nexus Speedo, GPS, Wind, Depth. Yanmar 8HP Diesel Overhauled 2004. Extensive sails. Stereo/CD. Triad trailer new 2002. Exceptional race record including Chesapeake Bay, Key West, Block Island, SORC. \$22,500. Contact Mike 804-387-4673 e-mail: morc@earthlink.net

For Charter: Lion's Whelp, Classic 83' Elridge McInnis motor yacht. State-rooms for 6 people. Captain, mate, and chef provided. July/Aug. in New Eng., Sept./Oct. in the Chesapeake, Apr./May in the Bahamas.

See www.lionswhelp.com for details.

FBYC members get a 25% discount. Contact Jeff Thomas (804-288-2858).

For Sale: British made mahogany dining table, 6 side chairs, 2 captain chairs \$3,300. Two (2) Henredon chairs w/ottomans, \$400 each set. Cherry chest of drawers & night stand, Palladian style by Baker, \$2,000. 2001 series Stickley dining table, 8 chairs/3 matching bar stools, \$7,500. Brown Jordan outdoor furniture, table/5 chairs, \$1,200. Call 804-815-8722.

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

Vic DeNunzio

13441 Torrington Drive

Midlothian, VA 23113

Phone: (804) 794-1286

e-mail: vdenunzio@erols.com

Tradewinds is for the exclusive use of members. Ads are run for 3 months and can be renewed by request.

NO COMMERCIAL ADS ARE ALLOWED.

The deadline for The Log is the 20th. Items received after the 20th may not be published in the next month. **All Articles Welcome!**

**67 Stove Point Road
on Fishing Bay**

Spectacular sunsets and expansive water views on Fishing Bay from this contemporary, Dryvit exterior home. Offering includes 3 bedrooms, 2 baths, river room with fireplace, and living room/dining/kitchen combination with fireplace. Spare room with adjacent tool room. Master Suite has sitting area, full bath, and office with laundry area. Cherry cabinets and granite countertops in kitchen. Hardwood floors throughout. Screened porch, in-ground pool with retractable cover, out-side shower, extensive decking, pier with boatlift, bulkhead and sandy beach. Swimming, crabbing, fishing and boating; it's all here. Convenient to Fishing Bay Yacht Club.

\$1,595,000

**Frank Hardy, Inc., Realtors,
Virginia's premier real estate firm
specializing in country, estate
and waterfront properties**



Elizabeth Johnson, Managing Broker

FRANK HARDY, INC., REALTORS

WATERFRONT AND ESTATE BROKERS

INTERNATIONAL

TELEPHONE: 804-240-5909 FAX: 804-776-6065

WaterfrontandEstate.com

Charlottesville

Deltaville

Chesapeake Bay

Middleburg

Rappahannock



10 year parts AND labor warranty - even on the water!



804.693.0808 804.266.8577
(Gloucester Area) (Richmond Area)
www.dominionheatingair.com

Ullman Sails Virginia

Deltaville / Irvington



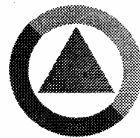
- New Racing Sails
- New Cruising Sails
- Yacht Canvas
- Complete Sail & Canvas Service
- Sail and Canvas Washing

In by Monday - Out by Friday!

www.latellsails.com **804-776-6151**

If You Love Your Boat, You'll Love Our Yard.

We are an *American Boat & Yacht Council* accredited boat yard. That means we're trained to provide the level of quality, knowledge and expertise your boat deserves when she comes in for repairs or maintenance. And our rates are reasonable. So you don't have to trust the love of your life to just anyone. Now you can enjoy the confidence of *ABYC* certified service at reasonable rates right here in Deltaville. If you really love her, doesn't she deserve the best. Give us a call at **804.776.8900**. Ask for Keith Ruse.



**DELTAVILLE
BOATYARD**

804.776.8900 / Located at Deltaville Marina on Jackson Creek / www.deltavilleboatyard.com