

October, 2006

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

From the Quarterdeck **Lud Kimbrough, Commodore**



My feet are wet and my hair is on fire. The rudder is humming and looking out the back of the boat I swear we could pull water skis.

“Puff in 10 seconds. Puff on. Building now. Three waves ahead. Header in 30 seconds.”

Tropical Storm Ernesto left his lingering blast of rock and roll barely in control on Saturday morning of the Stingray Point Regatta and I'm lucky enough to be riding along on a Melges 24 with a crew that knows just what to do. I'm dead weight ballast fast earning the bruises to prove it and having the time of my life. I've raced against the defending Regatta champion (and his father) for most of my life. After Day 1 we are tied, and in the first race of Day 2 he corrects

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out to 0.1 seconds ahead of us. Is this fun, or what?

The Stingray Point Regatta thumbed its nose at Ernesto and even brought six intrepid boats up from the Southern Bay to compete. Brad Davis earned the Brent Halsey, Jr. Memorial Trophy with five firsts in the J-105 Class. Fishing Bay successfully defended the Potts Challenge against HYC for the 2nd year in a row.

The Laser Masters saw 39 sailors put in a total of 11 races. Many racers were regular attendees but we also welcomed a number of newcomers. James Jacob successfully defended his title, a fifth time winner, closely followed by another past winner Mike Schmidt. Many thanks to Jon Deutsche for chairing this event and Alain Vincey for catering.

The Wolftrap Race saw 15 competitors challenge 20 knots from the North and current that put bow waves on bell buoys. It was a great day of racing, capped by a wonderful evening at the clubhouse organized by Sharon Bauer and featuring musical talent from FBYC's own. Rumor has it the band goes on tour next month – from Clubhouse to Fannies, with an encore show at the East Bath House.

The Cruising Division enjoyed their Choptank Cruise visiting the ports of Crisfield, Solomons, Oxford, MD and a great crab feast in Reedville.

FBYC Juniors fielded seven members in the 33-boat Optimist fleet for Severn Sailing Association's End of the Summer Optimist Re-

gatta. Alex Jacob, Madeleine Alderman, Austin Powers, Graeme Alderman, Erin Jacob, Eric Roos, and Conrad Roos all placed very well in the team's eleventh regatta of the season.

Update on Key FBYC Initiatives **Club Management & Operations**

Last month I wrote that Homeland Security should consider sending interns to FBYC. This month Tropical Storm Ernesto sent a 7-foot tidal surge and 70 MPH winds to the middle bay to try and tic us off, and guess what happened at Fishing Bay. Nothing. Virtually every dock and boat lift on the southern shore of the Rappahannock was wiped out. Our club Manager replaced rotten dock lines as they broke and adjusted lines as needed, pulled club boats, and continued minding the store throughout the storm. Our new docks and bulkheads were flooded, but fully intact afterwards. The only damage to members' boats was wind damage to biminis. Thanks, Dixon, Ric, Chip, Mayo, and Wes, the team who has upgraded our water, house, grounds, and docks.

Long Range Planning

The Long-Range Plan revision is completed, on time, and all members can access this plan from the website. Please see the article elsewhere in this Log for details. This is a most gratifying accomplishment and was a key objective for 2006, and I am extremely grateful to Strother Scott for his perseverance and leadership in developing this plan.

New Land Development

The road relocation is complete and

(Continued on page 11)

Board Meeting Highlights

September 14, 2006

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

REAR COMMODORE – RICHARD A. BAUER, JR.

HOUSE – There is still some fine tuning to be made to the water system and work was required in the pump house room after Tropical Storm Ernesto changed the PH levels. The barn is being cleaned and the roof will be painted.

DOCKS – When Ernesto came through Deltaville with 70 knot

winds and tides 3-5 feet above normal, the piers were submerged, including most of the electrical system, which had already been shut off. Dixon and several club members removed the lift mark boats and replaced rigging on some boats that had rotten lines or inadequate chafe gear. Breakers and receptacles damaged by salt water will be replaced. The slips will be renumbered, giving us consistent numbers throughout the three docks. Mayo has received few comments regarding having separate B and C/D starts and asked for direction from the Sailing Events Committee prior to the vote on November 4. Mayo painted yellow safety strips on top of the speed bumps. Once the fence location has been determined, he recommends painting a “Safety Crossing” corridor for traveling from the swim area to the dock area. Ric Bauer has plans underway for the expansion of the Fishing Bay dock and concrete ramp improvements.

SOCIAL – The Annual Meeting and Awards Party will be held on November 11, 2006 at the Tuckahoe Woman’s Club in Windsor Farms, Richmond.

GROUNDS – Chip Hall reported there is a plan for completing the landscaping, installing new fencing, and constructing a pad for the dumpsters. The pool is closed for the season. Dixon will drain the pool and inspect it for areas that should be repaired.

LONG RANGE PLANNING – Strother Scott presented a draft of the final Long Range Plan that he and committee members, Ric Bauer, Jay Buhl, George Burke, Mason Chapman, Noel Clinard, Waddy Garrett, Charles Hall, Allan Heyward, David Hazlehurst, Lud Kimbrough and Elizabeth Staas, prepared. Strother asked that the Board either approve the Plan as submitted, refer it back to the committee, or decide to wait until the

MEMBERSHIP

APPLIED FOR MEMBERSHIP:
(These applicants were placed on the Membership Waiting List.)

Mr. & Mrs. Paul M. Dickinson, Jr., 9617 Rockstone Court, Richmond, VA, 23238. Paul’s family has owned a home on Stove Point for over 30 years and he has been sailing for most of his life. Paul and Alison recently moved back to Richmond from Boston and are interested in becoming members of a sailing club where they can cruise in their Catalina 30. Paul also hopes to develop some racing experience. They have one daughter, Mattie, who was born in February of this year. Sponsors: William W. Stone, Jr.; Boyd III & Kate Clary.

Dr. & Mrs. James A. Selph, Jr., 302 Beechwood Drive, Richmond, VA, 23229. Jim was a FBYC member from 1967 through 1973, at which time he moved his summer home to Martha’s Vineyard and joined the Edgartown Yacht Club. He and Cindy are spending more time in Richmond now, having sold their Martha’s Vineyard home, and are interested in renewing sailing interest in Fishing Bay. Jim owned a Pearson Renegade and a Cal 29 but he sold the Pearson and gave his daughter the Cal 29. In addition, he gave his grandchildren his Laser. At the present time, he owns a 15’ Whaler. Sponsors: Brenton S. Halsey; George W. Anderson.

FINAL APPROVAL:

Mr. Graylon MacFall

RESIGNATION:

Mr. James P. & Dr. Jennifer Gorey

LIFE MEMBERSHIP:

Charles B. Raynor

October meeting to vote. After considerable discussion, the Plan was accepted and will be posted online for the membership.

WEBMASTER – Strother Scott reported on the progress made on a



**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)
proposed computerized set-up for managing our volunteers.

FINANCE – The Finance Committee chaired by Mason Chapman will have a meeting in late September and another in October to work out a budget for 2007 to be voted on at the November Board meeting.

PUBLICITY – Izumi Miller has given news resource information to Noel Clinard to assist with the Flying Scot Nationals and she continues to e-mail flyers to other yacht clubs and articles to various news media.

VICE COMMODORE – ALLAN M. HEYWARD, JR.

FLEET CAPTAIN – Noel Clinard reported the AED's have been installed in alarm cabinets.

OFFSHORE DIVISION – Alex Alvis thanked all of the volunteers who helped with the Stingray Point Regatta, which was held despite the inclement weather and lack of electric power preceding the regatta.

ONE DESIGN DIVISION – David Hazlehurst reported that there were 39 participants for the Chesapeake Bay Laser Masters Championship event, which was organized by Jon Deutsch. Eleven races were held in two days and James Jacob of FBYC was a 5-time winner.

CRUISING DIVISION – The Cruising Division has three cruises remaining this season. There will be a Safety-At-Sea Seminar on November 12.

JUNIOR DIVISION – Eric Powers reported that the junior program is winding down for the season. There will be a meeting at the Alderman's on September 22 to go over this season's program and discuss plans for next year.

TROPHIES – There was a notice in the Log and an e-mail notice has been sent out requesting that nominations for perpetual trophies be sent to Debbie Cycotte no later than October 10. th.

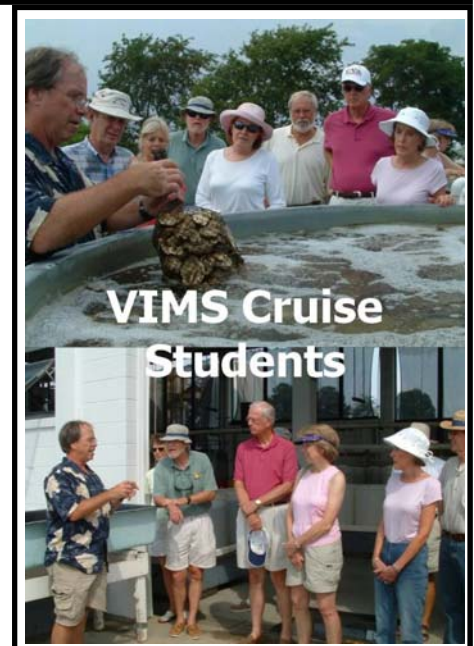
Charles "Chuck" B. Raynor Elected to Life Membership

Charles "Chuck" B. Raynor was elected to Life Membership of Fishing Bay Yacht Club at the September 14, 2006 Board meeting. Chuck joined the club in April 1958 and has been a member for over 48 years. He was an early purchaser of the then-new Mobjack being produced by FBYC member Roger Moorman in Gloucester, VA. In an effort to promote the class, Chuck traveled with his green-hulled Mobjack #20 *Fiddlers Green* to other geographical regions. As a trophy-winning skipper, he was instrumental in expanding the new class and served as the first president of the International Mobjack Association. For many years, Chuck has been a dedicated and active member of the club serving in various official capacities. He served as Log Streamer (1959 & 1960), Club Secretary (1962), Rear Commodore (1964), Vice Commodore (1965), Commodore (1966), Member-at-Large (1967 and again in 1972 when Past Commodore Allen Potts was unable to serve in this job), Winter Program Chairman (1971) and Protest Co-Chairman (1976). As Log Streamer, he devoted his creative energies to communicating news to the membership through informative and witty commentaries on club events. Chuck was awarded the Commodore's Bowl in 1971 and the Hicks Trophy in 1972. He has owned a Mobjack (*Fiddlers Green*), a Kite (*Go Fly A*), a Nomad 22, a Catalina 27 (*Olympus*), and a 30' wooden Whalewatcher (*Tale O' The Whale*). Having given up racing about 20 years ago, Chuck continued to participate in cruising events as first mate on Rip Radcliffe's boat. You could never fail to miss the tall guy with the stentorian voice spinning his yarns for the crowd. At times, he could be recognized because he wore one red sock and one green sock. According to Rip, Chuck loved wooden boats and owned Rangeley canoes that he purchased in upper New York state and a Whitehall rowing boat. He installed bilge pumps in case water got in a boat. Chuck called himself the "King of Low Water Sailors" because he thought he could steer clear of low water. However, Rip says that Chuck found "every unexplored island below the water surface" in the Bay and ran aground constantly. In recent years, we have seen less of Chuck because of age and poor health; however, he was present at this year's Rousmanier winter program event wearing his blue blazer and Past Commodore's patch. Chuck has contributed much to the culture of the Fishing Bay Yacht Club as we know it today and is highly deserving of Life Membership status. ☺

CBYRA – Tom Roberts requested permission to hold the CBYRA High Point Award Party at the club in January.

PARTICIPATION – David Hazlehurst reported that the total number of people who are volunteering has changed very little even though we have had two major regattas recently, which suggests we are still not recruiting from much of the membership.

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



Ernesto, Docks and PHRF

Mayo Tabb, Docks Chair

FBYC dodged a major bullet when Ernesto blew through the day before the Labor Day weekend with winds and tides twice what was forecasted. The winds were clocked as high as 70 knots and tides were 5 feet above normal. The tides on the Jackson Creek side completely submerged the docks and came into the basement of Fanny's House to a level just below the basement benches which was nearly the level of Isabel. On the FBYC side due to the wind direction the tides were actually higher than Isabel. The docks and bulkheads on both sides came through untouched and will not require any significant repairs. When a tropical storm hits the FBYC docks we experience two different winds. As the storm approaches we see an increasing North, Northeast or East wind that puts the heaviest strain on the outboard line that faces the entrance to Jackson Creek. After the storm passes we experience a strong wind from West or Northwest that puts the heaviest load on the outboard line that faces up Jackson Creek. These two lines need to be set up to take heavy loads from those two directions. They should be set up when pulled totally tight your boat does not hit a piling, pier or other boat. Because of the land to the south and the direction of winds in the storm the two inshore lines do not take anywhere near the load of the offshore lines or need to be adjusted as often during a storm. With the Northeast winds as the storm approaches the Jackson Creek Dinghy storage racks experience high winds that lifted several dinghies off the racks. You should run a line diagonally from the front of the rack over the dinghy to the rear of the rack to secure your dinghy and prevent it being blown off the rack. This should be done anytime you leave your dinghy on the rack as

inflatables can take flight in relatively low winds.

The boats at the Jackson Creek docks came through unscratched due to the efforts of Dixon Cole and his team of volunteers including David Lee, Mason Chapman, Paul Howle, Sam Stoakley and others who got mark boats out of the lifts and waded onto the submerged docks at the height of the storm to tend overly tight docklines and replace lines that had parted. If it had not been for their efforts we would have had damage to several boats. As owners we need to carefully review our docklines in regards to three items. First, our rules say that the docklines must be adjustable from the dock. We had several owners who put the loop on the piling or dock cleat and make the adjustment on the cleat on the boat. This makes it near impossible to adjust during high water. The volunteers had to climb out on taught lines to adjust some that tied their boat in this manner. If this describes your lines you need to change them so at least the off shore pier line is adjustable from the pier. The second item was tying your boat up with an old worn out sheet of similar weak line. We had several of these break which required borrowing lines from other sources to prevent the boat from damaging their neighbors boats. Thirdly we had problems of inadequate chocks and chafe gear. This was especially true of boats that crossed their sternlines. These lines were chafing on split backstays or other hardware in the stern of the boat and chafed badly or broke. Please inspect your boat, chafing gear and lines carefully. We will conduct an inspection of the docks and lines on an upcoming weekend and send a personal e-mail to any boats we see that experienced any of the above three problems.

Since the docks were submerged the dock electrical system was un-

derwater. We cut power before the tide rose and rinsed with fresh water the receptacles and breakers before we turned the power back on. However we can expect problems over the next 6 months or so as corrosion due to the salt water immersion takes its toll on the receptacles and breakers. Since we still have potential problems due to chafing of the wires in the older inshore conduits we could have cross conduction in any of the dock power outlets due to the salt water in the conduits. Please check your shore power carefully and report any problems to Dixon or myself. I also observed a very dangerous practice as several slip holders left their slip with the power cord plugged in and coiled on the dock or piling. If the energized end were to fall in the water it could electrocute someone who fell in, or tried to pull it out of the water or cause electrolysis on neighboring boats. I disconnected these from the FBYC receptacles and in the future if cords are found plugged in and left they will be unplugged and removed from the dock as a safety issue.

In the last issue of the log I published an article on having three separate spinnaker splits next year for classes A (less than 113), B (114-164) and C/D (165 and up). The vote is due November 4 at the PHRF Delegates meeting and I would like your input. With this split the C/D class would have the J-24 as one of it's fastest boats and allow the J-24's to be broken out on scoring for a separate J-24 class when they had enough boats while still allowing them to compete with similar boats that are not J-24's. Instead of splitting at 164 we could split at 161,167 or 170 but 164 seems to be the best. In you have any comments or input please e-mail or call me on my cell phone at 804 690 3540. ☺

A Tale of Two Burgees

Jere Dennison

Two interesting stories involving FBYC burgees came to light this summer.

Tale #1: Who is Willard Ransom?

Arriving by mail in May addressed to the Fishing Bay Yacht Club was an old and slightly frayed FBYC burgee attached to a varnished wood pigstick of approximately 4 feet in length. (A pigstick was used in the olden days to hoist burgees by halyard to the truck of the mast before masts became so cluttered with instrumentation.) Accompanying the package was a letter with an intriguing message:

Dear Fishing Bay:

Enclosed find the last burgee of founding member, Willard W. (Will) Ransom, 1914 -2005. You throw it out – I can't. This burgee has flown from Nova Scotia to the Bahamas and in the Baltic, the Aegean, and the Caribbean.

Many are the stories...

Yours,

Dave Ransom

Falls Church, Virginia

After it was turned over to me for inclusion in our artifact collection, I was determined to find out just who in the heck was Willard Ransom. No one had any recollection of this member who was supposed to be, no less, a founding member. Our historical records document all the names of the original founders, so I was confident this gentleman was not among them.

Fortunately, the letter bore the email address of his son, Dave Ransom, whom I emailed with our appreciation and a request for more information on his father. Dave replied that he could remember as a child being at the yacht club during the construction of the first clubhouse on Fishing Bay and having to avoid the stinging nettles off the beach. This is what led him to believe that his father was a founding member until I apprised him of our origins ten years earlier in Urbanna. I had consulted a mid-40s yearbook and found no reference to his father, although an early-50s version listed him as a Richmond member. From this we deduced that his father had probably joined in 1949 when the clubhouse was under construction.

What is amazing about this story is that Willard Ransom did not resign his membership until 1989 even though he and his family had relocated to Delaware in 1951 and later to New York State, never to return to the yacht club during that entire period. And he never owned a boat of any kind! None of the older members of our club to whom I talked remember Willard Ransom. Why did he retain his membership for so long *in absentia*?

According to his son, his father was an avid sailor preferring to charter, rather than own, his vessels. This allowed his family to sail at many exotic locations all over the world, each time prominently displaying his FBYC burgee that gained them reciprocity at most of the yacht clubs they encountered on their voyages.

Dave said that he had a lot of interesting stories to tell about their voyages, and, of course, I appealed to him for a written outline that I could use for a future history article. As a professional writer, he volunteered to write an article when he had the time. Hopefully, he will follow through with his offer. And, by the way, if any of you out there remember Willard Ransom, I would very much like to hear from you. His burgee with pigstick now hangs in the flag gallery on the second floor of the clubhouse.

Tale #2: A Revelation in a London Bar

Member Paul Howle visited the Mother Country this past summer and was eager to report that the American Bar located in the Stafford Hotel, St. James Place, London featured an FBYC burgee among its collection of sailing, auto racing, and other sports memorabilia that cover the walls and ceiling of this popular pub for American visitors.

According to Paul, it was an old burgee. We can only take a guess as to how it got there, but I will give it a go. Ralph Lynn, deceased member and founder of the British-built Jollyboat fleet at FBYC in the mid-1950s, was a true anglophile, even inflecting his voice with a polished British brogue. In 1960, and again in 1964, Ralph traveled to Britain to compete in the Jollyboat World Championships hosted by the Royal Thames Yacht Club. As a gesture of goodwill, Ralph often carried a supply of FBYC burgees to distribute. Being as fond of bars as Paul, it is not inconceivable that Ralph meandered (staggered?) into the American Bar in London during one of these regattas and presented a burgee to the bartender for display. If anyone out there has a better explanation, please let me know. I hereby nominate the American Bar as FBYC's London station where we can all go abroad to enjoy a glass of Guinness while honoring our yacht club colors and the memory of Ralph Lynn.

(History, continued from page 5)

Postscript: Paul Howle is endeavoring to make arrangements with the American Bar to replace the older burgee with a newer version sometime this fall. Perhaps the mystery will be solved if the original burgee bears a signature and/or date. If so, you will hear about it in a future issue of the Log.

Thanks to the Schooner *Virginia* for its encore appearance at the 2006 Leukemia Cup Regatta and for the *Virginia* poster signed by Captain Nicholas Alley and crew to commemorate their visit this year. The framed poster hangs in the Austin Library upstairs in the main clubhouse.

FBYC Trophy Committee Seeks Nominations

Debbie Cycotte, Trophy Chair

The Trophy Committee will receive nominations until **October 10th** for the following perpetual trophies to be awarded at the Annual Awards Party on November 11, 2006.

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, Debbie Cycotte, with your nominations. Send by e-mail to dcycotte@yahoo.com or by mail to 888 Scoggins Creek Trail, Hartfield, VA, 23071.



FISHING BAY YACHT CLUB INDIAN SUMMER REGATTA OCTOBER 14, 2006



ONE DAY OF RACING ON FISHING BAY. ALL ONE DESIGN DINGHY CLASSES WELCOME

- Separate starts will be provided for any class with 4 or more boats pre-registered.
- **ENTRIES:** Pre-registration and payment of entry fees available at www.fbyc.net.
- On site registration beginning October 14th, 8:00 AM.
Entry Fees: No entry fee required for Optimist, 420, JY-15, FJ, Laser, and Byte; \$5 per entry for Flying Scot, Front Runner, Mobjack, and Hampton.
- **RACING PROGRAM:** The race committee will attempt as many races per class in one day as conditions allow. October 14th: Skippers meeting 9:30 AM, Warning signal for first start 11:00 AM. After race refreshments and awards with dinner commencing at 6:00 PM.
- **SAILING INSTRUCTIONS:** Special Sailing Instructions will be available at www.fbyc.net prior to October 14th, and at Registration and the Skipper’s Meeting on October 14th.
- **SOCIAL PROGRAM:** Continental breakfast, beginning at 8 AM, and after race refreshments, included with entry fee. Dinner, for a separate charge of \$7 per person, will be available Saturday evening, followed by recorded music. Reservations for Dinner required prior to the end of registration October 14th.
- **ACCOMMODATIONS:** Information on offsite accommodations is available at <http://www.deltavilleva.com/bus/lodging.htm> . Camping facilities are available onsite. Directions to Fishing Bay Yacht Club in Deltaville Virginia: <http://www.fbyc.net/Club/Directions>
- **FOR MORE INFORMATION:** Contact Event Chair: Ric Bauer; ces.blueskies@mindspring.com or (804) 644-0049.

Cruising News, Oct., 2006



***Kid's Cruise - August 26, 2006
"Egg Toss Contest"***

VIMS Cruise July 15-16, 2006

Tony and Kate Sakowski

Early on Saturday AM, July 15, the following FBYC yachts made their way down to Sarah Creek, arriving in time to meet our transportation from VIMS (Virginia Institute of Marine Science) at the York River Yacht Haven.

Miss Kate (Tony and Kate Sakowski, David and Marty McMillan)

Pharos (Ted and Myra Bennett, Bob and Katherine Bennett)

Reville (George and Lyons Burke)

After a brief van ride, we arrived on the impressive campus of VIMS. We were joined by other FBYC members (Paul and Freda Cross-"Battlewagon") who drove over so that they could enjoy the day with us.

We were welcomed by Mimi Beckworth and then settled into the VIMS auditorium where we were fortunate to experience an excellent lecture on the Chesapeake Bay Blue Crab. The group had lots of questions for our instructor.

We then moved on to the oyster growing research laboratories, a portion of which was located outside. We were entertained and informed about the plight of our native oyster, and as well the efforts that are being made to create a more disease resistant variety. There was much discussion about the Asian Oysters, and just how they may or may not be an answer to the problem in the Bay.

Next, the group toured one of the research vessels that was docked nearby. We all learned even more about the mission of VIMS. After about 3 hrs of visiting the facilities and terrific instructors at VIMS, we returned to our boats on Sarah Creek.

A jovial cocktail hour was enjoyed by the attendees on the dock, and we then were treated to a memorable dinner at the River's Inn Restaurant, which is located on the dock at the York River Yacht Haven.

Sunday AM, we motored and 'dinghyed' directly across the York to the new Riverwalk Landing floating docks, where we tied up our boats for a \$5.00 fee, with the aid of the welcoming dock master. We made our way (one block) to the Duke of York Hotel, where breakfast was enjoyed. The blueberry pancakes received rave reviews from those of us who were lucky enough to order them! I'll be back for those pancakes again!

The group disassociated at this point after appropriate pictures were taken, as some members/guests made their way back to Deltaville, and others strolled the Riverwalk Landing stores. A trolley is available to transport visitors between the Colonial and newer Yorktown, as well as to the Victory Center and Williamsburg.

We all learned much more about VIMS and our Bay, as well as an

appreciation for the upscale renovation of the Yorktown waterfront. The sail back was more than pleasant. ☺

UPCOMING CRUISES

CRUISE TO ONANCOCK

Oct 7, 2006 - Jim Stalnaker

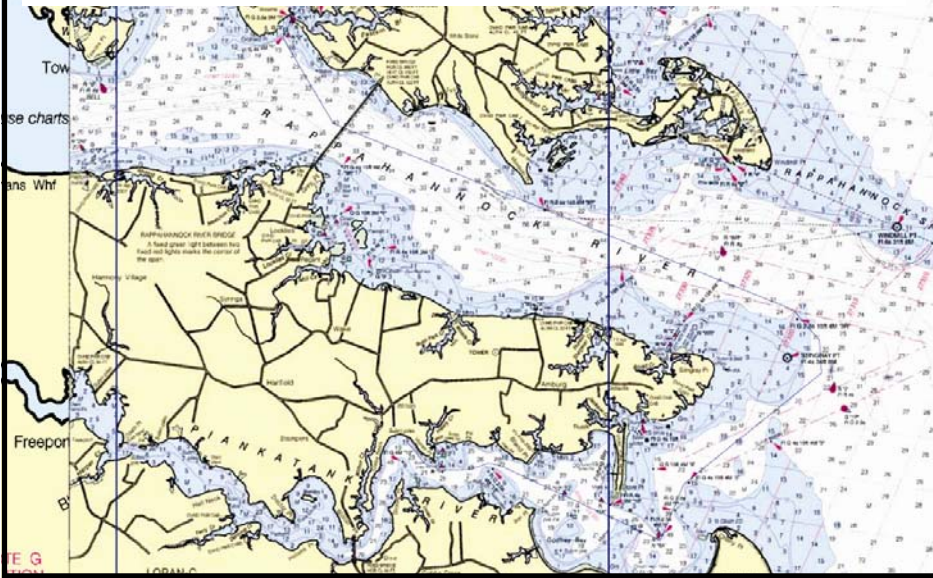
Charming town great for strolling about with lots of restored homes, interesting 18th and 19th century homes, cute shops and galleries. Almost always a great sail that time of year often with a beam reach. BYOB cocktails on the town dock and bring nibbles to share 6pm. 7:30 dinner at the highly rated Charlotte Hotel and Restaurant. Contact town dockmaster to reserve a slip at the town docks. -757 628 5527 or you can anchor right off the docks just to the north in good holding and dink in. If you don't have a dink someone will. Call Jim Stalnaker - 757 628 5527 or jstalnaker@wilsav.com with a head count for dinner reservations by September 29. ☺

October 21-22:

WILTON CREEK CRUISE AND PARTY

Back by popular demand; we will end our cruising season at one of the most popular protected anchorages on the Bay, with dinner and an "awards" party at the "Coves At Wilton Creek" Clubhouse. Cocktails to start at 6:30 PM and dinner party to follow. Cruisers who are unable to enjoy the beauty of Wilton Creek from the water are encouraged to come by car for the Saturday evening portion of this event. Breakfast aboard and a short peaceful cruise home will provide a fitting ending to a wonderful season on the water. Wilton Creek is unmarked but easy to pilot by staying in the center until you reach the unmistakable anchorage between the Mariner's point Docks and the Villas' Docks, both on the port side, approximately 1/4-1/3 mile inside the Creek. Bring your dinghy into the Mariner's Point Docks (downstream) for easiest access to the clubhouse. Volunteers will lead you to the fun. Chaired by Carolyn and Joe Schott, cjschott@verizon.net, and Lyons and George Burke, burkeg@paraccess.com. Register at the website or by calling 804-359-1187. ☺

Good News for Electronic Navigation



Vic DeNunzio

Many of our larger boats have some type of electronic chart plotters. These range from chip driven pre-packaged units, for which buying charts is an expensive proposition, to computer (PC) driven programs which use raster or vector charts usually stored on the computer hard drive; these charts usually cost less than the chip types and offer better detail. Most PC navigational programs can run either raster or vector charts, but the vector charts and updates usually cost \$150 - \$200 per region.

Here is some good news. NOAA now publishes every marine RASTER chart for the US and its territories on a website which is FREE to the public. It is updated WEEKLY so you can update the particular charts or regions you use frequently. This includes 20 regions which cover both coasts, the Great Lakes, and navigable tributaries. In the past this data would cost around \$200/region or close to \$4,000, and you would be entitled to 1 free update since the CD Rom you bought may be quite old when purchased. Download time on a DSL connection is about 45-60 minutes for a complete region or less than a minute for a single chart. Also, if you aren't keen on downloading, a DVD can be pur-

chased for \$20-\$50 which has every NOAA chart in all 20 regions on it, and it includes software to view the charts. I am not familiar with what this free software does.

If you are interested in the free NOAA RASTER Charts go to www.freeboatingcharts.com and follow the instructions for downloading either a single chart or many or a region. You will be emailed a link which you open to download the chart(s). Choose "save" to a file you select and at the end of the download, save the link in a file you choose. This allows the charts to run with your programs. You will need an electronic navigation program to run these files. You can download "Chart Navigator Planning Software" for free through this website. It lets you view charts; plot coordinates, course lines and bearings; plan trips and print charts on your Windows 2000/XP computer. You cannot do GPS real-time tracking. If you want this important feature, you will need to purchase a charting program.

If you have an interest in PC driven chart plotting programs, there are several good ones available which allow you to (1)hook up to your GPS and track your position in real

time with accuracies of up to 10 feet, (2) create routes and follow them, (3) have your auto pilot follow a route, (4) view real time and predict tides, currents, celestial information, etc., and (5) use either raster or vector charts. I use The Cap'n (my favorite), Nobletec, and Ray Marine's RayTech programs. Nobletec and the RayTech allow radar integration with the chartplotters, but, in my opinion, the Cap'n is the best electronic charting program. Laptop computers work well in the Nav Station, and many are now bright enough to use in the cockpit in a shaded, protected area. Remote waterproof, high brightness screens are also available, but are very costly.

More information on electronic charting:

Raster charts are the actual electronic reproductions of the NOAA paper charts, and they look like paper charts.

Vector charts usually have somewhat less detail than the raster charts and the detail can be turned on or off in layers. They do not look like the paper charts, but have the advantage of taking very little space on your hard drive – 10 years ago, hard disk storage was a concern, but it is not worth worrying about now with newer more powerful computers. Typically, a region of rasters charts may take up 100 to 500 mb of storage and cover a large area. For example, Region 4 contains every NOAA chart for the Chesapeake and Delaware Bays and ALL navigable tributaries, and it uses 246 mb of storage. To have every chart for the Atlantic Eastern Seaboard including the ICW and the US Virgin Islands requires around 3 gb of storage.

Even if you will never use electronic charting on your boat, the free charts and a program to view them allow you to examine sailing areas and adventures for the future, plan cruises utilizing accurate tidal and current information, and perform many other functions.

Happy sailing. ©

Annual Awards Party and Annual Meeting
Saturday, November 11th
Tuckahoe Women's Club
4215 Dover Rd, Richmond, VA.



You are invited to enjoy this great event with friends and family. Share sailing stories of 2006 and make plans for 2007! A slide show of all 2006 sailing events will be shown continuously during cocktail hour and after the awards presentation.

6:00 PM- Check-in and Cocktails
7:00 PM- Annual Meeting
7:45 PM- Dinner & Awards

COST:

Club Members \$35.00
Non-Club Adults \$45.00
Children 12 and under \$10.00

******Reservations required by November 4th, 2006******

All reservations must be received by on time. To assure adequate accommodations for the event there will be a late fee of \$15.00 for any reservations after November 4th. We are sorry but reservations can not be accepted after November 8th.

EASY RESERVATIONS:

**Register and pay online with a credit card at <http://www.fbyc.net> or,
Mail checks and reservations to: Susan Brooks Londrey; 202 Hillwood Avenue,
Richmond, VA 23226.**

Name: _____ # _____ **Members \$** _____,
_____ **Non-members \$** _____, **#** _____ **Children \$** _____, **Total \$** _____.

Please e-mail any FBYC related pictures to Strother Scott at sscott@bbandtcm.com to have them included in the slide show.

Abandoned Trailer and Dinghy

Mayo Tabb

If you are the owner of either of the above or know the owner please contact Mary Spencer or Mayo Tabb. These items have been abandoned at the club and will be disposed of shortly if the owners are not found.

The dinghy is a classic Fiberglass off-white dinghy with varnished plywood seats and bronze oarlocks that may be home made as it has no manufacturers hull ID numbers. It is located on the lower level of the upper rack with a gray cover in space 26 with a recently installed FBYC sticker # 2028.

The keelboat trailer is a light/medium green without any license plates. ©



NOTICE OF ANNUAL MEETING

The Annual Meeting of Fishing Bay Yacht Club will be held on Saturday, November 11, 2006, at the Tuckahoe Woman's Club in Windsor Farms, Richmond, VA, in conjunction with the Annual Awards Party. Even if you plan to attend the meeting, all boat owners who have a boat enrolled in the Club's Yacht Register (only one partner for jointly-owned boats) should complete and mail or fax the Proxy to:

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

PROXY – 2006 FBYC ANNUAL MEETING

The undersigned hereby constitutes and appoints R. Noel Clinard or William C. Spencer to serve as my proxy agent, with full power of substitution, to vote on my behalf with respect to all matters submitted to a vote of the members at the Annual Meeting of the Fishing Bay Yacht Club called for Saturday, November 11, 2006, at the Tuckahoe Woman's Club in Windsor Farms, Richmond, VA, and at any adjournments thereof, and to exercise such rights as the undersigned would possess if present at such meeting.

NAME OF YACHT: _____ DATE: _____

OWNER: _____

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| 2006 Catalina 16.5 | \$ 7,950 |

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Long Range Plan Adopted by Board

R. Strother Scott - Long Range Planning Chair

For each of the last many months, the Long Range Planning Committee has convened with a goal to produce a Long Range Plan for FBYC by September 2006. Early this month, we submitted our recommendation, and we are pleased that the Board has now adopted our plan. The plan is now available in the Member's Only section of the web site - either as a 7 page summary, or the entire 25 pages may be downloaded and printed.

The Plan states that our Mission is "to continuously improve the quality of sailing, and to increase the number of active sailors." The plan further states 6 Values, a description of how we see the club today, and what we want it to look like in 5 years. Then we described all the things we have to do in the areas of Community, Membership, Facilities, Sailing Programs, Junior Sailing, Management, Participation, and Financial in order to reach the specific goals for each area. The Plan is written so that it may be revised incrementally and hopefully it can be a working document to guide our management over the next few years.

Juicy Quotes from the Plan:

- Description 2011 - Everyone would agree - FBYC is the prettiest place in Deltaville
- Description 2011 - The Club hosts a few premier sailing events; a rising tide raises all levels of Yacht Club functions
- Regional Influences - 2008 – Middlesex High School Sailing Team uses Club facilities for training. Leading 420 team members join FBYC and greatly expand 420 team successes.
- Sailing - Goal 2: Maintain and improve the quality of club-level, and club-based sailing opportunities
- Juniors - Goal 1: Establish the FBYC Junior Program as one of the leading junior racing programs on the Chesapeake Bay, particularly the middle and lower Bay, while supporting non-racing juniors' needs to learn to sail.
- Juniors – Goal 4: Make sailing "more fun" for FBYC Juniors, racing and non-racing, alike.

Please check out our new plan. We hope you all are as excited about it as we are! ☺

(Quarterdeck; continued from page 1)

the accompanying drainage systems handled Ernesto's deluge quite well. Shrubbery, fencing, and moving the dumpsters into a fenced area will be completed this winter. The barn roof has been repaired and painted with a protective coating so that we can develop that building in the future. Additional improvements to the New Land will take place according to future project prioritization. Our immediate objectives to make the land useful, attractive, and pleasant for our neighbors, will be completed by December.

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Sailing Participation

A website development project has been underway for several months that will enable FBYC members to "click and pick" their personal preferences for participation from the website. This information will enable event organizers to contact everyone with an interest in serving a particular function to match their skills with the club's needs.

In the interim, Participation Maestro David Hazlehurst has manually tracked actual member participation to establish our baseline. Frankly, it is disappointing, because the number of individuals volunteering to help at events changed very little from August 1 to September 15, even though we hosted our two largest events during that time. During our Member Survey you said that the most important goal was increased participation. Many volunteers are working hard to solve that riddle, and all I can do is ask this: if your phone rings and you are asked, say "yes". Our participation team is working hard to ensure that every phone rings that should.

Capital Investment Management

The Long-Range Plan documents a draft plan for the next five years of capital investment. This year we planned a \$165,500 capital investment program, the largest single capital investment program we have ever undertaken except when constructing the new Clubhouse or acquiring the New Land. Our capital spending this year will be under this budget, although, because our club management and project oversight has been so carefully managed, much more has been accomplished than planned.

For 2007 the top priority items are renovating the concrete launching ramp and improving the Fishing Bay dock. Work on these important initiatives is already under way.

In October I'll see you at the J-24 Invitationals, One-Design Fall Series, Indian Summer Regatta, Offshore Fall Series, Laser District Championships, Onancock Cruise, Wilton Creek Cruise, and a few Wednesday Night Dinners. I have to go back to Richmond to relax... ☺

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- Tim Jackett, Chief Designer & COO

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October 2006

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|-----------|-----------|-----------|-----------|---|---|
| 1 9/30 & 10/1 J 24 Invitational One Design - Fall Series 3 | 2 | 3 | 4 | 5 | 6 10-6 to 10-8-06; Turkey Shoot Hospice Regatta | 7 Laser Dist.11 Championships Cruising-10/7 -10/8 Onancock Cruise |
| 8 Laser Dist.11 Championships Cruising-10/7 -10/8 Onancock Cruise | 9 | 10 | 11 | 12 | 13 Ocean Cruising Club Rally; Oct. 13-14 | 14 O. D. Indian Summer Regatta |
| 15 Offshore Fall Series 3 | 16 | 17 | 18 | 19 | 20 | 21 Offshore Fall Series 4 Cruising-Wilton Creek; 10/21-10/22 |
| 22 O. D. Chilly Chile Bowl Fall Series 4 Wilton Creek Cruise | 23 | 24 | 25 | 26 | 27 | 28 Offshore - Staggered Start Race and Oyster Roast |
| 29 | 30 | 31 | | | | |

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msnwb@yahoo.com (804) 776-7182.

For Rent: Chesapeake Watch Townhouse. 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: 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.

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

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See www.lionswhelp.com for details. FBYC members get a 25% discount. Contact Jeff Thomas (804-288-2858).

For Rent: Two fully equipped luxury waterfront Jackson Creek Condos, avail. Nov. thru March, April or May at \$800 per month each, plus utilities. No pets. Call Noel Clinard, 804-788-8594; nclinard@hunton.com.

For Sale - Seitech Laser Dolly. Everything in working order. \$ 200. Brad Squires; email bsquires@squiresgourmet.com. Phone 757-229-3960.

For Sale: 18ft. Hobie Cat. New standing rigging, directional top float and bench seat option. This is a super fun boat with sails in good condition and trailer included. \$2,650.00. Call Arthur Wilton 776-7211 cell 804-815-9233.

For Sale: Byte Sailboat. Similar to a Laser, just a little smaller and better rigging. Great shape! \$1,750.00. Call Arthur Wilton 776-7211 cell 804-815-9233

For Sale: J24. Completely race ready. Full keel job including hard epoxy bottom, template keel and rudder job and top deck restored in 2002, dyform wire shrouds with calibrated turnbuckles with quick adjust wrench, Max J headstay, thru bar spreader, minimum length mast, Carl's custom tiller, 8:1 outhaul system, 8:1 cascade vang, new running rigging, stereo, new battery, sail comp with remote countdown timer, new genoa, all other sail in average condition. Contact Jason Angus at jangus@catalyst121.com or 804-363-2102.

For Sale: 1989 Tartan 31 "Magic". Dark Blue Awlgrip hull. Premier Yanmar Engine 27 hp-low hours. Central AC. Full Canvas plus Custom Awning. Spinnaker with pole. Many extras and upgrades. Excellent condition. Cruise ready. Contact Allen Bower 757-428-0733 or email Bower1977@msn.com.

Wanted: Laser Sailboat. Must be in excellent condition. Call Charlie Fox at 804-359-2342 (w) or 804-288-0376 (h).

FOR SALE: "Queen Mary," 36 ft. Alden Trawler, traditional all wood cabin, teak decks, berths and baths fore and aft, wonderful, comfortable, handsome yacht for cruising down the river in style. See at Urbanna Harbor, slip 34, call 804-758-3287.

FOR SALE: "VOODOO CHILE". Bill Tripp design/Carroll Marine 33' hotrod. Sails easily to PHRF 81. Light displacement (5800 lb.), surfs at 14kn downwind, cooks upwind at 6.4kn. This is a race boat, but has 6' headroom, lifting keel (4'6" up/ 7'4" dn), and lots of fresh sails. Anything close to \$40k starts winning you silver. Leroi 874-1146 for info.

For Sale: Opti - Garage kept and very good condition. Located in Norfolk and will provide pictures upon request. \$900.00. Contact Andy Weaver at 757-855-9001 or cawjr@cox.net.

For Sail: J 24, 1983. Located in Delta-ville. Good condition. Sails are in good condition - Main, two headsails, and a chute. Cell Phone 804-514-5691.

For Sale: Mobjack 334 with blue hull and white interior is in fair condition, rigged, and ready to go. Trailer is in fair condition. Sails are original with boat. Extras are included. \$1,000. Contact Chris Tompkins Home: (804) 288-1717.

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

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

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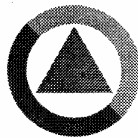
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