



Fishing Bay Yacht Club

The Log



Deltaville, Virginia

www.fbyc.net

FROM THE QUARTERDECK

APRIL 2010



It is nice to see the snow gone and when the daffodils are in bloom, the sailing season is near. Last weekend, Ken Odell lead a crew of over 40 club members in what has developed into a great tradition of Spring Clean-up. We raked leaves, pruned, spread mulch and the grounds look great. With the new dry sail bulkhead completed and the soil finally drying out, there was much work to be done restoring the area. Club members

jumped in by spreading top soil and, with Dixon's help, adding a new layer of gravel and installing replacement walk paths with paver edging and gravel. The weekend weather was great and many of the offshore racers spent the weekend sanding, painting and otherwise getting their boats ready for Opening Day, which is now less than a month away.

Some wonder where old Commodores go but Jay, Lud and Noel have set an example that will be hard to top by taking leadership of what may be the two largest events in the Club history. The key to both events is all the advance planning and work that occurs before the event starts. The Opti Nationals will truly be an event for the Club and Deltaville history and the response from the community and Deltaville has been remarkable as so many have gotten behind this event and volunteered.

In a separate article, Noel writes of the effort being spent to organize and develop a FBYC Team lead by Travis Weisleder to compete with the top two dozen Yacht Clubs in the country in the NYYC Invitational Cup next September. Your support, both in the training and financially, would be welcomed and will be critical to allow us to compete at such a high level.

Some may have noticed that Broad Creek, Jackson Creek and Fishing Bay have become the second area in the Virginia part of the Chesapeake Bay to be declared a "No Discharge Area." What does that mean and how does it affect the Club? First, it is another step in keeping the Bay and the water we sail in clean and that is of interest to us all. For years in the Chesapeake Bay to three miles off the Virginia Capes, it has been illegal to discharge untreated water from

either a head or holding tank. It was legal to discharge water that had been treated by an on-board treatment system such as the LectraSan. These systems are expensive, complex and require a huge amount of battery power so they are nearly non-existent on sailboats but are used on large powerboats. For those of us who have a holding tank, nothing has changed. The current law requires we disable our overboard discharge from the head or holding tank when in the Chesapeake Bay by removing the handle, locking the handle in the closed position or other means to prevent overboard discharge. The new regulation re-enforces this requirement and allows any law enforcement agency the right to issue a citation for a violation, not just the Coast Guard. So we all would be advised to be sure our offshore boats comply with these regulations.

The Special Dock Committee has been meeting regularly throughout the winter and recently met with the Community Advisory Board (CAB). Plans are well along towards an improved and enhanced Fishing Bay side waterfront. If you are unaware of the CAB, it is a board of local residents mainly on the Fishing Bay road who are affected by the Club's events and the resulting traffic. It was established as part of the zoning process when we obtained the special yacht club use zoning on the purchase of the new land. Without that zoning change, the land was restricted to single family residential use. I will be sharing with you the final design when it is completed but for now, here are some details. The end of the pier design is complete and it will be re-installing a slightly modified version of the old "T" design. The new "T" which is really more of an "angled L" will be slightly angled so to be parallel to the shallow to deep water transition and will stop over 50 feet from our neighbor's riparian line, which is essentially the "in the water property line." It will allow up to 12 one design boats to be docked head to wind in a south breeze on the inside of the "L" while at the same time allowing members' power or cruising boats to be on the outside of the "L." This will solve one of the key problems of members bringing outboards to the pier when the one design boats are out sailing and there is no place for the racers to dock when they return. The in-shore end is still under development but we are looking to incorporate a single crane for dry launching, which is critical to our traveling and guest racers while maintaining the current ramp for trailer launching. Much work remains to be done but we are making progress and hope to have a finalized design sometime this summer.



Mayo Tabb
Commodore



David Hinckle
Vice Commodore



Alex Alvis
Rear Commodore



Charles Lytton
Treasurer



Ed O'Connor
Secretary



Ted Bennett
Log Streamer

Meeting called to order at 6:05 p.m. by Commodore Mayo Tabb

REAR COMMODORE – ALEXANDER ALVIS, III

SECRETARY – **Ed O'Connor** reported that as of today, there are 13 members who have not paid their 2010 dues/fees. Final notice invoices will go out on March 23. Alex Alvis proposed that the club extend Honorary memberships to the families of Mr. & Mrs. Scott M. Godbout (Scott & Kay) and Ms. Jane R. Miller, daughters of the late James B. Richardson, Jr., who now own the Jackson Creek property adjacent to the club. The Board of Trustees approved these two Honorary memberships.

HOUSE – **George Burke** needs volunteers to paint the east bath house and someone with a power washer who will bring it to the club and use it where needed. George presented a proposal that he received from Ric Bauer pertaining to the installation of porch plastic screening panels that would be used to close in the main clubhouse porch when necessary to keep it warmer or to keep it dry during a thunderstorm or other foul weather. Each panel would be constructed of clear roll vinyl with rolled hem edges on all four sides made of white vinyl. The panels would be attached with common sense fasteners on all four sides. When rolled up, the entire roll would be covered with white vinyl. Ric has offered to do the installation. There was some concern about the dimension of the roll along the top edge when not in use. Upon motion duly made and seconded, the Board approved the purchase contingent on Flag approval of the specifications once the dimension of each roll is known.

DOCKS – **Mike Dale** reported that Dixon has been installing gravel, drainage pipes and ground cloth in the dry sail hoist area

and gravel for the area will be spread next week. All slips are rented.

GROUNDS – Spring Clean-Up Day is scheduled for March 20. Pool rails have been repaired and reinstalled by the ramp. The rails by the steps to the beach will be repaired next week. Landscape timbers have been installed in the dry sail lot and gravel is scheduled for next week. Gravel, drainage pipes and ground cloth have been installed by the hoist. A walkway from Fannie's House to the docks is underway. Ken and Dixon Cole will meet next week with Atlantic Lawn Care to discuss a schedule and prepare a contract. Ric Bauer, David Clark and Alex Alvis have completed six new lockers in the barn. Pool water quality is being monitored and adjusted to avoid calcium build-up from plaster. Along with calcium deposits in the pool, there are several surface spalls (condition occurring with concrete, masonry and similar materials where the facing erodes or breaks off in sections) that will exacerbate over time. Discussion is underway on life guard/pool attendant duties and schedules.

MEMBER-AT-LARGE – **Noel Clinard** is working on a lifeguard schedule to assure that there will be a lifeguard on duty at all times during the Opti Nationals in the event families drive over to use the pool. The lifeguards will be instructed to control the number of people using the pool at any one time. Two additional sponsors have been signed up for the Opti Nationals.

LONG RANGE PLANNING – **Lud Kimbrough** discussed the dock modification plans at the recent meeting he had with the Community Advisory Board and there was no opposition. Lud will meet with the Deltaville Watermen to go over our plans for the Opti Nationals.

WEB MASTER – **Strother Scott** has updated the web site Manual and passed out copies of the "Short Manual for Event Managers." This booklet is helpful in adding event results, adding photographs to Flickr, adding news postings about events after the fact and adding the names of the volunteers who run the events. Alex Alvis reiterated the importance of having event managers write articles about events and collecting the names of the volunteers.

HISTORIAN – **Jere Dennison** has not received any more changes for the donor plaque and proposed that the club proceed with having the stainless steel plaque engraved. Upon motion duly made and seconded, the Board approved this proposal.

VICE COMMODORE – DAVID S. HINCKLE

FLEET CAPTAIN – **Tom O'Connell** has received permits from the Coast Guard for our Offshore, One Design and Junior regattas, including the Opti Nationals. He is in the process of setting up a program at the club for the purpose of qualifying members who

FBYC BOARD HIGHLIGHTS

drive the club's powerboats to be licensed per the boating safety education laws passed by the 2007 Virginia General Assembly.

OFFSHORE DIVISION – **Allan Heyward** Allan Heyward reported that he has crew training lined up and he requested that Board members distribute the flyer to as many people as possible and to encourage more people to sign up.

CRUISING DIVISION – **Joe Schott** reported that 48 people attended the first cruising meeting last Friday night. They went over the schedule for the year and he now has Chairs for all cruises. Registration for the Safety-at-Sea Seminar is available online.

JUNIOR DIVISION – **Jay Buhl** and **Paul Howle** took the club's new RIB out for a sea trial and it is now in the club's possession. Jay thanked the Board and the Finance Committee on behalf of the Junior Program for their continued support.

FLEET LT. – **Paul Howle** discussed the new RIB and advised that anyone who will be driving the boat will need instructions before being allowed to operate it. He plans to have a road cover made for the RIB. Paul advised that he will be glad to help anyone in the club learn how to get *Mr. Roberts* in and out of the slip. He has inventoried *Mr. Roberts* and everything necessary for race committee should be on the boat.

PROTEST – **Brooks Zerkel** is getting his Protest Committee set up. He will get with Paul Howle to be sure *Mr. Roberts* is properly set up for the race committees.

TROPHIES – **John Hubbard** is working on revisions to the Potts Trophy language and should have it ready for a vote at the April Board meeting. He has also been in touch with Judy Hawksworth about the Hawksworth perpetual trophy.

CBYRA DELEGATE – **Tom Roberts** reported that selling logo goods has been automated and the products can be ordered from the CBYRA web site. The Region IV awards party has not yet been held but the date will be announced as soon as trophies are secured. Tom discussed some thoughts he has about how CBYRA could make it easier for sailors to race and cut through the overlapping organizations. For example, every member of a CBYRA club could by extension be a member of CBYRA and eligible to compete for High Point or club membership dues to CBYRA could be based on a per member unit (*i.e.* family) rate. These are grassroots ideas that could be carried up if clubs and members think they would improve participation and simplify entry.

OLD BUSINESS – **Mayo** reported that Allan Heyward prepared a new section for the Club Rules pertaining to Member Data and

FBYC Electronic and Social Media. The section was added at the end of the Club Rules and is included in the 2010 Sailing Events Book.

Alex Alvis presented a Bylaws Change to clarify the definition of an Honorary Membership. Upon motion duly made and seconded, the Board approved the following Bylaws change:

**RESOLUTION CHANGING SECTION 2 OF THE BYLAWS
PERTAINING TO MEMBERSHIP CATEGORIES**

March 11, 2010

Finding and Rationale:

The purpose of the Resolution is to clarify the privileges of an Honorary Membership.

Code:

Underlined - language that is being added

~~Strikethrough~~ - language that is being deleted

Resolution:

RESOLVED, that the Bylaws be amended so that the definition of an Honorary Membership reads as follows:

HONORARY: Individuals whose contributions to the Club, even though not Club members, are recognized by the Board conferring this status. Honorary members pay no dues, but enjoy all membership privileges except that they may not hold office. Honorary membership is conferred by the Board. Honorary members pay no initiation fee or dues, have access to the Club's facilities and are welcome to attend social events at the Club. This membership does not include the privilege of voting, holding office, or renting storage space for boats. The Board of Trustees vote each December to renew Honorary Memberships.

NEW BUSINESS – **Noel Clinard** reported that anyone who has a house, condo or space to rent during the Opti Nationals should contact him.

Mayo Tabb announced that the FBYC Challenge Bowl for 2010 will go to the PHRF-rated Offshore Yacht that beats the most boats in the period from Opening Day to the Annual Meeting, both in Club and away regattas, based upon individual starts. Boats beaten in individual PHRF A, J-24, and J-105 starts shall count but not overall where several different starts are combined or there are sub-classes within a start. In the event of a tie, the boat with the most wins shall be the recipient.

There being no additional business, the meeting was adjourned at 7:25 p.m.



In Memoriam

Ian G. Lorimer (9/5/1930 - 2/27/2010)

Ian G. Lorimer died on February 27, 2010 while on a cruise around the southern point of South America. He is survived by his wife of almost 55 years, Pat Lorimer; son, Jim Lorimer; daughters and sons-in-law,

Beth Bahner and Mark Grunwald, Kathy and Ken Lemelin, and Robin and Bryan Proffitt; and six granddaughters. Ian was born in the Bronx, NY. Pat was also born in the Bronx but she was younger than Ian and did not know him when growing up even though both went to some of the same schools. After graduating from high school, Ian went on to college at Georgia Tech. It was while working as a lifeguard in the summer at Little Neck Bay off Long Island Sound that he finally met Pat. Pat left the area to go to college in Boston and Ian's schooling was interrupted for two years when he was drafted into the Army. They were married in September 1955; and after Ian completed his final year at Georgia Tech, they moved to Chattanooga, TN where he was employed by E.I. DuPont. In 1962, DuPont transferred him to the Richmond area and he was with DuPont for 35 years until his retirement.

Ian and Pat both grew up sailing small sailboats in Little Neck Bay off Long Island Sound. It was an easy walk down to the water where you could go out for a sail for a few hours. Once they moved to Richmond, they did not think they had an outlet for their enjoyment of sailing until they heard about Fishing Bay Yacht Club. Friends who were club members invited them down to sail on numerous occasions. Finally in 1968, they applied for membership and bought a 17 ft. Discover daysailer named *Puff* that was large enough for their family. *Puff* was followed by *Dolphin*, a S&S 24; then two Lasers, *Ding-A-Ling* and *Mes-Ami*; a J-30, *Cool Change*; and finally a partnership in 1995 in Robert Hull's Pearson 33, *Halcyone*. That partnership lasted until last year when they donated the boat to the Deltaville Maritime Museum. The Lorimer family was mainly interested in daysailing rather than racing and long cruises. After they became partners with Robert and Elizabeth Hull, the couples enjoyed sailing together. The Lorimer children were all active in the club's Junior program when growing up. It was probably for that reason that Ian took on the job of Junior Activities Chairman in 1975 and remained in charge of the program through 1981. Ian also served on the Board as 1982 Rear Commodore, 1983 Vice Commodore, 1984 Commodore and 1985 Member-at-Large. He was the recipient of the Matthew Fontaine Maury Bowl in 1979 and the Piankatank Trophy in 1985. In 1995, Ian presented the Fishing Bay Challenge Bowl to the club. Each year the Commodore selects as the recipient of that perpetual trophy an appropriate event or activity that either needs a boost in participation or is deserving of special recognition.

REQUIESCAT IN PACE

Membership News

HONORARY MEMBERSHIPS: Mr. & Mrs. Scott M. Godbout (Scott & Kay), & daughter, Erin, 7498 Maury Arch, Norfolk, VA 23505; and Ms. Jane R. Miller and sons, James & Brett, 1500 Beaver Dam Road, Chesapeake, VA 23320. Kay R. Godbout and Jane R. Miller are the daughters of the late James B. Richardson, Jr., former Honorary Member.

RESIGNATIONS: Mr. & Mrs. Douglas J. Moyer

DEATH: Mr. Ian G. Lorimer.



Fishing Bay Harbor Marina
DELTAVILLE, VIRGINIA

Present your FBYC membership card and receive the following:

- .10 off per gallon for Valvetect non-ethanol Marine Unleaded Fuel**
- .10 off per gallon for Valvetect Marine Diesel Fuel**
- 10% off any Store Items**
- 10% off Slip Fees**
- 10% off Storage Units**
- 10% off Trailer and Dry Boat Storage**
- Free Pump Out**

Visit our web site at Fishingbay.com or 804-776-6800 for additional information.

Opti Kids/Junior Week 2010

FBYC's Junior sailing programs are experiencing tremendous popularity this year. Thanks to Jay Buhl's tireless efforts, our Laser Race Team and our Opti Race Team have been full for months, and the Opti Development Program is well on its way as of the time of publication of the Log. At a month before the end of the member registration period, the Opti Kids classes and most of the Junior Week classes have reached their maximum capacity. Many have stepped forward to volunteer; we will need the time and talents of many to make these programs a success. If you have not been contacted but wish to volunteer, please email Alison Lennarz (avlennarz@gmail.com).

Many thanks,
Alison

Hannah Steadman Among 44 Opti Girls Competing in Alison Jolly Regatta

Hannah Steadman traveled to St. Petersburg YC on March 6-8 for the annual Alison Jolly Regatta. The regatta is for girls age 8-18, and one of the few events where boys are not welcome! The regatta honors Alison Jolly, the first woman to win an Olympic Gold Medal in sailing. Alison won the Olympic Gold Medal in the 470 class in 1988. She also was honored as the youngest woman to win the Yachtswoman of the Year when she was awarded the trophy in 1977 at the age of 20. The Race Committee and regatta management were all done by the Salty Sisters of the St. Petersburg Yacht Club.

Winds were light for both days with plenty of sunshine although temperatures were only in the 50s. There were 44 OPTI girls participating of which 22 were Green Fleeters. Hannah finished 12th in the RWB division with consistent finishes of 10-12-10-12.

Winter Program Thank You's

The Winter Programs are over. I wanted to reflect back on them and give thanks to all those involved.

Many thanks to Tony Sakowski and Winston Trice for offering up Virginia Eye Institute as the meeting location for the Mike Aiken event. We had about 80 in attendance. I received a lot of comments about how great the event was for all walks of sailors out there. The space and facility could not have been any better.

I want to thank Deborah and Durwood Usry for inviting us into their fabulous home. We had a great turnout for this event as well. Their house was just the right size for our group of 40. The event was catered by another member, Janie French. She and her team did a great job.

My biggest thanks goes to Mary Spencer. Whenever I was in a panic about the number of registered people for an event, it seemed like Mary was right on top of it with an e-mail to the membership. I never asked her to do it. She did it on her own including creating the flyer. I appreciate all of her work. It made my job / life easier.

Have a great season.

John G. Koedel, III
2010 Winter Program's Chair

Campaign for the NYYC Qualifying Series

By Noel Clinard

As mentioned in a recent Commodore Tabb's Quarterdeck Column, FBYC is one of 26 "pre-eminent American yacht Club's" invited by the New York Yacht Club (NYYC) to participate in the U.S. Qualifying Series for the next NYYC Invitational Cup. The Qualifying Series will be sailed in Newport, Rhode Island, September 8-13, 2010, and the actual Invitational Cup will be September 10-17, 2011. The Qualifying Series will feature fleet racing in Sonars and J/22s in historic Newport, R.I. – on the same waters that the NYYC conducted the America's Cup from 1958-1983. This will be the only opportunity for domestic yacht clubs to earn a place in the 2011 Invitational Cup. The top three U.S. teams from the Qualifying Series will receive invitations to the Invitational Cup, where they will join the top six teams from 2009: **New York, Royal Canadian, Japan Sailing Federation, Nyländska Jaktklubben** of Finland; **Royal Cork** of Ireland and **Royal Bermuda**, plus at least 10 other international teams, to be invited in the spring of 2011. The ultimate Cup will be sailed in NYYC Swan 42s.

"We wanted to respond to requests for places in our Invitational Cup, an international competition for Corinthian sailors," said NYYC Commodore Elwell. "Creating this new event will give more American clubs the opportunity to share the stage with visitors from overseas. I am pleased we are expanding competitive opportunities for the event."

This is an extraordinary opportunity for FBYC to excel on the national stage, so all reasonable efforts will be exerted to make a competitive showing for the Club within the Corinthian spirit of the event. Travis Weisleder will lead the FBYC campaign and serve as Skipper for training and for the event, with assistance from: Noel Clinard, who will serve as team logistical coordinator and reporter; Lud Kimbrough, who will integrate the campaign into the fabric of FBYC's Long Range Plan objectives; Frances Kimbrough, who will serve as campaign treasurer; Jay Buhl, who will help coordinate training; and perhaps many others. The funding of the campaign will be provided entirely by the participants and by voluntary donations of generous interested members - which will be solicited and welcomed.

A selection process for the crew will be created under the leadership of Vice Commodore Hinckle and Travis Weisleder. Hopefully, this process will include a training and assimilation regimen in several boats over the course of the Spring and early Summer. It will be vitally important to form a crew for the second "tuning boat", as well as the final boat crew. For training, crew qualification and tuning, we are seeking the Club's most competitive skippers and crew, including Juniors, to be involved throughout the training program, and we expect that all involved in the program will want to attend the event in Newport in September. In any event, we encourage people

of all ages and abilities to help with this endeavor.

The scheduling of the practices will be done in a manner designed not to disrupt the Club's normal sailing season. The completed crew list must be submitted to NYYC no later than August 15, 2010, along with information for each competitor on Club Membership, nationality and ISAF classification, which will be carefully reviewed. Eligibility criteria, as provided in the NOR, are:

4.7 Yacht Club Membership: All crew members shall have been year-round full members of the Invited Yacht Club as of September 19, 2009 except as noted in NOR

4.7.1. Seasonal or special memberships would not qualify.

4.7.1 One member of the crew may be the spouse of a member or a member's child under the age of 25 on the first day of racing.

4.8 Nationality: All crew members shall be U.S. citizens and will need to show their passport or birth certificate.

4.8.1 **US SAILING Membership:** All crew members shall be current members of US SAILING during the regatta.

4.9 ISAF Classification: All crew members shall have a valid ISAF Sailor Classification of Group 1. Any unclassified sailor shall be deemed to be Group 3 and ineligible to sail.

All persons wishing to participate in the campaign selection process and who meet the eligibility requirements should contact Noel Clinard or Travis Weisleder, if they have not already done so.



Swan 425 Race in NYYC Invitational



Preparations For OptiNationals Continue

By Noel Clinard, Co-Chair

Preparations continue apace for the USODA Optimist Nationals to be held in Deltaville July 17-24, 2010. A large regatta committee of Fishing Bay members and scores of others from the Deltaville Community are hard at work on site planning, race management, catering, entertainment, launch/recovery, medical care, charter boats, storage of coach and visitor power boats and the racing Optimists themselves, and many other issues. Registrations have begun on the website of USODA at www.usoda.org and new materials are posted every day on the official event website at <http://optinationals2010.org>. Soon, the regatta store will open on line with apparel printed or embroidered with the distinctive event logo, pictured here. The logo is intended to convey that this national event is being hosted under the burgee of Fishing Bay Yacht Club in Deltaville, the home of the Deadrise waterman's boat in Deltaville's own logo, and that all Optimist sailors should "Follow" to Deltaville for the

event, as signaled by the "T" flag.

The event would not be possible without the generous donations of several Local Host, Sponsor and Donor contributors (see the sponsorship guidelines on the event website, which can also be linked from the top of the home page of the club website). Among the most recent contributions is the launching ramp constructed by Deltaville Boatyard to facilitate hand launching of Optis from the event rigging yards there. This is only one of three ramps to be built at Deltaville Boatyard.

There has been tremendous demand for rental properties for visiting families during the event. Most properties offered are taken within 48 hours at premium rents. If you would like to offer to rent a home or condo in the Deltaville or surrounding area, please contact Event Co-Chair Noel Clinard at 804 788 8594 or nclinard@hunton.com.



Opening Day and Blessing of the Fleet 2010 Saturday, April 17th

Racers, Cruisers, and Jr's, everyone is invited and encouraged to bless the fleet and enjoy this incredible family event. Make plans to attend!

Blessing of the Fleet 5:00 pm
Dinner 6:00 pm-8:00 pm by White House Catering
Music and Dancing 7:00 pm-10:00 pm

Delicious Cocktail Buffet
Served Continuously from 6:00 pm to 8:00 pm:

Cajun Shrimp and Cheese Grits

Beef Brisket

Fresh Veggies, Cheese, Fruit and Dessert

Cheddar Scallion Scalloped Potatoes

Classic Garden Salad

French Fries and Chips

Refreshments include: Soft Drinks, Boat Drinks, Beer and Wine

Music by

Tom Goodrich and Rusty Speidel of
"Speidel Goodrich Goggins and Lily."
Everyone will enjoy this band!

COST:

Club Members \$25
Non-Club Adults \$30
Children 12 and under \$5

****Reservations required by April 14th, 2010****

EASY RESERVATIONS:

Register and pay online at <http://www.fbyc.net> or,
Mail checks and reservations to Jon Moody
210 Wexleigh Drive
Richmond, VA 23229

Historian's Preface: Countless times I have pleaded with members to send written accounts of their memorable sailing exploits. Most have ignored my entreaties. But this time, we have really hit pay dirt with the following story from Byrd Davenport, a long time member, who obviously believes that the truth should now be told in spite of his playful concern that incriminations may occur. Amazingly he doesn't even change the names to protect the innocent!

Older members may recognize some of those names appearing in the story. Of course, there are Byrd, Sr. and the member/author, Byrd, Jr. and his sister Lucy, all early members from the '50s. Then there is Alan McCullough Sr. (Commodore 1951), another early member and the architect who designed our original clubhouse in 1949. Former member Murray Bayliss is the son of Major Bayliss (Commodore 1955) and brother of current member Temple Bayliss. Billy Ellyson is also a former member.

The story is particularly interesting in that it involves an ocean voyage and (dare I say) a tempest in the days before Loran, GPS, radar, weather faxes, electronics, and probably not even a marine radio. Back then, all you had was a compass, maybe a wind direction indicator on the mast, and a sextant assuming you knew how to use it. You would even be lucky to get an unreliable weather forecast from a shoreside AM radio station if you were not out of range. For many, such cruises in the past were ventures into the unknown. This cruise was no exception.

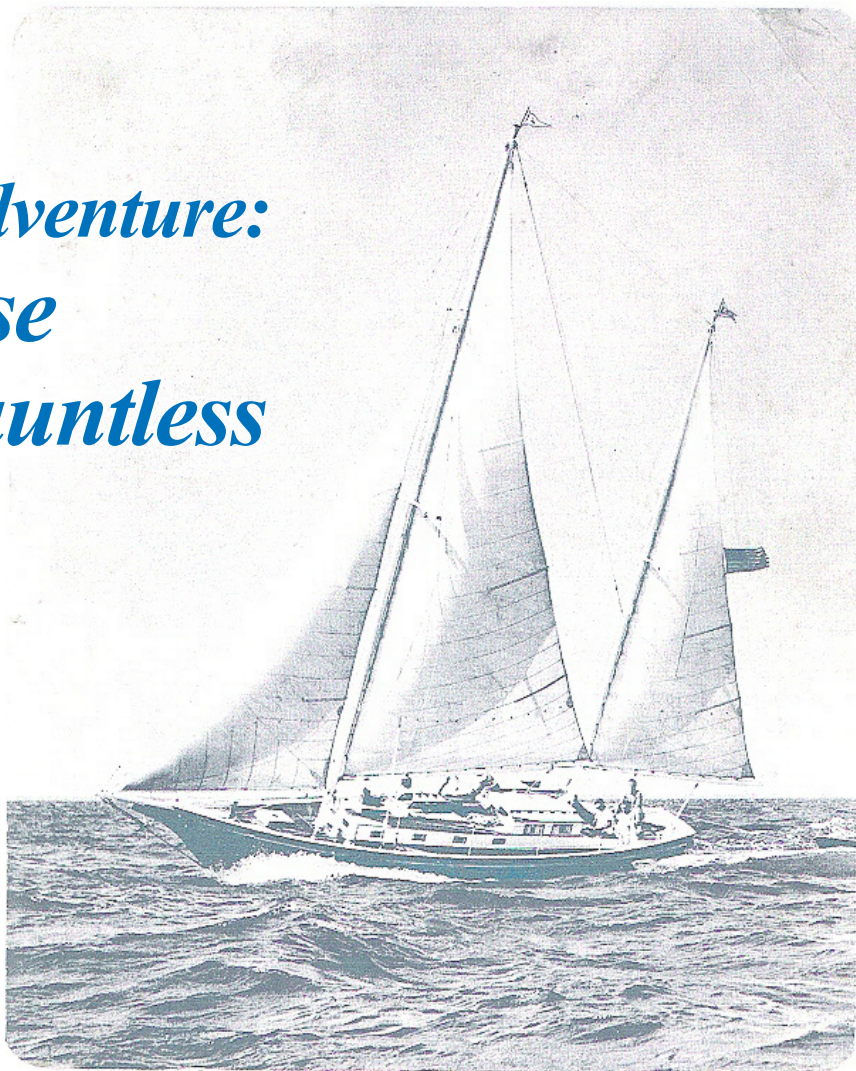
Jere Dennison, Historian

A Newport Misadventure: the 1965 Cruise of the Dauntless

by Byrd W. Davenport, Jr.

I really did not want to write about this adventure in view of the potential critique that might arise from the accomplished sailors who frequent the waters of Fishing Bay and its environs. This may put the good sense of the author, his family and a few friends in jeopardy. Nevertheless, I feel compelled to relate the events of 1965 aboard the *Dauntless*, a 38' wooden Ketch whose hull was built in 1953 in Nova Scotia. The yacht was bought from the boat yard of the same name in Essex, Ct. by my father, Byrd Sr. and Alan McCullough Sr. *Dauntless* was a hefty craft and had distinctive lines that drew compliments from sailors everywhere. Imagine: a 4 foot bowsprit, lovely maiden figurehead, gold leaf trim, teak deck, 51 foot mast, etc. Heavy weather was her forte or so we thought.

After plying every 'creek' of the bay and a winter in Ft. Lauderdale, a trip to Newport was planned to cover a specific limited block of time that fit the crew's availability. Big mistake! Actually, another fateful voyage had already occurred wherein *Dauntless* ran aground on a spit of an island north of Tangier. In that debacle the Coast Guard could not pull the boat off the beach so that the crew spent the night camped out in frigid conditions. (*Historian's Note: see the history*



article posted on the website entitled FBYC Believe It...or Not! to read a more detailed account of this amusing incident.)

The most interesting part of this Newport misadventure was perhaps the crew itself, a mixture of some real talent and some inexperienced cruisers. The writer modestly claims to be in the latter category. The cast of characters included my father - Skipper and owner of the vessel. Alan McCullough had by then sold his share of the boat and moved on to *Altair*, a Cal 40, I think. My father had been a WWII supply officer and began his sailing experiences off Biloxi in a 12 ft. cat rig, *Sem Jem*. His main ability: fix or make most anything and mastermind of the adventure. A paper company executive, he died in 1985.

A Newport Misadventure:

Continued from page 11

At age 14, I boasted claim to 3rd place FBYC silver on a Sailfish in a long distance race up the Piankatank in 1955, Byrd Sr. having made the craft from a kit. Later, I proudly captured FBYC pewter for sailboards in 1986. My sister, Lucy Wallace, was outstanding crew and was not the cook, having sailed and raced at Fishing Bay and at camp on Squam Lake. Her husband, South Wallace, was clearly the most enthusiastic person aboard. Murray Bayliss was the most experienced crew member, being the skipper of *Tempest*, a stout craft known in these parts for all night cruises. Later he became the fearless owner of the yacht, *Rights of Man*.

Rounding out the *dramatis personae* were Judd Babcock, a valiant crewman who at the time had not sailed much, but later for awhile actually became owner of *Intrepid*, a former Americas Cup yacht on Lake Champlain, VT, Grant van Sant- our talented Chief Navigator whose hobby was celestial navigation, and last but not least, Billy Ellyson- loyal crew and first mate of Bayliss, he served in USMCR with the writer and told the best sea stories.

The plan was to hastily cruise up the eastern seaboard arriving at Newport just in time to observe the start of the Bermuda race as onlookers. We lacked the time and some question the ability to actually participate in the race itself. Somehow it was felt that this would be a worthwhile endeavor. Nevertheless, we proudly flew the FBYC burgee from the shrouds. Casting off from Ruark's, we made our way up the bay, through the canal and across Delaware Bay in a pleasant fashion to yet another canal to our principle departure point, Cape May, NJ. So far so good! A piece of cake we thought.

Upon arrival, we docked at a local marina adjacent to the cut and seawall that led directly out to the Atlantic. Our skipper paid a visit to the nearby Coast Guard station to check on the advisability of venturing onward as the

weather had taken a definite turn for the worse. Sure enough, gale force winds were howling offshore, but why worry, this was not a hurricane! Well, the plan was to sail around east of Long Island and up to Rhode Island. When we got to Newport, I have no idea what we thought would happen there except to troll around out by the starting line and likely get in the way of the serious business of the more purposeful craft. I do think that the main objective of most of our crew was to see how many types of rum were served in the waterfront bars. Perhaps we would meet some interesting people or tour the old mansions of the icons of the last century. The return leg of the escapade would have us sail directly down the coast to the mouth of the Chesapeake. All of this was to be crammed into a certain period of time so that the skipper was anxious to get underway from Cape May.

After a night at the marina, the weather prediction had us sitting around the next day in the rain waiting for an opportunity to strike out into the ocean. This delay had the group muttering among themselves. I don't think any fisticuffs broke out, but close quarters can breed short tempers. A decision was made: The *Dauntless* was to venture onward, leaving the departure point of Cape May at about 11 PM in order to take advantage of the tide. Although the first few hours might be a little rough with the winds gusting up to about 50 mph, the forecast was for the storm to subside. In retrospect, I wish that the casinos that now dot the nearby landscape had existed in those days as we may have instead opted to try our luck at the tables rather than taking off into the dark, deep and perilous Atlantic. Perhaps the trip was just a test to see if the *Dauntless* could live up to her name.

At first the conditions seemed to be some typical heavy weather which did not seem too bad as we made our way out. After a few hours some of the crew headed below

A Newport Misadventure:

Continued from page 11

with the stalwarts remaining on deck. Well, it became time for the predicted lighter weather, but the sea was in fact growing into the worst anyone aboard had ever seen. The waves kept coming at us, bigger and bigger as it became necessary to alter course so we could head into them in order not to take them broadside. I have the distinct memory of looking at oncoming seas that made us wonder “What are those tall hills doing out here in the ocean?” Somehow in the darkness the spreader lights allowed us to catch glimpses of the behemoths bearing down on the craft. The main and staysail had already been furled while we were now relying on jib and jigger with the diesel chugging away. Soon the jib was just forcing the bow upwind and sailing became a fruitless endeavor. I recall the image of Babcock and Bayliss heroically standing on the bowsprit as it plunged periodically under the water. They wrestled ferociously with the jib to bring it down to the deck but the cloth insisted on running back up. Had they fallen off into the water, we never could have found them. Ellyson held onto their legs acting as a veritable human life line. The little Westerbeke diesel nevertheless kept on roaring away giving us just enough steerage to avert disaster. By 3am most of the crew including the skipper were ill and convenient places to expel stomach contents were hard to find. If you had to go below decks, it was a shame but one brave soul lay prostrate on the narrow floor of the cabin with his head dangling into the bilge. Unfortunately, his body likely still has footprints imbedded on his back to this day (slight exaggeration). This crew member got the “best sport” award no doubt. My sister Lucy and I still claim that we were the only two not to get violently ill. And the giant waves kept coming. *Dauntless* weighed in at over 12 tons and I recall riding up the waves and seemingly “catching air” like some kite board only for wood, leaded keel, laundry, flesh and bones to come crashing down into a

valley. When it came down from the top of each wave and collided with yet more water, the entire boat shuddered, creaked and shook. The fear was that she might break up from the forces. It was then that I felt a distinct morose sensation that this could be the end of us all.

As the morning light began to appear, the storm subsided miraculously and our trusty navigator, Grant, climbed out of the doghouse to take some bearings using his sextant. So for about ten hours it was determined that we had only progressed about 15 miles. The good news was that the skipper made an executive decision to head back to Cape May and regroup, drying out at the marina. Having lost two days or so, our time had run down to the point where we instead aborted the leg to Newport altogether and took off on a southerly route down the eastern shore of Maryland. Arriving in the vicinity of Chincoteague around nightfall, an attempt to navigate the channel was disrupted by frequently shifting sandbars that the buoys no longer marked. So after pounding on the hard bottom for awhile, we put out our heaviest anchor in deeper water and spent the night. Alas, we never saw any wild ponies or even the channel that night.

The remainder of the cruise was as peaceful and smooth as the start since I hardly remember rounding Cape Charles and finishing the sail back up to the Piankatank and into Fishing Bay. Today I prefer being a guest crewman on a docile day sail rather than being on a cruise to Newport. But it sure is fun when the wind freshens!



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