



The Log



www.fbyc.net

FROM THE QUARTERDECK

FEBRUARY - MARCH 2013



A SEASON OF HIGHLIGHTS

Six months ago, Lyons and I stood on the deck of a very nice spectator boat and watched Blake Kimbrough, Matt Braun, and John Wake compete in the second biennial New York Yacht Club Qualifying Series. We were caught in the moment, savoring the rarified atmosphere of Newport Harbor during a major race week, honored to represent the FBYC Flag, and thrilled to see “our guys” hold their own against legendary yacht clubs from around the country. For us, it could have been the highlight of a

great 2012 season. Perhaps not for Blake: by the end of the week the look on Blake’s face told me that “holding their own” had not been the goal.

Seasons change and so also do the fortunes of those who pursue the windward-leeward life. This January, in the Flying Scot Florida Winter Circuit #4, John Wake joined Rob Whittemore aboard *Patriot* for a top five finish among 21 competitors from around the U.S. Two weeks later, at the renowned Key West Race Week, Blake Kimbrough, his father Lud, and the crew of their J/70 *Nostalgia*, finished second in the Corinthian Fleet of 12 and ninth overall in a fleet of 38 J/70s, 27 of which were crewed by professionals. Rarified air indeed. These were remarkable achievements that made “holding their own” in Newport a distant experience. For them, these may become the highlights of a great 2013 season and likewise for all of us if racing sailboats were our only mission.

But with our members engaged by so many sailing pursuits, one needn’t look far for other kinds of highlights. A case in point: if you have not already done so, examine SPINSHEET’S January and March issues for the junior sailing articles authored by our own Mark and Michelle Hayes, the first emphasizing the fun of junior sailing at FBYC, the second describing the offshoot of that fun, our Junior Racing program. In publishing these articles, Mark and Michelle have amplified the message that many beyond Fishing Bay now know, that our junior sailing program is an example of excellence made possible through the efforts of individual volunteers and the commitment of a Club that considers this to be an essential part of its culture.

Another example is our Crew Training Program, an effort short on glory but full of satisfaction. Humorously, former Commodore Allan Heyward once referred to it as “FBYC’s own press gang”. There’s some truth in that. Although we don’t roam the streets and snatch our student candidates from their families by coercion, we do roam the internet and local publications making promises that we believe but only the students themselves can keep: *i.e.*, if you engage yourself in learning to sail, you will be immensely satisfied and wonder why you didn’t do it years ago. Press masters A.L. Braun, Caroline Garrett, and their “PowerPoint gang”

of volunteer instructors begin this indoctrination on March 12 and continue for two consecutive Tuesdays thereafter. This may not be the highlight of your season, but it will be for some unidentified novice sailor, and it may translate, as it has in the past, into the recruitment of new Club members.

I will admit, with only a trace of shame, that in my current stage of life a great meal accompanied by a fine wine sometimes eclipses whatever other successes the day has brought. But when that meal is shared with 42 FBYC friends and preceded by an inspiring 2013 Winter Program, the experience can become a highlight. So it was when NYYC Vice Commodore Rives Potts shared with 129 fellow FBYC members his story about a year in the life of his sloop *Carina* as she raced and cruised her way, quite literally, around the world. The inspirational elements of Rives’s presentation drew from the narrative’s proximity to the rest of us—the fact that other FBYC members played key roles in episodes of that journey, that many legs of the journey required both complex teamwork and individual ingenuity, and, ultimately, that a mother and father had faith and trust in their sons’ abilities to weather the extremes of the Western Pacific and bring *Carina* home safely.

What would happen if a sailing season failed to provide us with anything remarkable? As we all know, that never happens, but should the present moment fail to provide that which is memorable, our 74 year old Yacht Club, with its imprinted legends and traditions, has no dearth of highlights to draw from the past. Last year’s voyage of *Valiant* and the well deserved special award for courage and seamanship bestowed upon her skipper and Cruising Division member Wes Jones comes to mind, as does the voyage of *Blow Up* 25 years ago, described by Jere Dennison in this edition of the LOG. In fact, Jere’s Board position as Club Historian is testimony to the importance and relevance we assign to honoring the past. Sailing history is a long trail of highlights.

But what about the highlights of the future, those that we don’t yet know—how will they be determined? They are the products of our members’ individual goals and hopes, but they are not random and do not occur in a vacuum. Broadly speaking, what we plan, create, or invest in today for FBYC will be the major determinants of those future achievements and the individuals associated with them. Around the area, members of our Club currently are meeting in focus groups, with Noel Clinard’s leadership, to map that future. The Long Range Planning process has begun. No one knows the direction it will take, but we know that it will contain the template for our evolution, perhaps even elements of revolution. Who knows, it may even become the greatest highlight of this present season.

Thomas Jefferson once said that a little revolution every few years was a good thing. Conversely, some cultures consider “new” as a synonym for evil, and depart from one another with an oath “May no new thing happen to you.” I side with Jefferson on this issue—“new things”, perhaps even a little bit of revolution, are the grist for our highlights in sailing and in life. May your every day be new and different on the water.

George Burke

FBYC Board Highlights December 2012

Meeting called to order at 6:00 p.m. by Commodore Alex Alvis.

REAR COMMODORE – MATTHEW J. BRAUN

SECRETARY – Doug Anderson announced that the 2013 Membership Committee members are Matt Braun, Alex Alvis, David Hinckle, and Ed O'Connor. Doug plans to add one more member to the committee.

The following Resolutions were presented by the Secretary and upon Motion duly made and seconded, the Resolutions were approved by the Board:

RESOLUTION to open and inspect the contents of the club's Safe Deposit Box at Union First Market Bank.

RESOLUTION to renew Honorary Memberships.

RESOLUTION to vote into membership the 16 children who will have reached 10 years of age by January 1, 2013.

LONG RANGE – Noel Clinard reported he is organizing the sub-committees and the process to present the survey data back to the membership and the Board.

WEB MASTER – PayPal is now working for event registration and should save the club quite a bit of money in user fees over the older method. Strother Scott has hired someone to build a system to manage the membership database online, generally using the same tables now used in Mary Spencer's Access database.

VICE COMMODORE – JOHN B. WAKE JR.

JUNIOR DIVISION – Updates to the web site for the 2013 programs have begun and outreach to OptiKids and Junior Week volunteers is underway. David Lennarz and Mark Hayes have participated in planning discussions about 2013 CBYRA events and new CBYRA regatta guidelines being drafted by Joe Roos as part of his new leadership position at CBYRA.

NEW BUSINESS – Doug Anderson proposed Bylaws Changes to Sections 2 and 3 of the Bylaws. The purpose of the Resolution changing these sections is to allow all current and/or former Junior and Associate Junior members to retain their current membership status through age 25. At age 26, they cease being members but they retain the option of applying for a Single Adult or Family membership at any point in time through age 35 without being required to pay an initiation fee. The club is trying to market to younger members and keep those who have aged out of the Junior program. After considerable discussion and upon Motion duly made and seconded, the following Bylaws Changes were approved by the Board.

RESOLUTION CHANGING SECTIONS 2 AND 3 OF THE BYLAWS

Section 2: Membership, Associate Junior

Section 3: Club Dues and Fees

December 13, 2012

FINDINGS AND RATIONALE:

Currently, in its most basic definition, a Junior Member (JM) is an unmarried child under the age of 22 in a Family membership, and an Associate Junior Member (AJM) is an unmarried child under the age of 22, unattached to a Family membership.

(1) These JM and AJM members grew up in the Club, and we want to retain them.

(2) A major impediment to keeping these members in the Club appears to be financial. We can remove this impediment, and hopefully entice them to elect membership, by removing the initiation fee and by allowing them a 10-year period (ages 26-35) to activate their own Family or Single Adult membership.

(3) These members are a demographic we need for the future well being of the Club.

(4) This incentive to retain members is not an expense to the Club, while marketing efforts to attract new members in this demographic may prove to be costly, well in excess of the initiation fee this proposal waives. The loss of the current reduced initiation fee is a paper loss since we are not retaining these members and we stand to gain income from dues if they join.

(5) Retaining these current and/or former JM and AJ members will help the Club attract their demographic cohorts.

RESOLUTION: RESOLVED, that the Bylaws be amended as follows:

PROPOSED BYLAWS REVISIONS

CODE: Underlined & Bold - language that is being added /

~~Strikethrough & Bold~~ - language that is being deleted

Section 2 Membership

The Classes of membership shall be:

Family

Elected married adults where the primary member is 22 or older and their ~~unmarried~~ children (if any) under age ~~26~~ 22 as of January 1, or an elected single adult and his or her ~~unmarried~~ children under age ~~26~~ 22 as of January 1. A child who is part of a Family membership ~~who is~~, as of January 1st of the year following his or her ~~25th 22nd~~ birthday ~~or marriage, an active member of the armed services, or a full time undergraduate student, shall will~~ continue to be a part of the Family membership until such time as he or she ~~ceases to be a full time undergraduate student reaches age 26, or is discharged from active duty. An active member of the armed services may retain their status beyond age 26 until discharged from active duty if their family maintains club membership. Beginning at age 26, they retain the option of applying for Single Adult or Family membership at any point in time through age 35 without being required~~

to pay initiation. The Board may, from time to time establish Subclasses ~~based on age~~ and prescribe different dues and/or initiation fees for the Subclasses (See Membership Guidelines for a full description of membership Subclasses/categories, dues and initiation fees).

Associate Junior

Elected member, unattached to a Family membership, who is between the ages of 16 and under ~~26~~ 22 (must join prior to 22nd birthday) as of January 1 and whose membership is renewed annually through election by January 1 of each year. Between the ages of 22 and 26, the AJ can remain a member without being required to complete a renewal application or obtain parental approval by paying annual Dues. Beginning at age 26 when the AJ status ceases to exist, he/she retains the option of applying for a Single Adult or Family membership at any point in time through age 35 without being required to pay additional initiation. Also, the AJ has the option of joining as a Single Adult or Family member between the ages of 22 and 26 without an additional Initiation Fee.

Section 3 Club Dues and Fees

A child elected into an Associate Junior membership or a Family membership who is no longer eligible to ~~retain that membership status be part of a Family membership~~ by reason of age ~~or status~~ as of January 1 shall cease to be a member unless he or she elects to join as a Single Adult or Family member by January 31 of the year following the year in which he or she turned ~~25-22, married, ceased to be a full time undergraduate student, or was if an active member of the armed services, until~~ discharged from active duty ~~in the armed services. However, beginning at age 26, they retain the option of applying for Single Adult or Family membership at any point in time through age 35.~~ A child formerly elected into a Family membership or into Associate Junior Membership who elects to join as a Single Adult or Family member within the time provided above shall not be required to pay an initiation fee upon joining but shall pay dues at the then current rates applicable to their age and status. Any other person who was at one time a member of the Club, who was in good standing when they ceased to be a member, and who has no outstanding unsatisfied financial obligations to the Club at the time of reapplying for membership, shall be entitled, upon rejoining, to a reduction of the initiation fee by such amount as the Board shall from time to time prescribe, and shall, in all events, pay dues at the then current rates applicable to their age and status.

In the process of re-writing these two Bylaws sections, it was also necessary to revise the Dues/Fees Schedule so that it conforms to the Bylaws. George Burke presented a revision to the "Dinghy and Small Boat Parking Rules" section of the Club Rules and asked the Board to endorse an exception to the 10-day rule for boats in that lot to allow the club's Race Teams to leave their boats on club grounds for the duration of the junior race team training session (8 weeks) at the discretion of the Junior Division Commander. It is felt that the high fee paid by Race Team members

should include a place to store their boats for this period of time at no additional expense. The Board approved this exception and it will be written into the Club Rules.

There being no additional business, the meeting was adjourned at 7:40 p.m.

FBYC Board Highlights January 2013

Meeting called to order at 6:00 p.m. by Commodore George Burke.

REAR COMMODORE – MATTHEW J. BRAUN

DOCKS – The blown out section of the Jackson Creek bulkhead is the only part that needs to be replaced. The club will hold off on any repairs this year to the Fishing Bay bulkhead. A row of sand bags will be placed at the end of the ramp and the blade on the tractor can be used to push the sand around.

GROUNDS – Construction has begun to relocate the recycle container from the parking lot to a new slab adjacent to our waste container. A new concrete pad will be poured as well as adding a privacy fence. The area will be able to accommodate one additional container, which is necessary during larger events. Matt Braun and Ken Odell are working on a plan to replace the Jackson Creek lockers as economically as possible.

WINTER PROGRAMS – The Bermuda High Party will be held on February 16 at Carl and Diane Simon's home.

MARKETING – Jay Buhl had David Hinckle prepare a draft of a club business card to be used to promote events such as crew training. Jay has also been asked to develop "branding" for the club's 75th anniversary that takes place in 2014.

HISTORIAN – The 75th Anniversary Committee would like to develop a booklet for the anniversary celebration that will take place on Opening Day in 2014. Jere Dennison expects to have some recommendations by April.

VICE COMMODORE – JOHN B. WAKE JR.

OFFSHORE DIVISION – The U.S. Sailing High Point Percentage System is going to be used this year for scoring races, requiring some changes in the SI's.

ONE DESIGN DIVISION – Fleet Captains for the One Design fleets have been identified. Spring and Fall Series races will use the U.S. Sailing High Point Percentage System.

CRUISING DIVISION – The Safety-at-Sea program will be held on March 9. The Cruising events slate for 2013 includes a total of 88 days on the water. George Sadler will arrange a date in late April for the Coast Guard Auxiliary to come to the club to inspect some boats and he will try to determine if there is a time when the regular Coast Guard can present a program on rescues at sea.

JUNIOR DIVISION – The web site has been updated with Junior Division program information. **Jonathan Martinetti** of Ecuador has been hired as Opti Race Team Coach and **Gabriel Moran** is returning as Laser Race Team Coach. Will Bomar and Ben Buhl will return as ODT Coaches.

CBYRA DELEGATE – **Tom Roberts** has finished summarizing the 2012 PHRF high point scores for Region 4 North and South. Adults and juniors, need to have their CBYRA memberships ready by April to compete for high point.

NEW BUSINESS – **George Burke** moved that we issue an invitation to the Wilton Creek Cruising Club to have FBYC serve as the mooring facility only for visiting yachts during their One Design Leukemia Cup Regatta. Upon Motion duly made and seconded, the motion passed.

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

DECEMBER 2012 MEMBERSHIP REPORT

FINAL APPROVAL

Mr. & Mrs. Michael R. McAllister

ASSOCIATE JUNIOR RENEWAL:

Mr. Archer H. Ruffin III

MEMBERSHIP REINSTATED:

Dr. & Mrs. Charles L. McDowell

JANUARY 2013 MEMBERSHIP REPORT

APPLIED FOR MEMBERSHIP:

Mr. & Mrs. Douglas M. Amthor
Mr. & Mrs. Robert B. Bragg IV
Mr. & Mrs. Frazer M. Orgain

Membership News You Can Use Doug Anderson, Secretary/Membership Chair

Groundhog Day, February 2, was observed by sailors on the Bay as the holiday that marked the beginning of the beginning of the new sailing season. Following a big meal of sausage casserole (aka ground hog) many FBYC sailors got online to register a child or grandchild for our Junior Program, knowing full well registration for Opti Kids and Junior Week could close out before the next tide came in. That done, attention turned to boat prep and bottom painting, with launch day six weeks away, regardless of who saw whose shadow.

February 2 also saw another of our Winter Programs. Later this month we'll party hardy at the Bermuda High party with our Sock Burning ritual. In March the Cruising Division hosts another of their maxed out seminars. March is all work and not much play, but by Opening Day in April we're back. Groundhog Day is just the best holiday of the year for a sailor. It marks a new beginning, all about hope, boats, and expectations for sailing, racing, and seeing each other at the Club again.

We genuinely want others to join us. We love what we do. We want to include everyone who needs this sport as a life style. We want our spouse, children, grandchildren, other family members, friends, neighbors, co-workers to share our passion. We especially want to connect with young adults to help them find a life time of self-actualization through sailing.

Those who hear the call of the sea don't need permission to become sailors; they are self-commissioned. They'll find some way, a crew slot or a boat, and then they're out there. What they may not find as easily is a community of kindred spirits who share their passion. They need FBYC as that harbor. Long John Silver's astute observation about "them that finds can hide and them that hides can find" might apply here. We've found FBYC and the abundance this Club offers. This is such an exciting place and time of year for us, rich with possibilities, laden with opportunities to share the experiences we find so meaningful and fulfilling. FBYC is both approachable and affordable. They who go down to the sea in ships are a distinctive group of people. Let's find each other and share our passion.

Go sailing, invite a friend or two, or more, and fly your FBYC burgee proudly.

Prospective Members are encouraged to see membership info on the Club website (fbyc.net). In the line under the Logo, see "Club," and in the drop-down menu, "Membership." FBYC welcomes applications for membership.

Juniors Rock!

Opti Development Team

Due to overwhelming demand and a highly successful season last year, the club is expanding the Opti Development Team to as many as 20 sailors, and is opening it to any junior who wishes to learn the fundamentals of sailboat racing. The only requirements for ODT are that a sailor must have completed at least one session of Beginning Opti during Junior Week, is ready to sail in an Opti alone, and is between the ages of 7 and 15. We will teach the rest! The club wants to reach out to any junior sailor who might be interested in racing and spending time on the water having fun.

The Opti Development team will practice Thursdays through Sundays at the club throughout the summer, except when racing in local regattas. Most regattas are nearby in the Southern Bay, including junior regattas at Ware River Yacht Club, Rappahannock River Yacht Club, Hampton Yacht Club, and of course, our own two summer regattas. We have college-level coaches lined up and will subdivide the team based on age and experience. The team will still offer advanced racing lessons and support to more experienced racers. In addition to practice, the coaches will support the sailors at the regattas, keeping a watchful eye, towing as needed, and giving that all-important encouragement to young sailors. None of the practices and regattas is mandatory, so you are free to attend as many sessions as fit your schedule, and enjoy other summer activities.

Separate from ODT, the Opti Race Team and the Laser Race Team will continue to serve our more experienced juniors, who are committed to practicing and racing full time all summer. Sailors typically spend two or more years on the Opti Development Team before moving to the Opti or Laser Race Team, or they can choose to stay on ODT.

The goal of the Opti Development Team is to foster a love of sailing in a fun, safe, and rewarding environment. According to second year sailor Logan Hayes (8): "ODT is tons of fun, and I can't wait to sail this summer. This year will be even better because my best friend is joining the team!"

Contact David Lennarz at fbycjrailing@gmail.com or on line at www.fbyc.net for additional information and to register.

Fun Sails

The name says it all: FUN! That's all you really need to know. Expect an afternoon of playing on (and in) the water in the Club's Optis, including watermelon races, backward races, Opti-football, squirt-gun battles, a harbor cruise, plenty of swimming and pizza at the pool! This event will be led by Junior Sailing Guru, Paul Alamy, and is intended to be the next step for children after Opti Kids OR Junior Week who want to sail and have fun, but are not

interested in competition or are not yet ready to race. The kids can sail solo or team up two to a boat for more fun. So far we have scheduled two afternoons, July 6th and August 3rd. We hope demand is so great that we have to add dates!

Contact Mark Hayes at mhayeslaw@triad.rr.com or on line at www.fbyc.net for additional information and to register. (Registration is mandatory so we can plan for the number of squirt-guns and safety boats and how much pizza to buy!)

For a complete description and registration information for all Junior Events, visit www.fbyc.net.



Junior sailing registration

Registration for all events now open. Member preference ends March 1. All registration ends May 15 or when full, whichever occurs first. For information on all Junior Events and to register, visit www.fbyc.net.

All registrations must be completed on line.

RACING

January 29, 2013 - Fishing Bay Yacht Club J-70s make debut at Quantum Key West Race Week 2013

38 J/70s were on the starting line at Quantum Key West Race Week 2013, making this relatively new fleet the largest one at the 26th annual regatta. Top-notch sailors, including big sailing names like Tim Healy, Kerry Klingler, Jeff Johnstone, and Dave Ullman, gathered for this midwinter classic along with 120 other sailors in the J/70 fleet. Representing FBYC were Blake and Lud Kimbrough, Noel Clinard, Clark Dennison, and Matt Braun.

The J/70 is a 22-foot sport boat with all carbon-fiber rigging and an asymmetrical spinnaker that gets the boat planning downwind in about 14 knots. J/Boats worked hard at getting this design right, inviting sailors of world-class caliber test drive prototypes and offer input for improvements. Well-renowned skippers who have captured major championships in other one-design classes have jumped into the J/70, including Klingler (J/80), Healy (J/24) and Ullman (Melges 24).

Clark Dennison remarked, "This boat is surprisingly quick and responsive; it really jumps up and goes."

It seems the J/70 has taken the sailing world by storm with J/Boats having already sold 350 of the small one-design racers. Dave Ullman, who called tactics for Ohio resident Joseph Colling in Key West, could not think of another class that has grown so quickly. "I've never seen anything like this, especially in what was considered a down market. J/Boats found the right niche and the right time," said Ullman, who did not hesitate when asked why the design has been so successful. "Price point, quality of construction, timing. They just hit it all. Apparently, they've had this on the boards for a while and picked the right time to go."*

"Key West has always been a tremendous showcase for any new design and we are looking forward to really launching the J/70 to a wider audience with great competition at one of the world's most renowned regattas," Jeff Johnstone of J/Boats said. "We debuted the J/24 in Key West back in January, 1978 so this is like going back to where it all started for our company."*

Over at Truman Annex on day one, a bunch of J/70 sport boats were being put into the water via trailer or crane.

Interestingly enough after 2 days of racing, an upstart team of recent college graduates was leading the fleet after two days and five races.

Brothers Cole and James Allsopp grew up sailing together before heading off to College of Charleston and the Naval Academy, respectively. Cole was driving while James was handling the bow aboard *Moxie*, which closed with a fourth and third on Tuesday to overtake Ullman, the Day 1 leader.*

Wednesday was a critical day at this regatta. This year,

Wednesday brought what were the strongest winds of the five-day regatta, challenging crews to really ramp up their performance. There were some sail and gear failures in the heavy air, which held steady between 18 and 22 knots.*

By the end of Thursday, with four days of racing complete, it was not difficult to identify the stars of Quantum Key West 2013 including Blake and Lud Kimbrough of FBYC who fought their way to a slight lead in the Corinthian fleet and 9th overall.

Even the most veteran sailors have been amazed by the fact that every day of the regatta brought spectacular conditions with warm temperatures and solid breezes. Wednesday had 18-22 knot winds and Thursday's breeze held steady between 14-18 knots.

"It was a great week of sailing. The wind was fantastic and the race committee did a superb job of giving us some quality racing. We are looking forward to keeping the momentum at FBYC," remarked Noel Clinard.

It was a memorable event with FBYC's Blake and Lud Kimbrough's (*Nostalgia*) impressive finish of 9th overall and 2nd in the Corinthian fleet. Noel Clinard, Clark Dennison and Matt Braun (*Loonaticto*) finished 29th overall and 8th in the Corinthian fleet.

* quotes from KWRW official press release 1-20-13 through 1-25-13



COLLEGE SAILING / CLUB HISTORY

College Sailing

Junior member Ellen Hubbard has been elected co-captain of the University of Virginia Sailing Team this year. After its fall season, the UVa team ranks 8th out of 53 teams in the Middle Atlantic Intercollegiate Sailing Association (MAISA), which is one of the the top ICSA sailing conferences in the country and includes powerhouse sailing schools like the U.S. Naval Academy, St. Mary's, Georgetown and ODU.

More impressive than that, the UVa team has achieved its rank despite its status as a "club" team that receives no school funding. Without access to varsity athletic facilities, money for a coach, food, travel, or practice facilities enjoyed by other teams in the conference, the UVa team has earned its place in the thick of the varsity pack in contention for a national championship title this spring.

Last spring UVa sailors finished a heartbreaking 9th at the MAISA National Championship Qualifiers, missing the qualifying 8th place by only three points after 16 races.

"We are a club team that does everything ourselves," said Hubbard. "We have a group of officers that runs every aspect of the club, from buying boats to maintaining them, scheduling, booking hotels, driving ourselves with our own vehicles, coaching ourselves when our volunteer coach can't be there, funding ourselves and looking for sources of funding, managing team members, and much more. We do all of this as we do not have the perks that varsity teams, and many club teams we compete against, have."

The team asks that if there are any UVa alums (or other FBYC members!) who would be willing to help support the team and promote sailing, donations would be most welcome. Tax deductible donations can be made at the website virginiasailing.com or by sending checks to Sailing Association at UVa, PO Box 400715 SAC 276, Charlottesville, VA 22904-4715.



FBYC Historic Epic Voyage Series....

Preface: In the October Log, your historian spotlighted member Bob Kates's recent painting entitled "FBYC Epic Voyages" that will hang in the clubhouse to honor intrepid sailing odysseys by club members such as depicted in the painting, the 2012 double transatlantic passage of Wes Jones in his aptly named Fast 40 Valiant. I listed other possible candidates for this commemoration and invited submissions. Based on information kindly received from one of these candidates, I am pleased to present the following epic story from some 27 years ago.

The Voyage of Blow Up By Jere Dennison

Way back in 1984, before transatlantic voyages became relative commonplace, three FBYC members decided that the monetary exchange rate between U.S. and European currencies favored the purchase of well-found yacht overseas with a subsequent crossing of the 'pond' to its future homeport at FBYC. All three with offshore experience were up to the challenge of a transatlantic, although none had ever done a crossing.

Bill Gieg, Charles McDowell, and Bill Strickland found a bluewater-equipped boat in France that met their requirements. According to Bill Strickland, "The boat was located in the South of France and owned by a French doctor. His wife did not sail, but his girl friend did. The wife insisted he sell the boat." Given the personal predicament of the owner, one can only imagine that the terms of purchase were, let's say, expedient.

During the early summer of 1984, the Swan 44 *Blow Up* meandered through various quaint and scenic Mediterranean ports crewed in shifts by FBYC members and friends. (The boat's name referred to, not a marriage rift as would be suggested by its history, but rather the owner's admiration of a 1966 Cannes award-winning film by that title.)

In June, *Blow Up* sailed from Gibraltar to the Canary Islands with the intention of proceeding to the West Indies. However, after various delays and a week in Gibraltar due to foul weather yielding 90 mph winds, it became evident that a crossing could not avoid the potential unpleasantness of the hurricane season. Discretion demanded that *Blow Up* be stored in Gran Canaria for the remainder of the year.

The delivery crew returned to the Canary Islands the next year in June of 1985 to complete their transatlantic crossing, an uncustomary time for spanning the Atlantic so proximate to the upcoming hurricane season. But there were other factors at work as well: Charlie McDowell, Bill Gieg, and Bill Strickland all had sons with sailing experience who wanted to participate but could not do so during the school year.

CLUB HISTORY



electronics when we left the Canaries and didn't turn them back on until the DR/sextant sights put us within several miles of Antigua."

Interestingly, the Jamestown replica *Godspeed* left the Canaries about the same time but was only half way across the pond when *Blow Up* arrived in Antigua. *Blow Up* chatted daily with the *Godspeed* on single side-band radios and occasionally communicated to shore through a ham operator with a huge antenna farm in Powhatan County.

The awesome picture of *Blow Up* under sail above was taken after the boat's arrival in Antigua. Charlie McDowell reminisced "that I made the photograph from the rubber dinghy in big waves off English Harbor, Antigua while Gieg and Strickland plus wives and 'local' crew sailed for her portrait. Thank goodness the dinghy had a sea anchor or I would have been blown to Honduras."

The other picture nearby of the eager crew posing in the cockpit prior to their departure shows (L to R) Alan McDowell (age 19), Charlie McDowell, David Gieg (age 12), Jay Strickland (age 16), Bill Strickland, and Bill Gieg.

Blow Up remained in the Caribbean for the balance of that year, returning to FBYC in the spring of 1986. With its heavy-weather rig, it competed in a number of FBYC racing events that year in the normal Chesapeake light air, while she was accustomed to sailing in 35+ knots. For her performance on the racecourse, *Blow Up* earned its three owners the coveted Piankatank Trophy in 1986.

Two years later, *Blow Up* was sold to a Californian who trucked it to a new home port in San Diego.

A fascinating DVD documenting the 1984 - 1985 Mediterranean voyages and subsequent transatlantic crossing of the *Blow Up* was provided to the Club and will be available in the library for viewing.

While there was a moderate risk of encountering tropical storm conditions without the benefit of all the weather routing services and electronic communications that proliferate today, Bill Strickland relates, "Coincidentally, I had done legal work for a Dr. Simpson, whose name is well known in the 'Saffir-Simpson' hurricane scale. He was a sailor and became our volunteer weather advisor."

It was a noneventful crossing on a downwind sleigh ride to the West Indies propelled by the ceaseless trades. *Blow Up* cavorted under a main and spinnaker for the first eight days and then only a poled out #4 genoa thereafter as the increasing velocity of the wind called for a reduction in canvas. Thanks to Bill Gieg's precise sextant readings and a set of H.O. 229 sight reduction tables, our FBYC adventurers landed at English Harbor, Antigua 20 days after casting off from the Canaries at an average speed of 6.5 knots. A tropical wave did form a distance back in their wake but caused them no trouble except for some slightly elevated levels of anxiety.

Bill Gieg recalls that "since Bill and Charlie were interested in learning celestial navigation, we turned off all navigation



ADDITIONAL NOTICES

LEARN TO CREW AND RACE SAILBOATS



Members and Non-Members!
The Annual **Crew Training Course** is approaching.

Are you a member who has wanted to get involved in the racing scene? Do you have a friend who wants to get involved?

This course is instructed by knowledgeable club members with racing experience. Crew members throughout the season are always needed and welcome! Come join in the fun!

WHERE Classroom sessions in Richmond-
March 12, 19, & 26 (6:30-9pm)
On-the-water sessions (optional) in
Deltaville on March 23 & April 6

COST \$80

TO REGISTER For details and registration, visit
www.fbyc.net/Sailing/Crewtraining
or contact Caroline at cgarrett17@gmail.com



**Opening Day
and
Blessing of the
Fleet 2013
Saturday,
April 13th**

Racers, Cruisers, and Juniors, everyone is invited and encouraged to bless the fleet and enjoy this incredible event. Make Plans to attend!

Blessing of the Fleet 5:00 pm
Buffet Dinner 6:00 pm-8:00 pm
Music and Dancing 7:00 pm-10:00 pm

Stay tuned for more details on the website and by email!

COST

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

**Reservations required by
April 10th, 2013**

EASY RESERVATIONS:
Register and pay online at
<http://www.fbyc.net> or,
Mail checks and reservations to:

Caroline Garrett
3327 West Franklin Street
Richmond VA 23221

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FBYC TRADEWINDS

FOR SALE: Opti #18207: McLaughlin Advance Racer hull certified March 2010. Includes black/gold spars, epoxy blades, Windesign sail, dolly with opti-flex wheels, blade bag, deluxe rig bag and a top cover. The boat was used about 20 days and always stored in a garage. \$3,100. Contact **Chris Rouzie** at chris.rouzie@thalhimer.com or 757-869-2309.

FOR SALE: OPTI # 17424 – 2012 Corum Cup Winner, 13th 2012 New England Championships, 3rd 2012 Girls National Championships, 1st 2012 Team Racing Championships, 3rd 2012 Southeast Regionals, etc. 2008 Blue Magic hull, OPTI Gold spars, N1 foils, 3 sails, spar bag, blade bag, dolly, and well-used top and bottom covers. \$3000.00. Available March 2013. Contact **Ted Steadman** 434-591-0290.

FOR SALE: Mobjack #493. Multiple National Championship winning and runner-up boat. Set up for racing with all control lines lead back to skipper's position. Boat has been stored for past 10 plus years. Two sets of sails, one set of lightly used Quantum Sails and an older set of practice/day-sailing sails. Reasonable offers will be considered. 804-387-7607 or robert.whittemore@yahoo.com.

FOR SALE: 2011 Dieball Sails Flying Scot main and jib. These sails were used in only one event (5 races), 2011 ACC's, which was a light air event with winds never over ten knots. These sails new (including royalties) would be \$1,560. **Len Guenther** and **John Wake** are using the same sails. Asking \$1,200 for both the main and jib. **Rob Whittemore** 804-387-7607.

FOR SALE: 1985 Hobie 18' and trailer. Average condition. Asking \$1,200 or BO. Contact **Jim Morrison**, 804-739-6062.

FOR SALE: 1990 14' Hobie Cat Turbo with trailer new jib, all lines and rigging. Good condition. Asking \$1500. Call **Thomas Braun**, 724-766-0643 or email twb3@pitt.edu.

FOR SALE: 1982 Columbia 8.3 Free Enterprise owner seeks a member to buy 1/2 share in partnership in the boat. 27 ft. sloop on the W. Pier. Roomiest 27 ft. boat around cruise air. Asking \$5,000. Call **Eliot Norman**, 804-721-7851.

FOR SALE: WALKER BAY DINGY, 8 Feet, new wooden oars, excellent condition. \$450 obo (\$850 new). Contact **David Lennarz**, 1-757-876-0992 or fbycjrailing@gmail.com.

FOR RENT: Stove Point cottage on Fishing Bay with shared small boat dock. 3 BR, 2 baths, attached bunk house with bath and outside shower can accommodate another 6. \$1,500 per week, including utilities, plus \$85 cleaning fee. Contact **Tad Thompson**, 804-240-4993 (cell) or 804-784-3493 (home).

FOR RENT: Beach Front Condominium with 2 BR and 2 full baths at Windmill Point. This condominium is fully equipped and sleeps 6 and has incredible views of the Chesapeake Bay. Will rent for \$900 per week or will make a week long trade for a 30 foot plus sailboat that sleeps 5. Call **Michael Calkins** at (804) 355-1550

FOR RENT: Spacious Stove Point cottage on Fishing Bay. 4 BR, 3 full baths, plus detached guest house with bedroom and full bath. Pool and new dock, magnificent sunsets! Available most of July, all of August and September. \$1500/week plus \$100 cleaning fee; price reduction for rentals of 1 month or more. Contact **Nancy Potts**: 860-767-2991 (home), 860-395-6451 (cell), or email nanpotts@comcast.net.

WANTED: The Deltaville Maritime Museum is seeking boat and car donations. All proceeds benefit museum and park programs and future development.



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