



The Log



www.fbyc.net

FROM THE QUARTERDECK

APRIL 2013



WHY A YACHT CLUB?

This may be a question that many of you ask when those annual dues statements come rolling into your households. Those who do usually find the answer privately. Rarely is the existential question a topic of public discussion, and when it is the answers tend to apply to the group and not individuals. To this point we could say that commercial ventures alone cannot provide the sorts of programs that sailing requires to sustain its future.

For sailing to flourish, so also must yacht clubs. But where is the individual in all this? No metrics exist that can be applied to a sailor's happiness, satisfaction, or affection for a yacht club.

Happily, almost all of you gave the right answer when your dues statements came this year. We have the smallest number of resignations in decades, and if the present rate of new membership applications continues, 2013 will be a banner year of growth. Economists follow leading economic indicators. Perhaps sailing association membership should be one.

For the moment, our members, as individuals, have affirmed the concept of a yacht club. The individual is satisfied; what about the group? To begin, let's examine some of this spring's sailing initiatives: On March 12th, our annual crew training program welcomed 40 self-declared novices into the classroom phase of a comprehensive course that starts at the chalkboard and finishes weeks later on the foredeck. It's a popular course because it's affordable and has a reputation for authenticity. It is more than just a commercial sailing school. It includes friendship and honest advice. The exceptional size of this year's class is a good omen for the future since many of our regular racing crew and even some of our adult club members have come from the ranks of this group in the past. We've held this course for many years using volunteer instructors whose only rewards have been the satisfaction of seeing the transition they helped to provide. What else but a yacht club would accomplish this?

Much is said about the merits of our Junior Sailing Program, often in the context of how our juniors perform in regattas. Yes, performance is a useful yardstick for a teaching program's effectiveness. But missing from that are the intangibles that cannot be gleaned from a month at a commercial sailing camp, intangibles that give the program its unique meaningfulness: children, parents, and grandparents together in a rite of passage conducted safely with the reassurances of mutual support, with the examples of sailing as a family sport, and of competition as a family endeavor, the key word always being "family". Where else but at a yacht club could this be done?

And then there are the men and women of Winter, the "windward-leeward gang" who trade in their corporate garb for technical shirts and hiking boots, leave their native states, and drive or fly off to the semi-tropical

fantasy world of winter circuit sailboat racing, all to keep their faith with the sport that most have loved since childhood. Almost all of them are anchored to a yacht club somewhere, and almost all seek the destination of a yacht club venue to honor the sport and complete their ritual of competition. To our February list, I should add Len Guenther's top-quarter-of-the-fleet finishes at the Laser Masters Circuit in Clearwater, John Wake and Rob Whittemore's repeat performances on *Patriot* in the Flying Scot District Series at Lake Eustis, Tracy Schwarzschild's participation at the Flying Scot Midwinters in Sarasota, and Noel Clinard's presence on *Loonatictu* at the Saint Petersburg NOOD.

So why do I, as a cruising sailor, keep paying my FBYC dues? In my view, yacht clubs bear unique offerings to both the novice and experienced cruiser. Yacht club cruisers are not only knowledgeable in a way that few casual sailors are, but readily share that knowledge and offer a style of friendship that's hard to find at the village marinas of our cruising grounds. When I moved from a commercial marina to the FBYC docks, more than 20 years ago, I learned that difference immediately. Yacht club cruising, like racing, is a way to advance one's knowledge about sailing to another level, and yacht club friendships become lasting and indelible. But most of all, I keep paying my dues because I like to swap lies and drink beer with sailors. Where else but at a yacht club could such great waterfront parties exist?

And speaking of parties, Opening Day is only a few days away. Opening Day is for ALL of us, not just the competitors; it's a time to catch up with friends you've missed over the winter and cement plans together for the coming season. It's a time for ceremonies that tie us to our past and honor the traditions of our fleets. Showing up will give you good Karma for the year. And this year, for members, it's FREE. What could be better Karma than that?

Around this time of year it is the Commodore's prerogative to announce the criteria for the Fishing Bay Challenge Bowl Trophy. This perpetual trophy is presented at the annual awards banquet in November, but, unlike our other trophies, the criteria for receiving the Challenge Bowl are not permanent and not established until the beginning of each sailing season. This year's Fishing Bay Challenge Bowl will go to the FBYC skipper who receives the best overall score for the season in races scored by the Portsmouth Handicap Method. If the term "Portsmouth Scoring" leaves you puzzled, you probably aren't alone. It is a method used to handicap small racing sailboats that are not racing in one design fleets. We have resurrected this scoring method to serve the purposes of our latest fleet of enthusiastic Newbies, the "Classic Fleet." These Newbies give great pause to that term since there are, within their ranks, some of the finest and most accomplished racing and cruising skippers at FBYC. Even the boats defy the prefix "new" since most are antiques, wooden, or retro in design. How is it that such a handsome and whimsical fleet of variegate old craft and old salts could come together and seriously compete? You know the answer..... Only at a yacht club.

May your days upon the water be always new.

George Burke

FBYC BOARD HIGHLIGHTS – March 2012

Meeting called to order at 6:00 p.m. by Commodore George Burke. George reported that 40 people attended the first Crew Training session.

REAR COMMODORE – MATTHEW J. BRAUN

SECRETARY – As of March 14, there were 7 members who had not yet paid dues/fees. The final notice invoices will be mailed on March 23 to all members who have not paid by that date.

HOUSE – Joe Roos and Dixon are working through the punch list of maintenance jobs. The club will purchase mats to replace those that are now rented from a rug cleaning outfit and not renew that cleaning contract. Repairs to the porch flooring have not been completed. Dixon will replace some of the screening in the clubhouse.

DOCKS – There are two open slips available for lease. Repairs will be made to the OptiKids ramp as well as the Fishing Bay ramp and more riprap will be added near the Ralston property.

SOCIAL – Caroline Garrett is planning a more upscale event for Opening Day with butlered service and food stations in lieu of a buffet line dinner. The caterer and band have been booked for Opening Day and Rosegill. Caroline is also working on the Long Range Planning Subcommittee’s Young Adult Initiative. There will be a happy hour for all under-40 members of the club on March 20 at Curbside in the Fan.

GROUNDS – Spring Clean-Up Day is March 23. Dixon, Ken Odell and Joe Roos will meet with a representative from a pool company on the 22nd to discuss the problems in the club’s pool. The new dumpster platforms and fencing have been completed.

MEMBER-AT-LARGE – Alex Alvis advised that the money set aside in the budget for his Commodore’s Party will be used instead to pay for the food on Opening Day. There will be a Race Management training class on May 4.

LONG RANGE PLANNING – The proposed deadline for the Long Range Planning Report has been moved to mid-April.

WEB MASTER – Strother Scott presented a “Web Site Show and Tell” using his laptop and a projector during which he showed the technology differences in the Zope web site, the new Django web site and the Member Database under the Django site. The Django web site will be much easier to use and edit. He explained how the database will work once we “go live” with it. The new system is 90% ready to go but there is no specific timetable for switching to the new database system.

VICE COMMODORE – JOHN B. WAKE JR.

FLEET CAPTAIN – Ted Bennett has now received Coast Guard approval for the offshore and one design events.

OFFSHORE DIVISION – Paul Wash sent an email to the offshore group about the 2013 offshore racing events. The 2012 PHRF Certificates will not expire until May 1 this year because the renewal process has been impacted by the retirement of the PHRF Executive Secretary. He and Greg Watt plan to meet before Opening Day to work on the JAVA scoring.

CRUISING DIVISION – There were 40 people at the Safety-at-Sea course presented by the Coast Guard Auxiliary and a Coast Guard Petty Officer. In appreciation, the Cruising Division will send a \$100 gift to the Auxiliary. The first cruising event of 2013 will be a cocktail party on April 6. Wes Jones has been invited to tell about his east and west Atlantic crossings last summer.

JUNIOR DIVISION – The member preference period for OptiKids and Junior Week registration ended March 1 and registrations may be ahead of last year. The Opti Race Team is closed with 12 members registered. The Laser Race Team is near capacity with 7 registered and 3 pending. The Opti Development Team has 13 registered and room for more. David Lennarz requested that the club purchase a new RIB for Junior and inter-divisional use. George Burke discussed the financial aspects and explained that the funds would come from money budgeted for but not spent on the web site and bulkhead repair. David’s reasons for purchasing another boat at this time include safety, program growth, advance planning, and timing. The type and size of the boat was then discussed, with the Board agreeing that a 17 ft. RIB with hypalon tubes would be the best choice for use in the Junior program and for inter-divisional use. Upon motion duly made and seconded, the Board approved the purchase of a new RIB, motor, and trailer.

NEW BUSINESS – Because it had been determined that the fee for the use of the dry sail hoist would be eliminated, George Burke moved that the Club Rules be revised in the Dry Sailing and Lift Facility section to delete the wording “who have paid the fees set by the Club for use of the facility” in the second paragraph. The motion was seconded and passed. Members who have already paid the fee will be reimbursed. Members who are paying the fee by monthly bank draft will have their draft amounts reduced. Members wishing to use the hoist must first be trained and will then receive a hoist key for their use only.

George Burke announced that this year’s Fishing Bay Challenge Bowl will be awarded to the FBYC member/skipper who receives the best overall score for the season in races scored by the Portsmouth handicap method.

George Burke received Lud Kimbrough’s report about the recent Community Advisory Board meeting. The club was complimented on how smoothly events were run in 2012 and there were no complaints. Lud discussed the idea of having a Middlesex High

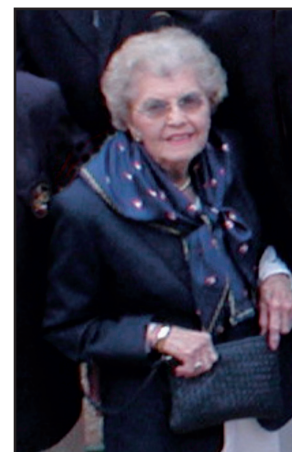
FBYC BOARD HIGHLIGHTS / MEMORIAM

School sailing team practice at FBYC at some point in the future. Lud also contacted Doug McPherson of the Stove Point Association to advise what the SPA’s share of the dumpster fee would be for 2013 and asked that a check be sent to the executive secretary.

George Burke advised that because one of the J-105’s in the club has been sold (and another on the market), the J-105 fleet enrollment numbers dropped below the required six and the fleet has lost its Active One Design Fleet status.

There being no additional business, the meeting was adjourned at 7:45 p.m.

**IN MEMORIAM
BETTE W. POTTS
10/21/1921 – 2/21/2013**



Bette W. Potts of Richmond passed away on February 21, 2013. She was the widow of Allen R. Potts who predeceased her in death in 1998. They were married soon after Allen returned from the Pacific following WWII. They lived at Camp Lejeune while Allen was deployed to Korea in the US Marines. After leaving the military, they moved to Hopewell, VA where Bette helped her father run his dairy business and Allen started his career in the sand and gravel business. They moved to Richmond in 1960. Bette graduated from Hopewell High School and Longwood College, where she was a member of Sigma Sigma Sigma Sorority. She was a member of St. Stephen’s Episcopal Church, the Council of the Virginia Museum, The Woman’s Club of Richmond and the Country Club of Virginia. She is survived by her three children, Allen Rives Potts Jr. and wife Nancy, Jane Gordon Potts, and William Cabell Rives Potts; and four grandchildren, Landon Cabell Potts, Allen R. Potts III, Thomas Walker Potts, and William Rives Sutherland.

**FEBRUARY 2013
MEMBERSHIP REPORT**

FINAL APPROVAL

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

APPLIED FOR MEMBERSHIP:

**Mr. George W. Pongonis III
Ms. Constance E. Godsey**

MARCH 2013 MEMBERSHIP REPORT

FINAL APPROVAL

**Mr. George W. Pongonis III
Ms. Constance E. Godsey**

DEATH

Mrs. Bette W. Potts (Life Member)

Bette and Allen joined Fishing Bay Yacht Club in 1965 and were elected to Life Membership in 1987. Allen served as Commodore in 1971. At the end of Allen’s Commodore year, he presented the Potts Southern Bay Challenge Cup for inter-club match race competition. There were a number of changes in the designated recipient over the years. It is now awarded to the team of boats that has the lowest total points during the Stingray Point Regatta. This past year, Fishing Bay Yacht Club’s team brought the Cup home after it had resided at Hampton Yacht Club for the previous three years.

Bette and Allen raced and cruised together with their three children and friends on their 32’ S&S sloop Tangaroa for over 20 years. They particularly enjoyed the overnight cruise/ races to places like Carter’s Creek, Tangier Island, Onancock, Sarah’s Creek and Hampton. Each winter they would charter a sailboat in the Caribbean and cruise with friends. For the past 15 years or so, Bette has spent a good bit of her summers with Rives and Nancy at their cottage on Stove Point and entertaining many of their friends on sunset cruises on their Chesapeake deadrise, the *Nancy Jane*.

A memorial service was held at St. Stephen’s Episcopal Church on February 25, with a private interment at Grace Episcopal Church in Keswick, VA. In lieu of flowers, memorial contributions may be made to St. Stephen’s Episcopal Church, 6000 Grove Avenue, Richmond, VA 23226.

REQUIESCAT IN PACE

MEMBERSHIP NEWS YOU CAN USE*Doug Anderson, Secretary/Membership Chair*

Reese Palley made the following observation about why older sailors should keep sailing: "People die these days as much from boredom and irrelevance as from disease. . . . For a sailor, being through with the sea is like being through with life itself. Choose life and continue to choose the sea."

Don Weiner, at age 71, described his feelings this way: "Very soon my boat's singing, I'm in a sea cathedral, my heart's soaring, and this old agnostic is perfectly capable of prayer. I feel an enormous sense of beauty, correctness, harmony, and profound awe for the great mother and all the stuff she bequeathed to sailors. . . . Amazingly, at times like these, feeling at the top of your game, you luckily get to take this homeostasis home. What a gift to the geriatric is this sense of clarity."

If you resonate with the above, regardless of your age, you understand why you have to have a sailboat. A snippet from the poem *Uncounted Years* speaks to us: "God looked down one day to see a curious ship on a glorious sea. . . . I'll not take away the years he spends at sea." FBYC is fortunate to have a strong contingent of venerable mariners, many are actively sailing, cruising or racing; George Anderson, Temple Bayliss, Sarah Carneal, Charlie Clough, Dick Cole, Russ Collins, Gordon Cutler, Jere Dennison, Waddy Garrett, Charlie Jones, Wes Jones, John Koedel, Whitey Lipscomb, Gordon Nelson, Wayland Rennie, Whitey Robertson, Bob Rock, Joe Schott, Bill Strickland, Willard Strickland, Phil Webb, Brooks Zerkel quickly come to mind. Add Charles McDowell, who at age 79, rejoined the Club after being away for several years, and Richard Rodgers who joined this past fall. All of them got the uncounted years that God grants to sailors.

Longevity has its virtues. This applies to a yacht club, too. The personality of a yacht club is expressed in its traditions. Opening Day, our 74th, and the Blessing of the Fleet Service, are two of those traditions. Opening Day serves as our birthday observance as a sailing club. This tradition is a celebration of us, all of us, past and present. Our elder sailors embody and personify both our past and our present. They lend us perspective and wisdom. They give us inspiration. Most of all, they give us confidence in ourselves as sailors, and in FBYC as our club.

Participate in Opening Day; it's our heritage. Sail in the Opening Day Race; it's a fun affair. Then gather for the Blessing of the Fleet Service and fellowship at the dinner. We truly have a lot to celebrate. BTW, we really need a Club song to sing at Opening Day. Who among us will compose it?

Join FBYC! 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.

IS OPTI RACING REALLY THAT SCARY?

The recent club survey results are in, showing us that making the jump into Opti racing can be intimidating, and yes, a little scary, for both kids and parents. This is no surprise to experienced Opti Moms and Dads, for they went through the same feelings when their children started racing, and some even remember the butterflies when they themselves began racing! In fact, *it is* intimidating and scary, much like the first time a child walks onto a soccer field, gym floor, or any number of life's activities. And it's supposed to be fun, right? How can a child have fun if he or she is scared? Fortunately, the Opti Class and FBYC understand these challenges, and once you show up for that first regatta, it does become fun!

For starters, Opti regattas are scored uniquely with the understanding that kids of different ages and experiences are racing together. In competition, the sailors are divided into four fleets, and compete within each fleet, even if the fleets sail together on the same course. The Red Fleet is for experienced sailors aged 13, 14, and 15; Blue Fleet is for experienced sailors aged 11 and 12; and White Fleet is for experienced sailors aged 10 and under. The first fleet for everyone is Green Fleet.



Green Fleet is often called the "non-competitive" fleet, and is intended for novice and beginning racers of all ages. Many participants are in their first summer of sailing, and all are still learning to sail to windward efficiently. Coaching is allowed on the course after the start. You can always tell the Green Fleet from shore because parents and coaches follow just behind the boats in everything from RIBS to kayaks and ski boats, helping their sailors in every way, including telling them when to tack,

who has right-of-way, reminding them to trim in their sails, and of course, simply to lend encouragement. Simple windward/leeward and triangle courses are sailed, and Green Fleet is usually given its own course. Most clubs set short courses so that races last on average 20 minutes, and Green Fleet is usually limited to less than 3 hours on the water per day, including a lunch break. Whistle starts are used in Green Fleet, meaning the sailors start on a whistle sequence made by the Race Committee and watches are not needed. Finishing orders are not recorded, or if recorded, are not used to determine winners. The Opti Class asks that only participation awards be given to all Green Fleet sailors, with no first place, etc., recognized. Fishing Bay Yacht Club, as well as all of the member clubs in the Chesapeake Bay Yacht Racing Association, follows these rules. Just starting a single race in a regatta qualifies a sailor for a participation award.

Violations of the racing rules are quickly handled on the water by the Race Committee and the coaches, and penalties consist of one or two circles. The overall goal and intent of the Green Fleet is that it is a fun learning experience. Many clubs offer Green Fleet Clinics during regattas in which an experienced coach first explains the relevant racing rules, the courses to be sailed, and the best strategy to get around the course on shore prior to racing; and concludes the day's racing with a "chalk-talk" back on shore. FBYC will have Green Fleet Clinics during the Commonwealth of Virginia Junior Championship Regatta and the Annual One Design.

Five years ago FBYC established the Opti Development Team, or ODT, to provide support and training for its new racers. This year ODT will once again have two college-level coaches who grew up sailing and racing Optis; they will in turn be closely supervised by the Race Team Director. As well as coaching at practices and during regattas, the ODT coaches will provide support for the club's sailors on the water, encouraging them and providing a safety net. One ODT coach will support the Green Fleet racers while the second coach supports the ODT sailors who have recently graduated to the Red, White and Blue Fleets. Our older, more experienced racers will sail on separate teams with their own coaches. The goal of ODT is that the sailors learn in a safe, fun and secure environment with others of similar skills.

We understand the worries and concerns of new racers and their parents. But as you can see, your sailor and you will have plenty of support along the way! All club juniors are encouraged to join the Opti Development Team and make that jump into racing. Like so many FBYC Junior sailors before them, it might turn out to be your child's life-long passion!

For further information about the Opti Development Team and all of our Junior Division Programs, please visit us online at www.fbyc.net or email **David Lennarz**, Junior Division Commander, at fbycjrailing@gmail.com.

Laser Masters Circuit, 2013

What is your vessel of choice when the wind is blowing 15-20 knots? If the answer is, "bar stool," then the Florida Laser Masters Circuit might not find its way to your bucket list. However, if planing down a wave with an occasional dip in the ocean sounds like fun, you may want to consider putting a Laser on the car roof and driving south in early February. The Laser Masters Circuit is a three-regatta series held at three different venues over 8 days.

The first event this year was the Masters Midwinters East, sailed in Charlotte Harbor, just north of Fort Myers. Charlotte Harbor is a very nice venue for a Laser regatta, with camping at the park. Day 1 saw one race completed with the second race being abandoned after the light air dropped off, a 180 degree wind shift occurred, and the drifting fleet got a little boisterous. Day 2 started with a hiking breeze for the first race of the day, but this dropped off to a non-hiking breeze for most of the day. The RC did a very nice job of squeezing in five good races. Day 3 was forecast to be light and variable and so it was. By 1100 the RC gave up, allowing the fleet to pack up the boats and head to the next venue.

Most of the approximately 60 competitors sail all three events of the circuit so they headed across the State to get ready for the Midweek Madness regatta sailed on Wednesday and Thursday out of the US Sailing Center in Jensen Beach near Stuart, FL. The USSC is a superb facility for hosting a Laser regatta and their regatta management was top notch. Plenty of amber liquid and grilled fare were enjoyed by the competitors. The RC ran four good races each day in an oscillating NE breeze that had the sailors using their hiking straps most of the upwind legs and needing to play a few waves and unpredictable puffs on the downwind runs.

Palm Beach Sailing Club was the final stop of the week and the location of the 31st annual Florida State Masters. Saturday brought 15 knots of NE wind with agreeable waves - ideal sailing conditions producing wide smiles all around. Three races were held with starts run under the black flag due to a current running upwind. The key seemed to be getting off the line in good shape without being OCS, and then play a few shifts mainly on the right hand side of the course. We were sailing close to the Gulf Stream which meant we saw plenty of flying fish and dolphin as we made our way around the course. Racing on Day 2 was abandoned due to a 20 knot easterly wind confronting the 3.5 knot ebb current resulting in breaking waves at the mouth of the channel.

Any Masters sailor looking for a break from the cold and snow should definitely consider competing in the Florida Masters Circuit. They will enjoy great sailing conditions, good-natured competition and enjoyable shore side activities. Now is the time to start planning for 2014.

RACING

Are you ready to start Laser sailing?

Our first events are right around the corner and here are a few things you should know about the 2013 Season.

Our first opportunity is a Laser clinic on May 4. Mike Toms will be taking anyone who wants to learn more about Laser Sailing through some of the basics of rigging the boat as well as tips and tricks on keeping the boat upright and making it go. Look for more information on the website.

Like last year there will be 4 days of racing for the Lasers which will all count as the Laser Series, basically one day in each season. At these events we usually try to do 4-6 20-30 minute races. These are fun windward-leeward races, and we'll have a mix of skills. Come ready to learn the boat and racing, or help show others depending on where you fall. We do have access to some boats to loan, so if you know how to sail and want to try a Laser contact Jon Deutsch or Mike Toms the week before the race and we'll make it happen.

- May 5 Laser Spring Regatta
- July 28 Laser Summer Regatta
- September 15 Laser Fall Regatta
- November 2 Frostbite Regatta

The fleet's marquee event for the 35 and over crowd is the Chesapeake Bay Laser Masters Championship. This event regularly draws 40+ of the best Laser masters sailors from up and down the Atlantic Coast and features some of the best regatta food you'll find anywhere. If you have a Laser and only sail it once a year, this is the event to do it at - the food is worth it alone. Due to the North American Masters at NYCC taking our regular weekend in October, we've moved this year's Chesapeake Masters to September 7-8.

One of the most fun events we host each year is the Laser Parents' race. This is run Wednesday night during Junior week and is open to any parents of junior sailors who want to give a Laser a try in some informal and fun evening racing. More on this in next month's Log.

Our other big event for Lasers is the Annual One Design Regatta on August 10-11. Expect a bit larger fleet of Lasers than our other race days and expect the juniors to come out in force in the Radial fleet.

And finally we've got our junior regatta - the Commonwealth of Virginia Junior Championship on June 22-23 at the end of Junior Week.

Hope to see you out on the water soon!

Jon Deutsch
Laser Fleet Captain

J70 Fleet Development at FBYC

By Noel Clinard

The development of the J70 fleet at FBYC has progressed through participation in winter "circuit" events, new boat orders, and recent deliveries. Officially designated as J Boats J 70 "Fleet 5," the fleet at FBYC is off to a great start and is striving to meet the requirements for One Design "fleet status" at the Club by the end of the 2013 season. Three boats have been delivered and at least two others are on order. Other interest is rumored as the new boat virus seems to be spreading rapidly, encouraged by the extraordinary launch of the J70 Class.

Nostalgia (#99), *Loonatictu* (#46) and *Cat's Pajamas* (#200) are on site at FBYC and have participated, or will participate, in the J70 Circuit at Key West Race Week in January (42 boats), St. Petersburg NOOD in February (20 boats), Charleston Race Week in April (52 boats), and Annapolis NOOD in May. Possible future plans include the Marblehead NOOD in July, the Fall Brawl and the first J70 North Americans in Annapolis this fall. By their travels and practice, the FBYC boats have had off-season "time in the boat" to prepare for the FBYC season. Three or four boats, possibly including Ron Thompson's from HYC, will be on the line on at the Club's Opening Day.

The current boats are experimenting with three and four crew configurations, male and female crews, and adult and junior crews (Guthrie Braun will crew on *Loonatictu* Opening Day and in Charleston.) There are tentative plans to provide demo sails for interested members at Opening Day, depending on timing and sailing conditions. *Nostalgia* and *Loonatictu* offered and sold a "Sailing on Steroids Afternoon on a Sportboat" at the local SPCA fundraiser this winter, which generated additional enthusiasm.

Anyone interested in learning more about J70s should contact Noel Clinard (Fleet 5 Captain), Lud Kimbrough, or Drake Johnstone.



RACING / CLUB HISTORY

FBYC Introduces the High-Point Percentage Scoring System

Did you know that both the offshore and one-design divisions at FBYC are adopting the use of the High-Point Percentage Scoring (HPPS) system for use in 2013 series races? Many club members felt that the use of low-point scoring across a series was no longer practical. We sought out a scoring approach with the following criteria:

1. Encourage fair scoring practices for all competitors
2. Increase and retain the highest possible number of entrants throughout a series
3. Reduce the impact that life's competing priorities sometimes have on the sport
4. Be easily supported and maintained

After several discussions, including validating the system against past results, we decided that the High-Point Percentage Scoring system met the criteria. The HPPS is endorsed by US Sailing specifically to score series races that occur over a period of time. Prior to drafting the 2013 GSI's, we discussed the implementation of HPPS with members of the US Sailing Racing Rules Committee to ensure we had a thorough understanding of the approach.

So let's get down to it. How does HPPS work? The answer is easier than you might think. The key is in the name - High Point - so instead of lowest combined score, the winner is the one with the highest percentage based score.

Scoring is based on number of competitors in a given race. Number of competitors (N) is defined as the number of competitors in the starting area for that particular race. DNC competitors are simply not part of the equation, eliminating the effects of DNC within a series.

As an example, take the hypothetical scenario of 2 races in a series with 10 competitors. Assume every boat competes and finishes. So the percentage is based on 20 points. Sail #1001 gets first place (N) in both races, sail #1002 gets second place (N-1) in both races, and coincidentally sail #1003 gets third (N-2) in both races. The scores are calculated as follows:

$$1001: (10 + 10) / 20 * 100 = 100$$

$$1002: (9 + 9) / 20 * 100 = 90$$

$$1003: (8 + 8) / 20 * 100 = 80$$

This simple example demonstrates how the scoring works without penalties. In this case, sail #1001 is the winner with 100, sail #1002 takes second with 90, sail #1003 takes third with 80 points.

There are a few safeguards in this system. First, for a competitor to be eligible for scoring in the series, he or she must compete in at least 51% of the races. Secondly, there are no throw outs allowed. Finally, the low point scoring system is still used for daily results.

That's the High-Point Percentage Scoring system in a nutshell. We are excited to introduce this at FBYC this year and excited to see the positive results. As always, if you have any questions about this, please don't hesitate to ask your respective Division Commanders. Offshore:

Paul Wash paul.wash@webnext.net
One-Design: Len Guenther sailen@earthlink.net.

**Major W. M. F. Bayliss:
A Most Uncommon Commodore**
By Jere Dennison & Temple Bayliss



Since our club's inception in 1939, all of our Commodores have enjoyed varied and distinctive backgrounds. However, none can boast the adventures of Major Bayliss who served as our Commodore in 1955; rather his life experiences would seem to be more closely aligned with those of Indiana Jones. Born in Britain in the waning years of the nineteenth century, he served his native country in two world wars. During WWI, the Major, as he became later known, transferred from the King's cavalry into the Royal Air Corps as one of those 'daring young men in their flying machines' and survived aerial combat in biplanes of wood and canvas. While his final wartime mission did not feature a dramatic dogfight with the notorious Red Baron, his damaged plane was forced to crash land into a German field gun behind enemy lines. Your Historian

CLUB HISTORY

was recently loaned a book published in 1983 entitled **Out in the Noonday Sun**, a compilation of memoirs written by the Major before his death. A forward written by his son and current FBYC member, Temple Bayliss, perfectly encapsulates the Major's fascinating biography and is reprinted below with his permission and with very minor edits. The nearby photograph depicts the Major dressed for presentation to the King after being promoted to Captain in the British Army.

Born in Wolverhampton, in the Midlands of England in 1896, William Murray Forbes Bayliss was sent to public school (Mill Meade followed by Shrewsbury) at the traditional age of eight. At Shrewsbury he took up racing rowing and won a prize for translating Tennyson's "The Lotus Eaters" into Greek pentameter. On graduating at age eighteen he entered the Royal Military College, Sandhurst, to prepare for a career in the British Army. The desperate need for junior officers at the front in World War I led to his being commissioned at nineteen as a second lieutenant with the Fifth Lancers. He was sent into the trenches in 1916 and fought at the first battle of Somme, Arras, the second battle of Ypres, and at Cambrai before accepting an offer of transfer into the fledgling Royal Air Corps. Prohibited from being a pilot on the grounds that anyone who had been at the front for a year had had their nerves shattered, he flew as a gunner in Bristol fighters and as navigator and copilot in Handley Page bombers until he was shot down while flying at night over enemy territory in July, 1918. He was a prisoner of war until the collapse of Germany in December, 1918.

After the war he was assigned to the Northwest Frontier of British India (now the border of Pakistan and Afghanistan), where he fought with his regiment against Himalayan tribesmen raiding into British territory and continued to improve his horsemanship by playing polo and hunting wild boar with a spear. Temporary assignments carried him to Egypt where he was personal bodyguard to Lord Allenby, the British High Commissioner, and to Iraq where he was an acting Brigadier and Chief Instructor of Cavalry to King Faisal.

On a visit to relatives in Richmond in 1932, he met Catherine Murat Williams, his debutante third cousin. He returned to Virginia in the same year to marry her and plan a house in Goochland County (with a stable and kennel), which he built in 1939 (and named 'Fox Hill').

With the outbreak of the Second World War he returned to active duty in England as a Major but was reassigned to Jamaica where he was captain of the army polo team and editor of the service newspaper, the *North Caribbean Star*.

Returning to Virginia after the war, he founded the *Goochland Gazette* in 1955. He served as Master of Fox Hounds with the Deep Run Hunt Club for ten years and, in 1955, as Commodore of the Fishing Bay Yacht Club.

Temple expands on his father's sailing history at the club as follows, and nearby is watercolor image of the Major's 32-foot catboat rendered by 1951 Commodore Allan McCullough.

Dad joined FBYC around 1950 (age about 54). He bought a second hand Penguin named *Willie* and raced it with my mother as crew. After a year or so they were competent enough to win a little silver, but there were still capsizes and other incidents which I associate with being overage and overweight for dinghy sailing. They won the Piankatank Trophy in 1952.

Around 1955 he bought *Tempest*, a 32-foot catboat with a 12' 6" beam, that had been owned by the Grinnan family in Norfolk. She was built in 1907 and was feeling her age. I still remember a workman at Gene Ruark's yard saying, "I tell you, Gene, them cypress planks is still sound, it's the frames where the rot is." Hoisting the gaff was fun. Reefing with that 32-foot boom – which stuck out well aft of the counter – was something not to be forgotten. He raced her too, and she was fairly fast off the wind, but whatever silver he won was probably more for participation than actual boats beaten to the line.



ADDITIONAL NOTICES



Opening Day 2013
New format - no cost!

Fishing Bay Yacht Club is excited to announce that the offshore Opening Day evening festivities will be **no cost** to all members who sign up!

When: Saturday, April 13th
****IMPORTANT: Register online by April 5th to reserve a spot****

Blessing of the Fleet 5:00 pm
Dinner 6:00 - 8:00 pm (new format!)
Band 7:00 - 10:00 pm
SGGL, back by popular demand

Where: FBYC Clubhouse

Cost: \$0 - members
\$30 - non-members
\$5 - non-member's children, 12 and under

Gourmet food stations including butlered service will serve delicacies such as fried oysters and crab cakes. Open bar will be provided.

Welcome all racers, cruisers, their families, and guests to this family-friendly event to kick-start a great year of sailing!
(Contact Caroline Garrett for questions - cgarrett17@gmail.com)



BOAT U.S. MEMBERSHIP
FBYC Group ID No. GA 82591Y

FBYC members who already have their boat insurance with BoatU.S. should be sure they are getting the 50% annual membership dues discount by using the FBYC Group ID Number.

If you are not a BoatU.S. member but would like to obtain an application or find out the benefits of a BoatU.S. membership, please contact Membership Services at 1-800-395-2628 or www.boatus.com for a BoatU.S. Membership application. Those joining for the first time can also receive a 50% discount by mentioning our Cooperating Group ID number.

ROSEGILL PARTY
2013

Kick-off summer in style with an evening at Rosegill. All club members are invited! Come by boat or by car!

When: Saturday, May 25th
****IMPORTANT: Register online by May 17th for dinner reservation****

Where: Rosegill Farm, Urbanna, VA

At the farm:
Cocktails and Refreshments 5:00 - 6:00 pm

Picnic Dinner on lawn 6:00 pm
Back by popular demand - shrimp, crab cake sliders, mini-burgers, chicken fingers and more!

Band 6:00 - 9:00 pm
CHARLIE, a great N.C. motown/ beach music band!

Cost: \$25 - members
\$30 - non-members
\$10 - Social Pass only, no dinner
\$10 - teenagers
\$5 - children, 12 and under

For more info, contact: Valerie Hubbard, sail4us@cavtel.net



YEARBOOKS & SAILING EVENTS BOOKS

Yearbooks and Sailing Events Books were mailed about March 15. If you have not received your books, contact Mary Spencer at execsecy@fbyc.net.

If you need an additional Yearbook, send \$5.00 per book to: FBYC, P.O. Box 29186, Richmond, VA 23242 with a note indicating how many books you are ordering.

Additional Sailing Events Books are stored in the closet in Fannie's House for racers and cruisers who need an extra copy.

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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: 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 SALE: 1997 McLaughlin Optimist \$1600, White hull with green gunwale, Top & bottom cover, Optiparts spars and blades, Optiparts dolly with Bow Wow, Praddle, Bow Bumper, 2 bailers (1 red & 1 green), North sail used one season, Ullman sail used one season. Contact **Melanie Tennant** at Melanie@jatellsails.com

FOR SALE: 2004 Vanguard Optimist \$2000. White hull with gray/blue gunwale, Top & bottom cover, Black gold spars, N1 blades, Seitech dolly, Praddle, 2 bailers (1 red & 1 green), North racing sail. Contact **Melanie Tennant** at Melanie@jatellsails.com

FOR SALE: 2004 Laser #181107 with trailer (aluminum Trailex), dolly (Seitech), full rig, unused radial sail and spar, racing package, carbon tiller, tactical compass, wind vane, and covers. White with Navy hull, very lightly used, garaged in Richmond but can bring to FBYC, \$4,500. **John Hubbard** 804-363-7273 or hubbard@fidelityrealtyllc.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.

BURGEES For Sale

X-Small 8" x 12"	\$ 20
Small 10" x 15"	\$ 23
Medium 12" x 18"	\$ 26
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X-Large 24" x 36"	\$ 70

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