



The Log



www.fbyc.net

FROM THE QUARTERDECK

JUNE 2013



TURNING A NEW LEAF

Over the spring season many members and visitors have complimented our club for its physical appearance- the well maintained look of our buildings, the beauty of our grounds, and the trim and serviceable state of our docks and boat storage facilities. We have numerous individuals to thank for this, including the volunteers who participated in fall and spring cleanup days, those who have given time to assist in ad hoc projects, and the

members who pause to pick up a piece of trash or rearrange a disordered set of furniture simply because of their pride of membership. Facilities Manager Dixon Cole, working with Buildings Chairman Joe Roos, Docks Chairman Rob Whittemore, and Grounds Chairman Ken Odell, has completed most of Rear Commodore Matt Braun's 2013 punch list of renovations and improvements. These included bulkhead repairs on Jackson creek, rip-rap installation on Fishing Bay, faring the fractured edges of our wet launch ramp using sandbags and filler, repairing and refinishing our main clubhouse upper decks, assorted interior and exterior painting projects, re-grading our Jackson Creek dry lift lot, and repairing the Jackson Creek west dock. Although this sounds like a lot to accomplish on a short timeframe, it is fairly typical of the seasonal requirements for a waterfront facility having the size and complexity of FBYC, and thanks to our manager, our Rear Commodore, our facilities chairmen, our volunteers, and your dues, it was well done.

All of which brings me to the repairs on the west dock. I had, from a distance, learned of Dixon's plan to save on contractor costs and materials by carefully removing the carpet of splintering, uneven boards that pocked the dock's surface, turning them over, and refastening them. The entire scheme depended upon the fact that the west dock had been overbuilt with three inch thick planking instead of the standard two inch thickness. I was skeptical, approaching the "new" repairs with caution and taking care not to be their first victim. But, on actual inspection, I was amazed. The undersurface of the boards, brought to the light of day, looked smooth, finely grained, light in color, nearly new. "I like the new dock," said a nearby skipper. For me, "turning a new leaf" came to mind.

Refurbishing the club comes just in time. Arguably, the most intense on-site use of our facilities starts now and continues until the end of the Stingray Point Regatta over Labor Day Weekend. It begins with

two Opti-Kids weekends, punctuated during the first by an introductory dinner for Junior Division Volunteers and, during the second, a dinner hosted and prepared by, of all people, the Commodore. The following day the Commodore will shift from chief chef to fleet surgeon for his two day stint as doctor-of-the-day for Junior Week, FBYC's annual exercise in controlled chaos that should make the melee at a windward mark look like Holy Communion in comparison. The fact that it doesn't, that 128 children will complete a week on the water learning new skills, having fun, and feeling safe and secure, all relies on the hard, behind the scenes work of many volunteer parents, the leadership of divisional officers David Lennarz and Mark Hayes, and a corps of very special talented coaches- Gabriel Moran for Laser Race Team, Jonathan Martinetti and Ben Buhl for Opti Race Team; and Austin Powers and Will Bomar for Opti Development Team. All five will coach during Junior Week, and some during the season will be offering private lessons for children and for adults interested in improving their skills or learning to sail the Laser. If you or your child has an interest in signing up for private lessons over the summer, contact coordinator Doug Bendura for details. Doug soon will have a website contact link for this purpose.

Fast on the heels of Junior Week comes the 15th Annual Southern Chesapeake Leukemia Cup Regatta. Co-sponsored by FBYC and Stingray Harbor Yacht Club, and directed by Past Commodore and Regatta co-founder Judy Buis, the Leukemia Cup Regatta is our chance to shine as champions of a widely respected charitable cause, the National Leukemia and Lymphoma Society. FBYC's sponsorship of this event shows the broader community that yacht clubs have relevance and a conscience that extends beyond the sport of sailing, and it shows our local community that we, by leveraging our reputation as a skilled race management organization to attract sailors from around the Bay, can be an important catalyst for local economic benefit. It is a win-win situation, and we must be doing something right because Chesapeake Bay Magazine named the Southern Chesapeake Leukemia Cup Regatta as "Best Regatta on the Bay" for the second year in a row! Register now and learn how to contribute by visiting www.leukemicup.org/va/.

One constant through the changing cycles of this sailing events season is the unrelenting progress of our Long Range Planning process under Noel Clinard's patient leadership. Part soap opera, part cat herding, but mostly brainstorming and leaving no icons intact, this healthy exercise has now reached the stage of Core Committee work, the final process of cataloguing ideas and putting them in perspective and order of priority. In so doing, FBYC is carefully turning a new leaf. And as we examine the weathered edges of our Club's current initiatives, let us remember the story of the west dock.

May we all take time to turn a new leaf.

George Burke

FBYC BOARD HIGHLIGHTS - May 2013

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

REAR COMMODORE – MATTHEW J. BRAUN

HOUSE – Some screens in the main clubhouse have been replaced, the siding on Fannie's House needs to be repaired and **John Wake** is looking into a replacement for the grill outside the clubhouse.

DOCKS – Sand has been scraped off the Fishing Bay ramp. The grading project in the dry sail lot is almost complete. All of the lights are working on the Jackson Creek docks. Dixon has been lifting up boards on the west dock and flipping or replacing them as needed.

GROUNDS – A chlorinator has been recommended for the pool and that will be discussed when the pool is cleaned. If the club purchases one, we will install it ourselves. There will be an orientation lifeguard meeting in late May.

MEMBER-AT-LARGE – The May 4 Race Management training class was successful and **Alex Alvis** has set August 18 as the tentative date for a training class geared toward one design racing.

WEB MASTER – **Strother Scott** advised that the Web sub-committee met May 1. **Ric Anderson**, who set up Mary's original database, has joined the team and has agreed to propose a table structure for the new parts of the Member database. Strother wants Mary to use the online database and get the data straight before her retirement.

OPERATIONS MANAGER – **Mayo Tabb** advised that he will replace the pump-out hose.

VICE COMMODORE – JOHN B. WAKE JR.

OFFSHORE DIVISION – **Paul Wash** has re-built the scoring program on the laptop.

ONE DESIGN DIVISION – **Len Guenther** will work with **Alex Alvis** in making plans for the one design Race Management training class.

CRUISING DIVISION – The New Cruiser's Cruise is scheduled for May 18-19. The cruising group will have another cook-out at Rosegill on the Sunday after the May 25 Rosegill Cruise and party.

JUNIOR DIVISION – Registration for OptiKids, Junior Week and Fun Sails, which remains open until May 15, stands at 29 for OptiKids, 124 for Junior Week, and none for Fun Sails. There are 35 signed up for Race Teams: 13 for ODT, 13 for Opti Race Team, and 9 for Laser Race Team. Race Team members will have a kick-off dinner at the club on June 8. Mike Toms and his committee are making progress on an "Equipment Maintenance

and Use Manual." **Mark Hayes** has identified and claimed for the Junior Program two long abandoned Optis, bringing the total club fleet number to 20. Junior Race Chair **Latane Montague** has plans underway for the Commonwealth of Virginia Junior Championship Regatta to be held June 22-23. There has been a proposal to utilize ODT coaches to teach private lessons on Lasers and 420's this summer to any club member, not just junior sailors, and members of the Board think it is a good idea considering the interest in adult learn-to-sail sessions.

FLEET LT. - The RIB is ready to go in the water, the Becca Boat is being serviced, the rain water leaks have been fixed on Mr. Roberts, the Seacraft needs a new propeller, the Wildcat is ready for use, and Dixon will service the trailers.

SAILING FLEET LT. – Eighteen of the 20 Optis are ready, the 420's need more work, and the Lasers will be ready by Junior Week. **Mike Toms** also expects to have a training manual for Junior Week ready. There was good participation for the Laser Clinic at the club.

TROPHIES – With the exception of the Potts Trophy, all of the other trophies have been engraved and relocated to the club. Some removable plates need to be affixed and **Ed O'Connor** will take care of that. **John Wake** attended a Leukemia Cup meeting and reported they will take care of the daily awards and the club is responsible for over-all awards.

REGATTA COMMITTEE – Plans for AOD and Stingray are well underway. **David Hinckle** is co-coordinating with representatives from the Windmill Class relating to their National Championships to be held at the club.

NEW BUSINESS – **Matt Braun** announced that there are a number of events scheduled at the clubhouse during the Memorial Day weekend. On Friday night, the Young Members' Group will have a cook-out at the club. On Saturday night, there is a private college graduation party. On Sunday, a private wedding will be held at the club.

George Burke reminded Board members of the recent decision to eliminate hoist fees. There has been discussion between One Design and Offshore about expanding flexibility in storing smaller offshore boats that are ramp launched in the small boat lot if space is available. A formal proposal will be presented at the next Board meeting.

Doug Anderson presented a proposal relating to a change in the amount of Initiation Fee charged a former member who is reapplying for membership. Former members are currently paying 50% of the Initiation Fee. The Bylaws permit the Board to establish a reduced Initiation Fee for former members and Doug has discussed his proposal with the Finance Chair and Flag Officers. Doug moved that the FBYC Initiation Fee Section of

FBYC BOARD HIGHLIGHTS / MEMORIAM

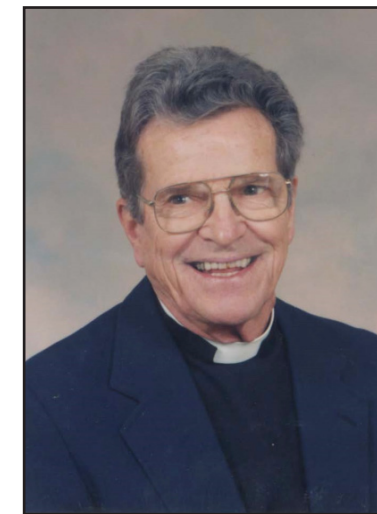
the 2013 Dues/Fees Schedule pertaining to former members be changed as shown below. Following discussion by the Board, the Motion was seconded and passed.

Replace the existing wording in the Initiation Fee Section of the Dues/Fees Schedule with the following:

Other former members who were in good standing when they ceased to be members and who have no outstanding unsatisfied financial obligations to FBYC, will be required to pay a percentage of the current Initiation Fee upon membership approval by the Board. As of 2013, that percentage for a former member reapplying for the first time is 25%. Former members reapplying for a second or subsequent re-admission will be required to pay 75% of the current Initiation Fee. The discounted Initiation Fee upon rejoining shall be payable in full or without interest in 10 monthly bank draft installments. The Board reserves the right to waive or alter the re-admission fee at their discretion.

There being no additional business, the meeting was adjourned at 7:15 p.m.

IN MEMORIAM



WILLIAM F. EGELHOFF
2/27/1918 – 5/5/2013

The Rev. William F. Egelhoff passed away on May 5, 2013 after a brief illness. Bill is survived by his wife Dorothy Egelhoff; daughters Elizabeth Schusser and husband Doug and Catherine Egelhoff and husband Randy Block; son Thomas T. Egelhoff and wife Karen Parker; stepdaughters Beverley Lumpkin, Heather Johnson and husband Jeff, Marian Lumpkin and husband Butch

Ball, and Cecily Slasor and husband Keith; stepson Barry Kelliher; eight grandchildren; and many other great grandchildren and step grandchildren. He was predeceased by a son, William F. Egelhoff, Jr.

Bill and Dot joined Fishing Bay Yacht Club in 1980 and he was asked in 1981 if he would serve as club Chaplain. He held that position until 2011, officiating at almost all of the Blessings of the Fleet during those years. In 2005, he and Dot were elected to Life Membership. At the time they joined the club, they sailed *C'est La Vie*, an Aquarius 23. Their last boat was *Liebchen II*, a Highlander. Bill grew up in Buffalo, NY where his father taught him to ski and sail. Both were life-long passions and he last skied on his 91st birthday with his son Tom. Bill's love of the water led him to serve as a Lieutenant in the U.S. Navy on the *U.S.S. Midway* in World War II, then many years sailing his own boats and finally ministering on cruise ships. Some of his best memories were the many cruises he took with Dot to all parts of the world while serving as the ship's Chaplain.

Bill's first career was not that of an Episcopal minister, a career that lasted over 50 years. He received his B.A. degree from Williams Business College and an M.B.A. from Harvard Business School before establishing an insurance agency in Norfolk, VA in 1947. He married Caroline Talbot and they had four children. He eventually felt called to the ministry and completed his Masters in Divinity in 1957 from Seabury Western and Virginia Theological Seminaries. He served as Rector at two churches on the Eastern Shore; served as a visiting fellow at St. Augustine's College in Canterbury, England in 1962; and then organized a new ministry that became St. Martin's Church in Williamsburg, VA. He and Caroline led that congregation from 1963 – 1971.

After his divorce from Caroline, Bill moved to Richmond where he met and married Dorothy Lumpkin. He pursued graduate studies in Gerontology at Virginia Commonwealth University and also completed graduate studies in the Ministry of Aging at Virginia Theological Seminary. He served as Clergy Associate at St. Michael's Episcopal Church in Bon Air, where he and Dot have been members for more than 38 years. He also served as Director of the Virginia Center on Aging for three years. He worked for many causes, including civil rights, elder rights and the ordination of women in the church. He originated the Elderhostel (now "Exploritas") program in Virginia in 1978 and served as a professor of gerontology in the master's program at VCU. He also served as guest Rector to parishes in England, Lahaina (Hawaii), and the Islands of Jamaica and Barbuda.

The funeral celebration was held on May 10, 2013 at St. Michael's Episcopal Church, 8706 Quaker Lane, Bon Air, VA 23235. In lieu of flowers, the family requests that donations be made to St. Michael's Church.

REQUIESCAT IN PACE

MEMORIAM / MEMBERSHIP NEWS



**CARY PYKE
KENDALL
MITCHENER**
3/15/1957 – 4/15/2013

Cary Pyke Kendall Mitchener of Roanoke, VA died at home on April 15, 2013. Cary was born in Bethesda, MD and graduated from Stafford High School, Mary Baldwin College and received a BSRN degree

from the University of Virginia School of Nursing. In 1986, Cary married J. Samuel Mitchener III and they lived in Charlottesville, VA, Pittsburgh, PA, Baltimore, MD, and Greenville, NC before relocating in 1990 to Roanoke. She worked as a nurse at the University of Virginia Hospital, University of Pittsburgh Medical Center and Union Memorial Hospital in Baltimore. Cary is survived by her husband, J. Samuel Mitchener III; their son, James S. Mitchener IV of Roanoke; her mother; three sisters; and a brother. Cary was avid about good health, nutrition and exercise. She loved to dance and was a member of the Roanoke Valley Shag Club. She was devoted to her family and her husband's family and was loved by all who knew her.

Cary and Sam joined Fishing Bay Yacht Club in August 2004. They chartered sailboats and sailed the Northern Bay before they bought their J-109, *Double Eagle*. The boat was to be kept in Oriental, NC; however, a stop on the delivery at FBYC quickly changed their minds and *Double Eagle* returned to FBYC a few months later. When *Double Eagle* became a regular on the racing circuit, Cary served as the onshore support and kept things running smoothly.

In lieu of flowers, the family requests that donations be made to a favorite charity in Cary's memory. A memorial service was held on April 18, 2013 at Our Lady of Nazareth Catholic Church in Roanoke, followed by a private burial at Aquia Episcopal Church in Stafford, VA.

REQUIESCAT IN PACE

**MAY 2013
MEMBERSHIP REPORT**

FINAL APPROVAL:

**Mr. Noah D. Han (Associate Junior)
Mr. & Mrs. John A. Hanna III
Ms. Rebecca L. Wash**

DEATHS:

Rev. William F. Egelhoff | Mrs. Cary K. Mitchener

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

JUNE 2013

Let's hope this isn't true. It's been reported that some folks visited the Club and were challenged for being there. Supposedly, the visitors were treated as intruders rather than visitors or potential members. Their visit was short. This story has not been confirmed (urban legend?), but it does serve us. How do we relate to folks who come to the Club to explore FBYC; how do we encourage them to consider joining?

What is true: Plans are underway to help our visitors find information about FBYC and about how to join. Signage will be posted in conspicuous places. Also, in the near future we are going to provide you with a short list of talking points to help you be more effective in representing the Club to our visitors and guests. In the meantime, a smile and a "hell-o, my name is . . ." will go a long way to getting a relationship off on the right foot.

And this is true, too: In some cases the person(s) you are greeting may be a fellow Club member. (How many Club members can you recognize?) Or that person just might be a relative (seriously), or a college classmate or former neighbor. Since joining FBYC, I've had the joy of discovering one distant cousin, one relative by marriage, two elementary school classmates, three college classmates, several folks who knew some of my relatives, and two fellow church members.

Small world, yes, but none of this was known before I became acquainted with Club members. Strangers became friends, and the sharing of life stories happened. By the way, when Jane and I came exploring FBYC on a cold, cloudy, windy January 1st, back in 2006, Blackwell Nottingham was helping put a J/24 in the water for a New Year's Day sail. He saw us, greeted us, and then proceeded to give us a tour of the campus and the Club House. We were hooked, and the rest is history. Thank you, Blackwell.

Here's the most important truth: FBYC fundamentally provides an opportunity to participate in experiences anchored in sailing. We have banded together to achieve a higher level of sailing enjoyment and fulfillment. We love what we do and we genuinely want others to join us. Let's reach out to everyone who comes to the Club. New member acquisition and current member retention needs to be the operating principle for all of us. Show your pride in FBYC -- you are the Club's greeter and host.

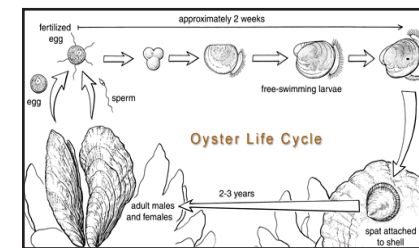
Join FBYC!

Prospective Members are encouraged to see membership info on the Club website fbyc.net. On the top line above the logo, see "How to join FBYC." FBYC welcomes applications for membership.

MEMBERSHIP NEWS

Oyster Restoration at FBYC

The oyster's a confusing suitor
It's masc., and fem., and even neuter.
But whether husband, pal or wife
It leads a painless sort of life.
I'd like to be an oyster, say,
In August, June, July or May
Ogden Nash (1931)



Oysters are amazing creatures. From being born as tiny organisms to being fully functional adults takes them five years. They start their lives as males and usually end up as females. But for our purposes, the most amazing things about oysters have to be in their filtration systems. Oysters help purify the Bay by feeding on sediments, nutrients, and algae. A single adult oyster can filter up to 60 gallons of water a day; they were once so plentiful they could filter the entire volume of Bay water in a few days, a process that now takes over a year.

Yes, they're tasty. But they're critical to the health of the water we love so much.

Starting this year, Fishing Bay Yacht Club will begin an oyster restoration/cultivation project as a way to give back to our Bay community. Carrie Russell has already secured two floating structures that will be used to cultivate over a thousand spat under the Jackson Creek piers. We considered two oyster cultivation methods that are commonly used: release and bagging. In both cases, oysters are cultivated onshore to the size of spat, when they can attach themselves to a substrate. They may be allowed to mature further to form 'seed oysters'.

In either case, they are then placed in the water to mature. The release technique involves distributing the spat throughout existing oyster beds, allowing them to mature naturally to be collected like wild oysters. Bagging has the cultivator putting spat in racks or bags and keeping them above the bottom.

Harvesting involves simply lifting the bags or rack to the surface and removing the mature oysters. The latter method prevents losses to some predators. We choose to proceed with the bagging method which allows more control over navigable water and allows periodic monitoring of progress, producing a higher yield. Future plans may include additional structures with a variety of species and signage to enhance awareness.

Think of what you might do to help Carrie Russell and FBYC with this project!

**NEW CRUISERS
CRUISE SPECIAL REPORT**

Imagine this is a picture post card from Paradise. Now imagine some of your best sailing friends off on an overnight cruise. Our event began at Fannie's House with coffee and the very best coffee cakes you can buy (thank you, Lyons Burke!). We agreed to rendezvous at Little Bay in Fleets Bay by mid-to late afternoon. The weather was overcast and cool, with a forecast of showers. While not initially optimal, it was not problematic.

The sail up was an afternoon delight. Winds of 12-14 from the southeast, with occasional sprinkles, made for a pleasant sail. Those with dodgers and biminis stayed warm and dry. On the one boat without such amenities the skipper dressed for the weather and was as happy as a clam. We had Little Bay to ourselves, with our own private beach. Anchors went down, and by 1700 we had assembled on Gordon Cutler's Tender Mercies, the only boat large enough to accommodate such a crowd. Two very enjoyable hours later we departed to prepare our dinners. The night was cool, the rain was light, and sleeping was blissful. We ate well and the fellowship was wonderful. It was a perfect day and a perfect night.

We awoke Sunday morning to dense fog and calm winds. It was quiet and restful, with folks lazily fixing their favorite Sunday morning breakfast. Most of the group stayed through lunch, some longer, but the one boat that headed home mid-morning was treated to a scene reminiscent of sailing along the coast of Maine. The combination of fog, light drizzle, lobster buoys (read crab), ¼ mile visibility and flat calm made for another place-and-time experience. The chart plotter proved essential. The fog began to lift just past Windmill Light, but lingered well past Stingray Point.

This was a wonderful experience for a newbie cruiser, and it was a great getaway for all of us. We really did "wish you were here!" There are several more cruising events scheduled throughout the summer and fall that hold the promise for a rewarding and enriching experience. Check out your Sailing Events book, or contact George Sadler for more information. Special thanks to George Burke, event chair, to Michael Shaner for water taxi service, and a personal thanks to John Koedel III for a fabulous dinner.



MEMBERSHIP NEWS

Fishing Bay Yacht Offshore Race Committee Lessons Learned and a Note of Corinthian Gratitude to Alex Alvis - By Mike Toms

On the Saturday before Mother's Day, May 11, more than 20 boats and 100 plus sailors came to Deltaville to race in the 3rd race of the FBYC Spring Series. They came despite the forecast of storms beforehand and the reality of storms that morning.

As Race Committee Chair for the day, I had been, along with the help of FBYC's weather wizard, David Lee, watching the flow of storms closely. Up until midnight the night before, it appeared we would have a six-seven hour window of clear weather mid-day in which to get races. My very able race committee crew of Cathy Clark, Clark Dennison, Ruthanna Jenkins, Helen Russell, Brad Squires and Durwood Usry were all ready to go, weather allowing.

After driving through unforecasted storms on the way down to Deltaville and seeing another wave of storms headed right over the race area, I decided to signal postponement ashore, per the RRS and the FBYC Offshore SI's, by raising AP on *Mr Roberts*, with two sound signals. We had numerous inquiries from crews asking the length of delay, which I asked the RC crew to answer with "At least one hour".

When the storms had cleared by shortly after 1000, we lowered AP with a single sound signal, announced on channel 72 out intention to start racing at 1130 and departed the pier at approx. 1015, with an additional underway single sound signal.

After setting the 1.3 nm W-L course in the vicinity of the Green Dolphin (RR entrance marker G3) and checking in all of the boats, and with a view to our limited weather window, I decided that we could get races started 5 minutes earlier. I did an announcement of the start order, course, bearing and range on Channel 72 to the racing fleet, telling them that the next signal they would hear would be the warning signal for PHRF Class A. We started the sequence at 11:25 and racing at 11:30, with the subsequent combined B,C and non-spin start in uninterrupted sequence after.

The weather held for the race and the lead boats finished in approx 50 minutes. The only hiccup was a boat that sailed by after the finish to indicate an intention to file for redress. We noted that and went on to run two more races in windy, gray and occasionally slightly damp conditions. By and large, we avoided the wind and rain storms that literally went by us on both sides. The last boat finished the third and final race shortly after 3, and we were pierside before 4.

We were pleased that we had been able to squeeze three competitive races into a day that had dawned so threateningly, which is a credit to the very talented crew I was lucky enough to work with.

After docking and securing boats and gear, I sought out the skipper of the boat that indicated it would request redress, Alex Alvis. It turns out that in my hurry to get the initial race off, I had neglected

to do the most important thing - look around. If I had looked to weather, I would have seen that Alex and his boat, *Chilcoot*, were well to weather and unlikely to make a start on time, if I started the sequence at 1125. While Alex was incredibly gracious in displaying the Corinthian spirit and not seeking redress, he would have been well within his rights to file for redress for a race started prior to the last indicated time, one possible remedy for which is a throwout of the entire race.

My Lessons Learned Here:

- 1) Be patient and be the equal of the crew assembled - by my decision to start the race early, I risked wasting the valuable time and energy of a very strong race committee and very talented assembly of sailors.
- 2) Use the VHF Radio More - Mayo Tabb was kind enough to point out that an announcement at 1125 of an intention to sound a first signal at 1130 would have addressed the concerns of sailors who were ready to race and wondering what was going on, and given more than adequate notice to more distant boats, while not deviating from the previously-announced revised First Signal at 1130.
- 3) When in doubt, use AP - if I had hoisted AP at the original First Signal time of 1100, we would have had the benefit of an extra sound signal and notice time before the initiation of a sequence, the lowering of which should have occurred at 1129.
- 4) Get Your Head Out of the Boat and Look Around - this is true in both running and sailing races. I would have delayed the start had I looked to weather and seen *Chilcoot* rightly taking advantage of previously-announced timing.
- 5) Rendezvous implies both place and time - regardless of whether we were starting at the regularly-scheduled time or the postponed-to time, the time is inviolate. For maximum flexibility, my pre-departure radio announcement should have said that the sequence would commence on or after 1100, as conditions permit, and then postponed as needed.
- 6) Do not paint yourself into corners - beginning with our answers to the question of "How long are we delayed for," I should have told the RC crew to give only open-ended answers, i.e. "Until further notice" or "Our next signal or notice will answer that question. In the meantime, standby and assume we are racing today." Also, see # 5 above.

7) If Alex had not been away from the line, we would have assumed we got it all right - there is a lesson in humility in that.

8) Always remember that sailing has a lesson to teach you every time you go on the water - one of many reasons I love the sport.

Thanks again to a great RC crew for doing an outstanding job - far better than your RC chair. And to Alex Alvis for his generosity of spirit.

MEMBERSHIP NEWS / RACING

FBYC Does The NOOD



MATHEWS YACHT CLUB CRUISE APRIL 27TH AND 28TH 2013

The Cruising Division's shake down cruise went to the Mathews Yacht Club. Again it was very enjoyable and brought forth 17 participants with 4 boats. The MYC staff, membership and officers could not have been more welcoming. They stressed that we should make more use of our reciprocal privileges. They are going to start serving lunches after Memorial Day. Boats in attendance were *Annelise*, *Obsession*, *Tender Mercies* and *Wings*. People that came were Nell & Wes Jones, Mike Camp & Sydney Fleischer, Diane & Ed O'Conner, Myra & Ted Bennett, Sarah Carneal & Roger Gaby, Carolyn & Joe Schott, Jane & Gordon Cutler with guest Beth Downs and Fay & John Koedel. Nine of us stayed for breakfast on Sunday.



2013 JUNIOR RACE TEAM COACHES

Fishing Bay Yacht Club's Junior Race Team Program is one of the most successful programs on the Chesapeake Bay. A number of factors contribute to this success: the dedicated vision and support of our Board of Trustees to junior sailing, the endless energy of our parents, the drive of the junior sailors themselves, and the outstanding coaches our club hires year after year. The FBYC Junior Program consistently hires the very best world class coaches available, and the results are apparent at every regatta we attend. In fact, last summer a yacht club in Annapolis attempted to hire our Laser coach in the middle of the summer *and* this year hired a past FBYC Opti coach!

We are proud to introduce our 2013 Junior Race Team coaches:

GABRIEL MORAN-LASER RACE TEAM COACH

We are extremely excited to have Gabriel return to coach the Laser Race Team in 2013 after a highly successful season in 2012! Gabriel is from Salinas Yacht Club in Ecuador, where he began sailing as a child. Coached by past FBYC coaches Alejandro Cloos of Argentina and Juan Carlos Romero of Ecuador (who are both world-class sailing coaches in Optis and Lasers), Gabriel excelled at the sport. Just a few of his racing highlights include

RACING

winning the Opti and Laser National Championships in Ecuador, 4th in the Opti South Americans and 4th and 8th in the Sunfish South Americans. In 2006 Gabriel was invited to participate in the International Sailing Federation Games held at Lake Neusiedl, Austria, and he has appeared in ISAF sailing videos sponsored by Rolex and aired on the BBC, Fox Sports, ESPN, and Eurosport Channels.

Gabriel's success as a sailor is equaled by his success as a professional coach. He teaches and coaches out of Salinas Yacht Club during our winters months, and has coached Opti, Sunfish and Laser classes. Many of his students have obtained 1st place finishes at national and international events in the United States, Puerto Rico and South America. Gabriel is a ISAF Level 3 Coach. In his "spare" time he attends college in Ecuador.



Jonathan Martinetti - FBYC Optimist Race Team Coach and 2009 Laser 4.7 World Champion and the 2010 Sunfish World Champion.

**JONATHAN MARTINETTI-
HEAD OPTIMIST RACE TEAM COACH**

Jonathan also comes to us from Ecuador, and is also a former student of Alejandro Cloos and Juan Carlos Romero. *Jonathan is the 2009 Laser 4.7 World Champion and the 2010 Sunfish World Champion!* In addition to these world championships, a few of Jonathan's outstanding finishes include a 7th at the 2006 Opti Worlds, 16th at the 2007 Opti Worlds, numerous Ecuadorean national championships in Optis and Lasers, 3rd at the 2008 Laser 4.7 North Americans, and first in the 2012 Laser 4.7 South American Championships.

Jonathan began his professional coaching career in 2009, and a few of the highlights include serving as the team racing coach for the 2010 and 2012 Ecuadorean South American Teams, the Chile National Team Coach for the Laser Class at the 2012 ODESUR Games and in 2012 he served as the Laser coach at Pto Lucia Yacht Club in Ecuador. Jonathan is in his third year of studies in International Business and Economics at University Espiritu Santo, Guayaquil, Ecuador.

BEN BUHL-ASSISTANT OPTI RACE TEAM COACH

In addition to hiring internationally, our club is able to take advantage of gifted sailors from our club. Our own Ben Buhl, who grew up sailing and racing at FBYC, will be returning as the Assistant Opti Race Team coach, following a highly successful 2012 season coaching the Opti Development Team. Ben began sailing in Opti Kids at FBYC, and was a member of the Opti and Laser Race Teams from 2005 through 2011. Ben recorded many top finishes during his junior years in the Chesapeake Bay, United States and Canada, while racing for FBYC. He was the recipient of the Hutchenson Junior Memorial Trophy, the Reid A. Dunn Trophy, the Roberts Bowl, and the Competition Trophy. Ben first began coaching and teaching during our Junior Week in 2009. He recently was certified as a Level I Instructor by U.S. Sailing.

Ben had a highly successful first season at the collegiate level skippering a 420 for the Christopher Newport University Sailing Team. Some of his 2012-2013 season highlights include winning his fleet at the Ocean Country New Jersey Collegiate Regatta, qualifying for and competing in the War Memorial Regatta in New York City, and winning the CNU Annual Alumni Regatta.

**AUSTIN POWERS-OPTI DEVELOPMENT
TEAM COACH**

Austin first participated in junior sailing at FBYC in 2002, and was a member of the Optimist and Laser Race Teams from 2004 through 2012.

Austin's love of sailing and his competitive spirit led to the podium routinely in both Opti and Laser racing throughout the Chesapeake Bay, and he finished in the top five CBYRA standings annually in both the Opti and Laser. Austin earned a spot on the United States Opti Development Team in 2008, and finished 11th overall (6th Junior) at the Canadian Laser Radial Nationals in 2010.

Austin's dedication and hard training was rewarded by many FBYC trophies, including the Up and Coming Trophy, the Henry Hutchenson Trophy, the Junior Competition Trophy for three years, the L. Wood Bedell Trophy for three years, and the Reid A. Dunn Trophy for his last year of racing in 2012. Austin served as an Assistant Sailing Instructor in 2010 and 2011, teaching various Opti-level Classes, and was the Lead Instructor for the Laser Class in 2012.

Austin has been admitted to the Presidents Leadership Program at Christopher Newport University this coming fall, where he plans to continue his competitive sailing as a member of the school's collegiate sailing team, joining Ben Buhl and other alumni from Fishing Bay.

RACING / UPCOMING

WILL BOMAR-OPTI DEVELOPMENT TEAM COACH

We are excited to welcome Will back as an Opti Development Team Coach for 2013! Will had a highly successful year as co-coach with Ben Buhl in 2012, coaching the FBYC team at regattas across the Southern Chesapeake Bay; as well as teaching in our Opti Kids, Junior Week and Private Lessons programs.

Will is a Williamsburg native and grew up sailing with his parents on the Bay. He competed as a junior sailor at Hampton Yacht Club and Walsingham Academy in Williamsburg. After aging out of junior competition, Will went on to campaign his own J-24, as well as coaching at Hampton Yacht Club in 2010 and 2011, and Fishing Bay in 2012. Will is certified as a Level I Instructor by U.S. Sailing and is especially gifted at teaching young sailors to race.

Note: As of press time, there were three slots available on the 2013 Opti Development Team.

**On The Water Race Management
Training Opportunity**

On May 4th Past Commodore Alex Alvis commenced a series of training sessions on Committee Boat operations for those of us who have little actual experience with how to run a successful sailboat race. A series of 6 races were conducted with 3 boats from the Offshore Fleet, *Corryveckan*, *Juggernaut* and *Schiehallion* and 4 "Trainees" who are Board Members from the various sailing divisions.

We preformed the various Committee Boat duties of, PRO (Principal Race Officer), Timer, Signal Flags (Class and P Flags) and Wind Recorder. In addition David Hinkle gave an excellent training on operating *Mr. Roberts* to Geoff Cahill (our Wind Recorder) who made a very smooth docking under the blustery NE winds. Our training was particularly effective because Alex kept inserting a series of problems or "Fails" that caused us to learn quickly how to get the race back on track.

Cathy Clark our Timer runs the 5 minute count down and finish recording with a calm professional manner that helps everyone stay together. We learned that a miscommunication here will bring chaos that requires the Race sequence be reset. Mike Chesser as PRO demonstrated the importance of course layout and how to coach the race management team to keep a smooth race sequence and most importantly when to call a reset or abandonment of race.

We learned that race management means much more than the PRO. It is the entire team working together to achieve a successful race. We are now ready to offer this excellent hands on training to all FBYC members. If you would like to try race management training please email Alex at alexalvis@comcast.net.



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FBYC TRADEWINDS

FOR SALE: OPTI # 17424 – 2012 Corum Cup Winner, 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. Contact **Ted Steadman** 434-591-0290.

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: Raymarine 7" Chart Plotter. Raymarine model RL70CRC - 8 years old in excellent condition. Includes GPS Antenna, 3 C-Map chart chips East Coast and mount for 12" pedestal guard. \$500. Contact **Ted Bennett** at tbennett@ideaweavers.com or 804-516-1144

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

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

Do you have a teenager or college-aged child interested in babysitting at the river this summer?

Our young families at the club are looking for available babysitters at the river. FYBC is compiling a list that our club members can access on an as-needed basis.

Babysitters can be club members or non-club local teens. Get the word out!

Please contact **Caroline Garrett** cgarrett17@gmail.com to be added to the list.



Melonseed Skiff Crawford Boat Building - \$5900 (Deltaville, Virginia)

Lovely, garage kept Melonseed Skiff (sailboat) for sale. Ivory deck and hull, custom wood decking and trim. Dark red sail with Melonseed emblem. This is a 2002 Crawford Boat Building boat from Marshfield, MA. She has a certificate of origin and is a delight to sail. New boat list for \$11,900. This boat includes a trailer in fine shape and custom dark brown Sunbrolla cover. She is impeccable shape, is a sweet ride and beauty; easy to launch and rig.

Location: Deltaville, Virginia
Contact: **Carrie Russell**
carrierussell@aol.com or
804-218-0414 (cell)



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