



FROM THE QUARTERDECK

NOVEMBER 2021



NOVEMBER COMMODORE'S ADDRESS

Greetings FBYC!

I hope that everyone is well and enjoying the crisp fall weather. It is amazing how much time has passed since our last big event, Stingray

Regatta. So much has been happening behind the scenes. My goal is to ensure our valuable members are aware of all the hard work that has been put into YOUR club. Much more detail can be found throughout this month's edition of The Log Streamer but please feel free to reach out to the individuals leading all of these efforts. They would love your inputs and commendations—plus suggestions too!

East Bathhouse - We have had a struggle with the plumbing for the ladies sinks in the EBH—hence, it has been closed. While the issue has been identified, it is neither easy nor inexpensive to fix. As it turns out, the iron pipes BELOW the concrete pad have aged and eroded. Imagine the project to rip out the concrete pad and replace them (plus all the others before they degrade) resulting in a high cost for this endeavor. The volunteers that oversee the clubhouse and other resources are working to develop the best approach not just for this issue but also for the long-term use of that area for our membership. Short term, we hope to develop a “fix” to allow use of that bathhouse even if it is for everything but the sinks. Please stay tuned for plans both short and long term.

Middle Dock Replacement- We are moving and moving fast! Under the stewardship of Rear Commodore, Mark Wensell, and Docks Chair, David Hinckle, supported by

the Docks Committee we have secured our permit (finally) and thus, we are able to execute our agreement with the appropriate contractors for demolition and replacement to bring our members a safe, secure, modern brand-new FLOATING DOCK! Similar to the East Dock Replacement a few years back, we will be marveling at the new Middle Dock in the spring. Please know the many efforts that have been ongoing for 12 months to get us to this point. Your fellow members have volunteered their time to bring us these types of improvements to our Club. Slip holders will need to vacate their slips by the end of November and the dry sail area (red hoist area near Fannie's House) will also be vacated and used as the staging area for all the equipment and materials. More details are located elsewhere in this edition of The Log but please reach out with any specific questions to David Hinckle or Mark Wensell.

East Dinghy Rack- Under the leadership and efforts of Steve Montgomery and his team, there will be a much more efficient dinghy rack located adjacent to the East Bath house. The improvements Steve has been working on will allow for safer and easier methods to launch and retrieve your dinghy. Great work! This was accomplished with a lot of sweat-equity in lieu of monetary investments.

New Board and Leadership – Many of you have seen the requests for volunteers to serve on the Board for the upcoming year. Under the leadership of the Past Commodore, Tracy Schwarzschild, and the Flag, we have been doing our best to fill all the different volunteer roles for the upcoming year. It seems more difficult every year to identify members to serve. As a VOLUNTEER club we need to ensure the safe and proper running of our club, maintain our assets but most of all, provide an enjoyable venue for all of our different sailing activities. Your support is needed so please lend a hand when you can. The alternative of hiring staff isn't attainable under our current dues structure. At the recent Stingray Regatta we had so many volunteers including both brand new members and

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many tenured ones who had a blast helping out! It wasn't hard work - it was FUN! Join in and share your talents while enjoying your member-led club.

Upcoming Events – Right around the corner is our **Closing Cruisers Dinner Friday, November 5** immediately followed by **Closing Day Regatta & Oyster Roast Saturday, November 6** followed by **Annual Meeting and Awards November 13** in Richmond. I hope to see you there to celebrate a year well done and congratulate the honors bestowed on your fellow members. While the sun shines and the weather holds, there is still much sailing to enjoy!

As I wrap up my year as Commodore of FBYC, I look back and see how much has been accomplished but also there is much more to do. In a recent study, it was again confirmed that FBYC provides more sailing events than Hampton YC and Annapolis YC combined! We are proud to be a member-led organization that continues to promote the art and enjoyment of sailing. FBYC is a living, breathing entity that is composed of such fantastic members. All the different divisions bring so much joy and adventures to each other and across the membership. I must say I am so very proud to be a member of FBYC and share my joy of sailing with all of you.

See you at The Club and let's go sailing. ~

Elizabeth Staas, Commodore

FISHING BAY YACHT CLUB - BOARD MEETING **October 13, 2021 – Via Zoom**

SECRETARY – Geoffrey D. Cahill:

- Please make sure you post your annual report online by the end of October for use by the Flag Officers in preparing their remarks at the Annual Meeting.
- Donna is preparing the 2021 Proxy for the annual meeting to be sent by email notice to members using a Proxy list of members and their boats. Only members who have boats enrolled in Yacht Registry can complete a Proxy.
- **Deaths: Dr. Hiram T. Pritchard, Jr. – FBYC Commodore in 1974.**

TREASURER – K. Stuart Gregory:

- Closed on the loan for the Middle Dock project.
- Began initial discussions about revamping our payment/reimbursement process.
- Addressed numerous payment and reimbursement requests.

HOUSE CHAIR – Kenneth Johnson:

Heater element was replaced in Fannie's House. Ongoing plumbing problems have forced the closing of the women's bathhouse. Please use Fannie's house and the clubhouse facilities as we work our way towards a solution. Thanks for your patience and understanding. The board recommends that a committee assembled to develop recommendations to address these and other issues with the East Bath House.

DOCKS CHAIR – David Hinckle:

100% of the docks were filled and the waiting list appears to be stabilizing. The work on the new middle floating dock will begin this fall. A notice will be sent out to all middle dock residents to vacate their slips. Ideally, the dock should empty by November 27-28-29. The dry sail area also needs to be vacated. At this point in time, the feeling is that the construction will start on time, however, supply-side delivery issues could be a factor.

SOCIAL CHAIR – Gary and Karen Akens:

Closing Day Oyster Roast, Sat Nov 6th: Brian will order oysters and take care of roasting. We will also provide hot dogs, cornbread, and chili.

Commodore's Ball, Sat Nov 13th : Sign-up is posted on www.fbyc.net *Hard deadline of Nov 3rd for the caterer.*

GROUNDS CHAIR – Steve H. Montgomery:

- The Dinghy Rack improvements are being phased in. To date, the kayak racks are installed and being used, most of the name plates are installed in the members' existing locations, and the work on leveling the ground in front has begun. We will complete this project in October.
- Fall yard work includes adding top soil in yard areas washed by rains and reseeding to establish a grass cover for the spring.
- Budget is done with capital requests included.

MEMBER AT LARGE – William H. Schwarzschild, III:

The Nominating Committee has continued to meet weekly via Zoom in its effort to fill open Board and Committee positions. As we announced at the beginning of this process, we anticipated that several current Board members and committee members would elect to take some time off. As in the past, to develop a larger group of individuals who have a broader understanding of the workings of the Club, some current board or committee members take on other Board or Committee roles, and we try to involve some Club members who have not served in leadership positions. As a result, we invariably will have some individuals who rotate off the Board/

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Committee roster. In those instances, we hope that they will standby and accept new volunteer assignments as they arise. We are still trying to fill a few open positions and welcome your suggestion of names of individuals who might have good organizational skills and a potential interest in organizing programs for land-based or sailing activities now or in future years. We will present a full slate of candidates at the November Board meeting prior to the Annual Meeting.

WEB MASTER – Paul E. Wash:

- Expense report transformation works underway
- Updating navigation structure of FBYC site
- Adding Race Management pages
- Updating FBYC Mobile app for latest iOS and additional menu items
- No support requests the past month for account resets/etc.

FINANCE COMMITTEE – Veronica Hinckle:

The September transaction details and treasurers report will be posted to the website.

YAM CHAIR – Mary Catherine McAllister:

She will not be able to attend the November meeting and will be rotating off the Board. Mary Catherine was thanked for her leadership of the YAMs during several challenging years.

VICE COMMODORE – JOSEPH W. ROOS:

The Sailing Events sub-committee has wrapped up initial efforts focused on Race Management. Specific areas for future focus and the numerous ideas and suggestions are being passed to the individual chairs. The 2022 Sailing Events Calendar is targeted to be completed by the end of December, 2021. Craig Ciszewski, OS Lt. Commander, resigned from the Board.

FLEET CAPTAIN – C. Mayo Tabb:

The racing season has moved into the fall with a very successful Laser Master and the Fall Series for One Design and Offshore are under way and successful cruises by the Cruising Division. For Offshore Fall Series #2, we were faced with 19-24 knot winds at 7 am with 3-4 seas and occasional 6-footer. Alan Haywood is to be commended for moving the race inside Fishing Bay.

As reported last month within PHRF and elsewhere there is growing desire to establish a new class especially aimed at cruisers who don't want to invest in the program that the top tier racer is going to for round the buoys racing. This is evident by growing entries in CRCA up on the Northern Bay, our Wee Dam, and last weekend's Turkey

Shoot. In the Northern Bay, they have seen a significant increase in their distance races and double-handed races all which are at a lower level than the W/L in the Northern Bay. You have to dry sail your PHRF A boat if you want to be competitive.

Over the past months, there has been lots of discussion on Race Management meetings with one subject being the operation of *Mr. Roberts*. There have been issues that some cannot get the anchor to hold while others don't have an issue. I have reviewed the equipment on *Mr. Roberts*, especially the windlass. Based on this work, there are several recommendations for ensuring solid anchoring. These include:

- Establish the proper way to anchor *Mr. Roberts* is to let out all the rode to the last red section and tie off on the Samson Post.
 - Moving to all chain is not recommended
1. Cost of new windless replacing two-year-old one
 2. Weight of chain messing up balance of *Mr. Roberts*
 3. Typical recreational boat chain is too light to have any significant catenary effect
 4. Chain bring sand with it and the sand will end up in the bilge of *Mr. Roberts* causing issues

OFFSHORE DIV. RACE CHAIR – Edward O'Connor:

To date, all future OS races have PROs assigned. Multiple PROs have attended our new pre-race ZOOM call to review a race checklist and to offer any assistance if needed. This process has proven to be very successful and I would suggest we continue the calls into the 2022 season.

ONE DESIGN DIV. CDR. – Richard T. Peterson:

1. Most fall one design races are complete.
2. The ICLA Frost Bite Regatta is coming up on the 7th of November.
3. There was no racing on the 9th due to the weather however we did enjoy a tasty smoked salmon and brie social, provided by Tracy Schwarzschild, in the warmth of the dry clubhouse porch.
4. We are working on a plan to contact the current owners of the Flying Scots that appear to be abandoned. These boats could be future candidates for Club-owned boats, or removal, freeing up Scot parking spaces to lease.
5. One Design and the Flag are in active discussions on where best to store the new fleet of Melges 15s on the Fishing Bay side of the campus.

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CRUISING DIV. CDR. – Scott A. Sirles:

The Cruising Division completed the Choptank River Cruise on October 3rd, although several boats had early departures or extended the cruise a few days. George and Lyons Burke did a bang-up job of leading the cruise. Our ports of call included Solomons Island, St. Michaels, Oxford, and Cambridge. We also took a land trip to Easton. Sadly, this was our last in-water event of the year. We look forward to the Closing Dinner on November 5th.

JUNIOR DIV. LT. CDR. – Mary Albany:

Planning for Junior Division activities and leadership succession is ongoing.

FLEET LIEUTENANT – Kevin D. Hartz:

With the engine repairs to Mr. Roberts over last winter looks like we will be slightly over budget this year. Planning for next year our big repair item we see is repainting the nonskid on the decks of Mr. Roberts. We will be getting a quote from Stingray, but we are discussing if Brian and his team could paint the boat. With the rise in fuel and parts costs we also think an increase in the Fleet Lt Budget may be necessary.

We have been in contact with the various race committees in coordinating the haul out of the boats. Our plan is to pull each boat as soon as it is no longer needed to give our team more time to complete the cleanup and winterizing process.

Mr. Roberts - Port Engine Exhaust leak discovered by the Race Committee last weekend. Stingray Point Boatworks repaired this week. We will need to replace the exhaust hose over the winter to complete the repair. Questions arose about the setup of the engines from all of this. Mayo Tabb and Kevin Hartz plan to stop by the Yanmar booth at the boat show to research our concerns. The process of reviewing and updating the operations manuals for *Mr. Roberts* will be worked on over the winter.

Whaler - Removed from Fishing Bay Pier and in the process of winterizing and cleaning by our staff.

TROPHIES – Jonathan T. Moody:

Sent notices to membership requesting nominations for select Perpetual Awards.

ADULT SAILING PROGRAM –

Mike S. Toms and Ronald Q. Jenkins: We hope to include our adult instructors, and possibly some leads from the Junior program as we plan for next year.

Some topics, aimed to make our program sustainable and better serve our needs:

- How can we structure system to pay adult instructors for private lessons
- How can we better organize our boat maintenance processes to spread the load, and/or use more paid help.
- Can we join forces with the Junior Development program/Sailing school to:
 1. Recruit/serve more parents with Adult Sailing school/lessons
 2. Perhaps use summer hires to reduce the workload of Adult instructors in July/August
 3. Refine our sailing clinics process & content to divide students into compatible skill levels, and tailor instruction to student needs.
 4. Add more non racing options—perhaps some picnic/bonfire cruises in Scots and Melges (can they really do that?)
 5. Provide additional US Sailing style (with certification for key staff) training:
 - Power boat handling, rescue procedures, safety and mark boat skills
 - Instructor training (Primarily Level 1 US Sailing)

CBYRA DELEGATE – Thomas J. Roberts:

Lin McCarthy has started gathering the CBYRA Region 4 schedule of 2022 events.

I contacted Mike Wagner (Greenbook@cbyra.org) about when they need schedules to get them posted on the CBYRA web pages, etc. (the CBYRA Big Boat schedules and Green Book development). His response:

"We (CBYRA) will have a scheduling meeting in early January like we do each year to present everyone's schedules and identify any conflicts and issues that might need to be ironed out, and will then publish a rough calendar in February, followed by publication of the Green Book with all the NORs etc. in mid-March. I'm very impressed (and envious) with the progress you've made already for 2022."

I contacted Jon Anthony (onedesign@cbyra.org) about the one design (small boats) schedule but have not heard back.

If there are any of our Offshore events that we want to include in the CBYRA Green Book, we can develop those pages for a Notice of Race. We typically don't because it is mostly a northern bay publication.

MINUTES / COMMODORE'S BALL

GENERAL MANAGER – Brian Ankrom:

Division – Category: Task

Financial - Budgeting: Prepare 2022 budget requests for expenses & payroll

Fleet - Mr. Roberts : Repair corroded exhaust elbow

Grounds - Dinghy Storage: Install kayak storage racks on dinghy rack

Grounds - Pool: Decommission pool

House - Clubhouse: Repair porch roll-down panels

House - Fannie's House: Replace simplex lock on back door

House – Bathrooms: Install locks on bathroom cabinets

One Design - Laser Masters: Prepare for & reset after event

OLD BUSINESS: Rear Commodore provided a status report updates of the Docks Phase 2:

Recent Milestones Achieved:

- Permit was approved by VMRC and we have submitted our payment for the permit fees. We anticipate having the permit in hand within the week. Our cost basis of the permit was higher than budgeted by \$15k, driven by VMRC now classifying FBYC as a private marina - this is consistent with what has been done in recent years with all other yacht clubs in Virginia.
- Financing has been completed with Chesapeake Bank - thank you Stuart Gregory for leading us through this process.
- Communications have been sent to the slip holders noting that we expect to begin demolition on November 29th and have asked for boats to vacate slips prior to then. We anticipate limited dockage available during construction.
- A construction committee has been formed to work with our supplier and contractors during the project. Members, and focus/roles, include Mark Wensell (chair), Steve Montgomery (budget and contractor manager), David Clark (supplier manager), Mayo Tabb (electrical), David Hinckle (communications) and Glenn Doncaster (advisor).

Next Steps:

- Staging space in the dry sail area for demolition and material delivery – communications will be going out shortly to members currently parking boats in the dry sail lot around timing.
- More information to come prior to kicking off on November 29th!

REGISTER NOW!



Commodore's Ball

Saturday, November 13
5:30-11 p.m.

RSVP by November 3rd

Annual Meeting

Cocktail Hour

*Family-style sit-down Dinner catered by
Groovin Gourmet*

Awards presentation during dessert

*Music and Dancing by The Jangling Reinharts
throughout the evening*

Bon Secours Training Center

2401 West Leigh Street
Richmond, VA

Free parking on-site

Tickets available

Early bird discount price before November 1
\$75 per adult, \$35 per teen, \$15 per child

For more details and to register, visit:

www.fbyc.net/events

APPROVED FOR MEMBERSHIP OCTOBER 2021



Gregg & Lisa Kendrick

- Gregg sailed extensively about 20 years ago and is eager to reconnect to sailing again. He also wants to introduce his three college-aged daughters to sailing. His

previous experience includes cruising on the Chesapeake Bay on a Pearson Triton 28 and a Columbia 21 (boats owned by good friends), and cruising in the Long Island Sound on a Sabre 28 (another friend's boat), including sailing in the "Around Long Island Regatta". Gregg owned a Hobie 16 for 12 years, sailing in various areas around Deltaville. Currently, he owns a Klepper Folding Sea Kayak with a sailing rig. He has also bareboat chartered in Annapolis, St. Petersburg and the BVI, as well as had multiple offshore sailing experiences to include a boat delivery from Irvington to Fort Lauderdale and a sail from Norfolk to Bermuda. Gregg is curious to discover how he would most enjoy sailing now and sees FBYC as a wonderful way to explore it again. He wants to refresh his skills so that he can bareboat charter with a special intention to do a bareboat charter in the BVI in about 18 months to celebrate their 40th wedding anniversary. He and his daughter visited FBYC this past weekend. They especially enjoyed the sense of community and overall buzz and activity about sailing which is something they want to be a part of. *Sponsors: Brad Miller & Ron Jenkins*



Marc & Jennifer Konesco

- When Marc was a young boy, he always dreamed of sailing but never had the opportunity to pursue it. No one in his family had ever sailed.

There was something that always caught his attention when he saw a sailboat in person or in a picture. After completing his undergraduate degree, he took a gap year to travel, hike and sail. Marc learned to sail through Outward Bound in Maine, and then the dream became a reality. Since then, sailing has been a part of his life to one degree or another. The Konescos, a family of 5, took a 2-year sabbatical to sail and do mission work on their Jeanneau 49. They bought their boat in Deltaville and sailed down the coast, traveling

and spending time in the Bahamas. During the hurricane season, they did mission work at an orphanage in Costa Rica. Marc and Jennifer documented their journey on the website "Love at First Sail" -

<https://loveatfirstsail.com/the-crew/>

Additionally, Marc knows the club well since he raced with David Clark on Corryvreckan for several years. Marc and his family are excited to join FBYC so that their love of sailing can continue and want to inspire others to foster a love of sailing. *Sponsors: David B. Clark and Pierre & Vanessa Morel*



DINGHY RACK UNDER CONSTRUCTION

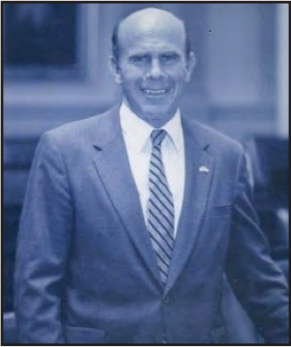
The Dinghy Rack will be limited to only dinghies; kayak and paddle board specific racks will be added to the rack so they can be better served and their rental costs will be decreased.

All dinghies, kayaks and boards are to have a FBYC sticker on them, and the member will be assigned a specific space. Name plates will be provided so others are aware of who is renting the space regardless of the presence of a dinghy or kayak. The Ground Chair has been assigned the responsibility of managing the Dinghy Rack in conjunction with the Executive Secretary and General Manager. Changes will be phased in over the next few months.

IN MEMORIAM

FRANK DuVAL HARGROVE, SR.

1.26.1927 ~ 10.16.2021



The **Honorable Frank DuVal Hargrove, Sr.** died on October 16, 2021 at Cool Water, his Hanover County home. He was 94 years old.

Frank was independent and very competitive from his earliest days. An adventurous childhood presaged his later life. He was said to have traveled solo

around the southern United States when he was 12 and learned to fly airplanes as a teenager. He graduated from Thomas Jefferson High School in Richmond, where he was a standout football player and earned the nickname "Ripper," the name by which his grandchildren knew him.

Upon graduating high school in 1945, Frank enlisted in the Army and served in the occupation forces in Japan. After discharge, he attended Virginia Tech on a football scholarship and graduated with a degree in Business Administration. He rarely mentioned his studies or football, but there were numerous stories of his exploits with his airplane. He enjoyed recounting how he dropped flour bombs on VMI, landed on the drill field and flew under bridges. Later, Frank repurchased the plane he owned in college and flew it from the airstrip at his home. If an out-of-town grandchild expected a present, he might drop it from the plane.

Following college, Frank joined his father in the insurance business and married Oriana Robertson, his wife of 57 years who died in 2010. She took credit for channeling her husband's considerable energy to productive ends. Frank was a success in business. He assembled a team and together they built A. W. Hargrove Insurance Agency, Inc. into one of the largest independent insurance agencies in Virginia before selling it in 1997.

Frank and a number of friends raced Cougar Catamarans. In 1962, the Hargrove family joined Fishing Bay Yacht Club with other Cougar owners where they organized a large fleet. He was a competitive racer, racing throughout the Bay with his wife Oriana, children and brother-in-law Stewart Robertson often on board as crew. Frank was awarded the Commodores Bowl in 1964 as the outstanding Skipper in FBYC sponsored sailing events for the year. He was awarded the Nott Trophy in its inaugural year, 1964, the following year, 1965 and again in 1973. He was also awarded the inaugural Hicks trophy in 1966. In 1969, Frank became FBYC Commodore.

In the early 1980's, Frank and Oriana bought a home on Stove Point so that all of their family would have a place to stay. They helped start a junior program at the club for their children. heir children and then their grandchildren have participated in the club's junior program.

In the 1960's, he spotted Cool Water, an 18th century home, from his plane. That discovery led him to buy Cool Water and restore it with his wife, Oriana, before moving his family there. He and friends promoted building Hanover County Airport in the late 1960's. The airport field is named for him in recognition of his work.

Frank was elected to the Virginia House of Delegates in 1981, where he served for 28 years. He loved making government work for his constituents. He did not believe that men and women in government power were angels. That skepticism and his moral compass led him to call for abolition of the death penalty years before the idea gained acceptance. Although over 90% of his constituents disagreed with his stance, they continued to re-elect him until he retired. He supported many causes over his long legislative career. One of the most important to him was the Virginia War Memorial. He was instrumental in securing funding through the General Assembly to restore the Memorial Shrine and Building, and led the fundraising efforts for the Paul and Phyllis Galanti Education Center construction and programs.

In his fifties, he took up long distance running and cycling. He preferred a bike to a car to cross Teton Pass. He rounded out a busy life with the support of many more charitable organizations than can be mentioned here. He was especially proud of his work on the governing bodies of Ferrum College and Randolph-Macon College.

He is survived by his children and their spouses, Dale Alderman (Richard Alderman), Frank Jr. (Elizabeth), Stewart (Lynn) and Wellesley (Kim); and grandchildren, Oriana (Douglas Fletcher), Stewart (Dana), Sarah, Mark (Amber), Frank III, Madeleine, Mollie, Hannah, Graeme and Bailey; and one great-grandchild, Stewart. He was an indulgent, supportive and caring parent and grandparent.

Frank's family will miss his direct manner, vice grip handshake, storytelling, elaborate family gatherings complemented by bonfires on the order of infernos, and the Thanksgiving shooting contest for the Cool Water Cup.

There will be a private funeral service and burial. *Those wishing to make a memorial gift might consider The Virginia War Memorial Foundation, 621 South Belvidere Street, Richmond, VA 23220, or Randolph-Macon College for the Hargrove Scholarship, P.O. Box 5005, Ashland, VA 23005.*

REQUIESCAT IN PACE

TELL US YOUR STORY

GETTING TO KNOW COMMODORE ELIZABETH STAAS



Our current commodore, Elizabeth Staas, can be found all over FBYC's campus and surrounding waters. We've seen her scrubbing pots in the kitchen, running a foredeck, spraying weed killer in the junior yard, serving up delicious cucumber sandwiches (she will not share her recipe). For those who may not know our lovely commodore, she answers questions below about how and why she loves sailing and FBYC.

What was your introduction to sailing?

My father passed away unexpectedly when I was 13 and we immediately relocated to Hampton, VA where he had grown up. He had been an active sailor and racer 'back in the day' but I had never sailed with him. I remembered hearing of his sailing, even a boat delivery back from The Med but never had the opportunity to actually sail with him. A childhood friend of his sponsored me to be in the HYC Junior Program since my mother couldn't join. Yup, even in the 80's women could not have their own membership—hard to believe. I spent my summers sailing throughout high school on small and larger offshore boats but it wasn't a passion—at that time.

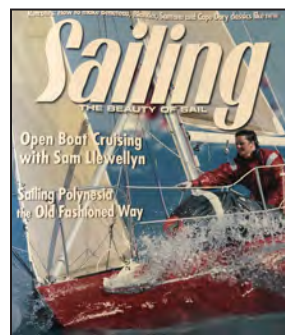
When do you think you were really "hooked" on sailing? Was there an experience or moment?

Sailboat Racing became my passion as a young adult. Foredeck and Winning were huge drivers and that came via my introduction to FBYC and the fantastic venue and membership. I didn't realize I was that competitive before FBYC and the events I was able to participate in certainly fed my passion for sailing.

I initially met Bill Spencer at a Crew Training session. Oh, how fortuitous that was. CLEARLY crew training works as I am going to celebrate my 30 years as an FBYC member next year! Bill tucked me under his wing and I began to race as his foredeck on Short Circuit at FBYC as well as up and down the Bay. I had been a guest at FBYC for about 2 years and felt the responsibility to join as a full-fledged member. It was unique, at that time, that I was joining in my early 20's and wasn't a child of a member. I still remember Waddy Garrett ensuring I fully understood the volunteer aspect of FBYC and the financial responsibility. I signed on and agreed to join 100% and promised not to let him down—particularly to the stewardship I felt I

now owed FBYC. I spent one of those summers with Bill re-building Mike Karn's J-29 (following its unfortunate accident) turning her into Resurrection and continued to race with Bill as his foredeck. I learned more about solvents, ball-bearings, halyard materials, physics than I ever thought possible.

My biggest thrill was sailing outside of the Bay and meeting other competitors at different venues. I then transitioned to Posse, a J29 recently relocated from Annapolis YC and continued to serve as foredeck at FBYC, the Bay and then onto Key West. Posse couldn't continue to import the prior crew from Annapolis so then began the infamous years of Titillation. The regattas The Titillation (all female crew) Team competed in ranged from several NOOD events in New England, a few Block Island regattas, numerous Key West Race Weeks plus just about every big boat event on the Bay and all of the FBYC Events. Every single vacation day was dedicated to Regattas for me. Those events were life changing and the friendships, memories and stories continue to be enjoyed. Winning Key West Race Week was an all-time high. We had a high performing race boat that was unique not only by it's all female crew, sans the skipper/owner Paul Andersen, but more importantly—we shared all costs for travel, entry fees, top of the line sails, food/bev—you name it.



I believe that investment made us a better team and we have the hardware on our mantles to prove it. We had a reputation as a tough boat to beat and a crew that enjoyed the racing and the parties equally. I even ended up on the cover of Sailing Magazine. Now I am settled into club races and supporting my daughters in both sailing and lacrosse while living vicariously through them—easier on my joints too! I don't wish to get too comfortable, so I just put an order in for a Melges15 and am looking forward to racing that spirited boat in 2022.

What do you wish members knew about FBYC or being on the Flag?

I'm not sure if most of our members realize the volume of volunteer work required to run FBYC and run it well. This model keeps our costs extremely affordable and ensures we are the best kept secret on the Bay. The Flag, Board and Committee Members plus all those that

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support them via pitching in here and there (RC, Social, Groundskeeping, managing our social media, installing new wifi, event staffing, etc.) are not only what allows FBYC to flourish but also to be the club people want to join and stay on as members. I prefer to say it isn't the volume of the work but the quality of joy the work brings. The many accolades from members of other yacht clubs when they come to visit.....is what makes me so very proud of our club and what we are able to do by just supporting each other and the joy of sailing.



OFFSHORE FALL SERIES 2021



RACING

40TH CHESAPEAKE BAY LASER MASTERS RESULTS

by **JON DEUTSCH**

RESULTS AND PICTURES BY PAUL ALMANY, JOHN HUBBARD & ANNA HUBBARD



The Chesapeake Bay Laser Masters prove that things do get better with age – both the sailors and the regatta itself which celebrated its 40th annual this weekend. Special guests Happy Hubbard and Jim Rodgers were both toasted at dinner along with current competitor and Chef Alain Vincey who all sailed in the very first FBYC Masters regatta in 1981. Alain shared the story of how the regatta was founded – in typical fashion sailors sharing a beer after racing labor day weekend decided to bring their boats and race with only the masters the following weekend and such the event was born. 40 years later the tradition continues and hundreds of sailors have taken part over the years.



Happy Hubbard, James Jacob, Jim Rodgers, Kenzie Hubbard, Alain Vincey & Anne Rogers

This year featured 49 sailors, 42 of which hailed from Virginia, Maryland or DC. The largest group was 22

sailors hailing from Severn Sailing Association and they took home a great haul finishing 1-5. This year was also the first year that this event split out the Legends (75+) sub-division from the Great Grand Masters (65-74) and 3 sailors competed for Legend title.



Weatherwise the weather was nearly perfect – mid to high 70s during the day, mostly clear and mid-50's at night. Most of the races were sailed in 5-9 knots of wind out of the SSW. Most races lasted about 55 minutes which left a lot of time to make up for early mistakes and with such a large fleet, finding pressure and clear air were key – but so was being on the right side of the shifts that could come from either side of the course.

Henry Filter (SSA) got out to an early lead with bullets in the first two races. Bob Tan (SSA) had a solid regatta with all top 10 finishes. James Jacob (SSA), who is no stranger to the podium at this regatta, was fast all the way around the course in Sunday's race to be a contender again. Ted Morgan (SSA) and Scott Williamson (SSA) both sailed fast to cement top 5 finishes while Jon Deutsch, the top sailor from FBYC, finished 6th.



Dave Waiting (SSA), an apprentice master, won the overall title for his second time with all top 5 finishes. Dorian Haldeman(SSA), Master, won the women's title for her 4th time and was presented with a newly created Women's perpetual trophy.

The rest of the winners are as follows:

RACING

Overall Winner: David Waiting, Severn Sailing Association
1st Woman: Dorian Haldeman, Severn Sailing Association

1st Legend: David Hartman, NOMAD
2nd Legend: James Graham, Potomac River Sailing Association

1st Great Grand Master: Doug Hays, Southern Maryland Sailing Association
2nd Great Grand Master: James Knab, Rehoboth Bay Sailing Association

1st Grand Master: Bob Tan, Severn Sailing Association
2nd Grand Master: James Jacob, Severn Sailing Association

1st Master: Ted Morgan, Severn Sailing Association
2nd Master: Ken Mangano, Eastport Yacht Club

1st Apprentice Master: David Waiting, Severn Sailing Association
2nd Apprentice Master: Scott Williamson, Severn Sailing Association

Rick Klein and a veteran crew of Race Committee members did an excellent job keeping the course square and getting races started and finished. Their patience when the wind wasn't right ensured we got the most out of the good wind we did have. Alain Vincey with help from John Hubbard, Anna Hubbard and all of the chefs put on a marvelous dinner of Lobster Bisque and Steak Au Poivre that was one of the highlights of Saturday evening.

Finally – thank you to all of the sailors who make this tradition part of their fall calendar. We really do appreciate having you and you are what make this regatta so much fun for the old and the older alike.



FBYC ILCA FALL REGATTA RESULTS by JON DEUTSCH RESULTS AND PICTURES BY JOHN HUBBARD



Sunday started breezy and sunny for the 8-boat fleet at FBYC's ILCA Fall Regatta being sailed alongside a 4-boat Flying Scot Fleet. The ½ mile course was set on the south end of Area A just north of the channel with the wind out of the North. David Waiting (SSA) won the first 3 of 5 races to win the day overall. James Jacob (SSA) was two points behind with Jon Deutsch (FBYC) in 3rd another two points behind him.

In the early races the wind was up in the mid-teens, 2 boats retired early and the rest of the boats did well to sail left and pick up the shifts and pressure coming from up the Piankatank. David did well to stay just ahead and won the first 3 races. As the wind eased and the right side of the course saw pressure come from the north, there could be two sets of pressure on opposite sides of the course and kept the fleet close together with many passing lanes.



The racing was close all day. As a testament to that – every sailor had a first or second place finish in a race. Thanks to Brad Miller for being our PRO and changing the course every race to zero in on the best direction. It was great having David, James, Mike Colbert, Natilie Burls and newcomer Scott Adam come sail with us and we look forward to having them all back again.

CRUISING / NOTICES

CRUISING THE CHOPTANK

BY GEORGE BURKE

The Choptank River is unique for its concentration of historical towns in close proximity to the water and each otherand..... It's a great place to sail. With that in mind, our cruisers sprinted north on September 25th to spend a week enjoying Choptank's villages, Tidewater Maryland's cuisine, and gentle daysails. Anchorage at San Domingo Creek provided access to St. Michaels, while the hospitality of Tred Avon Yacht Club and Cambridge Yacht Club opened the doors to Oxford, Easton, and Cambridge. Each destination held its own charm, but all were eclipsed by the grand lady of the cruise, Mother Nature, who provided eight consecutive days of brilliant sunshine, moderate temperatures, and cool nights under a quilt.

Six sailboats were joined by two motor cruisers to form the fleet for the Choptank cruise. The addition of motor cruisers to the group was a welcomed step forward, and we encourage its continuation.

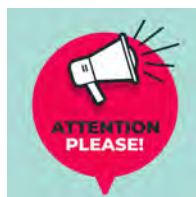


Choptank cruisers enjoy an overnight on 9/25 at Solomons Island Yacht Club on their way north. Pictured L to R in the first row are Scott and Louisa Sirles (*Joyful*), Mary and John Galloway (*Gavina*), Stella Jones (*Nugget*), and in the second row George and Lyons Burke (*Reveille*), Gordon Cutler (*Tender Mercies*), Rick and Julie Palm (*September*), and Charlie Jones. Not pictured are Jane Cutler, the photographer, as well as Tracy Schwarzschild and Ron Jenkins (*Venture*), and Nina and Richard Rodgers (*Sloopless*) who joined the cruise at San Domingo Creek. SIYC scored five stars for its hospitality and amenities.



Sunset on the Tred Avon - a typical evening for the 2021 Choptank cruise.

MIDDLE DOCK PLANS



After a year of planning and permitting, FBYC is ready to start the project to replace the Middle Pier. Deltaville Marine Construction will begin work on November 29th to remove the old pier and build, in approximately the same place, a new floating pier. Construction should take through April and completion before Opening Day.

We thank members in advance for their help in doing several things:

1. Anyone with a boat/trailer in the **crane yard** by Fannie's House **should move their boat/trailer by November 15th**. if not sooner. We expect to receive and store the new pier and pilings in the crane yard as we did for the East Pier. If the materials arrive, staff will move any boats in that yard.
2. Those with boats on the present Middle Pier should **vacate their slip no later than Thanksgiving week**; power will be cut off after Thanksgiving weekend and the pier turned over to the contractor. David Hinkle can help with specific questions such as: "Can I move to one of the other piers during construction?". The sooner you call, the better chance you will have of staying at FBYC.
3. Once the construction area in front of the pier is roped off, please stay outside of the work area. There will be work all over the roped off area during construction. Safety first!

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MIDDLE DOCK ELECTRICAL SYSTEM DESIGN FINALIZED

After studying the costs and benefits of increasing our electrical service delivery on the new dock, the Docks Committee has decided to follow the same design that has been used on the East Dock. What findings drove this decision versus using a higher capacity 125/250v design found at commercial marinas?

1. Commercial marinas have to plan for powerboats, sailboats and the occasional commercial mariner.
2. Powerboats are much larger consumers of electrical power than sailboats; thus commercial marinas have to have large services at the power pedestals in a variety of configurations. Sailboats experience these when visiting marinas designed for a variety of boats but only use a portion of the designed power supply.
3. FBYC's goal is to build a sailboat-centric dock aimed at accommodating the widest number of sailboat requirements at a reasonable cost. The chosen design avoids the major costs of upgrading our power service from Dominion Power and significantly increased copper wire infrastructure. If only 12 slips were upgraded to higher capacity circuits, the additional electrical construction costs would be \$3,000/slip. These costs would have to be recovered from higher slip fees and Club dues incurred.
4. As a result of the electrical power design, members using the slips may find it necessary to purchase an adapter to interface their power cord(s) to the power pedestals. Typical costs of such adapters are \$225-\$300 each thru Amazon, West Marine or Hurds. The exact adapter, if any, can be determined after discussion with Mayo Tabb.
5. The tradeoff of the Club assuming much greater construction costs which would translate to higher rental fees and dues versus the member incurring a one-time cost for an adapter was deemed to be in everyone's best interests when the project was approved by the Board.

Technical questions can be addressed to Mayo Tabb.



SLIME GROWTH ON BOTTOM PAINT BY MAYO TABB

This summer we have had an unprecedented problem with soft growths or slime on boats moored in Jackson Creek. I took the opportunity to research what is happening and talk with the technical experts at the Annapolis Boat Show. In summary, it is caused by the unprecedented warm water temperatures, currently 74 degrees on Oct 18 in Jackson Creek and recent EPA regulatory decisions. At times in two weeks the slime growth almost hides the color of the bottom paint! At PHRF we estimate a boat painted with slime resistant paint loses a second a mile a day from the time a diver cleaned the bottom to maybe double that for a non-slime resistant paint.

First a little background in that bottom paints are composed of a binder and one to three biocides which are the agents that prevent hard (barnacles) and soft (slime) growth. The EPA regulates bottom paints under its authority to regulate pesticides; bottom paints kill living organisms (barnacles, works slime) so they are pesticides. These regulated biocides must be fully disclosed on the can's labels and Material Safety Data sheet. This can be a real help to the boater in cutting through all the marketing hype to see what is really in the paint. There is a constant struggle with EPA regulations in finding a biocide that kills the hard and soft growth but does not harm fish swimming nearby or when it falls off and ends up in the bottom sediment does not harm bottom dwellers such as clams, oyster, shrimp, mussels etc. that we all love to eat. These conflicting requirements and associated research has resulted in the EPA banning many of what was in the past effective biocides.

As a result, the research and regulation of the bottom paint is dominated by mega corporations that have the capital for research, production, and test facilities to get EPA and EU certification. The Dutch firm Akzo Nobel (Interlux, Sea Hawk, Blue Water and Total Boat) has sales of \$8 billion and dates back to the late 1800 when founded by Alfred Nobel of the Nobel Prizes. The Ohio firm RPM (Pettit, Woosley, Rust-Oleum, Z-Spar, West Marine) dates back to Pettit founding in the 1860s. J&J/Janssen is a \$80 billion pharmaceutical firm founded in 1886 that makes some of the new safer biocides. The re-branded

NOTICES

paints (Blue Water, Total Boat, Rust-Oleum, Z-Spar, West Marine) tend to be the older formulations, usually copper based, without the latest biocides and anti-slime agents.

There are four types of binders that hold the biocide and release it in a controlled manner. Release it too fast and you have an issue with the EPA and the paint not lasting. Release it too slowly and you have hard and soft growth building up. If you have two biocides, it is extremely challenging as they have different release characteristics. The original sloughing/flaking binder flaked off exposing new biocide but left a pot marked rough surface, so you seldom see them used on pleasure craft today. The next is the leaching hard bottom paints where the biocide leaches out slowly but leaves the hard honeycomb structure of the binder behind that builds up year after year. This usually results in a rough surface after a few seasons necessitating being sanded off to maintain a smooth surface. The ablative paints were the answer as the binder slowly dissolves as it releases the biocide similar to how a bar of soap behaves so there is no build-up. One of the issues with ablatives is that they dissolve too fast when scrubbed by a diver which resulted in the development of the hybrid binder which has durability of a hard finish but dissolves more slowly than an ablative, so it does not build-up but survives diver cleaning.

For hard growth there are only three biocides. The brown Copper Oxide (25-75% concentration) has been around for years is very effective against hard growth and in higher concentration somewhat effective for soft growth. The white Copper Thiocyanate (5-25% concentration) allows bright colors and use on aluminum boats. The price of copper increased over 200% in the past 18 months so expect next year's copper bearing paints to be significantly more expensive especially in the higher copper concentrations. J&J/Janssen white Ocenea/Tralopyril (4-bromo-2-(4-chlorophenyl)-5-(trifluoromethyl)-1H-pyrrole-3-carbonitrile) at 1-6% concentration developed for the commercial market has just entered the recreational market. Some binders using it do not require as much water movement as previous ablative biocides, so they work better when the boat is at the dock and not moving. The latter two biocides have some anti-slime properties but are usually paired with a second slime specific biocide. In general the higher the concentration of the biocide the more effective it is in stopping both hard and soft growth but the cost goes up proportionally. The industry standard for soft growth was 2% BASF's

Irgarol (2-N-tert-butyl-4-N-cyclopropyl-6-methylsulfanyl-1,3,5-triazine-2,4-diamine) which is very effective against soft grow but has a checkered past. About 5 years ago BASF moved the plant from Germany to China which resulted in a 1-2 year period when it was unavailable for bottom paints. It then returned and for Interlux you can see the Biolux in the brand and the EPA full chemical name on the can. For Pettit it is the SR/slime resistant label on the brand and EPA full chemical name on the can. The EPA and EU have banned Irgarol sale in bottom paints after 2022 and most phased its production out in 2021 and none are being manufactured with it at present. To compensate some brands increased the copper oxide content about 5% as a stop gap measure. The less effective Irgarol replacement is J&J/Janssen Zinc Pyrithione/Omadine (bis(2-pyridylthio)zinc 1,1'-dioxide) anti-slime additive is just beginning to be seen in recreational bottom paints. Although a totally different chemical compound, Interlux and Pettit are using the Biolux and SR branding to refer to the replacement 2022 paints with the Zinc Omadine as anti-slime agent on most of their brands but not all.

Right now we have three situations. Bottom paints manufactured in 2021 containing Irgarol (Biolux or SR with chemical name for Irgarol on the label) are being sold until supplies are exhausted. Some past brands that previously contained Irgarol are on the market for 2022 but without the Biolux or SR sub-label so they are less effective for soft growth. Both paint manufactures have re-formulated paints containing Zinc Omadine in the development labs and will be submitting them for EPA certification, but it is a lengthy process so only a few formulations will be available at the start of the 2022 season. One of the reasons that Akzo Nobel just bought Sea Hawk was to gain their knowledge with the new biocides in their Colorcote and BiocopTF paints so expect to see them soon also under an Interlux branding. The combination of Irgarol and copper oxide was the industry's most common anti-slime formulation but an interesting observation is that only one paint brand is available with copper oxide and Zinc Omadine so getting those two to work together appears to be difficult.

So what are our choices for the 2022 season where most expect the slime problem to continue? First, buy the 2021 Irgarol containing paints (Biolux or SR formulation) while the supply lasts and most retailers are discounting so as to move the inventory so they are priced right. They are effective and work well against slime so if you have had good results in the past, stock up.

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For 2022, the following are some of the paints available containing the Janssen Zinc Pyrithione/Omadine anti-slime agent which unfortunately are the manufacturer's most expensive formulations so be prepared for sticker shock as some of these new paints sell for over \$400 per gallon! The two Sea Hawk products have the best price point.

Sea Hawk – Colorkote - Copper Thiocyanate, Econea, Zinc Omadine

Pettit – Odyssey Triton - Copper Thiocyanate, Econea, Zinc Omadine - new

Pettit – Barracuda - Copper Thiocyanate, Econea, Zinc Omadine – not for sale in USA yet

Pettit – Trinidad XSR - Copper Thiocyanate, Econea, Zinc Omadine – not yet available

Pettit – Black Widow - Copper Thiocyanate, Zinc Omadine
 Pettit – VIVID - Copper Thiocyanate , Zinc Omadine ;older cans may not have the Zinc

Interlux - Trilux 33 - Copper Thiocyanate , Zinc Omadine ; older cans may not have the Zinc

Sea Hawk – Biocop TF - Copper oxide, Zinc Omadine

For aluminum boats and where copper is banned
 Interlux – Micron CF – Econea, Zinc Omadine
 Interlux – Navigator - Econea, Zinc Omadine – limited availability
 Interlux – Pacific Plus - Econea, Zinc Omadine

Expect more to incorporate Zinc Pyrithione/Omadine into existing brands labels but the lab and EPA process will take time. Pettit has a Zinc Omadine version of its high copper Trinidad 75 SR undergoing lab test and EPA certification. Interlux has Micron SPC undergoing the EPA certification and appears to be a copper oxide, Econea, Zinc Omadine formulae but won't know until they publish the MSD sheet.

Finally, there is a lot of chatter and anecdotal reporting on various cruiser forums that adding a half tube per gallon of the horse de-wormer Ivermectin to bottom paints improves their effectiveness.



NOVEMBER MONDAY WEBINARS

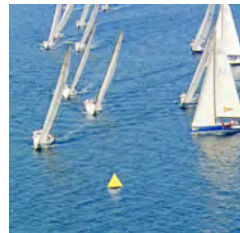
Back by popular demand!

CBYRA has teamed with Dave Dellenbaugh to bring you an in-depth examination of four critical components of racing success.

2021						
November						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

Each session is about 90 minutes long with video, diagrams, animations and quizzes. We will look at these topics from strategic, tactical and boat speed points of view. And of course, your questions are welcome.

Join us at 7:30pm on Mondays for these key racing topics:



LAYLINES

Monday, November 1st



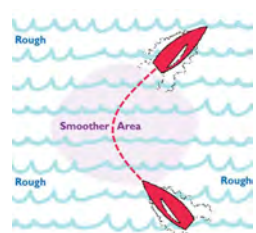
CURRENT

Monday, November 8th



LADDER RUNGS

Monday, November 15th



WAVES

Monday, November 22nd

Register for the Series

NOTICES



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FOR RENT: Jackson Creek Harbour Condo for rent - 1st Floor Flat (All one level), 2 bedrooms-large King and Twins/2 baths; Open kitchen, living room and dining room; Screened-in porch with views of Jackson Creek. Pool and Dock slip included; \$1100/week May-September. Perfect for 2 adults and 2 kids. 5 people max. email: vickieblanchard@comcast.net

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