

From the Quarterdeck
David Hazlehurst, Commodore

You could say your Commodore has an enviable record. He has presided over the largest of three land acquisitions made since the club moved to Fishing Bay from Urbanna and has incurred the largest debt in club history. We are now in the midst of securing county permission to use our new 2.1 acres of residential land for the yacht club. Some neighbors have opposed our application because the club generates too much traffic and has too little parking.

In recent years we have worked hard to secure goodwill from our immediate neighbors, but in the process we have learned that we need to do a better job communicating with more distant neighbors. Clearly we have work to do in this area, and we are forming a Community Advisory Board with the Stove Point Improvement Association and other neighbors, to work towards this end on an ongoing basis, and to resolve issues regarding our new land zoning conditions.

We have been on Fishing Bay more than 50 years and have long recognized our parking limitations. We

take many steps to manage our events within our capacity, including self-regulation of our membership limits for over 20 years. And we lease a field from an immediate neighbor, the Richardson family, for overflow parking and use other land on a need basis. Our new land purchase was a huge step forward and was designed to solve our parking and traffic problems. While we attempted to buy the new land subject to zoning, the seller was unwilling to wait, and unanimous board judgment was that we would be able to secure zoning approval in due course.

Last month our planning committee recommended we use the new land primarily for parking cars and boats and as a location for Junior Activities on a new beach ramp to be built once we secure zoning approval to use our land. We hope we will receive this from the County at the June 15 Board of Supervisors meeting. My hope is that we continue to enjoy the facility we have inherited, while we work harder at being good neighbors. We have an enviable locale, surely one of the best anyone could find anywhere, period.



Opening Day At FBYC
April 24, 2004

Photo: Ed Funk

We have a membership who appreciates what we provide for their enjoyment, and who are without question stewards who accept their responsibility for maintaining our environment. Some may suggest otherwise, but I challenge them to prove it.

Deltaville promotes itself as the ultimate boater's paradise and welcomes visitors. FBYC and its members contribute immeasurably to the community with our purchases of materials and services, and we support Fire, Library, Rescue and other community services. We are proud that we are about to embark on a long overdue venture with

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Board Meeting Highlights

April 6, 2004

Meeting called to order at 6:05p.m. by Commodore David Hazlehurst.

REAR COMMODORE – LUD KIMBROUGH

SECRETARY John Wake announced that Final Notices were mailed to nine delinquent members on March 22. There are three members who are still delinquent. If payment is not received by April 10, each delinquent member will be mailed a certified letter advising of suspension of membership.

DOCKS – Allan Heyward's report indicated that hoist inspection will be

re-scheduled to take place before the J-29 Regatta. Members have been very responsive when asked to move their boats while work continues on the east dock.

SOCIAL – Scott Collins outlined the Opening Day schedule: Blessing of the Fleet ceremony at 5:30 pm, cocktail party at 6:00 pm and dinner at 6:30 pm.

GROUNDS – A record 62 volunteers turned out to help paint, prune, rejuvenate gardens and borders, wash windows and rake leaves on clean-up day.

WINTER PROGRAMS – Nancy Stokley reported that the Bermuda High Brunch held at the clubhouse on March 21 completed the winter programs for the year. Approximately 90 people came down to enjoy the food and fellowship.

PUBLICITY – Willard Strickland is working on some articles for Spin Sheet and will meet with Noel Clinard about the October USODA Atlantic Coast Opti Championship event.

FINANCE – Mason Chapman stated that the Finance Committee has been waiting for the Short Range Planning Committee's report and should have the Finance Committee's recommendations at the next meeting. Mason asked that Board members be very budget conscious and to report to him any variances.

WEB MASTER – According to Strother Scott, there is a possibility that online registration will be ready for the Rosegill Race and definitely by the Leukemia Cup Regatta.

VICE COMMODORE – JAY BUHL
FLEET CAPTAIN – Lori Moyer advised that MORC Crew Training sessions are underway with about 20 participants. They need some boats to use for the on-the-water training.

ONE DESIGN DIVISION – There was a total of 39 participants in the two race committee training sessions, and nine people took part in the *Mr. Roberts* training session. Ric Bauer has made an inventory of the boats in the small boat parking lot and he has placed blue tape on all of the boats that he has questions about. He is trying to finish the job of placing FBYC sticker numbers on all boats in the lot for identification purposes.

CRUISING DIVISION – Tony Sadowski has an article in the April Log

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Membership

APPLIED FOR MEMBERSHIP:

Buxton, Mr. & Mrs. Joseph T. III (Chip & Mary), P.O. Box 488, Urbanna, VA, 23175. Chip has been sailing all of his life. He was a member of Hampton Yacht Club Junior Program and he taught sailing at Camp Morehead for five years. He was a founding member of Ware River Yacht Club. Mary has written several books and writes a weekly column in the Southside Sentinel newspaper. Chip and Mary owned a Pearson 29 until 2001 when they bought an Albin Trawler 36 powerboat. Chip would like to get back into sailing by crewing on a club boat and/or possibly buying a one-design boat. Sponsors: John G. Koedel, Jr.; Andy & Evelyn Turner.

Cost, Mr. & Mrs. Stephan K. Cost (Stephan & Alicia), 2242 Brandywine Drive, Charlottesville, VA, 22901. Stephan is a life long sailor and spent his summers at the Bayview Yacht Club in Detroit, Michigan where he served three years as a Junior Instructor after graduating from their Junior program. Alicia is also a sailor and the family owns an S-2 7.9. In addition, they also own two Lasers and Stephan sailed in the Laser Masters Regatta last year. They have two children, Christian (age 10) and Kaitlyn (7), who will be involved in the Junior program. Sponsors: R. Noel Clinard; Ruthanna Jenkins.

Guenther, Mr. & Mrs. Len Jr. (Len & Barbara), 4128 Emberhill Lane, Chesapeake, VA, 23321. Len and Barbara have enjoyed visiting FBYC to participate in one-design racing since 1995. They own a Mobjack and a Laser and Len is a Mobjack National Champion. Len and Barbara have two children, Heidi (age 18) and Joshua (age 17). Sponsors: Thomas J. Roberts; Jerry Desvermine.

Jacob, Mr. & Mrs. James L. (James & Barbara), 7736 Southdown Road, Alexandria, VA, 22308. James and Barbara are co-purchasers of the lot next to FBYC's newly purchased land. James is a racing skipper with a long history of competition in many different classes of one-designs - primarily the Laser – and has been participating and winning at Laser events at FBYC

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2004 FBYC Officers	
	Commodore David Hazlehurst
	Vice-Commodore John M. Buhl
	Rear-Commodore Lud Kimbrough, III
	Treasurer Paul W. Howle, III
	Secretary John B. Wake, Jr.
	Log Streamer Steve Gillispie

(Board Highlights continued from page 2)

about the cruising events through the end of May. He is looking for someone to take over the One-Week Cruise North scheduled for July 17-25 for Gordon and Sheila Nelson.

JUNIOR DIVISION – **Noel Clinard** has held four registration meetings for Junior Week and OptiKids, and there are 100 children registered to date. A notice will now go out on the web site to commence the mail registration. Mail registration will include a 15% surcharge. Rob Wright has been hired as the Assistant Junior Coach. Rob was Captain of his sailing team at UNC-Wilmington. He will work from June 10 through September 7. The new 420 trailer will be picked up this week.

FLEET CAPTAIN – *Mr. Roberts* will be ready for the J-29 Regatta. The air cannon on the boat is faulty and Paul Howle recommended that it be replaced with a new one. Paul states that he is willing to train any club member who would like to learn to operate *Mr. Roberts* and can be contacted by telephone or e-mail.

OLD BUSINESS – **Strother Scott** presented the report of the Planning Committee regarding the new land. The committee was asked to focus on the immediate steps needed for use of the new land. The committee has concluded that the waterfront focus should be for Juniors to hand launch Optis, 420s and Lasers using a new grass ramp and that vehicular launched one-design and other small boats would be launched using the existing concrete ramp and the recently reconstructed Fishing Bay dock. The committee has retained an architect to do a master plan of all the property. Bay Design has completed a topo and survey needed by the planner. We anticipate a master plan that will lay out roads and boat parking locations on the new land as well as a tree planting plan.

Strother also reported on the progress of the Special Exception application and the conditions proposed by FBYC and those suggested by Michael Hurd, attorney for some neighbors who oppose the application. The Board agreed that our proposed conditions were appropriate for the circumstances. Lud Kimbrough is going to be the FBYC spokesman at the Planning Commission hearing on Thursday, April 8.

There being no further business, the meeting was adjourned at 7:20 pm.

(Members continued from page 2)

for about 20 years. Barbara is also an accomplished sailor and has guided their two children, Alex (age 10) and Erin (age 6), in learning to sail and race Optis. The Jacobs own a Melges 24, Laser, Optimist, 505, Grady White and Boston Whaler. Sponsors: Alain M. Vincey; Joseph L. Dennison, Jr.

Swenson, Mr. & Mrs. J. Steven (Steve & Jacie), 2601 Holly Manor Drive, Falls Church, VA, 22043. Steve and Jacie are co-purchasers of the lot next to FBYC's newly purchased land. They are an active, second generation racing family and want to pass on their love of the sport to their children, Kyle (age 10) and Kendall (age 7). The children have been active in the SSA junior sailing program. Jacie's mother won the Adam's Cup in the late 60's and Steve's father founded the Royal Turkey YC in Florida. Jacie taught junior sailing in high school and college. She is a former CBYRA high point El Toro fleet champion and was navigator for the Annapolis entry winning the 1991 Block Island Race Week. Jacie and Steve own a Laser, Optimist, El Toro, Boston Whaler, Proline powerboat, and three Boards. Sponsors: Alain M. Vincey; John & Perry Guy.

Waters, Mr. & Mrs. Jeremy (Jeremy & Nica), 2611 Holkham Drive, Charlottesville, VA, 22901. Jeremy and Nica are avid sailors and cruisers. They were both active on the sailing team in the UVA Sailing Association. They also worked as sailing instructors for Sail Caribbean Voyages, Inc., a blue water sailing camp operating in the British Virgin Islands. When they bought their first boat, they set sail for three years cruising in the Caribbean and Bahamas. Jeremy and Nica have two children, Julian (age 4) and Madeleine (age 2). They own a Bristol 28. Sponsors: Chris & Carey Gaenzle; David & Alison Lennarz.

RESIGNATIONS:

Ms. Caroline Courtney Johnson

DEATH:

Dr. John M. (Jack) Moseley, III on 3/20/04 (Honorary Member)



(From The Quarterdeck cont. from page 1)
the Middlesex County YMCA to sponsor a one-week training program for local youth to learn sailing.

Caring for our community, while we enjoy our beautiful site, is what we are about! Enjoy your visits to Middlesex County, Deltaville and Fishing Bay Yacht Club. We have much to be thankful for.

Boat Name History

By John G. Koedel, III

I'm proud to say that the Koedel family brought Chuck Howe into the sailing world. We grew up in the same town in Pennsylvania. Chuck was a frequent crew member of the Elusive from grade school on into college.

He was never much of a helmsman, however. We used to joke to him that there was a snake following us. If you looked astern, you saw a wake with a distinctive "S" like shape.

A couple of years ago I helped him hunt down a boat by visiting various boat yards and crawling through all types of boats in disrepair. They ended up with a Cal 29 and they have done a great job fixing her up. Her name is Camlin. His childhood sailing experiences have stuck with him. Camlin means crooked line.

Did you know...Jere Dennison

...that the cunningham, a device commonly used on racing sailboats today to adjust tension on the mainsail and bring the sail draft forward, was named for its inventor, Briggs Swift Cunningham II. Cunningham, who died in 2003 at the age of 96, was a member of the New York Yacht Club who skippered the 12-meter yacht Columbia to victory in the 1958 America's Cup over British challenger Sceptre. The 1958 race was the first America's Cup event in 21 years and the first to utilize the 12-meter design rule for competition.

IN MEMORIAM
SUSANNE S. WARNE
4/23/15 – 4/12/04

Mrs. Susanne S. (Susie) Warne of North Branford, CT died on April 12, 2004. Frederick and Susie Warne joined Fishing Bay Yacht Club in 1966. Fred served as Commodore in 1973, and they were Life Members at the time of his death in 2000. Susie's survivors include David S. Warne of Somers, NY; Susan W. Warne of Boston, MA; Elizabeth W. Nowak of Guilford, CT; and five grandchildren. The Warnes owned a Galaxy 32 at one time and later owned a Tartan 37 named *Paradox* (now owned by Tim Blackwood). Fred was an avid racer but Susie was not into racing. She considered it her job to "make the sandwiches and clean up the boat." She did, however, enjoy cruising. Cards of sympathy may be sent to the family in care of Mrs. Elizabeth W. Nowak, 105 Sugar Loaf Road, Guilford, CT 06437.

REQUIESCAT IN PACE

**Busy Season for
Southern Chesapeake
Leukemia
Cup Regatta
Roy Meyer**



One of the South Bay's most popular fundraising events will be back in action beginning in early May and continue right on into mid-July. The Southern Chesapeake Leukemia Cup Regatta, presented by SunTrust, marks its sixth anniversary year by featuring an expanded series of activities. The highlight is Regatta Weekend in Deltaville on Friday, July 9 and Saturday, July 10, but before that there are several exciting events taking place.

On Saturday, May 8, the Christchurch Leukemia Cup Junior Challenge sets sail on the Rappahannock River at Christchurch School at 10:00am. Young sailors from high schools throughout the Tidewater and Richmond areas will be competing in the races and helping to raise money for leukemia care and research. The top fundraising team will be presented with the James Keith Hall Memorial Trophy, named in honor of a popular area middle school student who died of leukemia four years ago. Last year, the young sailors raised more than \$14,000.

Also on Saturday, May 8, everyone is invited to join in the Leukemia

Cup Kayak Tour. The tour will begin at 9:00am with paddlers leaving Rosegill Farm and traveling up Urbanna Creek to explore historic homes and scenic waterfront sites. Jan and Shawn Towne of Bay Trails Outfitters will again lead the tour and provide kayaks for those who need them. Registration fees are \$25.00 for singles, \$50.00 for tandems.

One of last year's most popular regatta events returns in late May. The Southern Chesapeake Power Leukemia Cup Poker Run: "Power Boat on the Lower Bay," takes place Saturday, May 22, beginning at 10:00am at The Tides in Irvington. The poker run features a series of five waterfront stops where skippers pick up a playing card in a sealed envelope. Later at the Victory Party, again being held at The Tides, the skippers with the best hands win prizes. Top fundraisers also receive prizes and awards. Refreshments and light food will be provided. Given the success of last year's inaugural event, poker run planners are hoping to recruit 50 boats and 200 participants this year. The fundraising goal is \$25,000. Registration fees are \$100.00 for skippers and \$25.00 for each crew member.

A brand-new event this year is "Leukemia Cup Regatta Night at the Ballpark," at 7:30pm on Saturday, June 19. That evening's game

between the Deltaville Deltas and the Fredericksburg Meadow Farms team will give fans and guests added incentive to come out and enjoy the evening. There will be door prizes, an exciting raffle and other fun-oriented activities. Tickets are just \$4.00.

Other events in June include an Arts at Fishing Bay Party at 6:30pm on Thursday, June 30, at Fishing Bay Yacht Club and the Leukemia Cup Junior Sail-a-thon for elementary school-aged children, also at Fishing Bay Yacht Club, on Wednesday, June 24.

Regatta Weekend opens with a Welcome Reception and Live/Silent Auction at the Deltaville Fire House at 7:00pm, Friday, July 9. Crab cakes and refreshments will be available, and there will be an extensive array of gifts and crafts to choose from for sale during the auctions. Admission is free.

Sailing Saturday, July 10, begins with a light breakfast and skipper's meeting at 8:00am and 9:00am, VIP/Spectator boats will depart to watch the races at 10:00am with the racing scheduled to begin at 11:00am, weather permitting. A new addition to the fleet this year is a Classic Yacht class, featuring wooden sailboats and others more than 25 years old. Organizers believe this group of boats will be ex-

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(Leukemia Cup Plans cont. from page 4)

citing to watch as observers get a chance to see several rare and treasured vessels, many of them restored to pristine condition, in action. Registration fees for sailors are \$100.00 for fundraising boats and \$25.00 for racing-only boats. VIP/Spectator Boat tickets are \$50.00, which includes lunch and refreshments. The top fundraiser will be presented with the coveted Leukemia Cup Trophy and an all-expenses-paid Caribbean cruise, sponsored by The Moorings. Several other incentives are also planned.

The Grand Gala and Awards Ceremony the evening on July 10 will be at Stingray Harbor Marina in Delta-ville. Refreshments and a full dinner will be served, and there will be music and dancing. Awards and prizes will be presented to the leading racers and top fundraisers. The event, which is open to the public, begins at 5:00pm and tickets are just \$20.00.

Last year's regatta collected more than \$128,000 for leukemia research and patient care here in Virginia. And, this year regatta organizers are hoping the various events will raise \$150,000.

Registration is now open for all of this year's events. Please contact Kristin Stokes, regatta coordinator, at the Leukemia & Lymphoma Society office at (800) 766-0797 or e mail her at And, we hope to see you at many of this year's regatta events.

**GWYNN'S ISLAND
SHAKE-DOWN
CRUISE
MAY 15-16, 2004**

John Koedel, Jr.

It is time to sign up for a good time at Judy and Steve Buis's condominium on Gwynn's Island. We need your reservation by the end of the day on Friday May 7th. Our BYOL



social hour will begin at 1700 hours: mixes, ice, cups and wine at dinner will be provided. The dinner is being catered by Alice Jarvis of Mathews. She will have Beef tips, mashed potatoes, a green vegetable, glazed carrots, coffee, ice tea and brownies for dessert. Adults are \$18.00 and children \$9.00. By boat, go through the Milford Haven swing bridge which operates on channel #13 and proceed to Red Buoy #6. From there take 90 degrees magnetic and anchor just off the 1st dock of the condominiums in 12' + <-> of water. All of the docks are privately owned so we can not use them. The same depth continues for a long way past the 1st dock. Come by dinghy to one of the ladders on the 1st dock. Someone will be there to greet you. If you need dinghy service just wave and you will be picked up. By car, cross the swing bridge and then go .7 of a mile and turn right on Callis Wharf Road. The Buis' live in number 204. Please park on the left side of the circle so you do not take the parking spots for the other condominiums. Remember this would be a good time to bring guests or new members of the Club. Make your reservations with John and Fay Koedel at koedel@oonl.com or (804) 776-6168.

**Carter's Creek
Cruise**

May 30-31, 2004

Sunday, May 30th, after recovering from the previous evening at Rosegill, we will cross the Rappahannock to explore Carter's Creek and enjoy the wonderful hospitality of the Rappahannock River Yacht Club.

Sunday evening we will join the RRYC's annual family picnic. You should plan on bringing a side dish



to be shared as well as something to cook on the grill for you and your crew. The RRYC will provide beer, ice and mixers. The RRYC will serve a light breakfast at about 0730 on Monday morning.

We will need a headcount of those attending by May 21st. I will also need to know if you would like space at their dock. Dock space is very limited. We will accommodate boats on a "first requested" first served basis. Please notify Herb Davis at britestar@oonl.com or 804-776-6476 to make your reservations and request for dock space.

**Want To Drive Mr. Roberts?
See Paul Howle
Steve Gillispie**

Paul Howe is the guardian angel of Mr. Roberts for FBYC, in addition to his duties as Treasurer. The club has spent considerable money this year on refurbishing Mr. Roberts to excellent condition. Paul has generously offered to provide "on demand" training to any member at a mutually agreed time. He lives in Deltaville and you can contact him at



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Paul is eager to have qualified and trained drivers and assures us that he can train most people even to back Mr. Roberts in her slip. So give him a call. If you are trained and do use Mr. Roberts, CLEAN UP after yourself. Paul's angelic qualities take on a most devilish cast for members who leave Mr. Roberts in a mess.

The Coastal Picket Patrol Jere Dennison

The inaugural history column that appeared in the February 2002 *Log* referenced the club schooners *Nighthawk* and *Windflower* that were called into the U.S. Coast Guard service to patrol for German U-boats off the Virginia Capes during the early part of WW II. Also mentioned were the 1942 UYC Commodore J. Rucker Ryland and Secretary Joseph Kelly, both of whom volunteered to serve aboard these patrols. Thanks to a recent article in the May/June 2004 issue of *Ocean Navigator* magazine and a copy of an article from the *Norfolk Virginian Pilot* recently forwarded to me from an alert member, we now have more information on this program that was intended to reduce the wartime threat to allied shipping and on the role that our members played.

According to *Ocean Navigator*, **“when the Japanese attacked Pearl Harbor, the Germans had already deployed their most experienced U-boat captains along the coast of the United States, and as soon as war was declared, the submarines let loose. Up and down the coast and into the Gulf of Mexico, German U-boats soon exacted a heavy toll on U.S. and allied shipping.**

In the ensuing months, 432,000 tons of shipping sank in the Atlantic – 80 percent of that off the American coast. In March 1942, 20 ships were sunk along the coast. The Germans referred to this period as “the American hunting season.”

As a result of these depredations, Adm. Ernest J. King, chief of Naval Operations, reluctantly allowed the formation of the Coast Guard Reserve picket patrol. King directed the commander of the Eastern Sea Frontier “to put out a call for all boats which could remain seaworthy for 48 hours in good weather.” These vessels – mostly sailing yachts and powerboats – were instructed to patrol inshore and offshore areas along the 50-fathom curve. By September 1942, there were 480 picket patrol boats working from 30 bases strung along the coast from Halifax into the Gulf of Mexico.”

Even Ernest Hemingway got into the act. Convincing the U. S. Government to pay for all of his expenses, he equipped his fishing boat *Pilar* with a machine gun and set off with his cronies from his base in Havana, Cuba to patrol (unsuccessfully) for German subs. According to one account, the Papa’s patrols quickly degenerated into boozing sessions occasionally interrupted by target practice on sharks and empty whisky bottles.

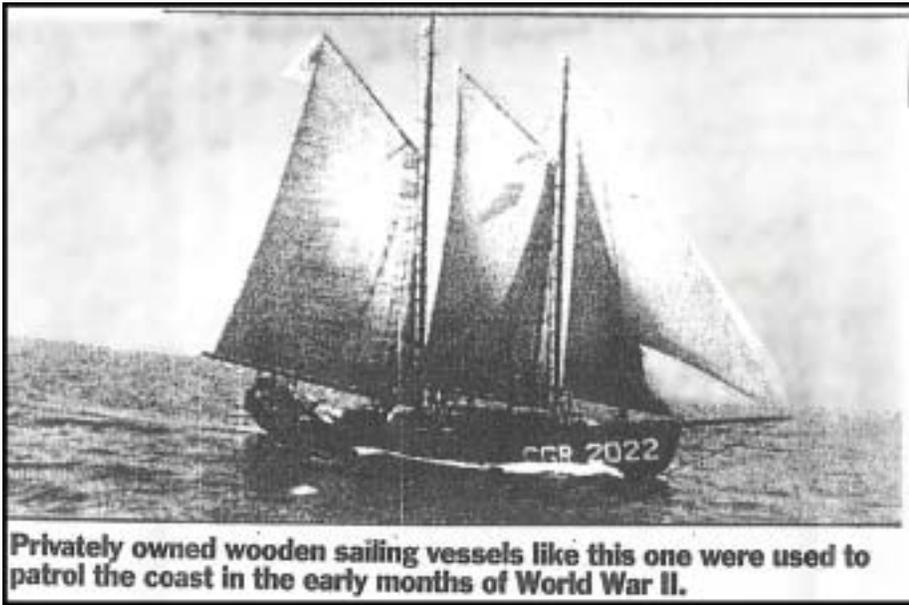
Since these were the days of the diesel/electric submarines when the U-boats spent more time on the surface than submerged, the picket patrols were armed with light machine guns and expected to not just to report the location of these marauders but to attack them as well. However, there were no reports of any hostile encounters between the pleasure craft and the German Wolf Pack during the defense of our shores.

In later years, several members of the patrol were interviewed for details of their experiences. One of the interviewees was Joseph Kelly, a former UYC member, and his story that was published about 5 years ago by Allan Flanders in the *Norfolk Virginian Pilot* follows:

The late Joseph Kelly, a Norfolk attorney, recalled his days aboard the coastal pickets in the Fifth Naval District. “We were under the general command of Admiral Andrews of course, but whether he had the slightest interest in us, I do not know. I myself did not know whether we would be of any value. But then I had several months of training when I did consider that we might indeed be very discouraging to the German offensive and U-boats safely appearing on the surface without being spotted,” he said.

At any rate, Kelly found that he would be accepted by the coastal pickets even with his poor eyesight. Admitting that he literally knew nothing about the military, he took the rate of specialist under this first skipper, Rucker Ryland, who came in as a Chief Boatswains Mate (First Class) and, like Kelly, had been previously turned down by other services because of any injury. Both men had considerable experience in yachting and had sailed together earlier as members of the former Urbanna Yacht Club, now the Fishing Bay Yacht Club on the Chesapeake Bay. In fact, both sailed the yacht *Nighthawk* that later became the coastal picket CGR 2008.

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(History continued from page 6)

He subsequently joined Ryland on the CGR-2022 (pictured here), a Block Island racing boat that, according to Kelly, had belonged to a descendant of the great American navigator Nathaniel Bowditch.

It was on this vessel that he sailed his first series of “five days out and two days in port” patrol rotations from Little Creek, along with six others. According to Kelly, the coastal pickets were painted “battleship gray” and identified by a large designation on the sail, similar to pilot boats, which read “CGR” and the number. “On the top of the mast,” said Kelly, “there was a light in a cup in the truck (rigging) at the top of the mast so that only aircraft could see you and no surface boat could see you. Of course we were blacked out and there was always danger of running into another ship.”

“There was a base already at Little Creek to supply our boats,” Kelly added. “The Ocracoke base on the other hand had nothing there except for a few fishermen. We lived on our boat until they built a supply and repair facility. There was no difference at that time between being in the Navy

and the Coast Guard. However, we always identified ourselves as United States Coast Guard Reserves.”

Kelly recalled that during the first weeks, they passed their time fitting out their boat, painting, getting the rigging out, adding ratlines, and overhauling their auxiliary engines. At the same time, Naval officers from the Norfolk Operating Base came down to the private yard during the overhaul period and went over basic navigation with them.

Of the two yachts being fitted out for patrol, Kelly remembered that only one had a sextant and that his had a binnacle compass on board. Recalled that he met picket patrol seamen who sailed from New Jersey and off New England later in the war, he criticized the lack of training he first received and called his first boat “ill-equipped as any of the others.”

Never a viable weapon of war, those beautiful yachts of the Coast Picket Patrol recaptured but for a moment some of the sailing gracefulness of earlier men-of-war. Although their combat record

lists no enemy ships sunk, it is quite possible that they did harass some U-boats.

The U-boats, upon hearing the sonar’s “ping,” had ample time to withdraw. Although the program was dropped on Nov. 9, 1943, the “Hooligan Navy” gave many local “salts” some real adventures as the area’s first line of defense during those opening days of war. If nothing else, the graceful lines of their boats almost made going to war a beautiful thing.

While the coastal pickets never encountered hostile action, the effort was not without its perils. The 57-foot yawl *Zaida*, built for the famous sailmaker George Ratsey by Henry Nevins, and designed by John Alden, was donated to serve on the picket patrol. She numbered CGR 3070 and was based in New York. During the harsh winter of 1942, according to *Ocean Navigator Magazine*, she was caught in a horrific storm. After a near capsizing off Nantucket Shoals, she was pushed south to Ocracoke Inlet, N.C., traversing nearly 3,100 miles over the course of 20 days. The search for the helpless *Zaida* was the largest search-and-rescue operation the Allies held in the Atlantic during World War II. Fortunately, all of the crew of nine were recovered unharmed.

(Special thanks to FBYC member Bill Egelhoff for sending us a copy of the Norfolk Virginian Pilot article that spotlighted our members’ role in the Coastal Picket Patrol. Bill wrote that, “I was his (Joe Kelly’s) crew back in the 50’s in Norfolk. Also back then I crewed in Commodore Laird’s Bugeye in a race against Garland Miller’s pristine log canoe – Norfolk to Fishing Bay. Yes, we lost!”)





FBYC OPENS 2004 SEASON

April 24, 2004

Ed Funk

funket@hargray.com

Prepare Your Optimist for Sailing Season

**Quentin Jenkins
Optimist Fleet
Captain**



If you are looking forward to a good sailing season, then you need to start preparing soon. Start by thinking what equipment you will need. I'll talk about some of the equipment that you will/may need, starting with shoes.

When you sail in an Optimist, dinghy boots are one thing that you might think are totally necessary. I think this is not true. I sailed the entire summer wearing shoes that were half flip-flop and half sandal (I do not recommend that you wear these). To me, dinghy boots are only really worth wearing when the wind is above 16 knots. In my opinion, the best shoes to sail in are sandals. They allow your feet to breathe and don't come off easily. The last thing about shoes is that you do not want to wear sneakers while you are sailing. Sneakers tend to absorb water, which makes them heavy. Also, the

fact that the water is full of salt can't be good for them.

The next thing to think about is your sail. The sail is one of the most important parts of the Optimist. If it has been heavily used or is missing a batten or two, it is not going to perform as well as the other people's sails. Believe me: there are few things worse than going out on a racecourse and losing because your sail is worn out or missing battens or sail ties. Make sure you have several spare sail ties. If you tie some spare sail ties to your airbag straps, you will always have one handy. If you take good care of your sail, then it will take good care of you.

Another important thing that is very closely related to the sail is your mast. If your mast fills with water when you capsize, it will make you slower than the other boats. The amount that it would slow you down by may not seem significant, but as you go around the course you will start to notice it. Part of the mast should also have two black lines on it. The black line on the sail should be somewhere between these two lines when it is put up. Once, the black line on my sail was not at the

proper height on my mast, and I believe it made me get mid-fleet. If you are sailing in a lot of wind, one thing you need is a good bailer. The best bailer for one person may be absolutely horrible for another person. A bailer should be the biggest bailer you can bail with without getting tired quickly. For instance, an average eight year old would not want a one gallon bailer, just because that is heavy to hold with just one hand. A good bailer for a green or white fleeter would probably be half of a bottle of bleach. A good bailer for a blue or red fleeter would probably be about three-fourths to a full gallon. For instance, I use half of a Clorox bottle, just because I like the way it is sort of flimsy and can change shape a little bit, so that it is able to get water that a rigid bailer could not. All and all, the bailer you use is a matter of preference more than anything else.

In sailing, you have to do a lot of work getting ready before you even go out. It may seem boring, but if you learn how to rig and tune your Optimist correctly, it could be the difference between first in fleet or last overall.

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Catered By the famous Willoby's
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 Make your reservations early.

6:00 PM Cocktail Party
7:00 PM Dinner
8:00 PM Band, Dancing, and Awards

To properly plan the event, we are only accepting reservations and payments in advance of the event. Please send the reservation form with your check made payable to FBYC for receipt no later than May 25th!



ROSEGILL RESERVATION FORM

Please reserve dinner for the following people. I have enclosed payment in full.

Name _____

#Members @ \$20.00= _____

#Guests @ \$25.00 = _____

#Children under 16 @ \$10.00= _____

Total Enclosed=\$ _____

Please mail form and check to Janie French, 620 Henri Road, Richmond, Virginia 23226

May 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 One Design Spring Series 1
2 Offshore Spring Series 3	3	4	5	6	7	8 VIMS Raft- Up at FBYC
9 VIMS Raft- Up at FBYC	10	11	12	13 FBYC Board Meeting: 6:00 PM Retreat Hospital	14	15 Gwynne's Island Cruise One Design Spring Series 2
16 Gwynne's Island Cruise Offshore Spring Series 4	17	18	19	20	21	22 One Design Spring Series Progressive Dinner Cruise
23 Progressive Dinner Cruise Offshore: Spring Series 5	24	25 Rosegill reservations due	26	27	28	29 Rosegill FBYC To Urbanna
30 Rappahannock River Races	31 Memorial Day Fun Race					



THE EDENTON BAY CHALLENGE August 7 - 8, 2004

The Town of Edenton, the Edenton-Chowan Chamber and the Edenton Yacht Club are pleased to host this One-design sailing event for **Flying Scots, Tanzer 16s, Windmills, 420s, Sunfish and Optimists**. This Category A multi-class regatta will be governed by the rules as defined in the Racing Rules of Sailing.

For additional information please contact Nancy Nicholls at 800-775-0111, Jim Elliott at 252-482-2121 or check our web page at www.visitedenton.com for more information about our community. Flying Scots contact Dave Batchelor at sailordave@nc.rr.com or 919-467-3512 or Tom Lawton at mailto:tlawton@mac.com or 828-669-8670



WED., JUNE 30TH - 6:00 - 9:30 pm
FISHING BAY YACHT CLUB
DELTAVILLE, VIRGINIA

The Leukemia & Lymphoma Society and the FBYC Wednesday Night Dinner Group invite you to "Art on Fishing Bay". All members and guests are asked to bring an hors d'oeuvre to share. There will be a cash bar provided by the Leukemia Society. Contact Bob Kates at fbm@oonl.com or 804-776-6950 to RSVP.

Exhibiting Artists

The Bellevue Square Quartet
Kathleen Noffsinger ♦ Joan Mannell
Jane Hall ♦ Dixie Hoggan ♦ Jane Wells ♦ Rip Radcliffe
Ben Richardson ♦ Jean Hess ♦ Bill Newman
Blanche Scharf ♦ Captain Krunch ♦ Audrey Wright
Ann Lawman ♦ Jerry Spangler

For additional information about the artists see:
www.fbyc.net

Tradewinds

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Large 16" x 24"	\$26
X-Large 24" x 36"	\$62

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BABYSITTERS: Available in Delta-ville area. Experienced & responsible 15 year old twin girls-Sophie & Peyton Curdts. Call 804-776-9589. Parents: Bill & Blair Curdts

For Sale: Bristol 24 Yankee Clipper pocket cruiser. Easy single hander with many extras, including dodger, Evinrude 9.9 hp outboard, solar panel battery charger, roller furling genoa w/ self-tailing sheet winches, new VHF, covers for winches and exposed wood, cockpit readouts for wind speed and direction. Price below market. rhcsail@oasonline.com 804-776-9312

For Sale: '94 Beneteau Oceanis 440, Priced to SELL FAST-NEW BOAT HAS ARRIVED. Farr design. Fast, spacious cruiser ideal for coastal cruising or offshore. Loaded with ALL creature comforts, electronics, and sailing options for single-handed sailing. Includes 9' Apex dinghy w/15 HP Evinrude. This boat is in excellent condition and ready for extended cruising now, AS IS. **Free dockage available** until 11/1/04. Contact Vic DeNunzio. vdenunzio@erols.com or 804-794-1286

For Sale: RAYTHEON AUTOHELM AUTOPILOT ST6000+. This five year old unit is in perfect condition (just removed from a Swan 48) and will work

extremely well on boats 30-42 feet.. Comes with all parts and wires. You will need to add a hydraulic ram. \$1400. Installation can be arranged at your cost. Contact Larry Cohen at 804-694-7746 or airville@visi.net

For Sale: J24 SAILBOAT - # 170, 1977, Sails, Jibs, 150 and 100, 2 mains, 2 spinnakers, 2001—5HP Nissan John Hawksworth, J24hawk@aol.com, 757-465-9092(H), 757-380-3345(O), \$7000 (includes trailer). Deltaville.

For Sale: 34' Sea Sprite Sloop, 1984. Main and 4 jibs, roller furling; 25 HP diesel Full keel w/ 5.0' draft. Dodger, bimini, autohelm, Data Marine electronics plus VHF, GPS, 5 berths. Topsides recently awlgripped dark blue. Well-equipped, well maintained; Luders design w/excellent sailing performance. Ready to sail; 53K; ph 804-693-3022 or mnichols@vims.edu

For Rent: Two adj. Condos at Jcksn Crk Hbr.(connect. or sep.): Upstairs Waterfront Flat (Unit 14): Massive deck overlooks Jcksn Crk.: 2 BDRM with Qn. and Twns., plus Qn. Murph/bed, 2 Bthrm (\$950 wk.). Adjacent Townhse (Unit 12): 3 BDRM with Qn., 4 Bks., 2 Twns. (\$950 wk.). Both connected (\$1800 wk.). 4 wk. term for the wkly. cost of 3 (in season). Dock, Pool, Tennis. Ct., Wshr/Dryr, Gas Grill, Cent. A/C and CATV. Trans. slips avail. from Assn. Much lower monthly rates off season (Oct-May)(avail. now). Townhse not generally avail. Jr. Week. Call Noel Clinard (804) 285-0299(H), (804) 788- 8594(O) or e-mail nclinard@hunton.com

For Sale: Highlander 20, made by McLaughlin. Full set of sails including spinnaker. Includes 21/2 HP Johnson and Cox trailer. Located in Small Boat Lot. \$1400. Call Bill Egelhoff at 804-272-0536.

For Sale: Bertram 28 Flying Bridge sports fisherman, late model 1984, repowered with fuel injection engines, three gas tanks, new canvas and enclosure, cleanest and best maintained bertram on the bay, fully equipped, located in Deltaville,\$49,500,Auzzie Jackson, 804/740-6828, auzville2 @ msn.com

For Sale: New Boat Lift—Will mount to any 2 pier poles, easy to install. Handles up to a 23' boat, 3,000 lb. capacity.

Operates on 110 power. Optional stainless steel tracks. \$2,000.00. Call Arthur Wilton 804-776-7211, nwind@inna.net

Wanted: Optimist in good condition
Contact Anna or Charlie Howe Home: 804-639-5256. Work (both): 800-446-1809 EMail: Charles.Howe@degussa.com

For Sale: Optimist , \$800 White hull with blue deck. Wooden blades, blade bag, all equipment, 2 sails (one fairly new). Formerly raced at FBYC as "Fly By..." Call Eric or Kelley Johnson 434.984.6077 or e-mail esjkij@aol.com

For Sale: Front Runner. \$6,000. Excellent condition. Contact Bill Spencer at (804) 740-7913 or spencer.bill@comcast.net.

For Sale: 130l Windsurfer, FANATIC RABBIT With adjustable wishbone,3.4,4.5,5.7 meter sails lightly used. \$275. Call Art Backstrom 804-272-3444

For Sale: Optimist- McLaughlin, white with red deck. Optiparts silver regatta spars, practice sail, Olympic racing sail (like new), sail bags, fiberglass blades, tiller extension, bailer, flotation bags, and all rigging. Includes dolly, blade bag and boat cover, and PVC storage tube for spars/sails. \$1850. Call Marc Hotchkiss at (804) 779-0909 or e-mail marcj@earthlink.net

For Sale: Laser, rarely used. Hull, sails and rudder and centerboard like new. New mast and boom. A steal at \$1,500. Contact Francis Church at 804-794-4959 or E-mail: flchurch1@aol.com

To place an ad or submit an article, please contact:

Steve Gillispie
102 North Erlwood Court
Richmond, VA 23229

Phone: (804) 740-4903

e-mail: sgillispie@aol.com

Tradewinds ads are run for 3 months and can be renewed by request. **The deadline for The Log is the 20th.** Items received after the 20th may not be published.

All Articles Welcome!

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