

From the Quarterdeck
David Hazlehurst, Commodore

From the Quarterdeck.

August is often thought of as bringing the Summer doldrums, but there is little let up in our schedule this year, with a Women's Regatta to be sailed on August 1, a Junior Regatta on August 5 and a fun-filled Cruise with Kids rounding out the first 8 days. In mid-month we have the 65th Annual One Design Regatta, followed a week later by the 45th Mobjack Nationals, along with the J-24 Southern Bay Match race Championships, and a week later the Smith Point race for off shore boats and, believe it or not, the first Fall Series races for One Design boats. And not to be left out, the Cruising Division is scheduled to sail to Horn Harbor while the Mobjack Nationals are underway.

Your Board got off to an early start this past month with the second Thursday coming on July 8. A proposal for use of our new property was approved and posted at the club two days later, with a request for inputs from the membership. Predictably, we have been asked to take our time with any developments because of the obvious lack of



**New Property
 Waterfront View**

See Page 5-6 For Updates On The Current Planning

money for any major improvements. Additionally, we want to reach a consensus on the location of a larger Fishing Bay dock to avoid any duplication of effort in the future.

The one project that we felt ought to proceed immediately, a new grassed ramp to provide access to our new beach, is on hold waiting for a hearing on a wetlands permit. This is a big disappointment since we were assured earlier by Middlesex County that because we were an organization whose mission included teaching sailing, our request would be promptly approved.

More information on the new land development is included in this Log

for members who may not have seen the e-mail message. However, while we are waiting for the ramp permit and for Dominion Power to move the overhead power cable underground, our Juniors are making good use of the new area with their lacrosse sticks and the inevitable flying saucers, usually referred to as Frisbees.

Pride of place for July goes to Judy Buis and her team who raised over \$150,000 for the Leukemia Society. Each year the team outdoes themselves, and their results are exceptional given the relatively small community they represent.

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Board Meeting Highlights

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

REAR COMMODORE – LUD KIMBROUGH

SECRETARY – John Wake announced that the next membership meeting would be held in August.

TREASURER – Assessment invoices were mailed June 28 and payments are now coming in. Paul Howle presented a Year-to-Date Income and Expenses comparison covering the same time period

from the 2003 fiscal year.

DOCKS – Allan Heyward reported that the pump out station is still not in operation. The pump will have to be replaced and this will be done as soon as a new pump is available.

FINANCE – Mason Chapman distributed a report relating to the capital budget. To explain how the Finance Committee determined the amount of the needed dues increase, Mason discussed the estimated capital expenses for the next seven years as well as the estimated cash flow. Jay Buhl stated that one of the goals of the Finance Committee is to keep the Board informed about the club's finances and he reminded the Board that the monthly reports provide Division Commanders and Committee Chairs a way to monitor their costs.

LONG RANGE PLANNING – Strother Scott handed out a number of drawings that included the existing layout of the property, the proposed development plan made by volunteer architect David Puckett, and the Short Range Planning Committee's recommendations developed at their July 4 meeting at the club. The initial plan recommended by the committee is to proceed with the beach ramp, soil stabilization and grading with an all-weather sandy surface to allow for boat parking, and to determine the location of a loop road on the new property. The Board liked the overall concept of the proposed plan and agreed that the club should proceed with obtaining County approval for the beach ramp. The Board also agreed that soil stabilization and grading should begin. David Hazlehurst asked for suggestions relating to when and how the plan should be shared with the membership. A general membership meeting similar to a town meeting was suggested as well as making the proposed development plan available by enlarging the drawings and posting them in the clubhouse on large boards. Members would be given the opportunity to look at the proposed development plan and make their approval of the plan or their recommendations known to the Board. (Note: Drawings were posted at the club on July 10.)

VICE COMMODORE – JAY BUHL

OFFSHORE DIVISION – Randy Alley reported that 16 boats participated in

Membership

RESIGNATIONS:

Mr. & Mrs. David L. Blanchard
Mr. & Mrs. Christopher T. Dawson,
Mr. & Mrs. Howard L. Jennings Jr.

DEATH:

Mr. Peter R. W. Roughton (Life Member)

the Moonlight Regatta. The Leukemia Cup Regatta is the next big event.

ONE DESIGN DIVISION – The Spring Series is over and a total of 27 boats raced in the series. Ric Bauer advised that 20 boats participated in the Long Distance Race on July 4. Jay Buhl reported that the division is in good shape in the planning of the 65th Annual One Design Regatta.

CRUISING DIVISION – The next cruise will be the 1-Week Cruise in the Northern Bay, which will take place July 17-25.


JUNIOR DIVISION – Kelly O'Toole reported that there were 27 children in OptiKids and 114 in Junior Week, with 72 boats in the water. The Juniors are traveling to many other clubs to race and the Junior Coaches are working hard as many Juniors are taking advantage of the opportunity to receive individual training with the coaches.

FLEET LT. – Brooks Zerkel advised that the work on Mr. Roberts' deck would be done this winter. He would like to have a course on boat handling/skipper training if he can arrange it.

NEW BUSINESS – David Hazlehurst announced that Dick Cole will chair the Nominating Committee this year. David, Strother Scott and Mike Karn will be on the committee. Board members are requested to recommend candidates they feel have the experience required to contribute to managing the club.

There being no further business, the meeting was adjourned at 7:45 pm.



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

IN MEMORIAM

PETER R. W. ROUGHTON

5/2/14 – 7/4/04

Peter R. W. Roughton, age 90, of 1600 Westbrook Avenue, #720, Richmond, VA 23227, died on July 4, 2004. His wife, Elizabeth M. Roughton; a son and daughter-in-law, Peter R. W. Jr. and Patricia Roughton; a stepdaughter, Conway Hancock; and two stepsons, Rev. George Chapman and Rev. Edward Chapman, survive him. Peter joined Fishing Bay Yacht Club in 1953 and served as Commodore in 1959 and 1960. In 1987, he was elected to Life Membership. For many years, Peter was THE One Design Race Committee Chairman, though he also chaired Offshore Race Committees too. He personally officiated at the races with his first wife, Conway, and he was such a perfectionist that his races usually went off without a hitch. During the 1950's he owned and sailed a Penguin, but he never moved up to a larger sailboat. His love of Fishing Bay Yacht Club, the part he played in its formative years, and his willingness to volunteer his time to the club earned him the respect of every club member who ever met him. Peter was a Lt. Colonel in the Army and Reserves, a vice president of North American Assurance Company, and an active member of St. Stephen's Episcopal Church. A memorial service was held on July 8 at St. Stephen's Episcopal Church. In lieu of flowers, memorial contributions may be made to the Massey Cancer Center, P.O. Box 980037, MCV Station, Richmond, VA 23298-0037, or to the American Heart Association, 4217 Park Place Court, Glen Allen, VA 23060.

REQUIESCAT IN PACE

**Junior Week
2004
A Great
Success
Noel Clinard**



FBYC completed another highly successful Junior Week on June 25. After two weekends of over 30 kids in OptiKids, another 110 children attended Junior Week with registrants as late as Monday morning. The week began with heavier than normal winds which were challenging to the Beginners and Group Sailors on the first day. The heavy winds continued until Tuesday, but by that time the Beginners had adjusted. Race Team made wonderful progress in the Club 420s and Optis. The rest of the week was a great experience for all, including the Leukemia Cup Sailathon which raised a record \$2,500 on Thursday night. The successes of Junior Week were followed by similar results in the first competitive event of the summer the next day.

On Saturday, June 26, FBYC held the combined Junior Regatta and

Virginia State Opti Championships. There was a terrific turnout. There were 31 Optis on the Championship Course, including top Opti Red and Blue Fleet sailors from all over the Bay, plus four intrepid FBYC White Fleeters: Ben Buhl; Kramer Koedel; Austin Powers and Alex Jacob. As a new FBYC record, there were 15 Optis in the Green Fleet, all but one of which were from FBYC. FBYC's Quentin Jenkins was 7th in Red Fleet and 7th Overall in the Regatta. FBYC's Alex Jacob and Austin Powers were 2nd and 3rd in the White Fleet and all Green Fleet sailors received Participation Awards.

In the Junior Regatta, there were eight 420s, including four from FBYC sailed by Alex O'Toole/Chris Fehn; Kathryn Clinard/Sophie Massie; Brent Halsey/Thomas Jenkins; and Ali Halsey/Margaret Clinard. Alex O'Toole/Chris Fehn and Kathryn Clinard/Sophie Massie were 3rd and 4th in the 420s, after resolution of four protests resulting in three single race disqualifications of non-FBYC boats. Alex and Chris sailed very well, as did Kathryn and Sophie. Kathryn and Sophie had a

special achievement, placing 6th in the first race after sailing too far downwind practicing spinnaker jibes, getting back only to cross the starting line with the Lasers in the first race, but still overtaking two 420s in a determined effort. Only one point separated the two FBYC place finishers (18/17) and the second place visiting finisher (17), who took second on tie-breaking rules because it had one 2nd place.

Six Lasers and three Laser Radials sailed with four Lasers from FBYC. The FBYC Lasers were sailed ably by Ashton Hudgins, Andrew Wilton, Jordan Weber and Robby Walker. Robby Walker was 3rd and Ashton Hudgins was 4th in Lasers.

Three separate Race Committees ran three courses, with the Championship Opti Course managed from Mr. Roberts using the five minute flag sequence. All fleets got in 5 or 6 races in shifty west, southwest winds and overcast skies with occasional rain. The FBYC facilities and the Regatta both got rave reviews from many visitors. Hats off to the visitors (and their parents) who camped out Friday night in protracted heavy rain but came out smiling in the morning.

**Leukemia
Cup Raises
Over
\$150,000
Judy Buis**



This year's Leukemia Regatta was again a phenomenal success.

Thank you to all the sponsors and those who participated in all our events. Starting with the Jr. Challenge, Kayak Tour and Poker Run in May, followed by the Sail-a-Thon and Arts at FBYC in June, ending with the Regatta weekend made this year's Regatta Series the best one yet, raising over \$150,000. A special thanks to our top Fund-raiser Paul Nezi who raised over \$14,000 and all the other sailors that worked so hard to raise money for the Leukemia Society.

The regatta weekend started off with our traditional Silent Auction followed by our first ever Live Auction. A special thanks to Mark Motley who assisted and gave us guidance with the Live Auction. This year's event was held at the Delta-ville Firehouse and was a HUGE SUCCESS.

If you missed the crab cakes made especially by "Miss Crustacean" of 1966, you missed something big!!! She drove all the way from Philadelphia to cook along with her sister Sandy. The good news is they will back next year.

Race day was perfect. We had 67 boats with two courses and Seven Classes, three of which were in our first ever Classic Boat Division. Many many thanks to both Race committees, with Case Whittemore as POR of the PHRF course, and Mike Mastratti of YRYC the POR of the Leukemia/ Classic Boat course. A special thanks to Jere Dennison who was our Classic Boat resource person, also to Mike Dale

and Mayo Tabb helping with the PHRF ratings.

This regatta weekend could not have run as smoothly as it did without the help of our club manager Brandy and his assistant Jennifer> There is no way I can thank them enough for all their hard work, not just at the yacht club but at the firehouse and at the Gala.

The support and generosity of FBYC has made this Regatta the success it has become—one of the best regattas in the Southern Chesapeake. The money we raise really makes a difference. There are many many survivors that would like to thank you personally. I thank you in their honor.

**New Land
Planning
Update
Strother
Scott**



At the July Board meeting, the Planning Committee for our new land presented its proposal. A full description of the proposal was circulated by e-mail and is at www.fbyc.net/Access/Members/NewLand. Mary Spencer can provide copies upon request. A brief summary follows:

The Committee developed a Program for the land in meetings last winter. The Board reviewed the Program in March 2004. We then asked David Puckett, a non-member volunteer architect, to prepare a Master Plan for all our property south of Stove Point Road. The Committee wanted an overall plan so we could intelligently decide where to locate parking and roads for the new land. David's final plan shows many elements that are only proposals or ideas. Since there has been no final approval of the plan.

The plan is presented so the members can study it and send ideas or comments. His plan is Exhibit 1 on page 6.

We are focused on how the begin to use the land WHILE avoiding MAJOR expense FOR ANY improvements. The essential elements of our recommendation are to create a parking area for small boat parking on the new land, north and west of a new access road and to build a new beach ramp at the southeast corner of the new property. This would move much of the rigging and hand launching of Bytes, 420's, Lasers and Optimists, to the area east of the pool near the Fishing Bay waterfront and away from the concrete ramp and the necessity to cross roads and compete with vehicles. If we implemented the recommended improvements, then the FBYC property would look like the plan shown in Exhibit 2 on page 6.

Costs and timing for this work are being developed. We have just learned that we must have a wetlands hearing for the beach ramp permit. Over the next couple of months we must reach decision on a final route for the new loop access road as we learn the costs and after review by ALL OF our constituencies.

This proposal assumes we will continue to use the concrete ramp and Fishing Bay dock for trailered One Design boats for the present, but it does not prevent us from changing launching processes or locations as funds become available for further dock or waterfront improvements.

Committee members are Strother Scott, Chairman, Randy Alley, Sharon Bauer, Jay Buhl, Noel Clinard, Mason Chapman, Chip Hall, Lud Kimbrough, Evie Scott, Bill Spencer and David Hazlehurst. Any of us will be happy to answer your questions and hear your comments.

**The Annual Regatta
Jere Dennison**


This month, FBYC will be hosting its 65th Annual Regatta. 65 years is a long time...even older than your Historian...so perhaps a notable anniversary. The Club's first annual regatta was held over Labor Day in 1939 and was a rather humble affair. Then we were The Urbanna Sailing Association nearing the end of our inaugural sailing season on Urbanna Creek. After combing through our archives, I can find neither the results nor a program for this first regatta. However, there is a mention in the 1939-41 history recorded by Mac Wellford, founder and historian at the time:

“The next morning, which was Labor Day (1939), the Urbanna Sailing Association had agreed to run off a sailing regatta for Urbanna’s Middlesex Historic Day celebration. Trophies for this were donated by the town’s Woman’s Club, and the regatta was particularly successful, with a turnout of some thirty-odd racing boats. Classes were held for Hampton One Designs and Snipes, for 25 feet and under, and 18 feet and under.”

By the next year, the Club had incorporated, changed its name to the Urbanna Yacht Club, Inc., and affiliated with CBYRA. Flushed with success in its initial year of racing, plans for the 1940 regatta were completed in a much more organized fashion and a formal program of sailing instructions

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URBANNA YACHT CLUB
INCORPORATED



REGATTA
ON THE RAPPAHANNOCK RIVER
AT
URBANNA, VA.
Saturday and Sunday
September 7 - 8, 1940

A THREE-RACE SERIES FOR SAILING CRAFT OF THE CLASSES DESIGNATED BELOW
SANCTIONED BY THE CHESAPEAKE BAY YACHT RACING ASSOCIATION

HAMPTONS	COMETS
WINABOUTS	SNIPES
MOTHS	PENGUINS

HANDICAP SERIES FOR MISCELLANEOUS SMALL BOATS
OTHER CLASSES MAY BE ADDED IF THREE OR MORE ENTRIES ARE RECEIVED

This is a Sailing Regatta—No Outboards or Runabouts

(History continued from page 6)

published. Fortunately, we have one very well preserved copy of this program for the second annual regatta in our archive, the cover of which is reproduced herein. Note the proscription of motor powered vessels. Urbanna in this era also hosted major hydroplane races on its creek and so we wanted to leave no doubt as to the type of racing boats allowed at this event.

Your Historian/Archivist wishes to thank the following individuals for items recently donated to be hung in the main clubhouse:

Dr. George Burke for the Kaptain Krunch edition of the Mr. Roberts II life ring that he won in the raffle at the Leukemia Cup Auction. The life ring now hangs in the bar area.

Bob Kates for the enlarged photograph from a 1954 postcard depicting the yacht club pier during the annual regatta. Bob mounted the photograph behind an old and suitably patinated 6-pane window sash that now hangs on the landing to the second floor of the clubhouse.

FBYC Members Elected to Board of the Schooner Virginia

Jere Dennison

The Virginia Maritime Heritage Foundation recently announced the addition of three new Richmond-area Board Members. We are proud to report that all three are FBYC members: Norwood Davis, Brent Halsey, and Jimmy Rogers.

The Foundation is a nonprofit organization established to promote the maritime heritage of the Commonwealth through the construc-

tion and successful operation of the recreated Pilot Schooner Virginia circa 1917. The keel of the 118-ft vessel was laid in October 2002 at a shipyard in downtown Norfolk that is open to public viewing.

Launch date is scheduled for the morning of December 10, 2004, and visits are scheduled to Alexandria, Richmond, Newport News, Portsmouth, and Deltaville on future journeys after the vessel is commissioned. More information about Virginia's tall-ship sailing ambassador can be found at www.schoonervirginia.org, and tax deductible contributions toward this exciting effort are sincerely appreciated.

**Virgil Miller
Ray Toms**

Our Club Manager for the past 11 years, Virgil Miller, retired on 05/20/04. Since I had the privilege of working with Virgil on our previous and present water systems, I feel qualified to offer the following comments:

As Manager, Virgil was dedicated, dependable, very competent, and unselfish. He always had the best interests of the club in his thoughts. He was frugal with club funds. He would go to Richmond to buy surplus supplies at Overnite Freight and N&W sales at great savings to the club. Through his network of friends, he was able to get difficult things done for the club, such as having the Fire Pumper come to assist me with a greensand filter problem.

Thank you Virgil for you 11 years of service to our club. Thank you for a job well done. We will miss you.



Southern Chesapeake Leukemia Cup Raises Record \$150,000

Roy Meyer

Fueled by what was described as the "power" and the "passion" of the mission, participating sailors, supporters and sponsors helped the 6th annual Southern Chesapeake Cup Regatta, presented by SunTrust, to far exceed this year's fundraising goal. With late incoming funds still being counted, the 2004 regatta series raised more than \$150,000, according to regatta officials, a figure which tops this year's overall goal.

"We are thankful for your wonderful help, generosity and dedication," said Kristen Stokes, regatta coordinator for the Leukemia & Lymphoma Society's Virginia chapter. She told the large crowd assembled for the grand gala and awards ceremony Saturday evening at Stingray Harbor Marina in Deltaville: "You truly are making a difference in the fight against leukemia and other blood-related cancers." She noted that the five previous Southern Chesapeake Leukemia Cup Regattas leading into 2004 had raised a total of \$440,000 for leukemia research and patient care. "Awesome!," she added. The total for six years is now almost \$600,000.

During the day, bright, sunny weather and NE breezes of 10-15 knots greeted nearly 70 sailboats competing in a series of five classes, ranging from go-fast PHRF racers to

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(Leukemia Cup continued from page 7)

the more casual Leukemia Cup fleet and the regatta's first-ever Classic division. The classic boats were a highlight of the day as the vintage and historic designs unfurled their sails and picked up the early wind, lending a colorful and picturesque setting to the day's on-the-water action.

Later at the gala, top racing and fundraising winners were presented with awards. Among the top finishers on the race course were Rob Whittemore's *Patriot* in PHRF/A, Dan Smoker's *Smoke* in PHRF/B, Mac Butler's *Jaguar* in PHRF/non-spinnaker, Booty Baker's *Klimax* in the Leukemia Cup fleet and in the Classic division, Buddy Petzinger's *Shinola (fiberglass, fin keel)*, Russ Seltzer's *Joie de Vie (fiberglass, full keel)* and Ric Bauer's *Desperado (wooden/full keel)*. Fishing Bay Yacht Club won the Hot Dog award for being the club with the most boats in the fleet.

Top fundraising boats and skippers were Paul Nezi, Fishing Bay Yacht Club (1st), Steve Radcliffe of Burgess (2nd), Neal Page, Stingray Harbor Yacht Club (3rd) and Johi Han, Regent Point Yacht Club (4th). In all, at least 10 participating boats raising \$1,000 each or more, the best showing ever for the regatta.

"The money that was raised will help provide new medications for blood cancer patients and provide more hope," said Carolyn Schmalenberger, co-chair of the regatta planning committee. "And it will help pay for gasoline for families driving patients to hospitals and clinics for treatment. It is not the dollars that matter, but what the dollars do that counts."

Several hundred guests attending the gala also honored several young local leukemia victims and survivors. Among those on hand were five-year-old Katie Blake of Hart-

field and her family, 19-year-old Brian Zacharias of Hartfield and Richmond, 21-year-old Devin Kouten of Deltaville and 22-year-old Taylor Deagle of Deltaville. Special tributes were extended to the families of 13-year-old James Keith Hall of Saluda and 21-year-old William Lewis Miller of Topping. Both died from leukemia three years ago.

Another highlight of Regatta Weekend was a hugely successful reception and auction held at the Deltaville Fire House on Friday evening. Nearly 300 people packed the building to bid on dozens and dozens of silent and live auction items. Special recipe crab cakes prepared by Nancy and Bonnie were a popular attraction, selling out well before the party was over. In all, the reception/auction raised \$17,000.

The gala and reception were the final events in a series of regatta-related activities dating back to the spring and included the Christ Church Junior Challenge, the Leukemia Cup Kayak Tour, Leukemia Cup Poker Run, Junior Sail-a-thon, Leukemia Cup Night at the Ball Park and Arts at Fishing Bay Party.

Regatta officials saluted the many generous sponsors who supported this year's regatta. National sponsors included Jobson Sailing, Inc., West Marine, Mount Gay Rum, The Moorings, Sailing World magazine, North Sails, marine artist John Mccray and model build-builder Ken Gardiner. Local and area sponsors included SunTrust, Riverside Health Services, The Radcliffe family, Illuminations Landscape Lighting, Mooers Volvo, Norton's Yacht Sales, Southside Bank, Chesapeake Yacht Sales, Steel Services, Inc., Bank of America, Gray Company, Anthem, The Tides Inn, Ullmer-Skelley Sails, Christchurch School, Bay Trails Outfitters, BB&T Charitable Trust, Coffee Creations, Deltaville Yachts, Dozier's Yachting

Centers, Griffin Manufacturing, M&B headwear Co., Inc., Marine Electronics of Hartfield, The Hope & Glory Inn, IR International, J&W Seafood, Kelsick Gardens, Locklies Marina, Middle Peninsula Insurance Agency, Northern Neck State Bank, Property Investment Advisors, Inc., The Premiere Band, RBC Dain Rauscher, Rappahannock General Hospital, Rappahannock Yachts, Richmond Printing, St. Christopher's School, The Ship's Tailor, Southern Copier, The Allen Group, The Boathouse, Taylor's Restaurant, Trick Dog Catering and Venture Electric.

Media sponsors included WINDY/105 Radio, "the radio home of the Leukemia Cup Regatta," the *Southside Sentinel*, *Rappahannock Record* and the *Rivah Visitor's Guide*. They were cited for their extensive coverage and support throughout the entire regatta series. Other media sponsors included *SpinSheet* and *Chesapeake Bay* magazines, WKWI Radio, XTRA Radio, WRAR Radio and Cablevision of Middlesex County/Northern Neck.

Sponsoring clubs for this year's regatta were hosts Fishing Bay Yacht Club and Stingray Harbor Yacht Club, and supporting clubs were York River Yacht Club and Indian Creek Yacht and Country Club.

(From The Quarterdeck cont. from page 1)

Bravo Judy, and your team.

Finally, we are nearing the time of year when we start choosing our leadership for 2005. Dick Cole will chair the Nominating Committee and he, Strother, Mike Karn and myself will be happy to hear from members who are willing to serve on the Board of Governors. Please let us hear from you, preferably before the end of August.

**Bermuda Ocean Race
Annapolis to Bermuda
2004
*Nereid***

Skipper: Eric Powers

Crew: Dyk Luben, Jeff Sigmon, Jon Moody, Jim Morrison and Ric Bauer

Personal Log – Ric Bauer

Wednesday - 06/09/2004 Moving to Annapolis

Left the docks of FBYC 12:00 midnight Wednesday morning. Jon's quick stop at Lil Sue for cereal, milk, bread and a Nutty Buddy ice cream fix Dyk needed were the last land requirements for 2 days.

Raised the main and unfurled the jib with a southwest breeze 10-12. Rounded Stingray wide and stayed on a reach until well past Windmill. Turned north and set the sails to wing & wing. Met and passed 3 tugs, one close enough to require a jibe which woke Jon & me up as Eric and Jim banged and clattered on deck. Dyk stayed silent. We almost had a close encounter with an unlit buoy and had to negotiate with 3 large ships as we neared the north end of the channel and Smith Light. Good wind and long 2'+ swells kept us at 5.5-6.5 knots for 4 hours. Past Smith Light and started across the Potomac around 4:30am. The sky was beginning to light up and I went down to sleep. Dyk and Jon are on watch. 6:30am I got up to see us pass Point No Point. By 9:00am the wind had died. We were sailing at 2 knots and Dyk decided to start the engine which woke everyone. A little fruit and cereal and now at 10:45 we're past the Solomons still under power but making 7 knots. It's going to be a long "July" day on the bay. Since the wind wasn't moving us most of the crew went overboard to scrub the bottom before the race.

Wind picked up at 3:00pm and we sailed hard to Thomas Point Light. With spinnaker up we headed to Back Creek. Good night sleep at dockside.

Friday - 06/11/2004 Race Start Day

Parade of Racers around the Annapolis Harbor. Overcast skies, drizzle, trying to rain. Race start time is 2:05pm – one start for the entire pack of 38 boats. Nereid is near the front of the fleet with a brisk northeast breeze we're heading out of Spa Creek. By Thomas Point Light most of the fleet was sailing shoots. All were making good speed 7-7.5 knots. By the time we passed Hooper Island light the shoots came down and the rain moved in. Our plan was to stay east with the favorable current. We were in front of "Glory Days" (another southern bay racer with our phrf rating) as we approached Point No Point.

Had several big ships to watch out for. Dinner was pizza and salad. We took turns going below to feast and get out of the rain. That night was miserable. Cold, wet, rainy, but we had good wind and made great time. We passed Point No Point about 10:00pm, passed Smith Light about 12:30am. Hugged the eastern shore and went east of the wrecks at Smith/Tangier Island on my watch at 1:00am. Eric's watch sailed us to Cape Charles. At 5:00am I took the helm to head out over the north tunnel and out to sea. The sleep survey showed limited success except for Dyk.

Saturday – 06/12/2004

We came out the bay at North Tunnel. There were 5 boats ahead and 2 immediately behind. Another pack was ahead of us and the 5. Strong breeze persisted as we headed up to weather to get past Cape Henry. Most boats headed on out to open waters. We wanted to use the Labrador Current some 20 miles off the coast. Ocean swells were building. By noon we were well out and even with North Carolina shore. Cleared heading to next of 2 way points to position ourselves to enter the Gulf Stream. The depth gauge is now blank. The last reading was 250'. Now we are over 500'. We had strong breezes getting down the bay in 15 hours and at this point we have 15-20 knots and making 8.5-9 knots on a reach. Beautiful day, clear blue water and 10' swells. We turned southeast 12 miles early of our GPS mark "BOR1" to make our "BOR2" waypoint and the Gulf Stream point planned crossing. Tonight's menu was revised downward with roast beef sandwiches and chips. We sailed through big seas and strong wind making 7-8 knots. The skipper decided to shorten down before sunset. Good idea. That night was hairy, screaming through the night at 9-10 knots and some occasional 12-14' swells. Dyk and Eric did a great job steering. The rest of us had a hard time sleeping again.

Sunday – 06/13/2004

Adjusting courses, still 500 miles to go. Everyone has settled down to a loosely defined schedule. Sleep for us beginners is difficult to get. We do about 3 hours at a time then nap like dogs, closing our eyes for a few moments any time we are sitting still. We are on the same tack we've been on since we left Annapolis. Everyone is eager to take the helm to sail the big waves. Now 2 days and a night of big seas some crew members aren't feeling too good, including our skipper. We're at the eastern side of the Stream. Water temperature went from 68.7 to 76.9 and looking good on current and speed. Jeff "the Provisioner" has really come through. Tonight we got last night's original menu of full dress cheeseburgers. Tonight's sailing and sleeping was

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(Bermuda Race Log continued from page 9)

much better.

Monday – 06/14/2004

350 miles to go. Wind northeast about 10-15. Still sailing on a port tack. Some big, long sea swells, beautiful day, beautiful sailing. Our BOR check in times of 8:40am and 7:40pm gave fans ashore a chance to see our position among the racers. Dolphins off the bow. They stay and dart under the hull and swim along side. The water is royal blue, 5,000' deep and so clear you can see them as they swim 10-12 feet down and back up again. These are dark, colored grey with black spots and grey streaks mixed around. Most crew members are on deck watching the horizon and anxious to sail. Tonight's fair was chicken casserole with black beans and rice and vegetables.

Tuesday – 06/15/2004

235 miles to go. Still beating to the southeast. Another pretty day. We are heading for waypoints set to skirt favorable sections of the Gulf Streams "eddies". Jeff topped off a good day of sailing with a fantastic meal: crab dip appetizer, steak, potatoes, squash and cherry cobbler. The night watch schedule has settled around two teams. The "A" team of Dyk, Jim and me and the "B" team of Eric, Jeff and Jon. (There's discussion over which is really the "A" team, but we know.) Schedule with 3 on deck runs from 8pm-1am, then a new shift from 1-5am. The night sailing has been great once we got through the first 3 days. Occasionally we can see lights from another racer or cruiser in the distance. When we watch their light on the horizon they disappear as we or they go into troughs and then reappear. Note: they are all behind us.

Wednesday – 06/16/2004

6:00am 168 miles to go. Water has flattened and wind has died, making slow progress and by mid-day it was flat calm. We've picked up a lonely Pilot Fish ("Fido") who has been swimming off our bow all day. Jim and Jon decide to go for a swim. After I reminded them that the depth here was 5,140' and that some really BIG fish are in there too, it turned into a jump overboard and quickly climb out. But they had been swimming in the middle of the ocean. Jim is below again downloading weather info and printing out weather maps. A big Bermuda high is moving in. The weather might be a let down but the meals have not. Tonight it's pork tenderloin, rice, green beans, and pecan sandies. The wind finally built up after sunset to about 8-10 knots and we were moving again. By 2:00am I was sailing 6 knots with about 12-14 knots of wind. The closer we get to sunrise the less the wind.

Thursday – 06/17/2004

6:00am 120 miles to go. We all have our prayers in for wind. We need to make Bermuda by mid-day Friday. The race will end for anyone not finished by Sunday, but our concern is for the family members that are joining the crew for some vacation time. After many many months of preparation and 7 days of sailing we may have to start the engine and actually put it in gear to make it in, disqualifying us. Our fans are tracking us on the BOR website and the reports from home are that we may be in third place or better – depending on who has already started their engines and bailed out. Fido hasn't bailed out on us yet. He's still swimming under our nose along with a little buddy I hadn't noticed before. Plus we've had a whale sighting – small one broke the surface, 2 or 3 nice breaches. Then about noon we celebrate the 100 mile mark. Wind is moderate and everyone celebrates again with each puff of wind. More discussion about starting the engine in order to make port by Friday since the wind has gone to "0". Nereid sits adrift as we watch another beautiful sunset. No green flash at sunset tonight. We feast on ham steaks, more green beans, and cornbread. The ocean is flat – perfectly flat: no swells, no ripples. If this lasts until 4:00am we'll start the engine, withdraw and head in. We can see a glow in the clouds. Dyk tells us that it's Hamilton, still 85 miles away. The glow from the city is off our starboard bow, southeast. As the "A" team took watch at 9:00pm, Dyk worked his magic. With the patience of a true salt, Nereid started moving: slowly, .01 knots, .02 knots, finally 1.02. Black water, flat calm, but we're moving. Chasing wind changes of 30 degrees Dyk keeps Nereid moving. Finally a boat wake, a little heel, the wind is building, fifteen or so minutes at a time. I see a light come on below. Jeff is forced to put up the lee cloth on his settee berth. 2 knots, 3, 4. By 11:00pm we were hauling in 15-18 knots and doing 7.5 heading 123 degrees straight for Bermuda's north west shoal mark. We hated to give up the watch. We were elated with the sailing. But 57 miles yet to go we would be back on watch at dawn for the sighting of Land Bermuda.

Friday – 06/18/2004

Awake at dawn, first light, looking at the horizon. "Land Ho" the skipper calls. 7:40am. The wind is on our starboard beam at 15 knots and on course to Kitchen Shoal mark we raise the spinnaker and roll in at 7.5 knots. Distance to the mark 11.77 miles. We're going to finish the race under sail. Now where is the competition? Glory Days? Phone calls to the families start. After radio contact with Bermuda Harbour we should be at the Dinghy Club docks by 11:30 or noon. Half hour later came a request for Mr. Jeff Sigmon from the Harbour Station operator. What's this about? Why Jeff? Jeff's daughter Lydia is at the Harbour Station Master's Post and gets a chance to talk to him over the radio. What a pleasant surprise.

I think we lost Fido some time last night.

(Continued on page 11)

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(Continued from page 10)

The depth gauge should start to show soundings again and it does as we approach the mark – 22 meters 66’ of beautiful aqua green water. Another mark “Kitchen Shoals” and to the finish line “Spit” buoy. Beating hard to the mark with 18-20 knots of breeze, the last command came out loud and clear “harden up, we’re racing” and 2 tacks later with our skipper proudly at the helm we cross the line. We made it -- finished under sail.

Furl the jib and drop the main, the engine is in gear and we head into the harbor. On the rock lookout of an old fortress at Town Cut is the most welcomed site of all. The families and loved ones of the crew are waving and cheering for us as we come into St. Georges. It’s 11:45am, Friday June 18th.

The dock master at the St. Georges Dinghy Club assigned us a spot and Mediterranean mooring put us tight to the shore on starboard. Customs check-in went smoothly. Finally hugs from our fans and we had arrived. The Team Bermuda had successfully completed their passage and we’re all together again.

1:30pm Bermuda time – all is well. Now we’re on vacation!

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August 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Women's 420 Race	2	3 Tred Avon Jr Regatta	4 Wed Night Dinner and sailing	5	6	7 Cruise With Kids
8 Cruise With Kids	9	10	11 Wed Night Dinner and sailing	12 Board Meeting	13 Team Racing-Flying Scots	14 65 th Annual One Design Regatta
15 65 th Annual One Design Regatta	16	17	18 Wed Night Dinner and sailing	19	20 Mobjack Nationals Horn Harbor Cruise	21 Mobjack Nationals J24 Match Race Championships Horn Harbor Cruise
22 Mobjack Nationals Horn Harbor Cruise Dog Day Series I J24 Match Race Championships	23	24	25 Wed Night Dinner and sailing	26	27	28
29	30	31				

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Murphy smurphy6@sc.rr.com; 843 546-0298 (h/w)

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Found: A small electric DA-type sander and green extension cord under my boat in the drysail area. After leaving them out a few days I took them in to get them out of the weather. Wes J o n e , s a i l o r l @ v i s i . n e t Home Voice: (804) 693-5632 .

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