

From the Quarterdeck
Jay Buhl, Commodore



In the June edition of Sailing World, Gary Jobson wrote an article titled "Making Our Yacht Clubs Essential." Gary's article is informative for those involved in yacht

clubs, and yacht club management, as it discusses and suggests several areas of focus more progressive and future thinking clubs should consider. A few topics Gary touches on include, community participation, development of a long range and capital plan, declining participation on the water, club modernization, communication, and signature regattas. As I read the article it so much reminded me of Fishing Bay Yacht Club, our involvement, projects underway, and so many of the initiatives many people are working on that make our club so great. We can certainly learn from the article and improve, but I would like to point out a few key highlights that should

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make you proud to be a member of Fishing Bay Yacht Club.

"Yacht clubs should be essential to the membership and surrounding community, and participate in charities or fund raisers." In 2003, we initiated a regular policy of annual gifts to a list of recipients such as the Deltaville Fire House, Rescue Squad, Library, and Museum. Last summer we began a week long learn to sail camp coordinated with the YMCA designed for children. And of course, don't forget our involvement in the Leukemia Cup, and the money raised for such a wonderful cause. We are also well down the road developing our long range plan and identifying capital spending needs into the future. Our long range plan includes a broad spectrum of topics; Sailing Programs, Facilities, Regional Influences, Technology, Yacht Club Trends, Management and Organizational Development, Membership, and will include a comprehensive Membership Survey. The planning process is critical to chart the long term road map for our club, and requires a significant amount of time to develop. The article touches on declining participation on the water, and suggests the development of strong junior programs, and for clubs to invest in club owned fleets that provide a cost efficient means for younger sailors to participate. Certainly our club shines in this area, take a look at our junior program, our race team, our travel and home regatta schedule, and the number of club owned boats available for our young members to use. Gary observes yacht clubs that modernize

"thrive," that he has yet to see a club modernize and participation decline, and he encourages modernization sooner rather than later. Our club has certainly stepped up to the plate the last few years in this area; with the building of the Fannie House, modernization of the East Bath House, construction of the new Main Club House, purchase of the new land, and looking forward, the development of our new land. Another sign of a healthy yacht club is good communication. Fishing Bay offers the Log, a beautiful and useful website, monthly history articles, publishes event results, and sends multiple emails detailing upcoming events and reminders. And finally, creating a signature Regatta that builds pride and stature contributes to putting a yacht club in the map. We offer several high profile regattas, Stingray Point Light, and our Annual One Design, both attracting sailors from up and down the bay. We also regularly host high profile one design events. We are definitely moving in the right direction!

Some other Points Gary Jobson encourages....

Building Pride, Reaching Out.

- Encourage members to fly burgees on their boats and stickers on their cars.
- At the clubhouse, display photos, artwork, trophies, models, and burgees.
- Commission a club painting, prints of which can be sold to members.
- Sell quality clothing with the

(Continued on page 4)

Board Meeting Highlights

June 9, 2005

Meeting called to order at 6:05 p.m. by Commodore Jay Buhl.

REAR COMMODORE = ALLAN HEYWARD

HOUSE – John Koedel, Jr. will obtain quotes for repairing the porch screening. He has purchased two pressure washers.

DOCKS – Ric Bauer reported that the contractor who made the bulkhead repairs in the drysail area

needs to come back and fix some major problems that have developed. Electrical problems on the docks are being worked out. Ric, Dick Cole, Waddy Garrett and others are developing a plan for phased bulkhead repairs over the next five years.

SOCIAL – Nancy Stoakley advised that there were approximately 235 in attendance for the Rosegill dinner.

GROUNDS – Jay Buhl proposed putting up an orange mesh fence as soon as possible to separate the boundary between the club property and the Jacob property until the Fence Committee (Chair Chip Hall) can decide on a permanent solution. The club's camping policy was discussed and the Board agreed that all camping should be limited to the Jackson Creek side of the property. Jay and Scott Collins have discussed some issues that need additional attention on the new property by the construction company.

WEBMASTER – Strother Scott and Noel Clinard have set up a web page for the upcoming Junior Olympics. Steve Wirt has been posting articles of interest to the Juniors on the web. Strother has set up online registration for all events through October except for those that will include entry fees.

PUBLICITY – Kelly O'Toole reported that the Schooner *Virginia* will be at Fishing Bay Harbour Marina for the Leukemia Cup.

VICE COMMODORE – LUD H. KIMBROUGH, III

ONE DESIGN DIVISION – Sharon Bauer reported that over 20 boats participated in the Spring Series. Some members have asked Sharon when the boats in the small boat parking lot will be moved to the new property. This was being completed as the Board was meeting and the entire Fishing Bay lot was available for parking for the June

MEMBERSHIP

FINAL APPROVAL:

Mr. & Mrs. William T. Bennett
Mr. & Mrs. Mario Costantino
Mr. & Mrs. W. Edward Goode, Jr.
Mr. & Mrs. Daniel W. Lindsey, III
Mr. & Mrs. William H. Street, III
Mr. & Mrs. Willard D. Vest.

APPLIED FOR MEMBERSHIP:

Mr. & Mrs. B. William Basheer, 939 Dominion Reserve Drive, McLean, VA, 22102. Page and Diane Basheer purchased the old Ruark house on Fishing Bay Road about a year ago. Diane has a long family history in Middlesex County and her mother lives at "Laura's Cove" on Fishing Bay Road. The Basheers own a 33' powerboat and an Optimist. They are interested in participating in club social events. Sponsors: R. Strother Scott, Beverley L. Crump. The Membership Committee recommended that the Basheers be placed on the Waiting List.

RESIGNATION:

Mr. & Mrs. George L. Scott.

DROPPED FOR NON-PAYMENT OF DUES:

Mr. Christopher L. Brown.

DEATHS:

Mrs. Roxanne M. Gibson (*Life Member, widow of FBYC founder Patrick A. Gibson*).

Mr. J. Steven Thornhill (*Life Member, Club Manager for 13 years*).

10 "Arts on Fishing Bay" event.

CRUISING DIVISION – Tony Sadowski will encourage cruisers to participate in the Leukemia Cup Regatta and he hopes that some of the racers will join the cruisers for the Point-to-Point Race/Cruise.

JUNIOR DIVISION – The Junior coaches, Juan Romero and Arel English, are now on the job. All preparations are in place for OptiKids and Junior Week. Parts are on order for the Optis and 420's, including two covers that were destroyed by an uni-

(Continued on page 3)

2005

FBYC Officers

Commodore
Jay Buhl

Vice-Commodore
Lud Kimbrough

Rear-Commodore
Alan Heyward

Treasurer
Paul W. Howle, III

Secretary
Steve Gillispie

Log Streamer
Vic DeNunzio



(Board Mgt. Highlights; Cont. from page 2)
identified vandal who used them for "chains" to get out of the mud. Damage to club boats and covers as well as theft of parts from club boats was discussed. It was agreed that procedure will be set up for using the club boats and that the One Design and Junior Divisions should work together to come up with a solution. Work is underway to host an Optimist Clinic on July 23, led by Coach Juan Romero with support from CBYRA, as a lead up to Nationals the next week at NYCC. More volunteers are needed for the many open positions for Junior Olympics on July 9-10.

FLEET LT. – Brooks Zerkel advised that Race Chairs for the different events should let him know which boats will be needed for each event.

PROTEST – Mayo Tabb did not have a Protest report but as the PHRF Delegate, he stated that the entry form for the Leukemia Cup registration has been changed. With the addition of the non-spin class, FBYC now has the fourth largest PHRF fleet on the Bay.

CBYRA – CBYRA recently donated \$1,000 toward the Bay Open/Junior Olympic Festival to be held at FBYC on July 9-10. Five FBYC skippers participated in the Southern Bay Race Week at Hampton Yacht Club. Tom Roberts has recommended to CBYRA that the name of the organization be changed to Chesapeake Bay Sailing Association ("CBSailing").

OLD BUSINESS – Jay Buhl discussed an email from Strother Scott pertaining to removal of trees on the property that Strother is purchasing adjacent to the club. The trees are located in the right-of-way for the new road. The relocated road will leave two sections of pine trees on the FBYC property that Strother is willing to have removed at the same time. Before the Board

gives him an answer, Jay suggested that Board members inspect the area to determine which trees should be removed and then send input to the Flag Officers before the July meeting.

Tony Sakowski advised that the pump out, though some what tricky to operate, worked this past weekend.

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

THANKS TO THE FOLLOWING FOR RECENTLY CONTRIBUTING SAILING MEMORABILIA TO FBYC:

●Barbara and Laurie Rennie for a Biscayne Bay Yacht Club burgee. BBYC is located in Coconut Grove, FL and was founded in 1887. The burgee now hangs now hangs in the main clubhouse.

●Brooks Zerkel for a Cruising Yacht Association of Victoria burgee given *(Continued on page 4 - "Memorabilia")*

**IN MEMORIAM
ROXANNE M. GIBSON
2/20/11 – 5/25/05**

Mrs. Roxanne M. Gibson, formerly of Richmond and then a resident of Westminster-Canterbury in Irvington, VA, died on May 25, 2005. Roxanne was predeceased by her husband Patrick and her daughter Clare. Her grandson, Jonathan Missen, 5000 22nd Avenue, NE, Apt. #401, Seattle, WA, 98105, survives her. Patrick Gibson was one of the founders of Fishing Bay Yacht Club. He served as Commodore in 1949 and 1950. When the club began publishing the Log, Pat coined the title "Log Streamer" for the editor. According to Roxanne, the term meant absolutely nothing; it was just a title that appealed to him. After Pat's death in late 1973, Roxanne was elected to Life Membership. According to her wishes, there was no memorial service and her ashes were scattered in the Chesapeake Bay.

REQUIESCAT IN PACE

Of historical interest relating to the years that Patrick A. Gibson served as Commodore of Fishing Bay Yacht Club, the following excerpts are taken from the 1950-1951 Yearbook. Keep in mind that until this time, the club was located in Urbanna, VA, and known as the Urbanna Yacht Club.

Under the direction of Commodore Gibson, the Club, through the issuance of \$5,000 in Building Bonds in the amount of \$100 each (payable only on dissolution and deferred to other obligations), and through negotiation of a mortgage for an additional \$5,000, purchased from Tom T. Hawksworth two and one-half acres of land at the head of Stove Neck Point, between Fishing Bay and Jackson Creek, erected a locker room wing with the necessary plumbing facilities, developed parking grounds and boat ramp, and completed two docks, one on Fishing Bay and the other on Jackson Creek. The Charter of the Club was amended to change the name of the corporation to Fishing Bay Yacht Club and to enfranchise the members who were power boat owners. A new burgee was adopted, dropping the "U" and retaining the identical colors and similar pattern. To this long list of firsts was added the adoption of an initiation fee for new members in the amount of \$10. Annual dues were established at \$10 for senior members, \$5 for their wives, and \$2.50 for junior members. Over one hundred members gathered in the chill but bright airs of April 24th [1949] for the ground-breaking rendezvous

In his second year as Commodore, Pat Gibson carried through the plans set forth at the termination of his first term of office.... During the year the main club room wing was completed, as well as a screened front porch. The fresh water problem was solved, good drinking water being available at the Clubhouse and at the Jackson Creek dock.... With the new facilities on Jackson Creek, the Club established for the first time regular monthly slip rates.... ■

(Quarterdeck; Continued from page 1)
club burgee, both for sailing and socializing.

- Invite community leaders and prominent sailors to speak, providing insights to members and fun events.

- Encourage members to complete elsewhere and serve as ambassadors, bringing home new ideas.

- G.J.

2005 Key Objectives (July Update)

Club Management & Operations – Champion Allan Heyward

The last update I provided regarding this objective stated Allan and his team had completed the task of implementing systems and procedures to obtain better control of the club's expenses. I am happy to report year to date through May, and six months into our new year, we are spending at levels below budget and 11.6% or \$17,626 less than prior year. We are managing expenses nicely in all major categories, House, Grounds, Boats and Docks. In addition to smart spending, we have taken advantage of member skills and labor, and on key big jobs are saving the club money. I hope we are able to maintain this positive trend for the balance of the year.

Long Range Plan – Champion Strother Scott

The next Long Range Planning meeting will be in July. By then Strother will have received feedback from key subcommittees feeding our plan. Examples include; capital projects and spending, community, trends at other Yacht Clubs etc. He is also trying to figure out how to execute a member survey sooner rather than later.

New Land Development – Champion Chip Hall

Grounds and projects are presently a very busy area of our club. If you have been to the club recently, you will notice the work completed on

the new land. Although progress has been made, there are several drainage issues that we are working with the contractor to rectify. Until the job is completed satisfactorily, we will not implement a permanent boat parking plan. Additionally, FBYC must erect a fence along the east side of our property. Chip's committee will make a recommendation to the board hopefully at the July meeting. On a temporary basis, we will use an ugly orange mesh fence used during the ACC Opti Event last summer.

Sailing Participation – Champion David Hazlehurst

Most of the emphasis year to date has been on getting more members involved in racing, we have had some success with both old and newer members, primarily through direct contact on the part of our Champion. David plans to further develop a web site tool helping prospective crews and skippers find each other. And quite possibly the most difficult challenge, but one that offers our club wonderful rewards, is the challenge of reaching out and involving members that may be less involved today.

Capital Planning – Champion Waddy Garrett

The Capital Planning Committee completed its' third meeting during the month of June, and is on track to make recommendations well before the finance committee begins work on the 2006 budget. Major topics under review include, new land development, junior programs, Jackson Creek bulk head, water treatment plant, power boats, and a one design dock.

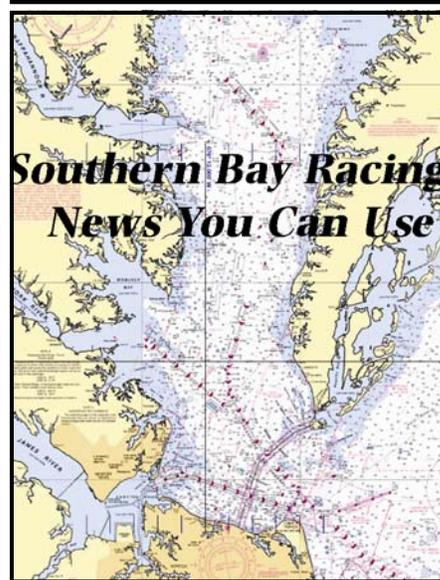
This is just a the list of the major projects

June was a busy and fun month at the club, July schedule is equally as exciting, please review the website for details. ☐

(Memorabilia;Cont. from page 3)
to him by his cousin, Karyn Zerkel, who moved to Australia in 1957. CYAV is located in Melbourne, Australia, and has 120 registered yachts, ranging from 20 to 50 feet. The burgee now hangs in the main clubhouse.

- The family of Carlton McKinney for a box of documents pertaining to the club during the 1960s when Carlton was a Board Member. The records have been added to our archives.

- Jane Wells for a large framed copy of a page from the building plans used by her father and founding member, Alan McCullough, to organize the effort to mass-produce a Penguin fleet in 1947 by a group of club members. The original owners and sail numbers of this homebuilt fleet have been inscribed on the mat surrounding the plan which bears a large Penguin logo. The framed piece now hangs in the main clubhouse. ☐



FBYC Juniors Steve Wirt

The FBYC juniors represented this past Sunday at the HYC junior regatta with **William Wirt** taking second overall and second in the blue fleet, and **Austin Powers** win-

(Continued on page 12)

CLUB OWNED SAILBOATS

David Hazlehurst

While it is generally recognized that the club owns three power boats that we use to support our racing programs, we also own (13) Optimists, (7) 420's, (3) Lasers, (1) Byte and (1) Mobjack. Most of these have been purchased by the club over the years, but some few, for example, the Mobjack and one Laser have been donated.

Our objective in maintaining this growing fleet is to have boats available for Juniors and other first time users. Because of ongoing problems with lost parts and damage, we are setting up a more rigid check out system, first to ensure that boats are always available for their intended use and second, and equally important, to regain control over the growing cost of replacements and the time needed to maintain these boats.

A notice that was posted at the club on Monday, 20 June is copied below. In addition to asking all users to comply with these expectations

we have changed the combination on the door lock to limit access to the storage facility. A list of members who can help you get into the building, as well as some few members who have been given the new code, is posted on the building. But please recognize that these individuals may not be available to help you gain access 24/7. It may therefore be well to plan ahead by calling these people to tell them when you plan to be at the club.

Access to the storage shed and club boats

To insure that our coaches have time to fulfill their primary function of helping members learn how to sail, rather than have to spend their valuable time managing order and arrangement in the storage shed, **effective immediately**, all members who use this facility should note:

1. This storage area is for **club owned property only**. Personal property will be removed the instant it is identified.
2. **You must sign out for anything you use. Sign in when you return it to its proper place** using the forms provided to note any lost, damaged or missing parts.
3. **Under no circumstances are parts for club boats to be taken for use on members boats**. The club maintains this facility for storing sails, blades and other parts needed for club owned boats.
4. **Failure to follow these guidelines could disqualify you from using club boats**. Please don't let this happen to you or your friends.

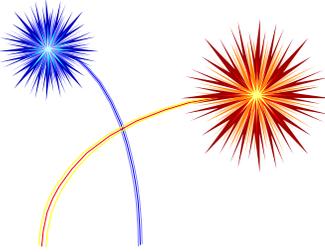
Starting Saturday, June 18, this facility has been monitored by a club member. We ask you to follow these guidelines so that members who want to use equipment after you have returned it will be able to find it in its proper place. And in the case of lost or damaged parts we will be able to order replacements promptly and get the boat or boats back in service promptly.

Thank you for your help and understanding. Our objective remains to make club boats available for members use and to keep them available at all times. ■



OLD FASHIONED PATRIOTIC PICNIC
SUNDAY, JULY 3RD
Hot Dogs, Hamburgers and Beverages
Bring a side dish or dessert to share
Celebrate by wearing red, white and blue
5:00 Pm at FBYC Clubhouse

Register on-line or call Ed O'Conner
(804) 360-2934 or email Ed at ej.oconnor@verizon.net
You can register at the door, but please contact Ed to let him know if you are coming so he can purchase the food, etc.
Deadline to Register is July 1st
Cost is \$5.00 per person over 16 yrs. old





Cruising News, June, 2005

Progressive Dinner Cruise June 4th & 5th Vic DeNunzio



After a cold, wet week June 4th brought fine weather and 7 boats to the Progressive Dinner Cruise at SummerWind, the DeNunzio's summer home on the Piankatank. An additional 6 couples came via "Auto Cruiser". Total participation was 27. The cruisers logged a cumulative total of 292 nm for this cruise.

The Cocktail Party and Pork Tenderloin dinner was prepared by Jane DeNunzio for the group. After a very relaxing dinner, the truly brave participated in a Karaoke Contest and a sing-along with world-class guitar player Ed O'Connor. The



Karaoke Contest was won by a new, smashing rock group named the "SupperEmes" –Diane O'Connor, Nancy Stoakley and Jane DeNunzio. Their rendition of "Baby Love" is one we will remember always.

On a beautiful Sunday morning the group sailed down the Piankatank, through the Milford Haven drawbridge to Stutz Creek and the



Mathews YC for breakfast.

MYC is a delightful short trip for boats with 6' or less draft. The staff at MYC did a fine job and made our morning quite enjoyable. After breakfast, the group sailed home in light air ending a memorable weekend. ■

Corrotoman River Cruise May 29 and 30, 2005

Allen Bower

Seven Fishing Bay boats gathered in a cozy bay on the East Branch of the Corrotoman River following the festivities at Rosegill the night before. Five boats rafted together, Miss Kate (Tony and Kate Sa-

kowski), Reflections (Sam and Nancy Stoakley), Nugget (Charlie and Stella Jones), Magic (Allen and Alta Bower), and Celebration (Gordon and Shiela Nelson).

Obsession (Joe and Carolyn Schott) and American Pie (Vic and Jane DeNunzio) anchored separately (see the collage on this page)

About five in the afternoon the cocktail hour commenced in the ample cockpit of the Stoakley's elegant Island Packet which we all toured and admired. After several hours of lively conversations and sharing of delicacies we called it an evening and most of us anchored separately.

Sunday morning brought a gentle southerly breeze which gradually picked up to about fifteen knots around Stingray giving us a grand sail home. ■

UPCOMING CRUISE EVENTS

July 1-3, Friday-Sunday:

St. Mary's River

Contact Stella and Charlie Jones, 336 273 9158, Cell: 336 210 4427, stellajone@aol.com.

July 8-10: Leukemia Cup, (See the Website for details)

July 15-18: FBYC MAINE RENDEZVOUS

Contact Charlie Clough at cloughjc@yahoo.com. or by phone 804- 285-5616

July 23-24, Sat.-Sun.:

24-Hour Family Cruise

Contact: John & Kara Koedel. Home Phone (804) 288-1565. Cell Phone (804) 338-1158. Email: jgkoedel@yahoo.com.

Aug. 6, Sat.: Cruise Regatta

The annual cruise regatta for '05 will follow the same successful script that has made this one of the most popular and well subscribed events in our division. The regatta
(Continued on page 7)

(Cruising News; Continued from page 6)
 is an intermediate distance race using a triangular course and governed by a unique handicapping system that is based on PHRF criteria and the diabolical whims of previous race committees. We encourage inexperienced and all racers to join us. As usual, the event will be followed by awards, libations, and nutrition suitable to the needs of hot, weather-worn victors. Event sponsors are **George and Lyons Burke**, Home Phn. 804-359-1187; FAX 804-288-5310; or email burkeg@paraccess.com

**Aug. 20-21, Sat.-Sunday
 Kids Cruise**

There is a new format this year for the Cruise with Kids event. Our destination will be Sandy Point at the "hole in the wall."

August 20, 2005:

- 9:00am: Skippers meeting at Fanny's House.
- 10:00am: Leave the docks Water battles along the way.
- Noonish: BYOP on shore (P for picnic)
- Pirate costume contest.
- Scavenger Hunt.

No dinner is planned but everyone is encouraged to stay for the night. If the weather is inappropriate for overnight anchoring, we'll shoot up to Stutz Creek together.

Contact John & Kara Koedel. Home Phone (804) 288-1565. Cell Phone (804) 338-1158. Email: jgkoedel@yahoo.com.

**MARK YOUR CALENDARS
 FOR THESE FUTURE EVENTS**

**Sept. 2- 4, Friday-Sunday
 STINGRAY REGATTA.**
 (See Sailing Events Book)

**Sept. 17-18, Sat.-Sun
 CAPE CHARLES CRUISE**
 (See Sailing Events Book)

**Sept. 18-25, Sun.-Sunday:
 FALL MIDDLE-BAY, ONE
 WEEK CRUISE**
 (See Sailing Events Book) ■

Ideas wanted for Long term Planning

Strother Scott - Long term Planning Chair

One of the elements of our long term planning process has been to investigate trends at other yacht clubs. What has been happening elsewhere that might be great ideas for FBYC? Please help us think of some good ideas. Several people have submitted ideas, but we need more. As nourishment for your idea factories, here are a few of those we have so far:

- Host a high school sailing team...
- Have round robin regattas - rotate boats in different fleets - or maybe mother daughter regattas...
- Combine frostbiting regattas with a football watching party....
- Establish a fleet of small boats - keel boats or whatever - owned by a syndicate of members - say 30-40 owners for 6-8 boats - for one design class racing, shared usage and maintenance - possibly on moorings ready to go...
- Improve race committee emphasis - required days of service to the club, with a buy-out from non-helpers...
- Analyze our one-design classes, their status and whom they serve, identify strong one-design classes on the bay, figure out which one is right for us, and focus our efforts on....
- Member age is important. The survey should ask what services are important and which ones you are willing to fund. The right answer to increased participation in racing is not necessarily spend more money - we have to keep a close review on expenses.
- Expand community reach-out with neighbors, restaurants, lodging sources to ease participation in our regattas by far-away guests...

If you are aware of a trend, or of a program that is fantastic, or have a good idea that we should incorporate into our Long Term Plan, please send it to me by mail, fax at 804-649-2615, or at strother.scott@bbandt.com. ■

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How much boat insurance is enough?

David Hazlehurst

As a result of high claims experienced from five named hurricanes that hit the east coast between Florida and Maryland during the 13 months ending September 2005 Boat US increased their premiums for 2005 by some 24%. They also added a provision whereby they will pay 50% of the haul out, associated costs and re-launch up to \$1000 to encourage owners to have their boats hauled when there is a Hurricane watch or warning. More specific information can be obtained by calling their Marine Insurance Division toll free at 1-800-283-2883.

Boat US also publishes a quarterly magazine called Seaworthy that includes >> cautionary reports on the various hazards that boat owners face, including fuel and water leaks, groundings at high speed and any other hazard imaginable all of which prove that Murphy's law is forever in effect. The company also provides towing service for disabled boats, and in some cases the first \$150 is free. But be warned, \$150 does not go very far. One of our members on a never-ending quest to find bottom was recently charged \$652 for a tow from just outside Jackson Creek to his dock. Maybe I should rethink my limit. ■

Wolftrap, Force 10
Jere Dennison

Monday morning, September 20, 2004. I had returned the night before from a family reunion in Williamsburg. The phone rang and Gloria, Charlie Parrott's fiancée, was on the other end. A hint of panic tinged her voice. Tatiana, Charlie's New York 40, had not been heard from since Saturday, and whom should she contact. In my obliviousness, I had to ask her to explain the situation. "You haven't heard?" she said. "No" I replied, "What..." The fleet racing to Wolftrap encountered a bad storm...many boats abandoned the race...one crew was airlifted from danger...several took refuge south near Mobjack Bay and stayed the night, Tatiana among them." The only help I could offer was to refer her to someone involved with running the race. I knew nothing about what had transpired on the water that weekend. I do remember that on Saturday night, the wind was howling in Williamsburg. A little strange since Hurricane Ivan had brushed Virginia on Friday night and was well on her way out to sea. Nonetheless, I recall thinking, I was glad not to be on the Bay that night...

Over the next several weekends, I talked with several race participants. All had war stories to tell: broken spars, destroyed sails, injuries (but none serious), a Coast Guard airlift, nightmarish wind and water conditions, fears and anxieties. Surely the October Log or the FBYC website would detail the facts of a race that would probably represent the most violent in club history. The only written words I could find came in the From the Quarterdeck column by Commodore Hazlehurst in the October Log that are excerpted below:

September is leaving many memories....A race to Wolftrap the next weekend (September 18) that saw at least two torn spinnakers on the way down the Bay and building wind for the return trip, with only 8 of 20 boats finishing and some boats electing to overnight in Mobjack Bay and other sheltered locales. While this activity was underway, just one of the cruisers chose to go across the Bay to Onancock, sailing one of the newest and biggest boats in the club.

Hmm...this short reference did not exactly raise the hairs on my head like the stories then circulating through the club grapevine. It was obvious that caution was being exercised to sidestep the gory details in an effort to avoid unwanted publicity and possible official recriminations for holding the race in potentially disastrous conditions. After all, the Coast Guard was involved in an airlift and search for the "missing" Tatiana. However in retrospect, since no one was seriously injured, the weather reports gave no hint of the gales that ensued during the race thereby absolving FBYC of criticism, and Tatiana was only missing because her communications gear was out of commission during her two days of refuge in the East River, I decided that the entire story should be told.

Accordingly, after a sufficient period of time had passed (6 months – enough time, I believed, to qualify the account as "History"), I distributed an email appeal to all of the race participants to send me some anecdotes that I might find useful in weaving an intriguing narrative for the edification of our membership. Frankly, I was flabbergasted with the response. Instead of a few short paragraphs, I was treated to pages and pages of riveting accounts recollecting vivid and sometimes electrifying memories of this race. All were well-written and accurately portrayed the challenges of the storm.

You would think I would be happy about the quantity and quality of the material received. Not so. I quickly discovered that it would be impossible to do their stories justice by distilling portions into a running commentary, no matter how hard I tried. So after some brief background to set the stage, we will reprint their stories verbatim in a series to extend of the next several months. (Contributors, fear not. I will endeavor to edit out any rare typos that may have crept into your prose.)

Wolftrap Light, an ancient red-brick structure, was named for its location south of Gwynns Island near where the HMS Wolfe was *trapped* on a sandbar and sank during colonial times. The Wolftrap Race is surely one of the longest-running events in FBYC history. It is also considered a long-distance race at close to 25 nautical miles and is traditionally held in the fall of each year. Because it is held in the fall, north winds associated with cold fronts can often be expected. In these conditions, the race is a spinnaker or downwind run to Wolftrap Light followed by a slog to windward to the finish off Gwynns Island. In high northerly winds, large waves can build in their long fetch down the bay which can be enhanced by an incoming or north-flowing tidal current opposing the wind. While the race can be rough going, it is not always so. Sometimes winds can be so light and currents so contrary that participants are unable to finish. The race, in my memory, has rarely been cancelled due to high wind conditions since heavy winds this time of year rarely attain gale conditions.

However, in September 2004, the weather forecasts for the Wolftrap Race received a closer scrutiny than usual by the

(History, Continued from page 8)

Race Committee Chairman, Brooks Zerkel, and the race participants as well. In prior days, Hurricane Ivan had been meandering up the east coast, making the cancellation of the race a real possibility. However, by Saturday morning of the race, Ivan had moved well off the Eastern Shore and winds were predicted in the range of 15-20 knots from the SW going to 20-25 knots later in the day as a high-pressure system approached from the West. This was not a malignant forecast with Ivan out of the picture, and the race would be run. The Race Committee, nevertheless, reminded each skipper of his responsibility for the safety of boat and crew and that heavy air could be expected during the race with the approach of the cold front.

There were 20 entries in the race ranging in size from 40 feet to 26 feet. The warning gun was 1100 hours. Earlier that morning, winds were from the SE in the 20's. At approximately 0900, the barometer began a rapid and dramatic rise that continued throughout the day into the evening of the next day heralding the arrival of a strong cold front. Meanwhile the wind began to clock around S to SW to W to NW to N. As the boats headed south to Wolftrap and later turned north toward home, the wind steadily increased to gale conditions. One boat recorded a 54 knot gust. The boats that reached Wolftrap earlier in the afternoon before the wind and waves had maximized were lucky. They were hard on the wind but many managed to make it home. Later arrivals at Wolftrap confronted far worst conditions. Some retired to Mobjack Bay estuaries. One, *Morningtide*, tried to motor home but had to be airlifted by a Coast Guard helicopter to safety later in the evening. Miraculously, the abandoned *Morningtide* managed to drift through an opening in the Chesapeake Bay Bridge Tunnel and ground near Lynnhaven Inlet where she was later recovered with minimal damage. Only 8 yachts out of 20 finished the race.

Late into the night, the RC and volunteers attempted to account for the safety of every boat and crew. Fortunately no one was lost and all eventually were accounted for. That is, until Monday morning when the Coast Guard called RC Chairman Zerkel informing him that *Tatiana* was still being reported missing. After many anxious moments, *Tatiana* reappeared to the relief of the Race Committee, and all was well.

There will be a total of 7 stories of the storm that will appear in the History Column over the next few months, 6 from race participants and 1 from the single cruising boat that participated in the Onancock Cruise the same day. The first is written by the skipper of one of the two boats finishing the race that provided accounts.

Corryvreckan's Story

By David Clark

(Corryvreckan is a 34' 5" J-105)

There has been a lot of discussion about the decision to hold the race in the first place. This is my opinion and observations. Just before leaving the dock, the weather forecast was not predicting anything like what took place and in my opinion the final decision to race or not lies with each skipper and should not be shifted to the PRO (Principal Race Officer). Having said that, if I had known what the weather had in store, we would not have raced, none of us would have.

At 11:10 AM on the 18th of September we crossed the start line. I had six people on board for the race, most were experienced sailors. Everything was going well on the way downwind to Wolftrap Light. The wind was increasing; unfortunately the instruments on the boat were not functioning. They had gone down the week before. We were flying the chute and doused it just before rounding the Light. It was about that time the conditions started to get worse. Not only were we going straight into it now, but the wind increased and the sea state was producing 8-10 foot waves. One of my crew (this was her first season) got frightened. She felt more secure down below so she stayed below till we got back. This meant shouting a warning below every time we had to tack.

The other casualty was from seasickness. He got extremely sick and continued being sick until we got into Jackson Creek. This was obviously a concern because of dehydration and fatigue. I was worried about him having the strength and presence of mind to be able to stay on the boat as we tacked. Making his way from high sided to high side during tacks, he was diligently watched over by another member of the crew. The other four people on board were coping well with the situation and handling the boat.

Having a seasick crew on the windward side doesn't leave a good taste in your mouth, if you know what I mean, but the leeward side was out of the question. He did not choose to go down below, and he was able to get from one side of the boat to the other and it would have been more difficult to steady himself below. He would have been crashing around like a bean in a can.

Before tacking the boat, everyone was made aware, and we looked for a relatively flatter spot to perform the maneu-

(Continued on page 10)

(History; Continued from page 9)

ver. After coming out of the tack the boat would be driven sideways till she started picking up way again. We just kept tacking our way up the Bay past Gwynns Island and back into Fishing Bay crossing the finish line in third place at 4:04 PM.

We then rendered assistance to another J105, *Blade Runner*, who was having difficulty starting their engine. We towed them into the creek where they were able to start their engine and pull into their slip. To understate it, it was an uncomfortable wet journey back but we made it without sustaining any damage to crew or equipment. Of course there was water in every corner of the boat and, in fact, a spare automatic inflatable life vest in the one of the lockers deployed. We were not in a position to see what was going on with the rest of the fleet behind us and did not learn of the carnage until we were back at the dock. The weather continued to deteriorate taking a further toll on the rest of the fleet. ■

Schooner *Virginia* to be Showcased during Leukemia Cup Regatta in Deltaville

Press Release

The recently launched Schooner *Virginia* is scheduled to be in Deltaville July 8-10 for one of her earliest public appearances in concert with the 7th Annual Southern Chesapeake Leukemia Cup Regatta hosted by the Fishing Bay Yacht Club and Stingray Point Marina.

The Schooner *Virginia* has been constructed by the Virginia Maritime Heritage Foundation, and its mission is to operate a replica of the 121-foot LOA historic Pilot Schooner *Virginia*. The tall ship was the last sailing Pilot Schooner in use on the Chesapeake Bay and served the Virginia Pilot Association from 1917 until 1926 as a station vessel off the Virginia Capes. She is purported to have been one of the fastest and most beautiful sailing vessels ever afloat, and her replica is a living symbol of Virginia's historic maritime past. She will be used as a sailing ambassador for the Commonwealth of Virginia to promote educational

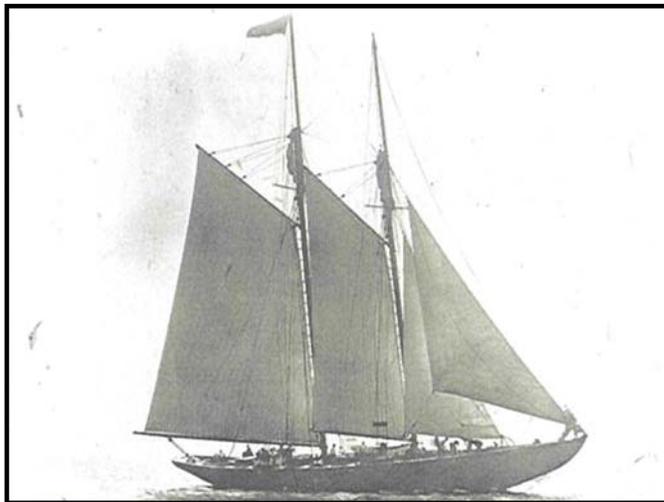


Photo of Original Schooner Virginia

from 1PM – 7PM only on Saturday, July 9, and will be topside only so as not to disturb the living quarters of the crew. Parking will be provided courtesy of nearby Deagle's Boatyard.

While the Schooner *Virginia* has a policy of not requiring boarding fees, the Leukemia Cup organizing committee will solicit non-mandatory charitable donations from tour participants. It is hoped that visitors will consider suggested donations in the range of \$20 per family, \$10 per adult, and \$5 per child over the age of 12, but donations of any amount to this worthwhile cause will be much appreciated. All donations will benefit victims of blood cancers.

The Leukemia & Lymphoma Society is extremely grateful to the Board of the Virginia Maritime Heritage Foundation, the Schooner *Virginia* staff and crew, the Fishing Bay Harbor Marina, and Deagle's Boatyard for making this extraordinary opportunity possible.

Residents of Deltaville will have a special interest in visiting the *Virginia* to see the schooner's tender that was recently constructed by volunteer artisans from the Deltaville Maritime Museum at Holly Point.

Other happenings during Regatta Weekend, July 8 – 10, include the following events.

(Continued on page 11)



Photo of new Schooner Virginia

and economic programs.

During her stay in Deltaville, she will be berthed at the Fishing Bay Harbor Marina to conduct tours for Regatta participants and the general public. Tours are scheduled

(Schooner VA; Continued from page 10)

Friday, July 8, 2005

A silent and live auction at the Deltaville Firehouse will offer a wide array of items ranging from packages for boating enthusiasts, beautiful artwork, wood carvings, and other art exclusive to the Chesapeake area. Music, food and drink will make the evening enjoyable to Regatta participants and the general public alike, free of admission charge. Crab cake dinners available.

Saturday, July 9, 2005

Regatta participants will contribute a \$100 boat registration fee to enter PHRF, MORC, Classic, or Leukemia Cruising divisions in races hosted by the Fishing Bay Yacht Club. Sailors fundraise and compete for prizes and trophies; goodie bags and tee shirts are given to all "skippers". Spectator boats will be available for those wishing only to view the action on the race course. After the day on the water, the Gala at Stingray Harbor Marina extends into the evening with live music, dancing, dinner, and awards presentations with free admission to all and dinner tickets available.

Saturday, July 9, and Sunday July 10, 2005

This year the Leukemia Cup Regatta will be coordinated with the annual USA Junior Olympic Festival sponsored by US Sailing and the Junior Bay Open Regatta sponsored by the Chesapeake Bay Yacht Racing Association. These combined junior regattas will be hosted by the Fishing Bay Yacht Club and will complement the Leukemia Cup events. The purpose of the Junior Olympics is to broaden the base of youth sailing by combining fun and learning. Its goal is to create excitement about sailing and racing for young sailors. Several one-design classes, including Optimists, Lasers, Laser Radials, and 420s will compete in the Festival and Bay Open. Also, a Green Fleet clinic

will be conducted for less experienced Optimist sailors.

During the Olympic Festival, the Deltaville Maritime Museum will conduct a Wright Skiff boatbuilding demonstration for the benefit of participating juniors and their families.

For more information on the Leukemia Cup Regatta and to register online, click on www.leukemicup.org. Or call 800.766.0797.

In 2004, Deltaville's Leukemia Cup regatta was the third-top Regatta fundraiser in the entire nation. Regatta organizers are confident that they can do even better this year with the help of the local boating and business communities.

A special thanks to the 2005 Leukemia Cup **Presenting Sponsor**, SunTrust Bank, and to the following sponsors for their valuable support: **National:** John Mecray, Ken Gardiner, North Sails, Sailing World, West Marine, Mount Gay Rum Barbados, MCG Capital, Sunsail **Regional/Local:** Riverside Hospital, Bank of America, Illuminations Landscape Design, BB&T Charitable Trust, Chesapeake Yacht Sales/Deltaville Yachting Center, Hunter Marine, J&W Seafood, Mooers Volvo, Norton's Yacht Sales, Inc., Raymarine/Marine Electronics of Hartfield, Inc., Southside Bank, Steele Services, Ullman Sails, Virginia Cardiovascular Specialists, Venture Electric, Middle Peninsula Insurance Agency, Rappahannock General Hospital, Ship's Tailor, Trident Funding Corporation, Chesapeake Bay Magazine, Crown Point Marina, Christ Church School, Bay Trail Outfitters, Fishing Bay Yacht Club, Southside Sentinel/RIVAH/Rappahannock Record, SpinSheet Magazine, Stingray Harbor, VA Sportsman Magazine, Walsingham School, WINDY/105 FM, WKWI FM/Bay 101.7, and WRAR/105.5 FM ■

The Opti Racing Clinic in Birmingham, Alabama

Madeleine Alderman

I flew to Birmingham, AL for a fabulous 2 day opti clinic. We were met at the airport by Jerry Hart, who was one of our hosts for our stay in Birmingham. Jerry also picked up the coach for the clinic, Steve Keen, who told me he was from New Zealand. I thought he was pretty cool. He told me he sailed 470's and was hoping to make the Olympics in 2008, and he coached several opti sailors last year. They made the top teams in the United States and went on to international competition.

On Saturday Steve took us out on the lake and we learned how to kite, sit forward in the boat, keep boat speed, and get good wind. He also showed us what we should buy for our rigs to be competitive in the big regattas. He went over many tactics about racing with me and showed me how to adjust my sail when I am racing. After working with Steve I realize I have a lot to learn. He was a very strict coach, and even though he showed us our weaknesses he complimented us on our strengths.

Saturday night we had an Italian Dinner at the club house and a bon fire after dinner. The kids in the clinic had a great time playing together in front of the sailing club. On Sunday we spent the day practicing race starts. We came off the water and had a wrap up meeting and afterwards.

I think this was the best sailing experience I have ever had, and it was really neat to be coached by a famous opti coach. These out-of-town opti clinics are really fun to go too because you learn a lot and make so many great sailing friends. ♥



(S.Bay Race News...Continued from page 4)
ning third overall and first in the white fleet. **Ben Buhl** took third in the white fleet and **Natalie Wirt** was fourth. Newcomer **Nick Howe** was fifth in the white fleet.

Screwpile McCarthy

Fishing Bay Yacht Club and Hampton Yacht Club are the first southern Bay clubs to qualify to challenge for the **BATTLE OF THE CHESAPEAKE TROPHY at Screwpile 2005**. In order to be eligible to wrest the coveted trophy from last year's winner, Annapolis YC, a club must have at least 5 boats entered in the Screwpile Light House Challenge. In addition to HYC (7 entries) and FBYC (6 entries), there are four more southern Bay clubs with completed entries; they are: CCV (1); DYC (2); OBSA (1); BBSA (1). The more boats racing, the better your club's chances of bringing back the BOC Trophy. Get you buddies together. Round 'em up and head 'em out for Screwpile and the BOC.

SOUTHERN BAY RACE WEEK 2005 BOAT of the WEEK McCarthy

Sledd Shelhorse's MERIDIAN takes bullets for all five races. Racing in the 11 boat PHRF A class at SBRW, Meridian trounced her fleet in extremely light air, huge currents, fog, and eventually, on the third day of the event, perfect sailing breezes. All the fleets battled fluky to non-existent wind the first day, a slight improvement in conditions the second day, and after a tenuous first race on Sunday, great easterly sea breezes that built to 10-12 knots and stayed. **OVER-ALL RESULTS:** Boat of the Week: Meridian, **Sledd Shelhorse**, Taylor 40, as well as winner of PHRF A: 2.Sea Star, David Eberwine, J/36; 3.Cyrano, **Bob Mosby**, Frers 36. PHRF B: 1. Cool Change,

Rusty Burshell, J/30; 2.Bad Habit, **Bob Archer**, Pearson Flyer; 3.Strega, **Neal Garrett**, S2 9.2. PHRF C: 1. Stardancer, **John Blais**, Pearson 30; 2.Callinectes, **Ben Cuker**, Cal 30. 3. Bowmovement, **Martin Casey**, Catalina 27. J/29 One-Design: 1. Patriot, **Case and Rob Whittemore**; 2.Titillation, **Paul Andersen**. J/24 One-Design: 1. Quicky, **Mike Veraldi**; 2. Bash, **Ron Medlin**; 3. Cavitation, **Chris Duer**. PHRF-N: 1. Virginia H, **Andy Armstrong**, Soverel 30; 2.The Hunter, **Justin Morris**, Hunter 26.5; 3. Halaha, **Jeff Rogers**, Columbia 28. CRUISING: 1.Windblown, **Frank Miller**, Ericson 38; 2. Ali-Ru, **John Lones**, Morgan 36T; 3.Windblown, **Rick Sills**, Irwin 33. PRO: John McCarthy; Official Scorer: Dick Boykin. Non-Spin and Cruising race chairman: Bob Williamson. Mark Boats: Bill and David Gibbings; Jane and Tom Fowler and Glenn Giles; Dave and Suzanne Hamilton. Event Chairman: Leigh Morgan. ■

The Rosegill Party Vic DeNunzio

By all accounts, the Rosegill Social was a great success with over 235 attending. The weather was perfect, beer and wine were plentiful, lots of good food which did not run out, a super band, and plenty of fellow sailors to swap war stories with. Late in the afternoon, the race was completed, although shortened, and the perfect weather lacked one element—wind. Results for the race can be found on the FBYC website.

The planning and grunt work done



by Janie French, Event Chair, Jane DeNunzio, Event Social Chair and Nancy Stoakley, our Club's Social Chair made this event fly. It is a huge undertaking, complicated somewhat this year, with the changes at Rosegill. They are to be commended for a job well done. ■

Arts on Fishing Bay - a Masterpiece

Lud Kimbrough

What a great Friday evening the Arts on Fishing Bay turned out to be! The 4th Annual Arts on Fishing Bay event in support of the Leukemia and Lymphoma Society was held June 10 in spectacular weather, with over 350 attendees throughout the evening. Thanks to Bob Kates, Judy Buis, and Carolyn Schmalenberger for organizing this beautiful event enjoyed by members of FBYC and the surrounding communities.

Each of the artists donated works to be auctioned at the upcoming Leukemia Cup fundraising auction to be held at the Deltaville Fire Department July 8, and we are very grateful to these artists for their generosity. Numerous attendees also made cash contributions to the Leukemia Society.

Artists in attendance included: Kathleen Noffsinger, Joan Mannell, Ben Richardson, Jane Hall, Dixie Hoggan, Jane Wells, Rip Radcliffe, Carolyn Davis, Wayland Rennie, Brockett Muir, Blanche Scharf, Martha and Bill Hayes, Tina McCloud, Kaptain Krunch, Elise Ritter, Jerry Spangler, Caroline Long, Kathy Morand, Patricia Garber, Susan Crave Rosen, Cecky Ropelewski and Caroline Long. ■

July 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 St. Mary's Cruise	2
3 Family Picnic St. Mary's Cruise	4 One Design Long Dist. Race	5	6 Wed. Night Dinner	7	8 Leukemia Cp Ches. Bay Midget Champ.	9 Leukemia Cup Jr. Olympics
10 Leukemia Cup Jr. Olympics	11	12	13 Wed. Night Dinner	14	15 Maine Rendezvous. Camden. Lobster Bake	16 Jr. Race Tm O.D.-Summer Sea- breeze 1
17 Screwpile Challenge	18	19	20 Wed. Night Dinner	21	22	23 Family Cruise Jr. Race Tm. Offshore-L.D. Series Moonlight Race
24	25	26	27 Wed. Night Dinner	28	29	30 Jr. Race Team
31						

Annual Cruising Regatta

George Burke

Notice to all members

The Annual Cruising Regatta will be held Saturday, August 6th. All cruisers and offshore racers and their families are encouraged to participate in FBYC's only "compassionate competition" event (all other offshore races having fallen into the category of "Dog-Eat-Dog"). A skipper's meeting will start at 9am in Fannie's House with a staggered start race initiated at 10:30am. This race usually finishes by 4pm and will be followed at 6:30pm by dinner in the main clubhouse on Fishing Bay and a brief awards ceremony. Cost for dinner, which includes beer or wine and soft drinks, is \$20 for adults and \$10 for children under 15. Because the unique and diabolical rating system for this race requires filling out a questionnaire, race participants are urged to complete their applications and notify us of the number of attendees for dinner by the **DEADLINE of July 27th.**

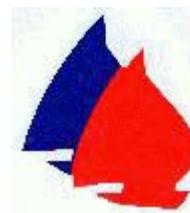
For race handicap applications and registration for the dinner:

Please use the FBYC website, or contact George or Lyons Burke: **by email: burkeg@paraccess.com**, by telephone 804-359-1187, or by old-fashion US mail at 22 Maxwell Rd, Richmond, Va, 23226. ■

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OLDER OPTI FOR SALE: Sail No. 1974, with some damage to bow that has been fully repaired. Great price. Perfect for a new user for Junior Week. Must sell: \$400 Call Murray Wright at 804-783-1103; or email to mwright@wrightrobinson.com

For Rent: Small 1 bedroom bungalow apartment. \$300 per week or \$600 per month. Call Paul Howle. Cell: 804-240-7933.

For Sale: Inflatable West Marine 7 1/2' red rubber inflatable with folding

plywood floor and motor mount rated at two h.p.. Lightly used; still in great shape: \$100.00 dollars. Contact Bob Graham @ 804-282-7407 evenings.

Babysitters: Babysitters available in the Deltaville area. Experienced & responsible 16 year old twin girls-Sophie & Peyton Curdts. Call 804-776-9589. Parents: Bill & Blair Curdts.

LOST or SUBSTITUTED: Byte mast lower section missing from FBYC racks, was marked years ago with three stripes of electrical tape. If you see tape residue on yours please let me know - there are more sections at the Club - 804-514-5858 THANKS, -Lud Kimbrough.

For Sale: Ornamental Grasses.

Locally grown, hardy varieties. Perfect for sea-scapes. Available in early spring. Call Bob Kates at 804-776-6950 or fma@oonl.com for more information.

For Sale: Optimist- Great boat for the FBYC junior program. Good condition and ready to sail. \$1000. Call 804-550-3682 or cell phone 804-241-2670 or email to ohalderman@comcast.net.

FOR SALE: Dinghy. One well used inflatable dinghy and 5 hp Evinrude motor. Foot pump, oars, gas can come with it. Call Ric @ 804-644-0049 or 804-769-4293

For Rent: Two adj. Condos at Jackson Crk Hbr.(connect. or sep.): Upstairs Waterfront Flat (Unit 14): Massive deck overlooks Jcks Crk.: 2 BDRM with Qn. and Twns., plus Qn. Murph/bed, 2 Bthrm (\$1,050 wk.). Adjacent Townhse (Unit 12): 3 BDRM with Qn., 4 Bks., 2 Twns. (\$1,050 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: LASER. Great shape, almost new sail, trailer included. Located on Stove Point for easy viewing. Call or email to set a time to come by to see it. Price: \$2,600. Nancy Arnold nbc1027@hotmail.com. 804-776-8282.



HYC Junior Regatta Awards Ceremony



USCG Schooner Eagle Approaching Anchorage in Baltimore



Freighter with Tug Escort. Portland, Maine

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