

# Fishing Bay Yacht Club

*Established 1939 · Deltaville, Virginia*

# The Log



October, 2005

FBYC Web Site: <http://www.FBYC.net>

## From the Quarterdeck

Jay Buhl, Commodore



September was another big month on the water with three Off Shore events, three One Design events, a Junior event, and a very active week long Cruise.

The Offshore division highlight was certainly the Stingray Point Regatta where 42 boats were hosted consisting of five fleets. There were seven J 24s and our own Clark Dennison and Scott Collins teamed up to win this division. Seven boats sailed in the Non Spin Division, Robert DeJong sailing Temptress won. PHRF A had 16 boats, Lloyd Griffin sailing Cash Flow took top honors beating Case Whittemore's Patriot and Paul Anderson's Titillation. Mike Karn sailing Insatiable took first in the PHRF B Division beating six others. And Robert Patterson sailing Small Potato in the PHRF C Division of 5, won. Mike Karn and his team did a wonderful job again running this event. Wolftrap was a great success with all

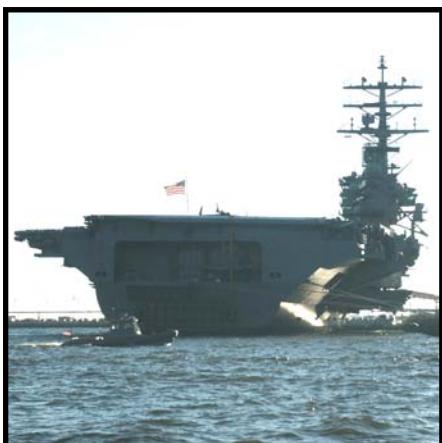
boats safely finishing, and super corporation from the weather gods. In our One Design division nineteen Lasers sailed nine races in two days in the Laser Masters Regatta which was one of two major One Design events hosted in September. The fleet consisted of boats from Severn Sailing Association, Magothy River, Hampton Yacht Club, Point YC, Rock Hall, CYC, and six boats from Fishing Bay. Three bullets insured James Jacobs a first place with 39 points, and Alain Vinceney was the next best Fishing Bay boat finishing tenth with 73 points. David Hazlehurst and his team ran another quality event. And finally, the Flying Scot Atlantic Coast Championships were held at the end of September, (and after this writing,) and was forecasted to have a fleet of 35 to 45 Flying Scots. Visiting sailors were housed in various members' houses around Deltaville. Hats off to Debbie Cycotte for managing this event. Sailing in September continued a brisk trend at Fishing Bay Yacht Club, and the October sailing schedule also offers many opportunities. We will host four Offshore, four One Design, and three cruising events. Juniors will have the opportunity to sail in the Indian Summer regatta and two fall series races.

Three committees were active during the month of September. The Nominating committee met multiple times configuring the 2006 board of directors. Their work should be completed by the end of the month and ready for presentation to membership during or An-

nual Meeting in November. 2006 departmental budgets requests were submitted to the Finance Committee so work could begin preparing next year's budget. The Awards Committee begins work preparing for the Annual Awards Party, Jim Gillespie is taking nominations for Perpetual Trophies which will be presented in November. Please review Trophies in the Year Book and respond to Jim.

## Did You Know.....

In the main club house has surveillance cameras installed throughout the building recording activity 24 hours a day. One weekend in late August, our cameras recorded several teenagers using the second floor for a party late one night. Minor damage was noted, surveillance tapes were reviewed and parents will be notified. Please make note of rules regarding usage of the second floor of the main club house, thank you for your cooperation. ☺



**CVN 76, Ronald Reagan in Norfolk**

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## Board Meeting Highlights

September 8, 2005

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

### REAR COMMODORE – ALLAN HEYWARD

**LOG STREAMER** - Vic DeNunzio stated that the October issue of the Log should show improved picture quality.

**HOUSE** – A report was given of the investigation of damage to furniture and of cigarette burns and butts on the enclosed portion of the upstairs porch at the main club-



#### 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

house over the weekend of August 27-28. A review on August 28 of the tapes maintained by the 24-hour surveillance cameras in the clubhouse revealed an after-hours party late on August 27 by a group of people who appeared to be under 21 years of age in the upstairs room and porch of the main clubhouse, which included alcohol consumption and apparently accounts for the damage found on the outside porch. Review of the tapes is ongoing, and an update will be provided at the next meeting. Recently a group of non-members using the pool in the evening, who identified themselves as being from Christ Church School, were asked to leave club property. Members are asked to question anyone they do not recognize as to their business on club property.

**DOCKS** – Ric Bauer reported that the work in the drysail area is almost finished. Ric is working with Allan Heyward on an agreement that would allow the club to use half of the Moseley slip for one boat. He and Allan are also working on a Slip Lease Agreement to go out to slipholders with their 2006 invoices.

**SOCIAL** – Details of the Annual Awards Party will be in the October and November issues of the Log as well as on the web site.

**GROUNDS** – Dixon Cole has started repairs to the fence along the west side of the property. The new fence on the east side has been completed except for the gate. Landscaping on the new property will begin as soon as the weather is favorable. Strother Scott advised that insofar as the new road is concerned, the Stull gate would remain where it is and the location of the Richardson driveway has been determined. None of these issues affect where the road will be relocated as it crosses club property. Strother hopes to begin the work on the relocation of Stove Point Road this Fall. In response to a question

from David Hazlehurst about when the one-design boat racks would be built, Chip Hall stated that it would probably be next year. The Junior shack will also be moved. Chip has asked Vic DeNunzio to run a notice in the Log for gardening volunteers.

**WEBMASTER** – Strother Scott reported that there was an excellent response to the survey by the Annual One-Design Regatta participants. Deborah Usry has the results and will prepare a report.

**FINANCE** – The Finance Committee, chaired by Mason Chapman, will meet in late September and again in October. The goal is to have a budget to present to the Board at the November Board meeting.

**WINTER PROGRAMS** – Cam Hoggan will try to engage John Rousmaniere for either February 3 or 10 for one of the 2006 Winter Programs. Rousmaniere is the author of many books, including Fastnet, Force 10, and will soon be publishing his latest book.

### VICE COMMODORE – LUD H. KIMBROUGH, III

**OFFSHORE DIVISION** – Eric Powers reported that 42 boats competed in the Stingray Point Regatta. David Hinckle has run into some problems with the Java Score program because the club's laptop cannot run the newest version. He suggested that the club replace the old laptop with a wireless unit that can be taken on the committee boat. There is money remaining in the Offshore budget to cover the purchase. Allan Heyward asked that David investigate what is available and make his recommendation as to the type laptop to be purchased.

**ONE DESIGN DIVISION** – Sharon Bauer reported that 84 boats participated in the Annual One-Design Regatta and that 23 boats participated in the first One-Design Fall Series race. The club will host the Laser Masters and the Flying Scot ACC Regattas in September.

(Continued on page 3)

(Board Mgt. Highlights; Cont. from page 2)

**CRUISING DIVISION** – Tony Sakowski reported that the next cruising event is the One Week Middle Bay Cruise chaired by Vic DeNunzio. The details for next year's 3-week trip to Italy are almost complete. Wayland Rennie has been planning this trip, which will begin April 29, 2006.

**JUNIOR DIVISION** – Noel Clinard stated that he had a very productive meeting with the Race Team parents and received a lot of recommendations for next year's program.

**TROPHIES** – FBYC's 3-boat team took back the Potts Trophy from Hampton Yacht Club during competition at the Stingray Point Regatta. Mary Spencer was asked to send out an e-mail notice requesting nominations for perpetual trophies and there will be a notice in the October Log. The deadline for nominations is October 12.

**CBYRA DELEGATE** – Tom Roberts advised that CBYRA has a new web site.

**NEW BUSINESS** – Sharon Bauer will put together a committee that includes the Rear Commodore, Vice Commodore, Grounds Chair and the one-design Fleet Captains to work on the layout for parking and rack design on the new property.

There being no additional business, the meeting was adjourned at 7:30 p.m. ☺

## THANK YOU

**From the Social Chair for the Smith Point Light Long Distance Regatta:** Thank you to all those who helped set up, serve, and/or clean up for the brunch following the race - George and Lyons Burke Brad Squires, Louise Brierre, John Hubbard, and Meg Clinard.

Izumi Miller, Social Chair

### FBYC Trophy Committee Seeks Nominations

Jim Gillespie, Trophy Chair

The Trophy Committee will receive nominations until October 12<sup>th</sup> for the following perpetual trophies to be awarded at the Annual Awards Party on November 11, 2005.

**PIANKATANK TROPHY** – recognizes the FBYC skipper who most exemplifies the principle that "all is not lost until the boat sinks."

**MATTHEW FONTAINE MAURY BOWL** – recognizes a member of FBYC for an outstanding contribution to sailing at Fishing Bay Yacht Club.

**COMPETITION TROPHY** – recognizes a member of FBYC who is the skipper of an enrolled offshore or one-design boat and who most successfully represented FBYC in sailboat racing events conducted by other yacht clubs or associations during the past year. Nominations should consider the character (local, regional, national) of events entered and the quality of competition as well as the member's performance.

**ALLEN B. FINE TROPHY** – recognizes the outstanding crewperson of an FBYC enrolled yacht. Any skipper who is a club member may nominate anyone who has crewed on a FBYC boat (offshore or one-design) during the regular club season.

**THE HUBARD TROPHY** – awarded to the outstanding woman sailor of FBYC in recognition of dedication, participation, and performance and sportsmanship while sailing.

**SPORTSMANSHIP TROPHY** – recognizes the Offshore Division skipper who displays the best sportsmanship during the regular season.

**ANNUAL RACE COMMITTEE TROPHY** – awarded to the club member who has made the greatest contribution to race committee work and race management at FBYC.

Please contact the Trophy Chairman, Jim Gillespie with your nominations. If sent by e-mail to [gillpie@aol.com](mailto:gillpie@aol.com), please put your nomination in the body of the e-mail because attachments cannot be opened. Mail address: 4304 Fitzhugh Avenue, Richmond, VA 23230. Home telephone: #353-0310. ☺

### 46th Mobjack National Championship Ware River Yacht Club, Gloucester, VA

Sunday August 21, 2005 the final two races were held for the 46th Mobjack National Championship at Ware River Yacht Club. Racing took place on the Ware River, just off of Mobjack Bay, the namesake of the boat and Class Association. Trey Smith with crew Jordan Winttingham, both of Virginia Beach, VA, took a 1<sup>st</sup> and 4<sup>th</sup> place in Sunday's races to cement their lead and win the Regatta and National Championship. This makes the 4th time Trey has earned the National Championship, 3rd time with Jordan as crew. Tracy and Joe Kubinec of California, MD finished in second place by a mere 3 points. That was their highest finish ever.

Jim Rice and Pete Wallio of Newport News, defending National Champion came in third followed by Mark Arnold and crew Matt Frank, both of Chesapeake, VA, who trailed Jim and Pete by a single point. in third and also claimed the Senior National Champion Award. In Fourth was Len Guenther of Chesapeake, VA with his son Josh as crew. The racers enjoyed great competition and expert regatta race management by Rick Klein assisted by Mike Dale, Tom Arthur and others. Each race consisted of a Windward-Leeward two lap race or a gold cup, a 5-leg race (triangle / windward / leeward) with each windward leg approximately ¾ mile or more in length. 15 boats competed. Friday brought heavy rain but good wind and cooler temperatures. Saturday the fleet was thankful for a friendly sea breeze that filled in after a delay on shore. Sunday however was beautiful with clear skies and a southerly breeze.

The Ware River Yacht Club brought the Mobjacks and their 46th National Championship Re-  
(Continued on page 5)



## Annual Awards Party and Annual Meeting

**Friday, November 11, 2005**

**Country Club of Virginia**

**6031 St. Andrews Lane**

**6:30 PM - Check-in & Cocktails**

**7:00 PM – Annual Meeting & Cocktails**

**7:45 – Dinner & Awards**

Registration for the event will be online at [www.fbyc.net](http://www.fbyc.net). You may pay for the event by credit card or mail your check with the form below to:

Nancy C. Lipscomb, 303 Cheswick Lane, Richmond, VA 23229

**Cost of the event:**

Member	\$45	Seasonal Mixed Green Salad
Non-member	\$55	Herb Stuffed Chicken Breast
Junior (12 & under)	\$15	Special Ice Cream Pie
Cash Bar		Two Drink Tickets included

All registrations must be received by Friday, November 4, 2005. To assure adequate accommodations for the event, there will be a late fee of \$15 per ticket for any registrations received after November 4<sup>th</sup>. No tickets will be sold on the day of the event. **Please make checks payable to FBYC.**

Come enjoy this annual event with friends and family. A slide show of sailing adventures during Junior Week will be shown continuously during cocktail hour.

### Annual Awards Party – Registration Form

(Use it you do not register online. Mail to Nancy C. Lipscomb, 303 Cheswick Lane, Richmond, VA 23229)

Name : \_\_\_\_\_ # \_\_\_\_\_ Members \$ \_\_\_\_\_

# \_\_\_\_\_ Non-members \$ \_\_\_\_\_ # \_\_\_\_\_ Juniors \$ \_\_\_\_\_ Total Amount of Check \$ \_\_\_\_\_

### Notice of Annual Meeting

The Annual Meeting of Fishing Bay Yacht Club will be held on Friday, November 11, 2005, at the Country Club of Virginia, Richmond, VA, in conjunction with the Annual Awards Party. Even if you plan to attend the meeting, all boat owners who have a boat enrolled in the Club's Yacht Register (only one partner for jointly-owned boats) should complete and mail or fax the Proxy to:

**Fishing Bay Yacht Club**

**P.O. Box 29186**

**Richmond, VA 23242**

**Fax (804) 741-2728**

**One Proxy per Family**

### PROXY – 2005 FBYC ANNUAL MEETING

The undersigned hereby constitutes and appoints R. Noel Clinard or William C. Spencer to serve as my proxy agent, with full power of substitution, to vote on my behalf with respect to all matters submitted to a vote of the members at the Annual Meeting of the Fishing Bay Yacht Club called for Friday, November 11, 2005, at the Country Club of Virginia in Richmond, VA, and at any adjournments thereof, and to exercise such rights as the undersigned would possess if present at such meeting.

NAME OF YACHT: \_\_\_\_\_ DATE: \_\_\_\_\_

OWNER: \_\_\_\_\_

## JUNIORS BRAVE HEAT FOR 2nd ANNUAL DOG DAYS REGATTA; CANINE PRO AND "OPTIMAN" APPEAR

Noel Clinard



Over a dozen FBYC Juniors braved the heat index over 100 degrees on Sunday, August 21, 2005, to attend the 2nd Annual Dog Days Regatta, an event planned to "make sailing more fun." Under supervision of a costumed Canine PRO, dog masked Juniors sailed several unique races held in light air, including "Fetch" in which Juniors retrieved thrown retriever trainer toys, "Milkbone Mark" in which they removed a Dog Milkbone taped to the "Barkward Mark" and crossed the finish line with the treat in their teeth, "Pick Up Dog Toys" in which each contestant sailed to a thrown dog toy; "Catch" in which they sailed in pairs throwing the Frisbee, and other events. In view of heat and light air, "Walk the Dog" was cancelled in which they would have sailed two by two tied together at the mast. Numerous swim breaks were held in nettle infested waters, but the Juniors shrugged off the stings. In the last race, "Pooper Scooper," they sailed to the beach, filed a poop bag with sand and sailed back to the committee boat to discover that the Canine PRO had become the inimitable "OptiMan" who then swam

in the pool with the Juniors before a delectable meal of Hot Dogs and Ice Cream. Afterwards, Dog Bowl Trophies filled with suckers were awarded to all. ☺



(*Mobjack Nationals, Continued from page 3*)

gatta back to their home waters and namesake. The regatta is being hosted by Ware River Yacht Club and Rick Klein of Gloucester is the Principle Race Officer. It has been over ten years since the event has been held at Ware River and it returns largely as a result of the great job Ware River has done with the Virginia Governors Cup and in hosting National Championships for A Cats, Buccaneers, Hampton One Designs and Albacores in recent years. Sailing will be in the mouth of the Ware River where it joins Mobjack Bay. The defending National Champion is Jim Rice of Newport News. Fifteen to 20 boats are expected coming from Virginia, Delaware, Maryland, New Jersey and Tennessee.

The Mobjack is a seventeen-foot sloop-rigged sailboat, with a jib, mainsail and spinnaker crewed by two sailors. The boat is rigged with a trapeze for balance and a roller furling jib. It is self-bailing and easily rightable in a capsize. Over 500 of the fiberglass boats have been built and are raced through-



out the Chesapeake Bay, on the Delaware Bay and on the Great South Bay of Long Island, New York. They are also sailed on the lakes and shores of Tennessee, Wisconsin, California, Texas, Florida, Indiana, Utah and New York. The boat is used for racing, day sailing or cruising and sailing instruction, by sailors of all ages. At last year's nationals the youngest skipper was 15 and the oldest was 83. It is often sailed and raced by family teams, including husband and wife teams. The boat was designed by Roger Moorman of Gloucester, VA. The boat has been built in Gloucester by Moorman, Harry Sindle at Newport Boats and is now back in production by Miles Booth of Gloucester and One Design Yachts. New boats are available and two new ones were on display and sailed in the regatta.

The Chesapeake Bay Yacht Racing Association sanctioned the regatta. ☺

# Cruising News - October, 2005



## "Jumpin' Jimmy's" Crab Feast

### Fall Cruise September 18th – 25<sup>th</sup>

Vic DeNunzio

On a beautiful, sunny Sunday four of the Cruisers participating in the Cape Charles Cruise left Kings Creek at high tide for Onancock. American Pie Vic and Jane DeNunzio), Anneleise (Sarah Carneal and Roger Gaby), Miss Kate (Tony and Kate Sakowski), and Figi Girl (Bill and Jane Ransom) sailed to Onancock and enjoyed an excellent dinner at the Charlotte Hotel. Wings joined the group on Monday. After two relaxing days in Onancock the group set sail in a 20 knot SW breeze for Solomon's Island. A note of caution – the "G-3" day mark at the entrance of the creek has shoaled out to the south and American Pie came to an abrupt halt in slightly over 7' about 15 feet south of the marker. Fortunately, the 2 foot waves lifted our keel enough to drive off after about 20 minutes of anxiety.

Solomon's, as usual, was a delightful stop. The group enjoyed dinner at the CD Café, which has to be the best restaurant in Solomon's, a leisurely day to explore the shops and the Calvert Marine Museum, and a couple of cocktail parties. We stayed at the Solomon's Yachting Center which used to be the Town Center Marina. The new owners have revived this marina with new floating docks, wireless internet, swimming pool, party room and new private bathrooms with showers. And, they gave us a group discount on docks which

others in the area would not do. I would definitely recommend this facility when you visit Solomon's.

On Thursday, our group bid farewell to Figi Girl and Wings, and the remaining three departed for St. Leonard's Creek. Our plan was to go to Vera's White Sands, but several locals we met in Solomon's convinced us that we would be extremely unhappy with the quality of this place. We scratched Vera's and opted for a leisurely raft up and dinner aboard.

On Friday, we weighed anchor and set sail for Reedville in a perfect 15 knot west breeze. As our luck goes, the wind lasted for about a third of the trip. The Iron Spinnakers were engaged and the trip continued. We anchored in Cockrell Creek on Friday and Saturday nights and had a Crab Feast at the Fairport Marina and Restaurant located just west of the abandoned chimney next to the fish processing plants. This relatively unknown restaurant proved to be a great find. Their crabs, normally served on Sundays only, were large jimmy's and they also had a seafood buffet which had many great items including crab cakes and soft shell crabs. "Reflections" (Sam and Nancy Stoakley), and "Ithika" (Doug Selden), joined us here. The marina charges \$0.80/foot which is a good value.

Sunday morning brought brilliant sunshine and a 10 knot SE wind which provided an excellent finale to a week of cruising the Bay. ☺

### Cruise with Kids

John Koedel, III

We had a great turnout for the Cruise with Kids on August 20/21. At 10:00am, 10 boats left the dock for the Hole in the Wall. Along the way there was a fierce water battle. It was unclear as to the winner. It seemed there was an endless supply of ammunition.



### Water Battle

After making our way through the



### Passing Through the Swing

swing bridge at Milford Haven, we found anchorage at Sandy Point. We



### CWK Scavenger Hunt Winners

(Continued on page 7)



### **CWK Costume Winners**

had our lunches aboard ship then went ashore by dinghy.

Charlie Jones led a motley crew to victory in the scavenger hunt. He was quoted as saying; "You know it gets pretty boring when you win all of the time." Next was the pirate costume contest. It was a complete runaway for the Koedel family as Kramer, Taylor, and Dad took top honors in all categories. Apparently nobody read the part in the event book about dressing "pirately." Following the costume contest was a "build a boat from what you find on the beach" contest. The young Julian Waters took first in this category with his driftwood entry complete with flag. Madeleine Alderman and Brie Maurer took 2<sup>nd</sup> and 3<sup>rd</sup> with their "made from garbage" entries.

After dinner, some of the boats returned to port. Those that remained enjoyed marshmallows over a bon fire on the beach and watched a beautiful moon rise over the Chesapeake.

Boats in attendance were: Ishky Baha, Anastasia, Nugget, Miss Kate, Nereid, Northstar, Alcyone, Calypso, Infusion, and American Pie.

P.S. Unknowingly, the participants in this event found themselves to be day laborers for cleaning up the beach. The scavenger hunt netted 4

full bags of garbage. Chuck Howe got himself a new hat and some lucky child walked away with a very smelly stuffed animal.

P.S.S. Look for "Return to Gilligan's Island" next year. ☺

### **UPCOMING CRUISING EVENTS**

#### **Oct. 15-16, Sat.-Sun**

"Fair Winds and Following Seas"  
Waddy and Connie Garrett.

This cruise is designed to provide a trip where we can actually sail most of the time. Be ready to leave on Saturday morning and return on Sunday afternoon. We will raft up for cocktails and dinner together, so come prepared to share a dish with others. BYOL and other favorite beverages. Please register at [www.fbyc.net](http://www.fbyc.net), and/or contact Waddy and Connie at: home-288 7130, cell 804 241 9075, [sailgarrett@aol.com](mailto:sailgarrett@aol.com). ☺

#### **Oct. 22-23, Sat.-Sun Little Bay**

##### **Doug and Alison Selden.**

Been to Grog Island? If so, then you have sailed very close to our destination, Little Bay. After rounding "N" head toward Dymer Creek and Grog, turn toward the South and enter Little Bay. Be sure to head toward "2" to avoid the fish weirs of North Point. Little Bay offers an easy day's sail to a quiet, protected anchorage with a beach on North Point and interesting dinghy rides into Antipoison Creek. We will depart Saturday morning after a skipper's meeting to confirm the destination. We will monitor Channel #9. Cruisers will raft up off of North Point beach for afternoon cocktails and hors d'oeuvres. Dinner plans will be determined at a later date. Sunday morning, juice, coffee, and pastries will be provided prior to the return to Delta-ville.

There is plenty of water in this small Bay in the area of Dymer Creek, to accommodate all of the cruisers, even the new Swan. The

last time Doug anchored there he encountered. 14' of water, just off the beach. Please register on the website or contact Doug by Oct. 18.

Doug Selden/Alison-Dwier-Selden  
434 589-1506 (H); 434 872-4569 (O)  
434 466-8272 (C)  
[dselden@albemarle.org](mailto:dselden@albemarle.org) ☺

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### **THINK MAINE CRUISING DIVISION PLANS FOR MAINE CRUISE IN 2006**

There has been considerable interest expressed in a club cruise to Maine next summer. Usually, this entails leaving in early to mid July and spending at least 2 full weeks in Maine with 8-14 days for the round trip transit to Portland. If you cruise directly to Portland, Maine, the trip is 550 nm (4 days) outside or 590 nm through the Chesapeake and Delaware Bays. The longer route requires only 1 night on the ocean between Cape May and Buzzards Bay. The trip through the Cape Cod Canal is interesting and should be timed to ride the current which can run up to 5 knots. Once through the canal, it is 115 nm to Portland. This can be done in less than 24 hours if you have a tight schedule. Portland is a great drop point for crew.

Once you arrive in Portland, Maine, the average cruise from one beautiful spot to another is about 40 nm ( 10 to 70nm). This will allow you to see a lot of Maine in 15 days.

There seems to be an abundance of moorings and anchorages, but, as Waddy Garrett advised, a day or 2 a week in marinas allows for re-provisioning, laundry and a break from the boat.

We did not use the A/C much, but a generator is handy for recharging the batteries when on moorings or anchor.

There are very good restaurants in most of the popular spots, and nothing beats a fresh Maine Lobster. Eating aboard in some of the world's prettiest scenery is, also, a great option. With water temperatures 55 to 60 degrees, your in floor storage serves as an excellent wine cellar.

If you have an interest in the Maine Cruise, contact Vic DeNunzio ([vdenunzio@erols.com](mailto:vdenunzio@erols.com)). ☺

**Wolf Trap, Force 10****Part IV: Air Rescue**

Jere Dennison

On September 20, 2004, our offshore racing fleet experienced unpredicted gale-force winds during the Club's annual long-distance race around Wolf Trap Light located south of Gwynn's Island and north of Mobjack Bay. The last three issues of the Log recounted experiences of five yachts that either struggled to finish the race in frightening conditions or abandoned the race due to equipment failures by fleeing to safe harbors on the lower Bay. The climactic story of this racing event featuring a dramatic Coast Guard airlift and the abandonment of a sailing vessel to the mercy of the wind and waves appears below. Following this account is another view of the conditions as experienced by one of our cruisers who ventured to sail to Onancock on the same fateful day.

I hope that this series has been instructional to the membership. Its purpose has not been to cast blame for failures on the judgment of our Race Committee or on the seamanship of our sailors. There are valuable lessons here to learn for survival when the worst-case scenario unexpectedly confronts us on the normally placid waters of the Chesapeake Bay. And there were no serious injuries or loss of life which is a testament to the skills of our members encountering what is likely the most calamitous event in the history of our club.

***Morningtide's Story***

Russ Collins

(Morningtide is a 26' S2 7.9)

**Our Night to Remember**

I was very reluctant to write about this event because it was such a disaster. I agreed only because this description may be of value to others when and if they find themselves in a similar situation.

First of all, my daughter Caroline and I were sailing the Wolf Trap Race, a 26 mile race from just outside Jackson Creek to the Wolf Trap Lighthouse and back. We chose to race without additional help and to actually just sail for fun in *Morningtide*, our 26 foot S2. The day started out beautifully. There was a 15-20 mph breeze from the North, which made for a nice downwind run to the light. However, we were very conservative even at the start of the race. We chose to put up our small jib and did not even consider the spinnaker.

As we were heading down to Wolf Trap, Caroline and I were holding off larger boats very well. We were not at all overpowered. However, we did notice that the boats flying chutes were having difficulty. By the time we rounded Wolf Trap and started beating to weather, the wind had really picked up and the seas were beginning to build. We had not eaten lunch since the trip down was so short. As we tacked back up to weather, we could have

eaten, but never got around to it. We made decent progress to Milford Haven Number 1, the first mark on the way back. However, we started to become overpowered and chose to reef the main. We also decided to put on life jackets to be safe.

On the way to Milford Haven Number 3, we were noticeably overpowered, and somewhat uncomfortable. However, we were still making progress toward home and continued to sail. By the time we passed Milford Haven Number 3 we were not making much headway in our approach. If we sailed directly into the waves, we made some progress but moved more into the open bay. When we tacked and sailed sideways to the waves, we lost ground and were pushed farther away from home. Thus, we decided to give up the race and motor home.

I started the engine, and we were able to motor at an approximate angle of 20 degrees off of the wind. We tacked back and forth to keep away from the shallow water off Gwynn's Island. At this point, we were making approximately  $\frac{1}{2}$  of a knot or less toward home. This effort continued approximately 3 to 4 hours. Now the wind was so great that there was no way we could use the mainsail. The diesel engine started to fail after being run approximately 4 hours wide open. Actually, the fuel was low and the engine would no longer sustain the full power throttle setting. By this time we were just north of the Hole in the Wall, so we decided to turn around and head back to it downwind. By this time the engine had quit, and we knew that we would need to use the jib to navigate the narrow channel. As we were coasting downwind we tried to raise the jib. However, it was twisted, and we passed the opening to the channel before we got it up completely. When it was finally raised, we tried to beat back upwind to the channel. We tried many, many times to sail enough to weather to enter the channel. However, we just could not make any progress against the wind and waves.

By this time it was close to dark, and we were exhausted. We debated calling the coast guard and finally Caroline called with the goal of seeking a short tow to the channel entrance. The Milford Haven Coast Guard was currently attending to other boats. They gave us good advice to anchor, and we had hope that they would get to us soon. In trying to anchor, I made the mistake of trying to let out more scope for the anchor, and in the process managed to lose the anchor. I cannot express to you how fast the line was pulled from the deck. Now we were really in a mess. We were drifting broadside to the waves and going down the bay at 6 knots. The waves were so big that the boat was rolling from rail to rail. For the first time in my life, I was afraid the boat would roll. We were approaching the entrance of Mobjack Bay, and I thought about sailing there. However, the jib had blown out of the headfoil, and there was no way we could use it to sail into Mobjack Bay.

By the time the Milford Haven Coast Guard had finished

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with other boats, they decided that they would no longer send their boat out into the rough conditions. During this time we had been communicating with the Portsmouth Coast Guard, and they were aware of our situation. They made it very plain that the only assistance they would offer was to remove us from the boat. If we were not willing to leave the boat, they would not offer any assistance. I was now willing to leave the boat, and they agreed to send a helicopter from Elizabeth City, NC.

By this time, the wind was approximately 60 knots and the waves 12 feet according to the Coast Guard. I stayed on deck, wet, cold and very tired, and Caroline was below communicating with the Coast Guard via cellular telephone. She used the GPS to give the Coast Guard our position and conditions. We had to wait about an hour for the helicopter to arrive. Once on the scene, Caroline began to communicate with the helicopter via VHF radio and many people from Fishing Bay were able to hear the communication between Caroline and the Coast Guard.

Approximately three hours after we initially made contact with the Coast Guard we were rescued. The rescue from the boat was very much the same as the rescue portrayed in the movie, *The Perfect Storm*. I threw a life ring overboard tied to the transom. The helicopter dropped the diver down at the life ring, and, one at a time, we jumped off the boat and followed the line towards the diver. The diver guided us to the basket and we were hauled up.

I can truthfully say it was difficult to leave my beloved boat, but I was glad to be heading home. I owe my life to the wonderful Coast Guard men and my daughter who convinced me that my life was more important than the boat.

Throughout the ordeal, I was afraid of the boat hitting bottom near the entrance to the Hole in the Wall, which was ironic since that would have been a much better fate for *Morningtide*. I now wish we would have beached her there and walked to shore. I think the damage would have been much less, and the boat would have been closer to home. As it turned out, my wonderful boat traveled all the way down the bay by itself. I left all of the lights on including the deck lights to make the boat more visible to the helicopter and other traffic. The first thing she encountered was the Chesapeake Bay Bridge Tunnel Bridge. She became trapped there for some time, and by some miracle, made it past. She went aground at Chicks Beach (Lynnhaven) just past the Bridge. I had been afraid there would not be anything left but that image in my mind as I flew away from the boat in the helicopter.

The weather continued to be quite rough until the following Wednesday when the Sea Tow people were able to retrieve her. I am happy to report that there is little damage, the S2 Company really made a great boat. Here is a recap of the damage: the rudder was lost and the shaft was

bent, the hull had one scratch below the water line but not through the bottom paint, the centerboard wore the trunk some as it went up and down from wave action, some of the stays and running rigging were damaged, the mast head light was damaged but not the wind indicator, and the bow pulpit was bent.

(The picture here of the intact but wounded *Morningtide*



shows her after recovery in the yard awaiting repair.)

I am busy at work trying to bring *Morningtide* back to her original splendor. I may not make it for opening day, but will have her back in her slip soon and soon be on the starting line. (*Ultimately she did not return to her slip until late this summer.*) There were a lot of people that helped me and offered assistance. To all I want to say thanks. I may write a follow-up on how I plan to equip *Morningtide* so this will never happen again.

As I promised, the only reason for writing this tale is to shed some light for others on what not to do in a situation like this. Thus, I will recap Caroline and my lessons from this disaster. First of all, let me remind those reading that this race took place the day after Hurricane Ivan rolled through Virginia. As we all know, hurricanes are not predictable, and this one proved to follow suit. The storm that created this event was the result of the hurricane taking a southern dip back down the bay when it should have been continuing to move north through Delaware. In hindsight, we should never have held the race in the first place. With that in mind, every boat that had only two people aboard ran into trouble. I feel that, if we had had one other person aboard, we would not have gotten into the trouble that we had.

Caroline and I have been racing on the bay for over 20 years, and I have had experience in very rough weather and was trying to be very, very conservative. However, we still ended up needing the assistance of the Coast Guard helicopter rescue team. This concept was beyond my comprehension, but, looking back, we really did not

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(History, Continued from page 9)

have a contingency plan in place, nor were we prepared for the events that happened. First of all we did not eat at all during the race, thus, when around 5:00 when things really got rough, we were no longer physically able to perform the tasks needed. Second, the anchor has seldom been used in this boat, and was hopelessly tangled. In haste, to stop our drifting, we threw it overboard without working to free up a decent amount of scope. However, in retrospect, I do not think *Morningtide* would have stayed at anchor for three days in those conditions, therefore the loss of the anchor may not have been a big factor. We also did not realize that our determination to make it back to Jackson Creek kept us from choosing other viable alternatives such as motoring into the Hole in the Wall much earlier, or ending up in Mobjack Bay. The engine was still working when we passed the entrance the first time, and I am sure we could have gotten into a safe haven before it quit. Also, at the speed and direction at which we were drifting downwind when trying to go back to the Hole in the Wall, we could have entered Mobjack Bay as several other Fishing Bay boats did. However, it is always more fun to speculate what we should have done, but incredibly difficult to think clearly when you are cold, wet, weak and experiencing 60 knots winds and 12 foot waves.

#### American Pie's Story

Vic DeNunzio

(*American Pie* is a 57' Beneteau)

**Friday, September 17, 2004, 8:00 pm**

#### Skippers meeting at DeNunzio's Home on the Pianka-tank.

After cocktails and dinner the 7 boat skippers doing the Fall Cruise discussed the weather conditions. NOAA forecast was for Ivan to be through our area after midnight and for SW winds Sat. 15 to 20 going to the North at 20 to 25 knots. These seemed to be ideal conditions for the 35 nm trip to Onancock at 69° magnetic. However, only *American Pie* decided to leave for Onancock on Saturday. Saturday morning the weather forecasts and radar showed that Ivan was far off the eastern shore and the winds were still predicted at 15-20 SW going to 20 to 25 N later in the day. After a very democratic discussion, all crew members decided it was a go. Crew members were Vic and Jane DeNunzio, Sam and Nancy Stoakley, and Rick and Gail Woods.

**Saturday, September 18, 2004**

*American Pie* left her berth at 1100 and at around 1140 passed the race committee boat. We saw the last racers rounding Gwynns Island heading for Wolf Trap. At this time the true wind was 18-20 knots from the NNW. I was not comfortable using and furling the new Leisure Furl Main, so we kept it neatly furled on the boom. We were sailing on a beam reach with a full 140% Genoa and the staysail at 9-9.5 knots in 20 knots of true wind. Thank-

fully, the main was not up as we had not quite mastered rolling it in. We congratulated ourselves on the wisdom of our decision to leave and settled in for a great sail to Onancock Creek. Over the next 90 minutes the weather gradually changed to gale force winds from the North. Of course, Sam and Vic were convinced that this wind was associated with a passing cloud and expected the wind to settle back soon. *Soon* never came.

In the middle of the shipping channel, waves were 6 to 9 feet, steep and close together, created by 1.5 knots of flood tide current running against the wind from the north at 35-40 knots true - gusting to 45+. By 1310 we were down to a very small reefed Genoa doing 9+ knots. In the 23 years I have been sailing the Chesapeake Bay, I never saw it as violent as today. We were taking the waves on the port quarter fairly well, but occasionally the 2<sup>nd</sup> and 3<sup>rd</sup> waves in a series would break over the bow and the wind would blow green water over our hardtop bimini—10' above the water line. Our cockpit was well protected with plastic curtains so the crew was reasonably dry - “a dry, warm crew is a happy crew”. It was a sight to see an occasional waterfall on the leeward side of the cockpit. One of our crew members became sick and the waterfall proved to be very useful. We were being thrown off course 30 to 40 degrees by the steep, close waves. We put on the engine at 1500 rpm to help hold course steady and maintained 9-9.5 knots SOG. Jane and Sam handed out the life preservers and instructed everyone to put them on. It was comforting that this order did not come from the captain.

We checked the NOAA weather channel and the forecast was still the same. We all made some harsh, unprintable comments about the reliability of these forecasts, and who in the heck cares what the farming forecast for western VA is. NOAA obviously has not realized that mariners rely on this means of forecasting while 99.99999% of landlocked persons use their TV's or radios, etc. for weather.

As we passed the halfway point, we were having a very uncomfortable, but safe, ride towards Onancock Creek. The new Beneteau 57 was handling the sea conditions extremely well and the hydraulic auto pilot held the course brilliantly. The one thought going through my mind was whether we could safely enter Onancock Creek. I did not think this concern would be appreciated by the crew, but a very astute Sam Stoakley quietly said to me “do you think we will be able to get in Onancock Creek”. Without alarming the other 4 crew members, Sam and I decided that if the shoals did not reduce the waves below 5' we would abandon Onancock Creek and head northeast in the shelter of Tangier Island to Pocomoke Sound for a protected anchorage. All we could do now was wait as we ticked off the remaining miles to our destination. There was not much conversation during the next hour.

By 1400 we were 1 mile from G-“1” and the seas finally dropped to 4'-5'. We made a successful, if not pretty, en-

(History, Continued from page 10)

trance to the creek and by 1500 we were securely anchored in Onancock with winds at anchorage holding at 25-30 knots. The tide was very high and we had 13+ feet in the anchorage. All the docks in the creek were under



**American Pie's Crew at Anchorage in Onancock**

water. With 100' of  $\frac{1}{2}$ " chain and an 80# plow anchor we were very well anchored and had no company. Time for cocktails.

We had reservations at the Charlotte Restaurant that evening which they knew we would break. Charlotte, the proprietor of the Hotel and Restaurant, and the other diners were amazed to see us and gave us a warm greeting. I am not sure whether they thought we were accomplished mariners or damn fools, but the dinner was spectacular. After a couple of bottles of good wine and great meals, the trip over seemed a wonderful voyage which we were all anxious to repeat – that's what alcohol can do to you. ☺

### **Associations are good for you.**

David Hazlehurst

As a long term member of our national association, US Sailing, USSA, and ILCA, the International Laser Class Association, I have learnt the value of memberships. In the case of the USSA my membership brings me discounts when I register for regattas like Stingray and major Laser Masters Regattas. The cover of the Summer issue of US Sailing, now in its third year, has an eye-catching photograph of 420's reaching in the 2003 US Sailing Youth Championships over a headline that reads "Training the sailors of tomorrow". The article too is well worth reading in an 8 page publication free of paid adverts, a rarity.

Membership in US Sailing costs as little as \$20 annually, for under 21's, \$50 for adults and \$75 for families. It comes with a choice of the Racing Rules of Sailing, or a book on Cruising Safety for those who prefer a more leisurely pace on the water. To me it's a steal, given that a portion of the annual fee is tax deductible, I save money on regattas, plus I get a \$20 coupon for discounts at West Marine/Boat US. For Optimist sailors USODA membership costs \$35 annually less 18% for on-line registration. For what my opinion

is worth, Opti-News is the best class association publication I have ever seen, for at least two reasons. It encourages fair sailing and doing penalty turns, and even has an article on practicing penalty turns. The second reason, a great Vanguard advert that shows young sailors on Laser 4.7's under the caption "what the future looks like to an optimist". You can see the advert on two notice boards at the club, in the foyer of the new clubhouse, and outside the Junior shed. Regardless, please join US sailing and your class association. You will not regret the small outlay, plus you get reminders of days on the water during the off season. Go for it! ☺

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### **Chesapeake Bay Laser Masters.**

David Hazlehurst

The 24th running of the Chesapeake Bay Laser Masters regatta was held the weekend after Stingray, making a welcome change of pace for both the club and our neighbors. Also one immediate neighbor, and club member, James Jacob, became the second four time winner of this event, joining a long time competitor, Rob Overton of Hampton YC, currently on a multi-year live aboard cruise in Europe.

This event is open to sailors who are 35 and older and it resembles a homecoming with only one sailor, Finn Hassing from Copenhagen, presently living in North Carolina, in only his second event as our short service competitor. Jon Deutsch, the club's Laser Fleet Captain, served as event chair, scorer and photographer and had results printed before Mr. Roberts reached the dock. These, and his photographs shot from both Mr. Roberts and the Seacraft, are posted on the club website. Given that our facilities and the hospitality this allows us to offer it is easy to see why the Fishing Bay Masters event is a must on many schedules. Comments from Jon's earlier report follow "

Eighteen sailors got in 9 races in two days in 10-15 knot breezes and sunny skies throughout the weekend. James Jacob finished with 3 firsts to win the event by 3 points over the next closest finishers. Chris Legg (SSA), Mike Schmidt (MRS) and Henry Amthor (HYC) all tied for 2nd place which was decided in favor of Chris Legg who won the last race. The fact that the top four spots were decided by only a 3 point spread is testament to the closeness of the racing.

First Apprentice was Ted Morgan (SSA). First Master and Overall winner was James Jacob. Chris Legg was the first Grand Master and 2nd overall. First Great Grand Master was Bill Warren. Diane Burton (SSA) was first Female. Saturday evening the sailors, race committee and some dozen club members and guests sat down for one of Alain's famous dinners and they were not disappointed. Thanks go to Chef Alain Vincey, James Jacob, Steve Swenson, Frank Murphy and John Hubbard for their help with dinner".

For results and photographs you must check the club website; please do this, the photographs are classics. ☺

# October 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					Hospice Turkey Shoot Regatta; 9/30 to 10/2	<b>1</b> Turkey Shoot Regatta O.D.— Fall Series 3
<b>2</b> Turkey Shoot Regatta Offshore—Fall Series 2	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b> One Design - Indian Summer Regatta
<b>9</b> One Design - Indian Summer Regatta	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b> Board Meeting	<b>14</b> Offshore J-29 Invitational; Fri.10/14—Sun.10/16	<b>15</b> Cruising Fair Winds Offshore-Fall Series 3
<b>16</b> Cruising—Fair Winds Cruise Offshore; Fall Series 4	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>
<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>
<b>30</b>	<b>31</b>					

**FISHING BAY YACHT CLUB  
INDIAN SUMMER REGATTA  
OCTOBER 8-9, 2005**

**TWO DAYS OF RACING ON FISHING BAY OVER COLUMBUS DAY WEEKEND. ALL ONE DESIGN DINGHY CLASSES WELCOME** – Separate starts will be provided for any class with 4 or more boats pre-registered.

**ENTRIES:** Pre-registration and payment of entry fees available at [www.fbyc.net](http://www.fbyc.net). On site registration beginning October 8, 8:00 AM.

**Entry Fees:** \$5 per entry for Optimist, 420, JY-15, FJ, Laser, Byte; \$10 per entry for Flying Scot, Front Runner, Mobjack, Hampton, 505.

**RACING PROGRAM:** The race committee will attempt as many races per class over two days as conditions allow. October 8: Skippers meeting 9:30 AM, Warning signal for first start 11:00 AM. Awards and dinner commencing 6:00 PM. October 9: Warning signal for first start 10:00 AM. Refreshments and awards 3:30 PM.

**SAILING INSTRUCTIONS:** Special Sailing Instructions will be available at [www.fbyc.net](http://www.fbyc.net) prior to October 8, and at Registration and the Skipper's Meeting on October 8.

**SOCIAL PROGRAM:** Continental breakfast, beginning at 8 AM each day, and after race refreshments, included with entry fee. Dinner, for a separate charge of \$7 per person, will be available Saturday evening, followed by recorded music. Reservations for Dinner required prior to the end of registration October 8.

**ACCOMMODATIONS:** Information on offsite accommodations is available at <http://www.deltavilleva.com/bus/lodging.htm>. Camping facilities are available onsite. Directions to Fishing Bay Yacht Club in Deltaville Virginia: <http://www.fbyc.net/Club/Directions>

**FOR MORE INFORMATION:** Contact Event Chair: Allan Heyward [heyward@chlhf.com](mailto:heyward@chlhf.com) or (804) 747-4500, or FBYC Publicity Chair: Izumi Miller – [izumimiller@gmail.com](mailto:izumimiller@gmail.com).

# Tradewinds

## BURGEES For Sale

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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 17 year old twin girls-Sophie & Peyton Curdts. Call 804-776-9589. Parents: Bill & Blair Curdts.

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

**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

photos and details. [msnwba@yahoo.com](mailto:msnwba@yahoo.com) (804) 776-7182.

**For Sale: S2 7.9 Grand Slam** \$9,900. Very Well Equipped - Retractable Keel - Outboard Engine. Phone Bill Bowie: 757-565-6148, 757-253-1259, or 804-642-6507.



**For Rent:** Windmill Point Beach Front Condominium available for rent. Incredible views of the Rappahannock River, Chesapeake Bay, sunsets and Windmill Point Marina. Condominium offers 2 bed rooms, 2 full baths, swimming pool and full access to the beach. Only 25 minutes from FBYC by car or power boat. Currently available Junior Week. \$850.00 per week.

Call Michael Calkins at (804) 387-9711 or (804) 285-2744.

**For Rent:** Waterfront Naples, Florida condo, all amenities, walk to 5th Avenue and beach. Reserve now for next winter. \$3,000. mo. Mary Buxton 804-758-3287 or email to

[mbuxton@oasisonline.com](mailto:mbuxton@oasisonline.com).

**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](mailto: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

**For Rent: Two adj. Condos** at Jackson Crk Hbr.(connect. or sep.): Upstairs Waterfront Flat (Unit 14): Massive deck overlooks Jcksn Crk.: 2 BDRM with Qn. and Twns., plus Qn. Murph/bed, 2 Bthrm (\$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](mailto:nclinard@hunton.com).

**For Sale: Trailex TX-200** aluminum Laser/Sunfish trailer. Needs repair. \$50.00. e-mail Brad Squires for details, [bsquires@tni.net](mailto:bsquires@tni.net).

**For Sale: House.** Three bedroom, two bath, with fireplace, modernized kitchen, and large screened in porch overlooking Berryville lake just north of Piankatank River. House is set on 12 ft pilings providing a nice breeze from the river and lake, and expansive storage under the house. The house is positioned nicely on a three quarter acre lot which is located 1 mile from Fishing Bay Yacht Club. For more information call John Buhl at 804-339-5438.

**For Rent: Hilton Head-Sea Pines**

**Oceanfront:** Newly re-build from ground up in Turtle Lane on Sea Pines Gold Coast. Nifty beach decks, pool and extensive features. Available year round. Contact Nancy Brubaker for

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

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