



FROM THE QUARTERDECK

DECEMBER 2020 / JANUARY 2021

KEEP FBYC SAFE: Our Club has many members and we wish to do everything possible to ensure safety for everyone. Please continue to keep each other safe by wearing a mask when inside the buildings. When you are outside, if you can't social distance, then please wear a mask. We have hand sanitizer throughout the campus as well to assist you in your safety measures. Thank you!



IT'S ALL ABOUT THE JOURNEY

As we begin to make plans for wrapping up our boats for the coming winter season, we have much to reflect on. The year of 2020 has been unlike any other in my memory. We started planning our sailing season with high hopes of a

grand year, only to be stopped in our tracks before we even left the dock.

Our rolling postponement of sailing events across all divisions as well as shuttering our buildings to adhere to state guidelines and ensure safety was what we had hoped to be a short-term situation. The rules changed, the interpretations of them researched *ad nauseum*, and just when we thought we had it all figured out, the rules changed again and again. Alas, every aspect of our Club was impacted. Our usual early-season rituals and their rhythm changed and stumbled. Our efforts over the winter seemed for naught. Focus did a 180. Your volunteer leadership had to take a completely alternative tack and wondrously came out with the best possible of outcomes. While those outcomes looked different and were oftentimes delayed, FBYC stood tall with conviction and much creativity. Junior Week and Race/Development Teams were held, Offshore and One-Design boats got out on the racecourse, Cruisers

navigated about on several trips, and we were even able to host a few socially-distanced socials.

I congratulate the concentration and focus of our Flag, Board, and Committee Chairs as they worked tirelessly to make lemonade from the lemons our world served us. The goal from day one has been the safety and health for all our members. The understanding and willingness of so many members to step up and assist with the events we were able to host is commendable. We cleaned, sanitized, masked, and cleaned again, and we did it all with compassion and camaraderie. Precautions across the Junior, Offshore, One-Design, and Cruising Divisions were put in place and we succeeded in having a relatively healthy 2020. As a sailing community, we held our own, which is admirable.

We now look forward to planning for the seasons to come. As I look to 2021, I see a time of hope for us all. Hope for our health and that of our loved ones, hope for our communities to be united instead of divided, and hope for the pandemic to be put to rest.

The 2021 FBYC Board and Committee Chairs are already working towards preparing for a more typical season over the next few months. We are moving forward to again provide all the stages and types of sailing events our membership desires. FBYC, as a club, is in a very solid position and for this we are grateful. FBYC was able to pay off our note for the East Dock this year, which was well ahead of schedule, an accomplishment that was due to the stewardship of our Finance Chair and the many Board members that kept a tight line on budgets and expenditures. The Docks Committee is collaborating to assess and replace the Middle Dock on Jackson Creek, as well as other necessary repairs to the Fishing Bay Dock and structures. We are tackling several projects within our buildings and on our campus to ensure that our FBYC assets are well maintained and their capacity is aligned to the best use of all members. These areas include

COMMODORE / MINUTES - NOVEMBER 2020

structures of Main Clubhouse, outdoor boat storage, WiFi reconfiguration, and routine maintenance. You will soon see a notice regarding the “Laser Graveyard,” which is comprised of the Lasers on racks near the Junior Shack along the fence line to our southeast. These will be removed to allow a cleanup and refreshment of that area, providing better use of our space. If you believe you still have a Laser in that area, please contact Jason Angus.

As we close out our calendar year and hold our families and friends dear, I ask you to think of the future and what sailing activity will be your top priority in the coming year. Then I ask you to share it with a friend—young or old—just so they can see your joy and hope that it may take hold within them. Share your joy and the gift of sailing with a friend.

We have much more ahead of us to navigate through, and my personal hope is that we all survive to boldly embrace a new season with motivation, strength, balance, and compassion.

“It is good to have an end to journey toward; but it is the journey that matters in the end” – Ernest Hemingway.

Elizabeth Staas, Commodore

FISHING BAY YACHT CLUB - BOARD MEETING

November 12, 2020 – Via Zoom

Following his calling the meeting to order at 6:01 p.m., Commodore Tracy Schwarzschild welcomed the new members to the 2021 board meeting. The Member at Large, Paul Wash presented the report of the Nominating Committee and its selection of the 2021 Board and Committee Chairs. A motion was made to approve the 2021 Report of Nominating Committee as presented and the further direction that it be offered for approval at the upcoming annual meeting on November 14, 2020. Motion Approved.

HOUSE CHAIR – Douglas S. Bandura: 2020 was not the year that we planned from a House perspective. Instead of advancing our three-year Capital Plan developed by Steve Montgomery in 2018/2019, we completed one significant replacement (Main Clubhouse AC/Heat), one upgrade (Fannie Flooring) and responded to COVID.

Our response to COVID dominated our work during the entire year. At the beginning of the pandemic, we were uncertain if we would be able to open the Club during the season; we were very concerned about potential financial

impacts of the pandemic (potential increased costs and loss of revenue). The Board’s immediate response was to pull back on spending and pause all planned projects until the dynamics of the pandemic were better understood. Work shifted to focusing on potential re-opening strategies, including enhanced cleaning and ventilation and reduced occupancy capacity. We were able to slowly re-open the campus in line with VA Government guidance, with heavy focus on additional cleaning. Securing reliable contractors and in-house labor to support heightened cleaning was a challenge throughout the year, and I really appreciate the work Brian put into constantly working to find/maintain staff.

Achievements:

1. Completed the replacement of the flooring and trim in Fannie’s House, leveraging our in-house team of Brian and Eric with strong support from former House Chair Steve Montgomery.
2. Replaced the HVAC unit in the main Clubhouse with a modern efficient unit thanks to the work of Brian and Mayo Tabb.
3. Completed painting the first-floor screened porch of the main Clubhouse
4. Revised the 3 Year Facility Plan.

It has been a pleasure serving the Club as a member of the Board over the last eight years in roles in the Junior Program, Grounds, and House. I am looking forward to taking a year off to enjoy the Club as an active member. Thanks to all who have supported me over the past few years.

SOCIAL CHAIR – Carrie Russell and Susan Wright:

The social report is brief. COVID affected the social events for 2020 dramatically.

There was one virtual event that included the Opening Day Video and Blessing of the Fleet and one in-person event which was the modified “Oyster Roast Tailgate” that took place at FBYC 10/24/20. In spite of tough conditions—both COVID and weather—turnout was solid, with 183 participants signed up. The party goers were troopers: rain, wind, and flooded road be damned.

Bubble machines work in the rain! Guests were greeted by “Bubbles,” AKA Susan Wright, for walkie talkie check-in. Expert parking plans and set-up by Brian and Eric made parking a breeze. Katie Yudkin was a huge help in the parking arena. I appreciate the efforts and the support of many who contributed to this well thought-out, safety first event hosted by our Club. Susan Wright and Joe Roos

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were invaluable with preplanning input; Brian and Eric did an outstanding job with the set-up and attention to detail in the execution of the event.

Hungry party goers enjoyed 803 shucked oysters served, 18 bushels of oysters in shells, and BBQ and sides. Left-over oysters were placed in Fishing Bay near the boat ramp for future enjoyment. Shells were deposited in an adjacent corner to build on development of an oyster reef of our own one day.

Fresh-baked chocolate chip cookies were served towards the conclusion of the party. Party tunes from Dave the Rave DJ from Ric's Place and the staff from The Coordinated Event rounded-out the party experience in spite of the wicked storm.

The 2020 expenditure and revenue are detailed in the accounting report. Grossly, the expenditures for social 2020 fell below \$5,000.00.

GROUND S CHAIR – Steve H. Montgomery:

Grounds Maintenance: The 2020 work on the Grounds has essentially ended for the year. Several Adopt-A-Spot members will be giving a fall spruce-up to their areas.

1. **2021 Budget was submitted.** Sydnor, one of our largest costs, will increase rates by 2% in 2021. Brian and I requested an additional \$1500 in general expenses to provide for professionals to remove the bulk of the fallen leaves from the property, thus reducing demands on staff and volunteers and reducing the burning required if we do it ourselves.
2. **Waste Removal Costs:** Joe Roos completed discussions with SPIA; they will assume a larger portion of FBYC's waste removal costs for 2020, with a \$6,000 contribution vs. the past rate of \$1,900. The 2021 budget assumed a similar contribution, assuming costs remain as high as 2020's. Discussions with SPIA will continue for the 2021 season as we watch what happens with costs. We will reduce the extra dumpster at the end of the season and return the recycling dumpster to its place.

The Pump out system is fully operational!

Looking back, all of the problems we have had have not been due to the basic pump, but rather with the piping between the pump and the septic tank. Listed below are all the problem we have experienced:

1. Failed system traced to failed impeller due to back pressure;
2. New impeller noted a failing seal (but we did not have a spare);

3. Newly-pumped tank was found to have refilled in three days;
4. Tank was filling on every heavy rain, creating back pressure due to draining back thru porta-potty dump;
5. Sealed porta-potty dump with rubber plug and concrete. Switch to wand system of pump-out hose for emptying porta-potty;
6. Discharge still blocked and Bromley (our septic company) found Dominion had severed two underground pipes when installed electrical service. Identified discharge pipe and ran new feed from dock to about 3 feet from sidewalk. Capped unknown adjacent pipe;
7. Had power failure and found Bromley had nicked underground service when they ran the new pipe;
8. Still found back pressure and found that Bromley had capped vent. Brian and Mayo dug up old vent and found it had a splice from 1½" sewer pipe down to ½" water pipe, which is totally unacceptable as a vent;
9. Brian and Mayo installed new 1½" vent line;
10. Found still would not provide suction and traced to leaking seal from Item #2;
11. Swapped the *Mr. Roberts* pump with pump-out so to have functioning system.

I designed and installed the current pump-out facility in 2006. We had previously had a simple Jabsco impeller pump that constantly failed due to dry impeller operation. The basis of the design was water injection that kept the impeller lubricated for longer life and better suction.

Any pump-out facility that deals with plumbing, electricity, and motor in a corrosive environment needs regular maintenance. When Dixon was here, he performed that, but kept no records, since we only fix it when it breaks and it has been a learning experience for me.

We need to have a schedule of regular maintenance replacing all wear parts proactively every 3-5 years, depending upon part type and expected failure. **To avoid having to wait (on average two weeks), we need to have about \$300-500 of spares on site.** I need to immediately order two failed parts from Amazon (found to be the best source – even Hurds sent me there for parts they can't get from their suppliers):

1. \$60 seal so I can repair *Mr. Roberts* pump;
2. New \$75 Jabsco check valve, as that has failed, causing sewage to leak from attachment point on a boat;
3. **We should consider building up drop-in replacement pump at a cost of \$750 so it can be swapped out in less than 15 minutes.**

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Looking at alternatives, I asked the two manufactures for their simplest systems based upon self-use by Club members with their own pump-out adapters with average use of a half-dozen times per weekend day:

1. Edson system with bronze diaphragm pump - \$6000
2. New Keco system with epoxy coated aluminum diaphragm pump - \$4500

The two new systems would have stainless steel (Edson) or Fiberglass (Keco) housing measuring about 2'x 3' x3' containing diaphragm pumps. Since they operate in a pulsing manner, in contrast to continuous like an impeller, they are way more sensitive to back pressure, but I think we have finally solved that issue.

The *Mr. Roberts* Jabsco system would be retained/relocated/abandoned, based upon where *Mr. Roberts* ends up being moored.

Since the location of the pump-out station and auxiliary *Mr. Roberts* pump-out is dependent upon our floating dock project, we should delay any decision other than immediate repairs to get it operating until we know the dock plan.

Whatever system we choose, we need to institute a maintenance procedure:

1. Monitor and record tank level bi-monthly;
2. Check operation of pump-out by pumping sea water bi-monthly;
3. Remove both pumps for inside winter storage and winterize both discharge lines;
4. Replace wear items before they fail
 - a. Impeller and seals (5 year life expectancy);
 - b. Diaphragm flap valves and diaphragm (5 year life expectancy);
 - c. Intake hose (5-10 year life expectancy, depending on use and UV damage);
 - d. Pump motors (5-15 year life expectancy, depending upon corrosion and use of covers).

MEMBER AT LARGE – Paul E. Wash: All positions for 2021 have been filled and communicated to each Board member. Thank you to the Nominating Committee volunteers for their countless hours helping to fill and communicate with each nominee for 2021.

LONG RANGE PLANNING – Mark G. Wensell:

Dock Planning Update

- Our committee has been formed and its members are: Mayo Tabb, David Hinckle, David Clark, Jim Raper, Steven Montgomery, Glenn Doncaster, Chris Lindbloom, and Mark Wensell.

- Committee members have been working to complete a draft design and engaging with prospective vendors to estimate costs.
- Efforts have focused on replacement of the Middle Dock as the most feasible scope of the project.
- A market study was performed to analyze the current rates and services offered by surrounding marinas.
- Bay Design will be engaged to provide the engineering and surveys needed to prepare the permit for submission to the Virginia Marine Resource Commission.
- The efforts are tracking to having a proposed design and budget completed in the December or early January timeframes, for presentation to the Board and membership for input and discussion.

Road Planning Update

- The SPIA continues to meet and work with Bowman Consulting to identify workable options to improve Stove Point Road.

MEMBERSHIP ENGAGEMENT CHAIR – Katharine

Yudkin: 2020 has no doubt been a difficult year for us all. This year I was new to the FBYC Board and its first ever Membership Engagement Chair, a tough role to navigate during social distancing protocols. COVID-19 setbacks aside, I was able to organize a short survey to encourage member feedback and help coordinate a successful Grounds Day event. Thanks to all the members of the Board for your support, and I look forward to working with all of you in the long-awaited new year.

FBYC Membership Feedback Survey

- Over 100 responses!
- Provided insight into which FBYC volunteer opportunities are most popular across the board: RC, social events, and Junior Week;
- Helped me to pinpoint member concerns (see below);
- Motivated members to suggest FBYC event ideas (see below);

Chief Complaints and Suggestion Topics

- Bad attitude towards non-members, some feelings of exclusivity;
- Junior program improvements;
- A better system/method for volunteer sign-up that helps promote tracking, accountability, accessibility to event info, and “new blood”;
- Make better use of Clubhouse second floor for social events.

Suggested Ideas for Future FBYC Hosted Events

- Brunswick stew and craft beer fest in the fall;

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- Educational events/seminars on sail trim, cruising life, and weather concepts;
- Marine art festival;
- Swap meet or yard sale for boat equipment/parts;
- More events like Wee Dram- low key competition with an overnight destination;
- Social gatherings to watch America's Cup/Kentucky Derby, including hosting USCG and their families and provide a hot meal as an appreciation event.

Grounds Day: Around 25 members and non-members alike joined together on one of the hottest days of the summer to attack areas of need across the FBYC campus. Volunteers enjoyed refreshing beverages and boxed lunches from Sally Bell's Kitchen. This event also led to two groups each adopting specific areas to care for going forward under the Adopt-a-Spot program. The first Grounds Day event turned out to be a great success, but next time around we may plan for the Fall during cooler weather. Special thanks to Mary Catherine and Ian McAllister for their support through the YAMS and Steve Montgomery, Grounds Chair, for organizing the work parties to ensure optimal impact. Thank you to Brian and Eric as well for their logistical support.

HISTORIAN – Dr. George Burke, III: Your Historian began the year with plans to curate the Club's collection of books, manuscripts, and archives, and to begin the process of renovating and refreshing the Club's collection of objects and art, aided by the input of an ad-hoc collections committee. The coronavirus pandemic and its negative effect on access to the Club and our ability to gather together in-person for committee surveys has delayed completion of these projects but has not diminished their scope. As of November 2020, renovation of the Austin Memorial Library is 95% completed, funding has been acquired to begin the task of curating the FBYC collections, and it is hoped that public health conditions in the near future will allow for expanded Clubhouse access and in-person meetings and surveys to continue this project.

YAM CHAIR – Mary Catherine and Ian R. McAllister: As we all know, 2020 was a challenging year. Notable highlights from 2020 include the following virtual events:

- April Trivia Night - On a cool April afternoon, the YAMS played a great round of nautical trivia to lighten the mood all-around. This event had great turnout!
- May Derby Party - Everyone loves an excuse to dress up in extravagant hats and fancy attire. This event was well attended and the YAMS had a lot of fun.
- May Family Regatta and Zoom Social - In a typical year,

our Family Regatta is the Saturday of Memorial Day. The YAMS took advantage of our virtual schedule and raced against each other via the Virtual Regatta App.

- August Game Night - The YAMS, along with new members of the Club, got together for some August fun. Our game night consisted of multiple rounds of interactive gaming. We had a great turn out for this event, as well as a winner's prize.
- October Halloween Party - Our last virtual event of the year. The plan was to give out awards for a few categories, including best Zoom background, best individual costume, and best family or team costume.

Looking ahead to 2021 as it is fast approaching, we are looking to add some new events to attract more YAMS:

February - Winner Series

April - Virtual Game Night

May - Movie Night (at Fishing Bay)

May - Memorial Day Cookout/Family Regatta

June - Movie Night

June - Fun Opti Races and Yard Games with Cookout

July - Movie Night

July - TBD

August - Movie Night

August - Cornhole Event

The YAMS would like to thank the Board this year for all of the support and encouragement.

OFFSHORE DIV. LT. CDR. – Stuart E. Kegan: It has been business as usual for the Offshore Fleet in the waning month of October and moving into November. We've had some great races, made memories, and had lots of smiles. We are certainly sad to see the season quickly come to a close, even while keeping COVID at bay. Many thanks to everyone who has volunteered to keep the season going and events running smoothly.

OFFSHORE DIV. RACE CHAIR – Clark Dennison:

While the Race Committee positions were filled pretty easily in January (pre-COVID), volunteers only became active in early June due to events being placed on hold due to COVID.

There were only a few issues this year, starting with the first event (Cut Channel) in June. The position needed to be re-filled at the last minute due to a member resigning from the Club. This was exasperated by COVID being in full swing and having a reluctant pool of volunteers. Alas, the event was manned by yours truly and went off without a hitch (shy one mark anchor).

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The second issue was one I feared as COVID restrictions started to let up. Because everyone's lives had changed and the attention was focused on COVID, some individuals had forgotten about their commitments. Luckily, I had been sending reminders out to most everyone a few weeks in advance. This was how I found out our first Race Chair was unable to make the event. I had forgotten to do so for another event, and indeed that Race Chair had forgotten.

The lesson learned here is that reminders for all events should be sent at least 1 (preferably 2) weeks ahead of time. Failure to do so causes everyone to scramble (which is what was done in the case of the second snafu). In general, I was surprised at how well positions filled out this year, as in previous years it took phone calls to get positions filled out. I suppose my timing was better, but I foresee future issues filling out the Race Chair positions, as some of these individuals age out of this activity. I look forward to strengthening our RC base and hopefully adding some new faces.

In conclusion, we cannot forget that we lost one of our most dedicated Race Chairs this past year, Brooks Zerkel. In the year prior to my taking this position, Brooks was the RC Chair for 4 offshore events. This added up to a quarter of the offshore events. Losing Brooks was not only a loss to the FBYC community, it was a loss to all of the sailing community, as he served on RCs across the US. He will be missed.

ONE DESIGN DIV. CDR. – Joseph W. Nelson:

General Comments

- Like all fleets, COVID dramatically affected our season in both the number of races and participation.
- Once the season started, we suffered through inclement weather in spring, summer, and fall, but on the days we actually raced, the conditions were spectacular.

Spring

- The first race day of the season was June 14th and people were happy to finally get out on the water.
- The Scots had six boats on the water and the Lasers remarkably had twenty-two boats representing multiple clubs to participate in their Spring Regatta. Jon Deutsch and Luke Hays of FBYC scored 2nd and 4th respectively. Radials fielded eleven boats. First was Andrew Ciszewski, third Gannon Troutman, and fourth Reed McAlister.
- -Recognizing that the Spring Series for On-Design was going to have only two race days, we tried to get as

many races as we could on the second race day. We did. Seven races were held in fantastic conditions: sunny, nice breeze and cool temperatures.

- In the end, the series ended with the Wake team winning with 10 of 11 bullets. Second was the father-son team of Joe and Gabe Nelson, with third place going to our outgoing Club Commodore, Tracy Schwarzschild and his faithful teammate Andrew Spencer, our beloved (and also outgoing) Log Streamer.

Summer

- The long-distance 4th of July race was well-attended and a wild downwind biased port start that, of course, had a lone starboard spoiler. That spoiler was none other than Jon Deutsch, whose daring action jumble things up at the start. In the end, the Wakes were first, Nelsons second, and a tie for third between Caroline Patrick in her J70 and the not-so-penitent Jon Deutsch in his trusty Laser.
- Only one Summer Seabreeze this year due to bad weather, as if COVID wasn't enough.
- -The AOD and the Flying Scots Capital District was a great event, proving once again that we know how to run a regatta, even in the most direct circumstances.
- The Jere Dennison Regatta was a weather, wind, and rain blowout, with only a handful of boats out to honor Jere's memory. Congratulations to our Vintage Skipper, Phil Webb on his victory.
- One Laser summer race was cancelled due to weather, but they got the second one in with 20 boats from a number of clubs signing on. In the end from our Club, Luke Hayes came home with the top prize, with Rob Whittemore capturing third, and Jon Deutsch close behind in fourth. In the Radials, first went to Andrew Ciszewski, second to Reed McAlister, and third to Patrick Dolan.

Fall

- Weather killed us again, allowing for only one One-Design race day for our Fall Series, the Indian Summer Regatta. It was a beautiful day to sail though: solid breeze with sunny and delightful conditions. For the Scots, it was the Wake team again claiming first with bullets in four of the five races. Phil Webb and his stalwart crew Jim Lytle put forth a strong performance, capturing second. Hal Strake and Rick Peterson sailed for the first time this year and did very well, coming in third.
- Four Scots went to the ACCs at GRSA on Swift Creek Reservoir in Richmond. GRSA was inspired to host the race at the 11th hour after seeing how well we

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hosted the AOD. The Wake team was able to finish second, falling to boat builder Tyler Andrews.

- The Lasers held a Laser fall race as a precursor to the Laser Masters. 18 Laser participated. Jon Deutsch scored fourth and, in the Radials, honors went to Reed MacCallister, JT Mason, and Noah Wentzel (1,2,3, respectively).
- The Laser Masters was a huge success with over 40 boats racing, and the 2020 season closed out with Lasers running the Frostbite on Nov 7th. In the series, it was Jon Deutsch first, Britt Drake second, James Jacob third, and Mike Toms fourth. Well done and a great close to the trying season of 2020. We can see who the top dogs are in the Laser field.

ONE DESIGN DIV. LT. CDR. – Herbert Bradshaw Squires II: The 2020 sailing season has been alternative and innovative in several respects, and many tried and true processes have been adjusted and/or altered to help allow the Club and its programs to continue during the COVID 19 pandemic. The One-Design program was able to continue and even thrive in some instances, with the help of dedicated individuals, planning, and creative thinking.

My experiences while doing my best to coordinate and manage One-Design scoring utilizing our current online platform Regatta Network in a second year prompted me to realize and understand that we are on a good and necessary path to revolutionizing our system, but that there is big work needed in order to stabilize the processes and promote utilization.

My recommendation to the Board and those individuals who will be participating in stewardship and management in 2021 and future years is that the time has come, and actually past, to begin focusing on our digital and electronic infrastructure and procedures much more proactively and directly. The process of managing our Club, running, and ultimately scoring our events now relies not only on electronic media and means, but specifically on the knowledge and ability to utilize them properly. There must be put into place both user-friendly applications and also well-organized and implemented training, including available and reliable management for support.

I am in no way an expert in the field of digital systems, nor am I a schooled systems analyst, but I know that the Club membership and Board include many who may offer qualified guidance in these respects, and speak more directly to my thoughts.

CRUISING DIV. CDR. – Nancy Powell: Despite technical issues, the 2020 season closed out with a Happy Hour

Zoom call, as many members gathered to see friends, watch a brief photo loop, review the past season, and suggest ideas for the 2021 season. There is already talk of a cruise back to New England next year, as well as numerous local destinations.

It has been an honor to lead this division over the recent years. The chain of command will be passed to the very capable and experienced hands of Scott Sirles, and the new Lt Commander will be (the much admired) Christopher Lindbloom. I'm confident their leadership will serve the division well.

JUNIOR DIV. CDR. – Jason S. Angus: The Fishing Bay Yacht Club Junior Programs would not be successful, and in fact could not operate, without the tremendous contributions of many volunteers. We thank the following people for their time and talent throughout the past year:

BOARD

Junior Division Commander - Jason Angus

Junior Division Lt. Commander - Mary Almany

Junior Division Fleet Lieutenant - Mason Chapman

EDUCATION

Junior Week Coordinator - Kathryn Angus

Junior Week Committee - Joanna Wensell, Julie Chapman, Mary Almany, Kathryn Angus and Will Angus

Opti Kids Coordinators - Will and Patti Angus

Head Sailing Instructor - Amanda Almany

RACING

Opti Development Team Coordinator - Steve Utley

Laser Development Team Coordinator - Mark Wensell

Opti Race Team Coordinator - Will Angus

Laser Race Team Coordinator - Jennifer Bendura

420 Race Team Coordinator - Julie Chapman

Junior Division Race Committee Coordinators - Jason Angus

JUNIOR WEEK - 45+ volunteers, instructors and coordinators

2020 Annual Report

Junior Division Highlights

- Our great 2020 plans quickly changed in March, but our Junior Committee was not to be deterred. Our focus was to build alternative plans to get kids on the water in a safe environment. Mission accomplished.
- Due to COVID 19, only 1 of our pro coaches was able to arrive at FBYC. We substituted our pro coaches through the hiring of additional college coaches and junior alums.

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College coaches included:

- Amanda Almany - ODT coach, and Director of sailing school
- Ralph Levey - LDT coach
- Ian Street - College Coach / Lasers & Optis
- John Vail - College Coach c420
- Jordan Bendura - Race team assistant coach
- Evie Wensell - ODT Coach

With competition significantly reduced, we used the opportunity to bring in nationally-renowned guest coaches, including:

- Sarah Lihan - Yale All-American Sailor and 2012 Olympic Team 470
- Lior Lavie - USNT Opti Coach and USNT i420 coach
- Victor Diaz - Professional sailor
- Established new Junior program registration application through CampDOC. Our program has over 150 juniors participating in 5 race teams, 2 Opti kids weekend camps, 1 full-week camp, and 8 sailing school clinics. Registration and accounting reconciliation was broken on FBYC site. CampDoc allowed for easy payment processing, registration, and safety and health forms. This will make future volunteers' lives easier and our members much happier.
- Continued Sailing School program with 8 mini camps. Focus was on learn to sail in Opti and C420. Very successful and generated considerable interest.
- Program completed a year ahead of budget expectations, see below.

Opti Kids

- 23 new Juniors and their families participated, marking a return to a high level of participation this year
- Instruction was expertly led by Will Angus and supported by our college coaches Jordan Bendura and Evie Wensell

Junior Week

- Moved Junior Week to August for compliance with state guidelines on COVID 19.
- Remains our cornerstone program and largest overall event during the Junior season
- Managed cancellation and rebooking of over 35 juniors and ran a camp with 93 active participants.
- Supported by more than 45 volunteers who each committed to 40+ hours of work during the week and many more who contributed on a part-time basis
- Continued tradition of having US Coast Guard visit. The Coast Guardsmen of Coastguard Station Milford Haven have been a valued part of Junior Week for many years.

- Although we couldn't provide normal after-hours entertainment, we did manage a hurricane and mini-micro burst during the week.
- Led by Kathryn Angus, our Junior Week committee included Joanna Wensell, Mary Almany, Julie Chapman, and Kathryn Angus.

Race Teams Summary

- Fielded three Race (420, Laser & Opti) Teams made up of 24 sailors (28 sailors in 2019);
- Race Teams were coordinated by Will Angus, Jennifer Bendura, and Julie Chapman;
- Our teams will have represented the Club in 5 major regattas, including FBYC, HYC, NYCC;
- Interest in racing remains strong and we anticipate solid participation levels in 2021;

Annual Junior Regatta

- Jason Angus chaired the event, with PROs Charlie Brewer and Jim Raper returning to running the outer race courses for Red/White/Blue Optis and 420s/Lasers. Amanda Almany and Ralph Levy did a great job running the Opti Green course;
- 100 Sailors participated in the event, including a great turnout of 20 in the Opti Green Fleet;
- Used US Sailing check-in / check-out of the water system with great feedback;
- Skippers meeting and awards were filmed and emailed to participants;

2020 Budget Request

- Program ended well under the budget of \$18,000 (~\$2000 spent), with the direct expenses almost fully supported by program revenues.
- Recommend keeping the Junior Program budget request at \$18,000 for 2021 to provide the resources to support the growth of the program and to buffer for any unforeseen variances in expenses.
- Requested \$9,500 in capital expenses to replace the last aging RIB trailer and increase the 420 trailer capacity to meet the anticipated team growth in 2021. Additionally, the funds would go towards replacing worn or broken sails and rigging within the FBYC Opti and 420 Club fleet. This was a request in 2019 that was not used.
- Requested a contingent capital budget of \$8,000 be kept in case a new set of RIB tubes or motors is required to extend the life of the current fleet of 5 RIBs.

JUNIOR DIV. LT. CDR. – Mary Almany: 2020 FBYC Junior Race Teams surpassed expectations. Pandemic restrictions definitely changed our season, but it did not

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prevent us from improving skills and building our teams, and even competing in local regattas.

Under the direction of returning head coach Alex Zimmermann, we had 3 race teams Opti (10 sailors), Laser (7 sailors), and 420 (8 sailors), and two development teams (ODT 6 sailors and LDT 6 sailors), for a total of 37 Junior sailors. We have not always had enough interest to offer LDT.

Our 6 college-age coaches worked tirelessly under Alex's direction to ensure the delivery of quality instruction and a safe learning environment. With only one professional coach where we would normally have three, the college-age coaches had many challenging tasks and they rose to the occasion. Many thanks and much praise go to Ian Street, Ralph Levy, Evie Wensell, John Vail, Jordan Bendura, and Amanda Almany. We could not have offered all of our teams without their help.

In addition, we offered the highest levels of instruction in our sailing clinics. World-renowned sailors in their own right, guest coaches Lior Lavie, Victor Diaz de Leon, and Sarah Lihan instructed our teams this summer. This guest coach model was so successful that we intend to continue the practice going forward.

FBYC Race and Development Teams competed in a number of regattas over the course of the summer at FBYC, Hampton, and Norfolk Yacht Clubs. Optis attended an additional event, the USODA Optimist Meeting at NYCC. We declined to attend some events based on COVID-19 data.

Our parent volunteers and Club members have continued to support Race Teams, and we are so thankful for all of their support in planning and executing the teams' activities. Thanks to Joanna and Mark Wensell, Jason and Kathryn Angus, Julie and Mason Chapman, Will and Patti Angus, and Elizabeth Staas. Special thanks also to our team coordinators, Steve Utley (ODT), Mark and Joanna Wensell (LDT), Julie Chapman (420), Will Angus (ORT), and Jennifer Bendura (LRT). Thanks to the Flag for their unwavering support of Junior racing at FBYC.

Planning for the 2021 racing season has begun. We are considering levels of participation to expect on teams, coaching candidates, and volunteers to assume leadership roles in the Junior Division. We hope to identify parent volunteers for leadership roles who can begin shadowing in 2021 in order to assume leadership in 2022. If necessary, we will adapt our current COVID-19 policies and procedures to whatever the health situation

requires in 2021. The majority of our current focus is on identifying coaches for next year. Positions have been posted on Sail1Design, and conversations with previous coaches are in process.

We thank the Board and members of FBYC for their continued support of Junior Sailing. It has been especially appreciated this year, when most other activities were canceled.

FLEET LIEUTENANT – Blackwell Nottingham: *Mr. Roberts* and the support boats have performed well over this past season. Brian has done an excellent job of monitoring the use and evaluating the condition of each boat on a nearly daily basis. His attention to detail insured that all boats were ready to go when they were needed. Notably, the anchor windlass has been replaced on *Mr. Roberts*. Rather than use outside technical help, which comes at considerable expense, removal and installation was accomplished by a team of Club members led by Elizabeth Staas, David Clark, and Brad Miller. They had the new equipment installed and ready to go without missing a moment of on-the-water duty. Their initiative saved the Club money and demonstrated what can be done when Club members volunteer their expertise to help accomplish a task.

At the end of the year, there is one significant repair scheduled for the Parker trailer. Otherwise, our fleet will be decommissioned as usual and should be ready to go in the spring. There are several small cosmetic repairs and upgrades that can be accomplished over the winter as the weather allows.

The time is soon coming when *Mr. Roberts* will become cost prohibitive to maintain in a seaworthy manner. We are not there yet, but the off-season would be a good time to begin some casual conversations about what makes a good offshore RC vessel and the time frame for replacement.

PROTEST CHAIR – C. Mayo Tabb: This year's protests went smoothly due to the shortened season and having the procedure down, as I have done it for many years.

Key aspects that were enhanced this year:

1. Putting protest instructions into day-of-event Notice of Race specifying:
 - a. Drop box on Clubhouse porch to drop protest off;
 - b. Added requirement that you provide cell phone on protest form so committee can text you;
 - c. Posting time of individual protest hearings in upstairs Clubhouse;
 - d. Notice that if you are not present at posted time of your protest, it will start without you;

MINUTES

e. Results posted on porch bulletin board.

We only had protest at the three big regattas:

1. June Junior Regatta -One protest and two redress requests filed, but only one redress heard as other two resolved beforehand, which is always the best course.
- a. The redress was that scoring reversed two brothers, one of which was the top of the fleet finisher who won his class and the other brother at the bottom of the fleet. The race committee lost the score sheet for the race in question, stating they think they lent it to somebody who did not return it.
2. AOD - We had seven protests at the AOD.
 - a. One solved when boat admitted infraction and retired;
 - b. Three Junior protests resolved by coaches;
 - c. Two counter-protests, with each deciding to withdraw their protests;
 - d. One protest heard, with one competitor deciding not to attend. After hearing the other side, he was disqualified.
3. Stingray - We had five protest hearings at the Stingray Point Regatta.
 - Two starboard/port incidents with collisions in both and injury in one;
 - a. Both port tackers were disqualified, as they were found to be totally at fault.
 - b. Protest hearing sheets requested by insurance companies and have been sent.
 - c. Two redress hearings from first day against competing boats;
 - d. One redress hearing against Race Committee on second day.

When we have either a protest or redress, the Race Committee must keep possession of all finishing score sheets until the hearings are complete and final scores posted! If there is a request for redress, the Race Committee needs to plan to attend the redress hearing if it is a question of scoring or Race Committee actions, and have all score sheets and video in their procession.

ADULT SAILING PROGRAM – Mike S. Toms and Ronald Q. Jenkins: Two Scots were stowed for winter under full mooring covers. We have two full covers: one under-boom type and one over-boom type. We use boom tent covers in the summer, as they are easier/quicker for our members to use.

Dawn Treader

- Revarnished aft end of *Dawn Treader* tiller, stowed

inside boat, propped over centerboard winch. (Suggest we move this tiller back to *Scot Free*, from whence it came).

- Dropped boom, padded deck w/PFDs, secured under-boom cover.
- To Do: *Should be washed and waxed, especially topsides, Bow protective strake is broken; there is a replacement in barn locker, Trailer bunk needs to be adjusted to properly support*

Riverdance

- Used full over-boom cover, stowed tiller and rudder inside with tiller over centerboard drum.
- To Do: *Spin block (Harken bullet) is cracked, will look for replacement that is functional, Should be washed and waxed, especially topsides, Also think she needs bow strake replaced; there is a replacement part in barn locker*

Scot Free

- Will stow in a few weeks when I come to stow my own boat.
- I bought a skirted cover for my boat, and will use my old cover on Riverdance.
- To Do: *Should be washed and waxed, especially topsides, Trailer bunk brackets replace (I have parts)*

General:

2020 Usage:

- 8 paid users (\$800 total)
- 5 new member/comp users
- 3 Sailing School Lessons (\$175)
 - 2 for non-members (4 students)
 - 1 for members (2 students)

Donations:

- One jib (Mike Miller/Ric Sharon Bauer)
- One full cover with no skirt

Important for next Season:

- Complete on-line payment setup in order to accept credit cards for Sailing School
- Work on fun sail events with social (similar to Regatta, no RC)
- Recruit /verify Volunteer Coaches
- Revisit Junior Week “demo sails” for parents/grandparents
- Purchase “flag” sign to plant near Club boats

CBYRA DELEGATE – Thomas J. Roberts: I attended the Annual CBYRA meeting virtually last December, listening for any issues that may have an effect on our events. Last year, there was a change in the CBYRA General Sailing instructions that made us make some

MINUTES

choices and modify our GSIs accordingly.

Our Junior Program also participates in CBYRA wide Junior Programs, so they get most of their information directly. The Club and CBYRA Junior Programs are the most active on the Bay and the most uniform, dealing only with three classes of boats.

Our One-Design fleets are more governed by their classes, now being Laser District 11 and the Flying Scot Association. They set their regional races, as these two classes rely less on CBYRA for scheduling and high-point competition. J70 does not really get much guidance from CBYRA either.

In terms of Offshore racing, our Club has the PHRF classes and we set our own splits through PHRF. One-Design racing of big boats never quite reaches critical mass. We have had a few boats competing for high-point, and Bob Fleck has won the LaBrot Award recently.

I make sure CBYRA scorers get the race results, although the Region 4 scorer has been able to harvest them from the web site. So the website works very well for that. We do need to make note on the site when an event is cancelled or not sailed. I think all of the races we sailed this year had valid finishes.

I plan to attend the Annual General Meeting in December again this year and can carry any concerns to the meeting or convey them to the CBYRA Board.

Scheduling for 2021 should start soon. I'm not sure Lyn McCarthy is still accumulating that for Region 4, but will find out.

GENERAL MANAGER – Brian Ankrom:

Division - Category: Task

Fleet - Whaler: Replace trailer axle

House - Clubhouse: Replace interior fans

House - Bathhouse: Replace men's room light fixtures

House - Bathhouse: Emergency power line repairs

Social - Oyster Roast: Prepare for & clean up after event

Responsibilities of the General Manager this year were as follows:

- Assist FBYC board members, event chairs, volunteers, members, and guests;
- Plan & coordinate on-site Club events & races;
- Managed all on-site staff, contracted service providers, and accounts payable invoicing;
- Provided regular reports to the Flag Officers & Board members;
- Supported Club-owned boat program operations & development;

- Ensured the facility and the fleet were properly maintained;
- Planned for and executed the Club's COVID-19 response plan.

A brief review of my responsibilities through 2020 is listed below:

- **Member and Event Assistance** – We continued to inspect boats before races, assisted the Race Committee prior to departure, and reviewed safety equipment with operators. The COVID-19 pandemic limited activities during the spring and our post-race socials throughout the year. But we planned accordingly and were still able to host our biggest annual events—Junior Regatta, Junior Week, AOD, Stingray Point, Laser Masters, and Oyster Roast.
- **Staffing** – Demands of the COVID-19 pandemic and personal personnel issues increased the required daily workload this year. In response, we hired many more part-time and seasonal staff than usual in 2020. Nearly a dozen facility assistants worked at various times during the season to keep up with cleaning and workload demands. A Pool Supervisor was hired in addition to five lifeguards to handle the sign-in and cleaning protocols established this year. Eric needed extended time off to tend to personal issues but he was able to return to the Club this summer. Unfortunately, he will be on leave this winter and return this spring. I have hired a part-time facility assistant to fill in while Eric is out and perhaps further into 2021. I was pleased with the work our seasonal crew did this year and would be happy to have them return in 2021.
- **Contracted Services** – County Waste and UniFirst will continue with refuse collection & carpet cleaning respectively in 2020. Pest control will be done by Delta Pest Solutions again. Sydnor Hydro has assumed responsibility for our water system. Deltaville Auto conducted inspections on the junior road fleet this year. Island Pools commissioned and decommissioned the pool. Peninsula Heating & Air are maintaining our HVAC systems. In further response to the cleaning demands of the COVID-19 pandemic, we contracted Tammy Hughes to perform custodial services this fall and intend to continue her contract through 2021.
- **Club-Owned Boat Program** – The Club boat program saw fewer users this year. But the users were more active, posting more reservations per user than in years before. The fleet consists of three Flying Scots.

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- **Facility & Fleet Maintenance** – Club buildings opened on a rolling basis this spring. They were meticulously maintained and required constant cleaning this year to remain open under Virginia Dept. of Health guidelines throughout the season. We will be addressing mold growing on the Clubhouse loft ceiling this winter. We received an overabundance of rain this year. This caused flash erosion, and we had to repair in the Jackson Creek parking area. Otherwise, Grounds have seen numerous small improvements and grass has returned in many spaces. Unfortunately, dock equipment suffered multiple equipment issues –apparatus & electrical problems in the hoist, the Whaler lift cradle suffered weld failures, and the pump-out system suffered a litany of problems from years of below-code repairs and underground damage. Remarkably, RC & Coach boats only had three days downtime, which was down 50% from last year.

OLD BUSINESS: Finance Chair Veronica Hinckle made a motion to approve the 2021 budget. The new budget includes a dues increase of 3% and an increase of 2% for slip rental. The final budget is posted on the website. Motion made and Approved.

NEW BUSINESS: Commodore Tracy Schwarzschild thanked all the 2020 Board members for their hard work in making this year a success, especially considering the difficulties we faced. He offered special thanks and recognized each of our retiring Board members, many of whom have been on the Board for several years.

Race Management Chair - David Clark

One Design Division Commander - Joe Nelson

Cruising Division Commander - Nancy Powell **House Chair** - Doug Bendura

Social Chair - Carrie Russell

Social Co-Chair - Susan Wright

One Design Division Lt. Commander - Bradshaw Squires, II

Winter Program - Jerry Latell

Fleet Lieutenant - Blackwell Nottingham



FISHING BAY BOARD ELECTS NEW LIFE MEMBER

At the final 2020 Board Meeting on November 12, 2020, Kenzie S. Hubbard was conferred Life Membership status by unanimous vote. Commodore Tracy Schwarzschild noted Kenzie's significant contributions made over the years, particularly in the early development of the Junior Program. In his nomination of Kenzie, long-time member Clark Dennison mentioned how she and Johnny Hawksworth helped grow the number of Juniors from 10 to 135 between 1980 and 1987. Kenzie went on to become the Club's first Junior Director in 1980, which also made her the first female Board member in the Club's history. Through her dedication and leadership, a foundation was built upon which future Junior Program leaders could expand to what has arguably become the finest sailing program on the East Coast, if not the nation. For their work on the Junior Program, Kenzie and Johnny were awarded the Matthew Fontaine Maury Award in 1983.

In 1988, Kenzie received the honor herself, becoming the only individual in the Club's history to receive the accolade twice. In 1989, Kenzie co-sponsored creation of the Hubbard Trophy, which is awarded to the outstanding woman sailor.

FBYC Life Members enjoy all member privileges and are relieved of paying dues. *The Club currently has eleven Life Members.*





**RETIRED MEMBER
DOUGLAS L. ANDERSON
CONFERRED HONORARY MEMBER
STATUS**

During his 14 years as a member of FBYC, Doug made many contributions to help build membership. He led the drive during the 75th Anniversary, which helped increase new members by over 50%. He served on various other committees, including countless times as a Race Committee volunteer, always facing his assignments with a bright spirit and can-do attitude. Other contributions include winning the Maury Bowl in 2014, serving on the Board as Fleet Lt in 2011, Secretary/Membership Chair 2012-2014, Long Range Planning Chair 2015, and Club Chaplain 2013-2020.

Doug reluctantly tendered his resignation in August 2020 for personal reasons, but was nominated for honorary member status by a number of long-time members who thought he deserved the recognition. The 2020 Board accepted the nomination and the vote was unanimous. Commodore Tracy Schwarzschild sent a letter congratulating Doug and welcoming him back to the Club.

Honorary Members of FBYC pay no dues and hold no voting privileges, cannot hold office, and may not rent boat storage. *The Club currently has 9 Honorary Members.*

**SPONSORS PLAY BIG ROLE IN
NEW MEMBER ENROLLMENT
BY GEOFF CAHILL, SECRETARY AND
MEMBERSHIP CHAIR**

Since the FBYC's 75th Anniversary in 2014, our Club has seen a steady increase in new members. Annually, the number of new members grew steadily from 10 in 2015, to 17 in 2019, an increase of more than 50%! 2020 activity may have been impacted by COVID restrictions on social gatherings, but there were still more new members enrolled than in 2015. The Club's campus and camaraderie are weighty factors, but it's the member sponsors who play the biggest role in bringing in new blood. Please join in giving our 2020 New Member Sponsors a big **THANK YOU!**

John & Brynn Moody, Diane & Carl Simon, Peter Dutnell, Ron Jenkins, Bill Prior, Tadd Meyer, Karen & David Soule, Brad Miller (sponsor of 2 new members), Allan Heyward, Paul Becker, Sharon & John Wake, Debbie Cycotte, David Clark, Paula Dennison, Harrison Hubbard, Mike Dale, Jim Raper, Scott Vail, Lud Kimbrough, David Lennarz, Steve Quiriconi



Pied Piper in MX

PIED PIPER

Gannon Troutman and the crew of *Pied Piper* recently reunited in Valle de Bravo, Mexico, to compete in the J/70 Mexican National Championship. Long-time FBYC Junior Program coaches Tommy Dietrich and Victor Diaz joined forces with Gannon to dominate the event. Roberto Escalante of Mexico rounded out the 4-person crew and provided housing for the team. After three straight bullets on day one, the team was proving hard to beat. Beautiful weather prevailed during the event, keeping spirits high. There were nine races over the three days, with *Pied Piper* capturing 1st place, with 16 points, in a fleet of 22 boats. It was great to see old friends and to have such a fantastic finish. Complete results can be found on [Yachtscoring.com](https://www.yachtscoring.com).

LASER GRAVEYARD



FINAL NOTICE LASER GRAVEYARD CLEANUP

In December, we are planning to dispose of all remaining abandoned boats in the Laser racks next to the Junior Shed. The old racks will be disposed of as well, and new storage for the Club's 420s will be installed. While the so-called "Laser Graveyard" has a certain rustic appeal, we will end up with a much neater and useful space.

Unclaimed Lasers are available for Club members to take, but must be removed from property by December 13th. Please note that these boats are going to need a lot of work and most have hull integrity issues.

Please contact Jason Angus (jangus@hilbgroun.com) or Mark Wensell (mark.wensell@gmail.com) if you would either like to claim one or if you have property on the rack that needs to be held for pickup. All gear and boats must be removed by December 13th.

Important Dates:

- **Sunday, December 6th** – Last day to claim a Laser or notify us that it needs to be held until pickup
- **Sunday December 13th** – Last day to remove a boat
- **Monday December 14th** – Unclaimed boats will be cut up and disposed of



SCENES FROM 2020



A TRIP DOWN THE ICW

OUR TRIP DOWN THE ICW, NORFOLK TO
HILTON HEADCHRISTOPHER LINDBLOOM, LT. COMMANDER,
CRUISING DIVISION

This narrative is not intended to either encourage or dissuade anyone from a trip down the ICW. It is simply the story of our experience, in the hope that it will be a benefit to other members. We're happy to share more details.

As October winds down each year, my Beloved Wife, First Mate, and Life Coach, Nancy Powell, and I have found ourselves somewhat depressed to have our boat, *Boléro*, hauled out to spend the next six months on the hard. Use the boat six months, store it for six months; we looked for a better plan, a twelve-month plan. We had always wanted to take the ICW South, but all previous boats had too much air draft, making it impossible. When we ordered our current (and last!) boat, a Jeanneau 51 Yacht, it offered an "ICW friendly" mast option. Of course, we sprang for it. The result is a water draft of 5'8" (the shoal keel option) and an air draft of 62'8" with the ICW friendly mast. We would come to wish that the mast were just a bit more "friendly". Even 6" shorter would be welcome. How much sail area would be sacrificed, really? More to come on that.

So why Hilton Head? First, it is far enough South that winterization is unnecessary. We can take the boat out for a sail occasionally, and anchor in some lovely spots. Second, Hilton Head is within reasonable driving distance of Richmond, about 7 ¼ hours. We are learning where all the Starbucks are on 95. The marina we chose is Windmill Harbour Marina. A beautiful place, it's completely enclosed behind a lock, keeping the water level a constant 10' regardless of the tide (which is otherwise about 9 feet). The perimeter of the harbor is surrounded by 3 and 4 story houses and trees. Any wind has minimal effect.

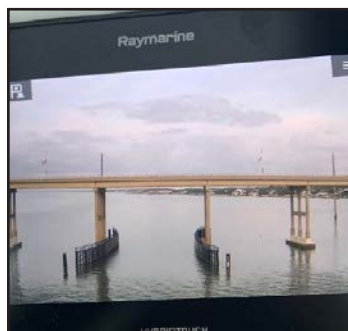
Our main cruising resources were Waterway Guide Atlantic ICW, 2020 edition, The Intracoastal Waterway Chartbook, 6th edition (Kettlewell), and Navionics. The source we wish we had, and would have been primary, is Bob423 ICW Tracks and Routes. But we didn't know about it. We now have it and very much regret that we were too late to learn of it for the trip. We didn't know what we didn't know. The Chartbook is in a handy spiral flip chart format that makes it easy to progress through the chart series. However, we found several significant omissions and errors.

We had planned on 13 days, including Day 1 from Deltaville to Norfolk. On board was one thing a cruiser should NEVER have: a schedule. Yet we had an important family event coming up that was Not To Be Missed. We rationalized that if it looked as if we would miss it, we would dock the boat and drive back in a rental. It didn't come to that, fortunately. But it does illustrate the pressure we felt from our schedule. We departed our slip at Regatta Point on October 15th.



Now with the trip behind us we consider ourselves very lucky. We ran hard aground once (Captain's error – can't blame the ICW), and bumped a couple times. **The Bridges!** Between Norfolk and Hilton Head there are 53 of them, 33 of which are fixed. In theory the fixed ones are supposed to be 65', with the exception of the notorious Wilkerson Bridge at 64'. In reality,

the actual bridge heights varied significantly with the wind and / or tide. There are supposed to be height boards at each bridge, and while they don't lie, they were sometimes missing. Also they're difficult to read until you're very close. So simple math suggests that if our air draft is 62'8", we should have 2'4" of clearance. But that was rarely the case. In most instances our VHF antenna, which extends above the mast by nearly 3 feet – but is very flexible – struck each girder as we passed below. It's an unpleasant sound.



An additional resource aboard is a forward-looking mast camera level with the very top of the mast. It turned out not to be as helpful as we had hoped. The image shown on the chart plotter makes it look as if we would hit the bridge for sure. But each

time as we got very close, the front girder would be shown to rise in the camera field. We discovered that if the bottom surface of the first girder is visible, we were going to be OK – but *just* OK. Apple watch indicated a sharp increase

A TRIP DOWN THE ICW

in heart rate! The camera's other value is the ability to see what's coming around a blind corner, or to spot an empty mooring ball in Annapolis, for instance.

One pleasant surprise is that we found the power boaters to be uncharacteristically considerate when they passed us. They would call us with their intentions, slow way down to pass, and so would we. This minimized wake. One actually offered to have us follow him through a tricky section in the transition between Bogue Sound and the Cape Fear River. That has never happened to us in the Chesapeake Bay!

We were fortunate in our anchorages and marinas. Not so much as a result of good research, but more as a result of good recommendations from friends. Particular stand-outs are Belhaven Marina, River Dunes Marina (Oriental), St. James Plantation Marina (Southport), and Grand Dunes Marina (Myrtle Beach). We anchored twice; first time about 5 miles South of Coinjock (marina was full), and again at the Southern tip of the Alligator River. Both excellent anchorages.

The most surprising aspect of the trip was the sustained level of concentration required. We both stayed engaged 100% of the time, following the magenta line, watching for other boats, confirming and reconfirming bridge heights and channel depths. Often we commented to each other on how beautiful the passing scenery was, and how we wished we could relax to enjoy it more.

When we finally arrived at Isle of Palms Marina just outside of Charleston, we were quite tired of the ICW and the concentration required. A pretty good weather window presented itself so we figured we could make the last leg on the outside to Hilton Head, about 79 nautical miles, and actually arrive a day early. Besides, the last two days from Charleston to Hilton Head on the ICW looked sketchy. But before we could get to Charleston Harbor and escape to the outside, we still had to get through two more bridges: a 65-footer, and a swing bridge (in that order). The problem was that our *schedule* (there's that word again!) required us to go through the fixed bridge at something other than high tide (0550), then get to the fixed bridge before it would close at 0700 for two hours for car traffic. We were still on Daylight Savings time, so it was dark when we left at about 0545. Very dark. Nancy was able to shine the light on the boards of the fixed bridge to show a height of about 63.5' so we knew we could make it. The camera was no help in the dark. Then we had to move as fast as we dared through the dark toward the swing bridge, about

2.5 statute miles. Active Captain warns to stay right ON the magenta line, as the sides of the channel are narrow, steep, and shoal up quickly on either side. Because of the numerous cross currents it was impossible to hand steer the boat. I found I could use the autopilot and adjust the course in 1 or 2 degree increments almost constantly to keep it on the magenta line. At about 0645 we called the swing bridge operator, who replied that he doubted we could make it. Then he called us back, "Flash a light," he said. Nancy gave several flashes of the spot light and he came back, "I see you, you're going to make it." (!!!). We emerged out of the other side of the Ben Sawyer swing bridge at 0701.

After crossing a rough Charleston Harbor we pointed the bow South, making an average of 7.9 knots SOG. We arrived at Windmill Harbour Marina and "locked in" at around 1530. The marina staff was excellent and several of our new slip neighbors rushed to help us dock the boat. Did we make G & T's, or just drink wine? I can't remember.

Naturally, we're now thinking about the return trip in April or May. Inside or outside? We'll probably do a hybrid of about 4 long legs on the outside to Moorehead City, then 4 more days up the ICW. Despite the Wilkerson, we found that part easier. But if we get an absolutely excellent weather window (and perhaps additional crew?) we may do it all on the outside, including an overnight around Hatteras. But one thing that will NOT be on board: **a schedule!**

As a result of his valiant – yet imperfect – execution of this cruise, Christopher Lindbloom was awarded the prestigious and coveted 2020 Piankatank trophy.



First mate, Nancy, upon arrival at Hilton Head. Happy and relieved!



The skipper, gloriously miserable, transiting a cold and rainy Albemarle Sound.

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Happy Holidays

From All of Us
at Fishing Bay Yacht Club

Here's to hoping for
smoother seas in 2021



ONLINE CLASSIFIEDS: Visit www.fbyc.net/classifieds/ or go to Webtools then Classifieds to view or place an online classified ad.

FOR SALE: John Barber prints. Dozens to choose from. Many rare. Contact John Koedel, III 804.338.1158 or jgkoedel@yahoo.com

FOR SALE: New Anchor Chain. 86ft of 3/8"3B Galvanized Chain. All @ \$3.00/ft. Partial lengths @ \$3.25/ft. Perfect gift for the skipper who can't stay put. Call Ric at 804.240.3434

FOR RENT: Spacious Stove Point cottage on Fishing Bay. 4 BR, 3 full baths, plus detached guest house with bedroom and full bath. Pool and new dock, magnificent sunsets! \$1800/wk, plus \$100 cleaning fee; \$6500/month. Contact Nancy Potts: 860-767-2991 (home), 860-395-6451 (cell), or email: nancy.potts48@gmail.com

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

FOR RENT: Jackson Creek Harbour Condo for Rent - 3 Bdrm Townhouse waterfront condo, 2 Qns, 4 Bunks, 2 1/2 baths, fully equipped, CATV, Wifi, Pool, Tennis Ct; \$1100/wk. Noel Clinard 804-338-4066.

FOR RENT: Main House at Rosegill. 5 BR house on large farm at Urbanna with pool, waterfront, dock, and great walks. 25 minutes from FBYC. Weekly rentals through VRBO at www.vrbo.com/833711 or call Strother Scott 804-405-5999

FOR RENT: Waterfront Property Overlooking the Chesapeake Bay and Piankatank River. Magnificent views! Located near Stingray Point on a private 1-acre lot with a sandy beach and a dock. 4 Bedrooms, 1 full bath. 2 bedrooms with King beds, 1 bedroom with 2 bunk beds. Guest house with 2-twin beds. Living room, laundry room and newly renovated, state of the art kitchen. Access to 2 kayaks, a Sunfish sailboat, life jackets and 3 crab traps. Deck with grill and picnic table. Clean linens provided, W/D, heat/air-conditioning, Wi-Fi, cable. \$2,300/week. \$300 deposit. \$125 cleaning fee. Please contact Greg Ullmann #410-207-7751 (cell) or gregullmann@yahoo.com.



FISHING BAY YACHT CLUB

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Bon Air, VA 23235