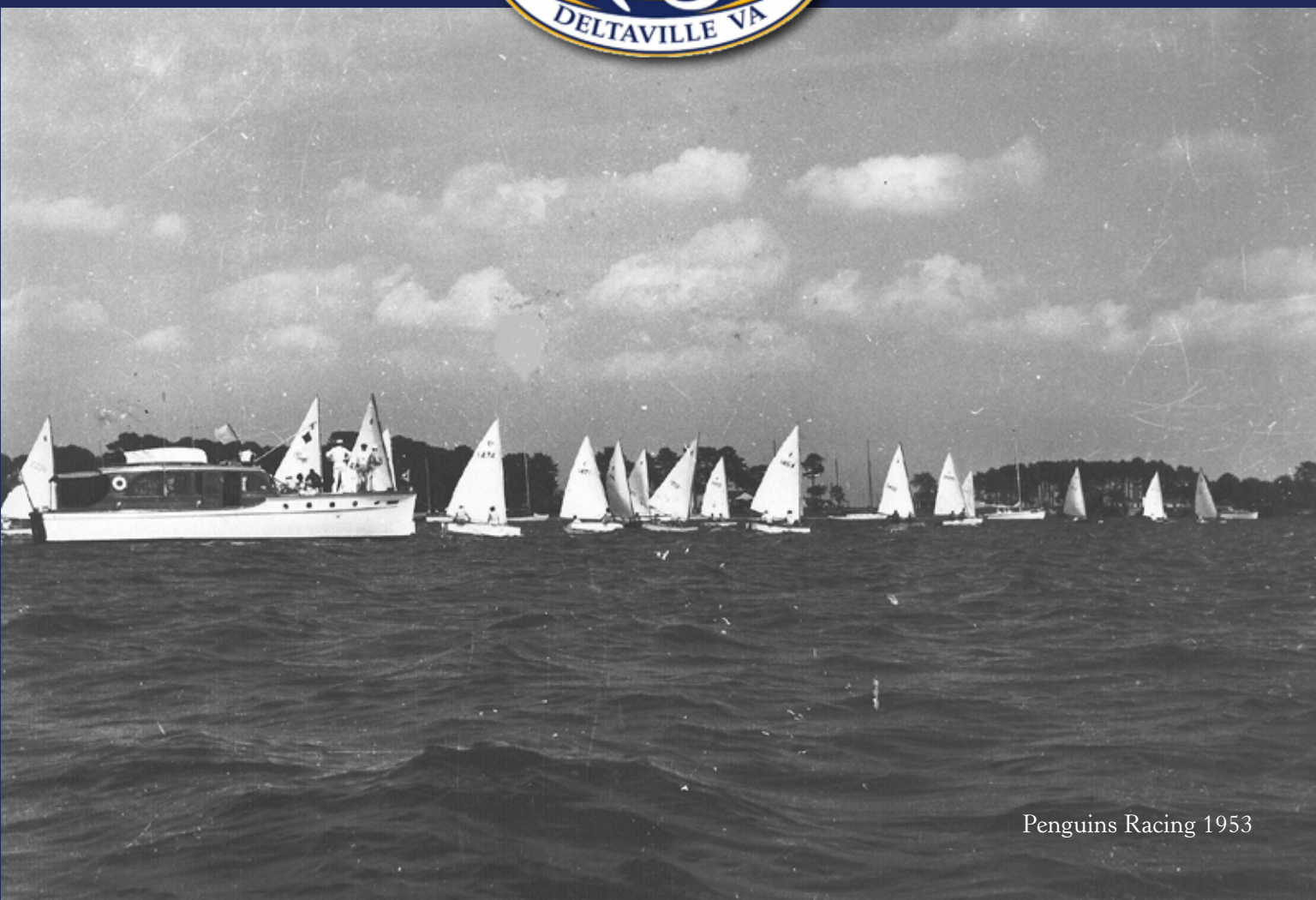




75th Anniversary Commemorative Issue
1939 - 2014



From the Constitution of the
Urbanna Yacht Club
(predecessor to the Fishing Bay Yacht Club)

February 6, 1940

Article III – Object

The object of this association shall be the development of the art and science of sailing, the acquisition of knowledge of the theory and practice of seamanship, navigation, meteorology, aerodynamics, yacht design, and construction and allied subjects; and the furthering of this purpose by the promotion and encouragement of races, regattas and cruises;; to operate, own or lease a yacht club with necessary realty, wharves, docks and anchorage grounds.

From the 1941 Yearbook
of the
Urbanna Yacht Club

“...Open to all sportsmen interested in sailing, the control of the Club is limited solely to owners of sailing yachts, and the purpose is simply for sailing.”

On the Cover: The masthead on the cover was the first professionally designed masthead for the Log and appeared in both color and black & white versions from 1961 - 1979.



A 75-Year History
Of the
Fishing Bay Yacht Club
1939 – 2014

Mailing address:
Fishing Bay Yacht Club
2711 Buford Road #309
Bon Air, VA 23235

Located at:
1525 Fishing Bay Road
Deltaville, Virginia

www.fbyc.net

Foreword

By Gary Jobson

It is a miracle that yacht clubs exist on our precious shores. Imagine how hard it would be in today's regulated environment to create a yacht club from scratch? All of us who sail should be thankful that many enthusiastic sailors in 1939 founded the Fishing Bay Yacht Club. It was a long and sometimes difficult road to reach the vibrant level enjoyed by the membership today. Thanks are in order for the diligent research by the Club Historian, who worked with many volunteer members, to publish the history of FBYC from its earliest days. The photographic and written narrative is a compelling story.

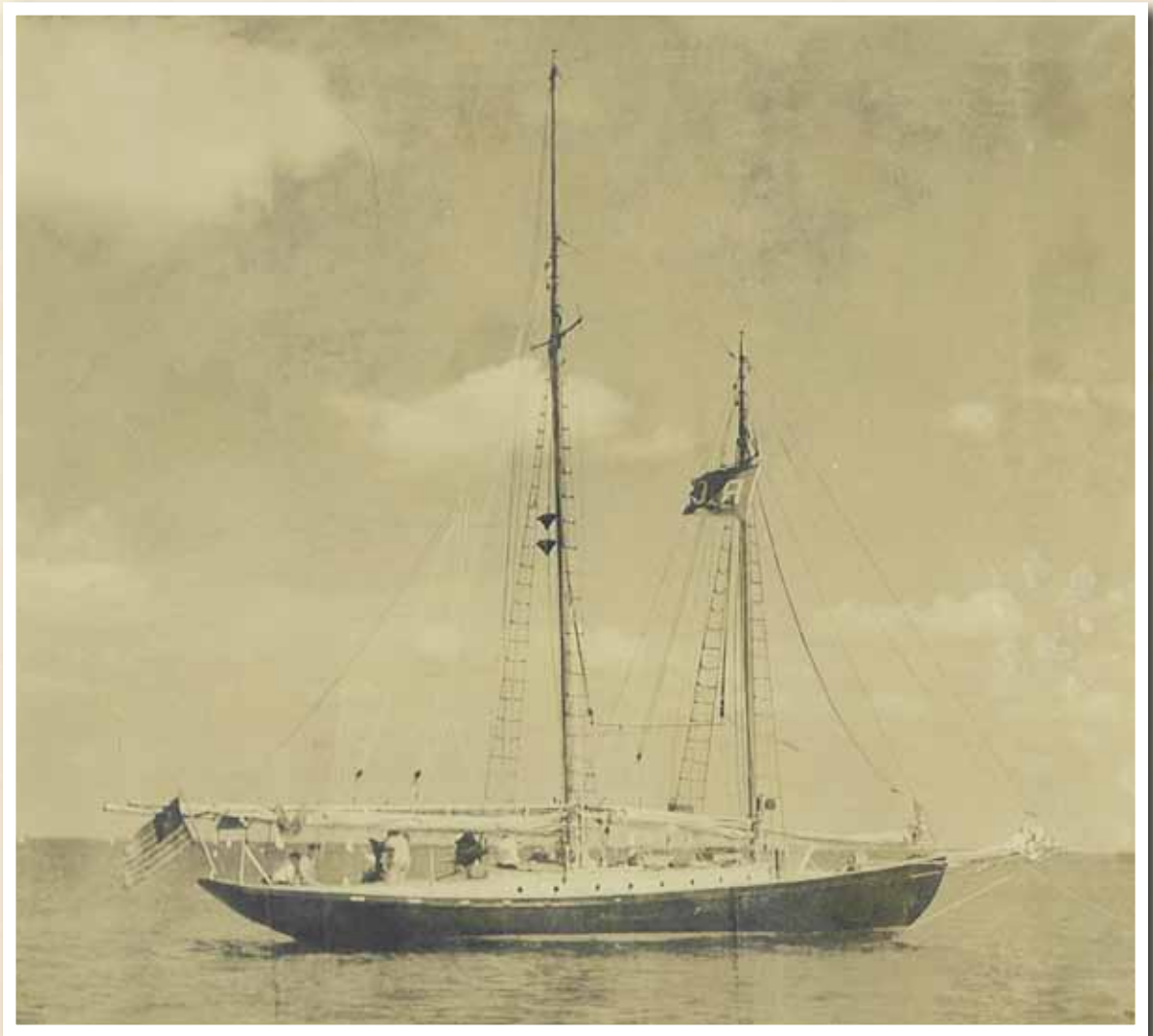
The year the club was founded was a complicated time in America. The economy was finally recovering from a brutal depression and Franklin Delano Roosevelt was in the White House wrestling with an impending war in Europe and the Pacific. Even with the difficult events of that time, sailing was often big news. The America's Cup races were sailed in the giant J Boats in 1930, 1934, and 1937. Several yacht clubs along the Chesapeake Bay were very active. There were many races up and down the bay. With the economy improving many people had more leisure time available. Sailing was a natural pastime for people living near the water. In the 1930s, a nifty dinghy was designed by Philip Rhodes. His concept was to create a boat that could be home built for little money. The Penguin class would become a very popular racing class on Fishing Bay.

The resilient members of Fishing Bay Yacht Club have recovered from devastating storms and flooding. The goal to provide access to the water has always been the goal of the club. Good competition, training young sailors, and becoming a center for social activity has been central to every decision by the flag officers and members. The boats being raced, day sailed or cruised have changed over the years as new materials, and designs have become available. But, one thing that never changes is the passion sailors have for their beloved sport. In 2014, the Fishing Bay Yacht Club celebrates 75 Years. Based on this well-told story, it is clear that sailing at this enduring club will continue well into the future.

Gary Jobson
Honorary Member



Part I
The Urbanna Decade
1939 - 1948



The schooner *Nighthawk* on race committee duty for the Cruising Division during UYC's Virginia Sailing Regatta in 1944 off Urbanna.

1939: Hitler prepared to ignite World War II. Hollywood debuted two iconic films, *Gone with the Wind* and *The Wizard of Oz*. Batman made his first comic book appearance and ...

In the spring of 1939, nine Richmond yachtsmen, who during the preceding summer had sailed the water of eastern Virginia looking for a suitable home port, decided to organize a sailing association at Urbanna, Virginia. The first formal meeting was held on May 8, 1939, at 407 North Allen Avenue, Richmond, home of Reid Dunn. Attending were Reid Dunn, McDonald Wellford, Robert S. Cochran, Benjamin P. Alsop, Jr., John Marchant, J. Marshall Moseley, Matthew W. Maughan, Patrick A. Gibson, and Dr. Marvin Burton. The new organization was named the Urbanna Sailing Association. The first season was a success in all respects. The Association grew and flourished, and before a year had passed had become incorporated as the Urbanna Yacht Club. It had a fleet of 35 enrolled sailing yachts, 63 members, and had rented quarters for the Yacht Club at Urbanna. Also, it had been made a member of the Chesapeake Bay Yacht Racing Association.

During World War II, there were 35 Club members in the armed services, representing practically every branch of the fighting forces in America. Of the yacht squadron, both the schooner *Nighthawk* and *Windflower*, under the ensign of the United States Coast Guard, made gallant records under sail in hunting down the submarine wolf packs which were destroying Allied shipping off the Virginia capes.

Although the major efforts of all members of the Club were directed to winning the war, the burgee continued to fly, and UYC did not cease operations as so many other clubs were forced to do. Due to diminished levels of travel due to gas rationing, the Virginia Sailing Association (consisting of the Urbanna Yacht Club, Rappahannock River Yacht Club, Hampton Yacht Club, and the Norfolk Yacht and Country Club) hosted a consolidated annual regatta hosted by the individual member clubs on an alternating basis. The UYC hosted the first in July 1944 in addition to its Annual Regatta in September of that year. These Virginia Sailing Regattas, as they were known, survived the war years until the end of the 1960s with each of the participating clubs hosting an extra regatta on an alternating basis.

After the war, sailing activity increased rapidly. Regattas hosted by UYC fielded entries of Hampton One-Designs, Snipes, Penguins, Moths, Comets, Chesapeake Twenties and Knockabouts, in addition to smaller fleets of offshore yachts. Members of the Urbanna Yacht Club got together to establish a UYC Penguin fleet for the 1947 season and organized themselves into what they labeled The Penguin Project. They ordered a load of plywood, and set out to construct 15 garage-built Penguins that served adult members for many years until the fleet was consigned to their children for junior activities in the mid-1950s.

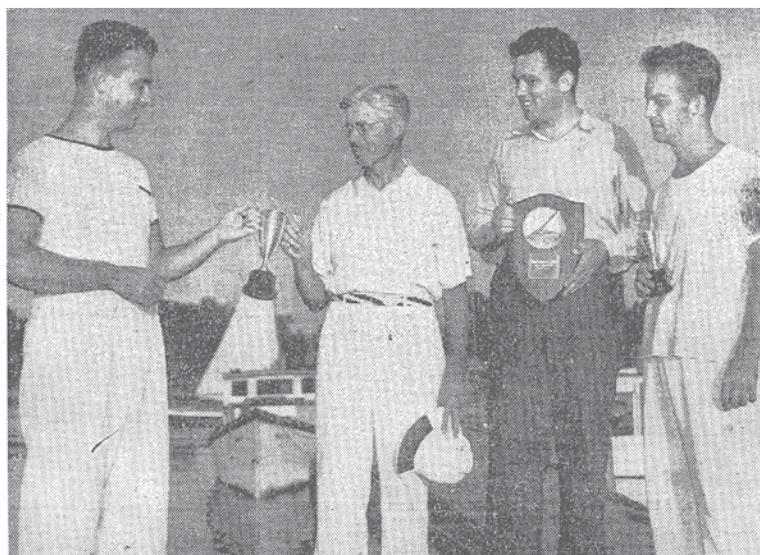
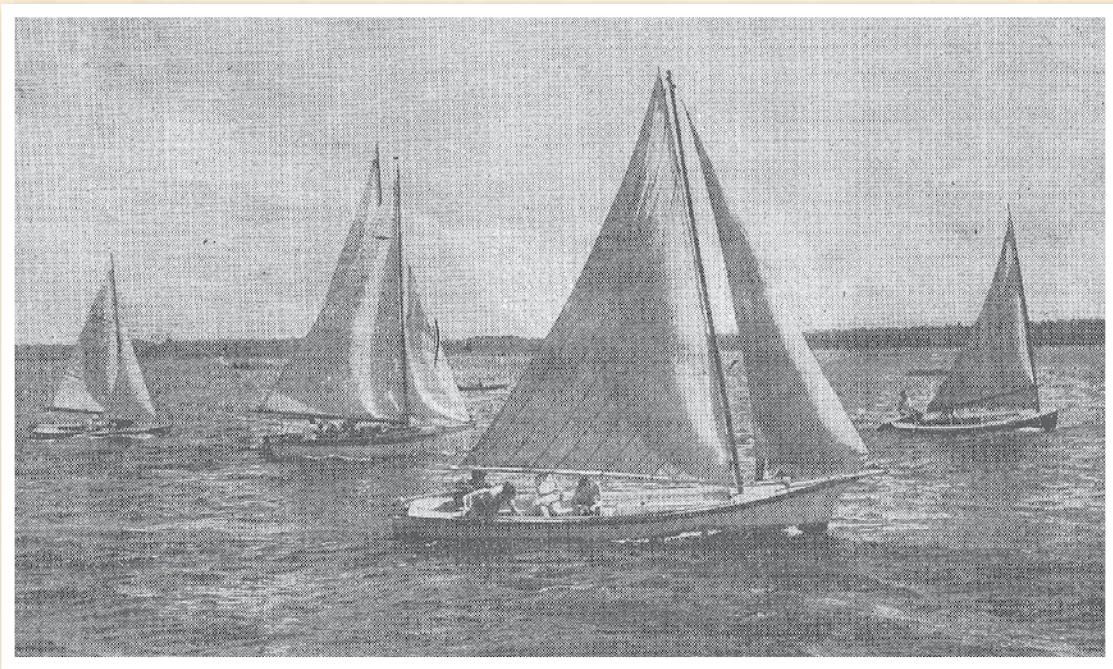
The Club hosted the 1948 Hampton One-Design National Championship as a result of Club member Lloyd Emory winning the previous year's event at the Hampton Yacht Club in H O-D #1 *Rough Passage*, now on permanent display (renamed *Jaysto* by a subsequent owner) in the Mariners' Museum at Newport News.

With membership approaching 200 near the end of the decade, a site committee was appointed to find a more suitable home that would support the future growth of the Club. However, none of the owners of prospective sites on Urbanna Creek were willing to sell. Interestingly, a portion of the Rosegill property on Urbanna Creek was a prime candidate, but the then owner of that local landmark did not follow through with a commitment to sell once the War had ended.

The Site Committee comprised of Reid Dunn, Allan McCullough, Marshall Moseley, Rucker Ryland, and Carroll Chowning conducted a comprehensive survey of eastern Virginia waters before submitting their recommendations to the Board to move its location to Fishing Bay at the mouth of the Piankatank River.



It all began above at 407 North Allen Avenue, Richmond, the home of Reid & Isabel Dunn. Here, Reid, McDonald Wellford, Robert S. Cochrane, Benjamin P. Alsop, Jr., John Marchant, J. Marshall Moseley, Matthew W. Maughan, Patrick A. Gibson, and Dr. Marvin Burton held the first formal meeting of the Urbanna Sailing Association. Three of the founders served as Commodores of the Urbanna Sailing Association, the Urbanna Yacht Club, and later the Fishing Bay Yacht Club.

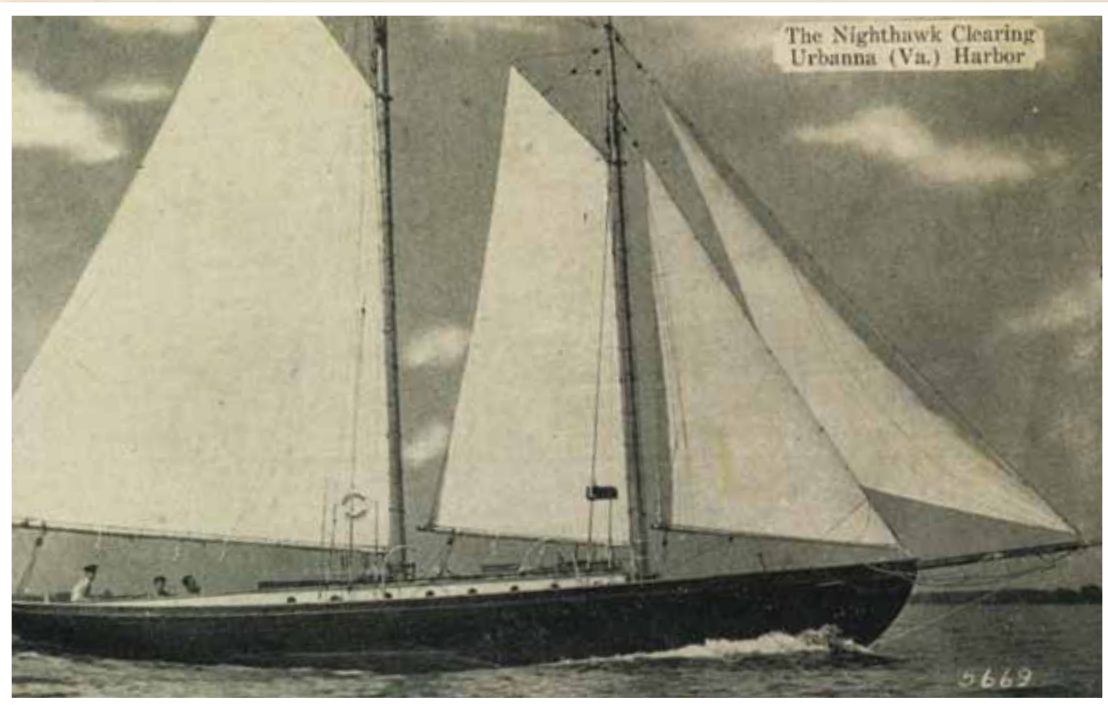


—Staff Photos.

TROPHY PRESENTATION AT URBANNA

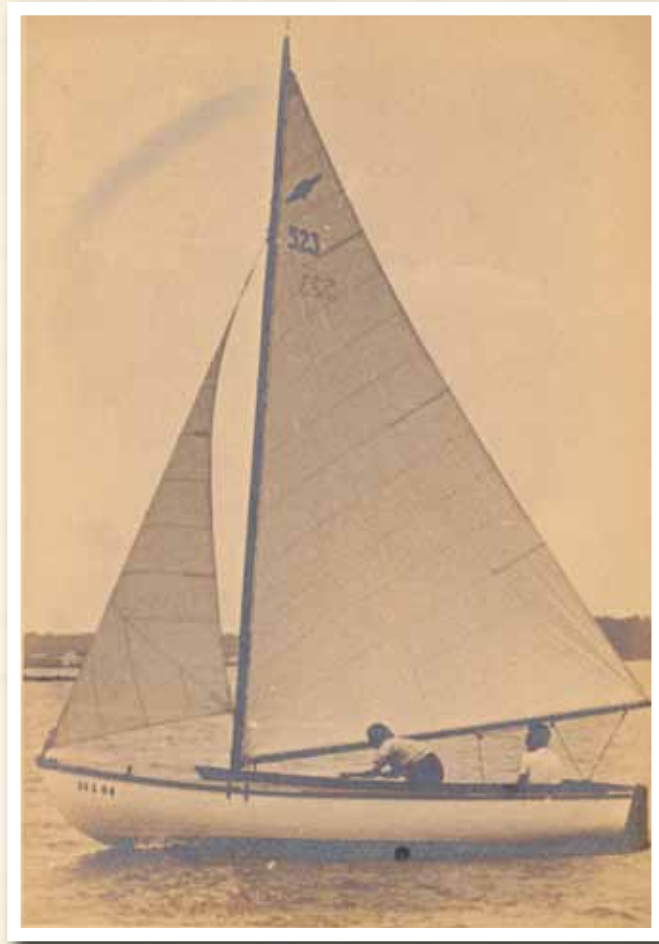
McDonald Wellford, chairman of the race committee of the Urbanna Sailing Association, is shown above presenting trophies to winners in yesterday's sailboat races at Urbanna. Left to right: Wellford, Dr. Marvin Burton, who finished first, Robert Taylor of Urbanna, second, and Matthew Maughan of Richmond, third. At top five of the thirteen participating boats are shown crossing the starting line.

Finish & Awards Ceremony at UYC First Race Series in 1939
Credit Richmond Newspapers



Courtesy *Southside Sentinel*

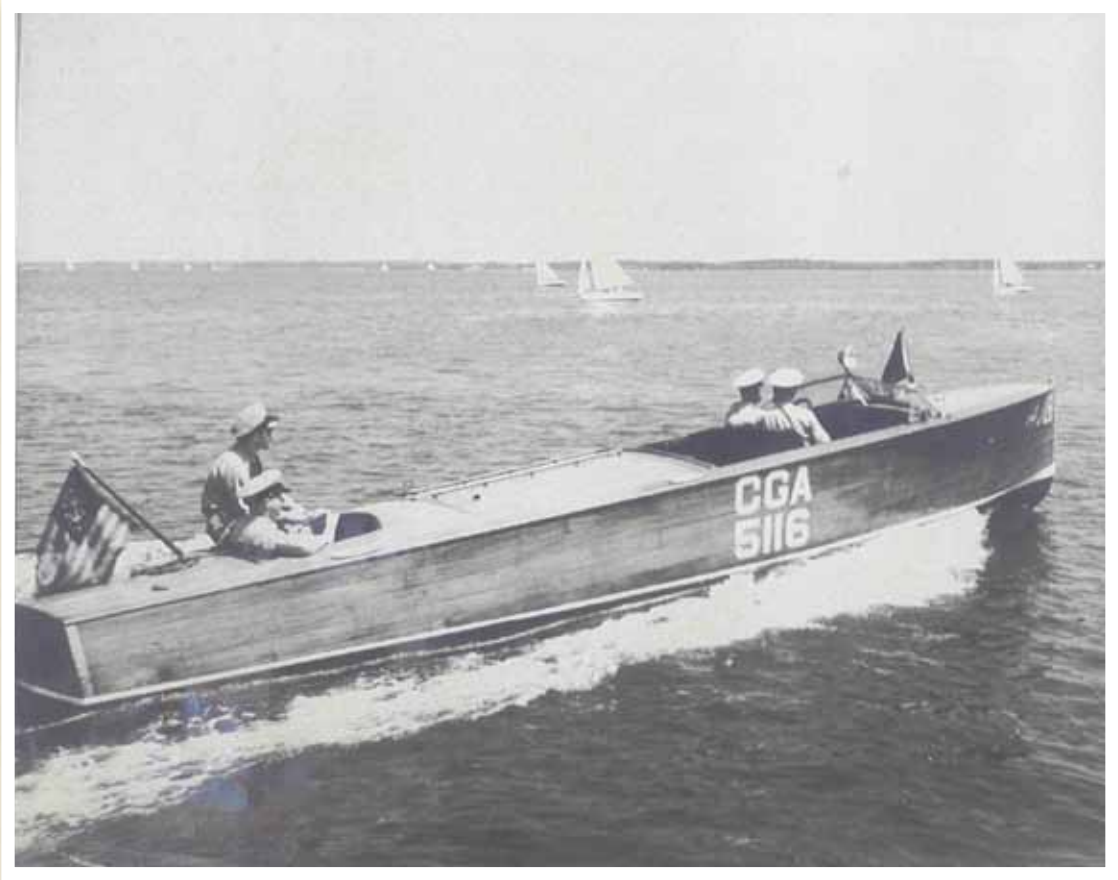
During WWII, according to Richard “Jud” Henderson in his book, Chesapeake Sails – A History of Yachting on the Bay, “Many of the Bay’s larger sailing yachts were donated to the U.S. Coast Guard for antisubmarine patrol. Known as the Coastal Picket Patrol or Corsair Fleet, these yachts conscripted into wartime service were mostly able sailing vessels that could stay at sea for long periods of time. They could not be detected by submarines from the turning of a screw. On the other hand, the sailing yachts, fitted with sonar and radiophones, could detect and report U-boats; they discouraged the German subs from surfacing near shore to use their deck guns or charge their batteries.” They were painted navy gray and outfitted with Spanish-American War or World War I era machine guns. Above is the UYC schooner *Nighthawk* under sail as pictured on a 1940s-era postcard. She and another UYC schooner *Windflower* both served under the ensign of the United States Coast Guard and made gallant records under sail in hunting down submarine wolf packs which were destroying Allied shipping off the Virginia capes. The *Nighthawk* was commanded by J. Rucker Ryland, who resigned from the office of UYC Commodore, and his second in command, Joseph L. Kelly, Jr., who resigned as Secretary.



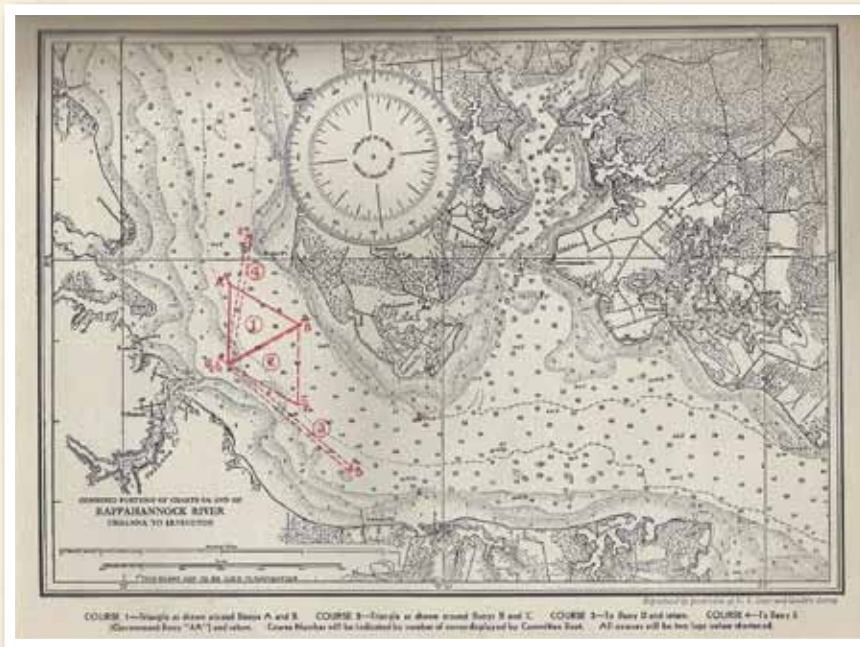
Winabouts are wooden open-cockpit sloops manufactured in New England during the 1930s & 40s in 16, 17 and 18-foot versions. The 1941 UYC Handbook lists a fleet of four 18-footers: Nos. 506 (E.C.Anderson), 521(James H. Scott), 522 (Elizabeth Barkley), and 523 (W.H.Schwarzschild, Jr.) The consecutive sail numbers of the last three suggest that a fleet purchase had been organized. Shown above is Harry Schwarzschild at the helm of his Winabout named *Susi* with an unidentified female crewmember. Son and current member, Tracy Schwarzschild, remembers first sailing on this boat with his Dad during the early 1950s after the Club relocated to Fishing Bay. Harry eventually donated *Susi* to St. Margaret's School in Tappahannock in 1962 and moved on to a modern fiberglass Galaxy 32 named *Rostrak* that became the boat to chase around the race course during the early 1960s. He later served as Commodore in 1967.



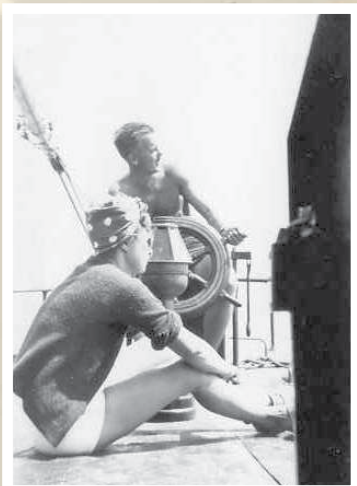
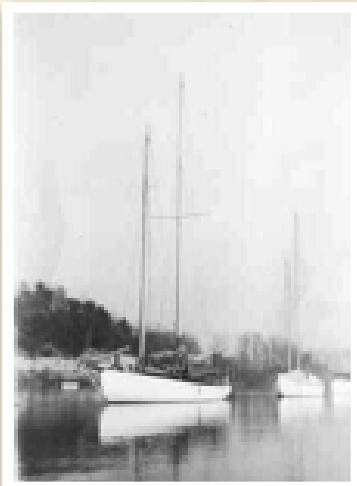
In 1944, the Virginia Sailing Association (consisting of UYC, Rappahannock River Yacht Club, Hampton Yacht Club, and Norfolk Yacht and Country Club), as a wartime measure necessitated by gas rationing decided to sponsor a consolidated annual regatta each year hosted by the individual clubs on an alternating basis known as the Virginia Sailing Regatta. UYC hosted the first of these regattas on July 29-30, 1944, on the Rappahannock River off Urbanna. Shown here is the start of the Hampton class at the first VSR with the committee boat *Pagan* officiating on the one-design course. The Virginia Sailing Regatta became such a popular event that the VSR continued into the 1960's with each participating yacht club alternating as host of this World War II vestige.



A special feature of the 1944 Virginia Sailing Regatta included a rendezvous of the Fifth Naval District Coast Guard Auxiliary flotillas. CGA Commodore Gordon Ambler fired the opening gun for the first race, and several CGA powercraft patrolled the racecourse over the entire weekend. Shown here is the 28-foot mahogany runabout *Dodge Water Car* owned by UYC member Lansing Eubank on patrol during the regatta.



Front and back of the 4-page 1944 UYC Annual Regatta program. For many years, the Annual Regatta was scheduled for early September each year adhering close to the dates of the first Annual Regatta over Labor Day, 1939. The format of this printed program was followed for over 30 years.



According to the 1941 UYC yearbook, as of March 1, 1941, there were nine registered yachts in the Cruising Class.. The few photos we have of these vessels include only the 53' schooner *Nighthawk* and the 51' schooner *Sea Toy II*. Pictured above are several images of *Sea Toy II* and her owner, Dr. George Z. Williams, an esteemed research oncologist at the Medical College of Virginia. He raced her actively and successfully around the Bay through the early 1950s until he relocated to accept a position at the National Institute of Health in Bethesda, Maryland. According to his grandson George Williams of Richmond, he participated as a member of John F. Kennedy's autopsy team following the President's assassination in 1963. Subsequently, he accepted a position in San Francisco later in the 1960s and moved *Sea Toy II* to California by water in incremental stages via the Panama Canal.



(L – R) Alice and James Scott (Commodore 1946) on Urbanna Creek in 1945 with Day Lowry (Commodore 1944 & 45) and fashionably-dressed Mac Wellford (a Club Founder)



Waterfront activity at UYC during the 1940s; Hugh William Graham preparing his boat to race in light air. The familiar entrance to Urbanna Creek from the Rappahannock is in the background.



Credit Richmond Newspapers

In 1947, Hampton OD #1 *Rough Passage* was acquired by club member Lloyd Emory, the owner of a daffodil farm in nearby Gloucester County. His sailing skill and prowess were legends on the Bay; so too was his ability to consume prodigious quantities of rum-laced “Gloucester” Cokes without impairing his sailing performance. Lloyd enjoyed immediate success with *Rough Passage* and won the HOD National Championship in August 1947 at the Hampton YC. Here he is pictured in 1948 with his crew, Brown Farinholt, and Vincent Serio, the Hampton’s creator, on Urbanna Creek during the 1948 National Championship races hosted by UYC at which he failed to defend his title by a narrow margin.



Courtesy The Mariners' Museum, Newport News, Virginia

The meticulously restored Hampton OD hull #1 in which Lloyd Emory won the National Championship in 1947 is on display at the Mariners' Museum in Newport News. However, Lloyd was only the third Club owner of the boat. She was first registered at UYC in 1940 when purchased by founding member and eventual 1948 Commodore Marshall Moseley. Marshall sold her to Henry Hutchinson, Jr. in 1941. Henry Hutchinson, the Hampton's second Club owner, was instrumental in holding the fledgling Urbanna Yacht Club together during World War II while serving as its Commodore for three years, 1942-44. The Henry Hutchinson Jr. Trophy is our Club's oldest perpetual award, having been deeded by the Board after his premature death at age 36 in 1947 resulting from medical complications during an appendectomy. The Hampton OD was designated the first award class for the perpetual trophy in 1947.



In addition to the Hampton, the Snipe was the other major one-design class at UYC until the arrival of the Penguins near the end of the decade. Pictured here is Reid Dunn's Snipe # 2555 *The Rebel* during the Virginia Sailing Regatta hosted by UYC in July 1944. Reid was a founding member of the Club and served as its Commodore during the first three years of UYC's existence, 1939-1941. According to SCIRA (Snipe Class International Racing Association) archives, the Urbanna Yacht Club had the only Snipe fleet ever officially chartered in Virginia.

The Snipe vs. Hampton Rivalry

In the history of the Club, there has always existed a friendly and healthy rivalry between the sailors of our various one-design fleets. Even back in the early days at the Urbanna Yacht Club, each fleet would self-promote to attract new sailors onto the starting line. It did not matter if these efforts were at the expense of other recognized fleets. In the mid-1940s, both the Snipes and Hamptons were competing for new members to swell their ranks.

Henry Hutchinson, Jr as Secretary in 1946, created the *Club Bulletin* that was the precursor to the present day *Log*, and Henry loved to exercise his muse through the composition of poems relating to sailing and the yacht club. Each issue included his original verses but one poem, composed for the June 24, 1946 issue, truly illustrates his literary talent as he unabashedly knocks the Snipe class in favor of his own Hampton O/D class.

The Hampton Won by Henry E. Hutchinson, Jr.

*When I was sailing one fine day
Came a Hampton One Design my way,
Alaying a course for Urbanna Creek,
With a yacht club burgee in her peak.*

*Chorus:
Hard alee, the wind blows free,
The Hampton One is the yacht for me.*

*She came alongside to my bow.
I said "If you'll race, I'm ready now."
We picked a channel mark downstream,
And off we went with the wind abeam.*

Chorus

*Her boot top showed, and then her chine...
The whole damn bottom left the brine.
Her washboard washed, and then she luffed,
I shouted "Ahoy! Have you had enough?"*

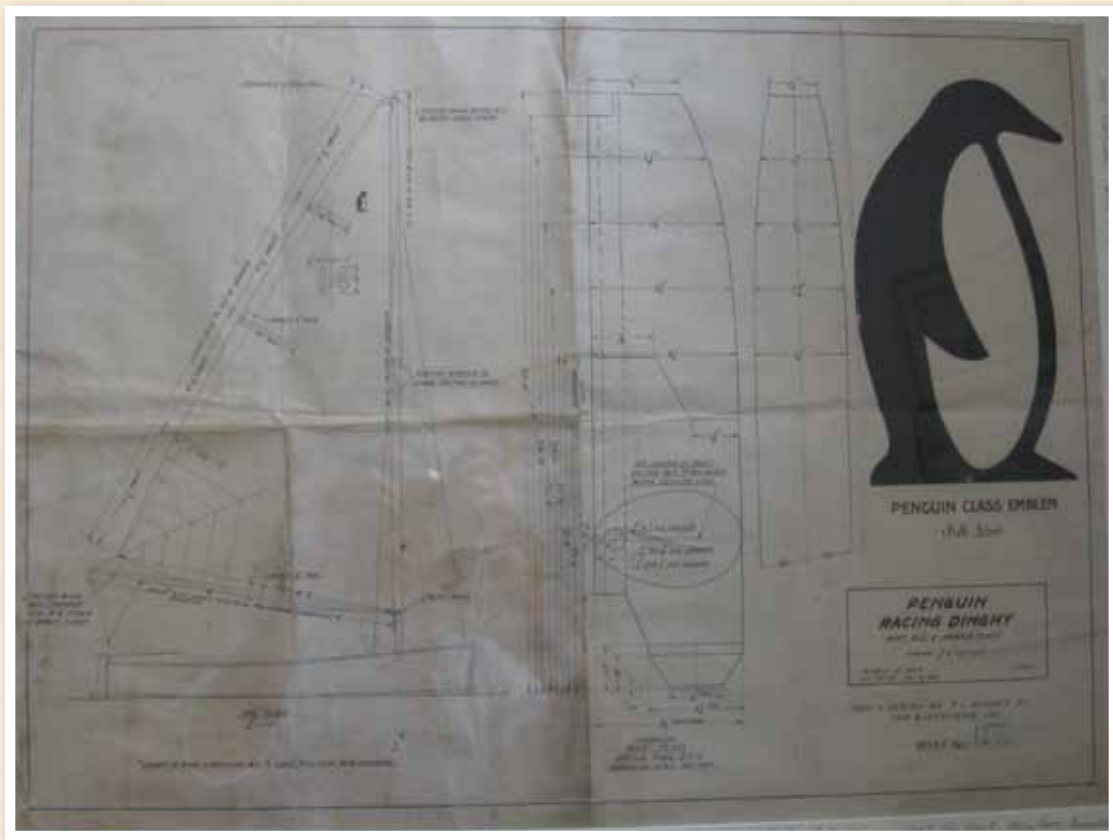
Chorus

*The crew hiked out on the Hampton One,
And answered "Hell! We've just begun!"
She trimmed her sheets, she layed out
handsome,
Then dead ahead she showed her transom.*

Chorus

*She crossed our bow on starboard tack,
We heard these words come flowing back
"Race in your class – you'll have no gripe,
But don't race a Hampton in your blooming
Snipe!"*

*Chorus:
Hard alee, the wind blows free,
The Hampton One is the yacht for me.*



The Penguin is an 11-½ foot cat-rigged dinghy intended to be raced by a crew of two. It was designed in 1933 by Philip Rhodes, but the class did not take off until seven years later when a group of northern Chesapeake yachtsmen first recognized its potential for introducing fleet racing at low cost to a broad range of people. The design, which utilized sheet plywood, proved ideal for simple home-built construction.

Pictured above are the plans for the Penguin Project of 1947. 15 Richmond members organized an assembly line of dinghy construction in a West End garage, all for the purpose of establishing a new one-design racing fleet at the Urbanna Yacht Club. The plans were donated to FBYC in 2004 by the family of architect Allan McCullough (Commodore 1951) who developed full-sized drawings of each individual component from which working patterns were made. The plans, framed with the name of each participating member and applicable Penguin name/sail number inscribed on the surrounding mat, are currently displayed on the second floor of the FBYC clubhouse.



Part II
A Permanent Home on Fishing Bay
1949 – 2014



Under the (still-existing) shade trees, a pensive Sue Sinnickson observes Hamptons, Thistles, and Penguins prepare to race at the 1952 Annual Regatta on Fishing Bay.

1949: Harry Truman was inaugurated President. George Orwell's dystopian novel *Nineteen Eighty-Four* was published. The Soviet Union detonated its first atomic bomb, and...

the Urbanna Yacht Club purchased a strategic two and one-half acre site located at the mouth of the Piankatank River on Fishing Bay from Tom Hawksworth for \$5,000. The new site, financed by a \$5000 mortgage, offered an ideal combination of a sheltered racecourse for small one-designs and a safe harbor for the mooring of cruising yachts on Jackson Creek, both within close proximity to the broader waters of Chesapeake Bay. The name of the Club was changed to Fishing Bay Yacht Club to signify its new location, and the now familiar red and white Club burgee was formally adopted.

Groundbreaking ceremonies for a new clubhouse, designed by architect member Alan McCullough, occurred on April 24, 1949, and on July 16, 1949, less than three months after the groundbreaking, the Club formally opened its clubhouse as host for the Virginia Sailing Association Cruise Week Race. In addition to the new clubhouse, a boat ramp and two piers – one on Fishing Bay and the other on Jackson Creek – were constructed. To finance the property improvements, the Club issued \$5,000 in Building Bonds purchased by the members in \$100 par value increments, and annual dues for some 200 members were established at \$10 for senior members, \$5.00 for wives, and \$2.50 for junior members.

During the 1950s, sailboat racing thrived at the new site with participation in annual regattas often numbering in excess of 100 yachts. Still the most intense competition occurred among one-design fleets of Hamptons, Penguins, and Sailfish rather than the larger cruising yachts. By mid-decade, the Hampton One Design fleet at FBYC succumbed to a new generation of higher performance dinghies: the fiberglass Mobjack that designer and member Roger Moorman manufactured in neighboring Gloucester County, and the cold-molded plywood Jollyboat designed by Uffa Fox and imported from Great Britain. In 1954, Lloyd Emory, now a Jollyboater, won both the Chesapeake Bay Men's Sailing Championship and the Central Atlantic Sailing Championship.

By the 1960s, the number of one-design yachts still far exceeded the number

of cruising yachts, but the number of members participating in cruising events approached the number involved in one-design activities. A vigorous schedule of races stimulated keen competition in closed-course and point-to-point races for the larger yachts. Mass production techniques for offshore yachts, utilizing low-maintenance fiberglass as an economical construction material, made family cruising as well as rail-down racing affordable alternatives for Club members. Numerous CCA and MORC rated yachts began to compete successfully around the Chesapeake Bay region. At the same time, one-designs proliferated with fleets of Sailfish, Sunfish, Kites, Jet 14s, Mobjacks, Jollyboats, Windmills, and Cougar catamarans taking part in racing events. As the number of dinghy fleets burgeoned around the Bay and the starting sequences needed to be lengthened, the Club held the Annual Regatta over two successive weekends for several years. In 1964, the Club was honored to host the quarterfinals of the Adams Cup, the women's national sailing championship, using its fleet of Mobjacks for the competition.

In 1968, a long-range development committee utilizing the various talents of the membership undertook the task of directing the Club's second major physical expansion. A swimming pool was the first (and most eagerly anticipated) of the new facilities installed in 1970, followed by a new bathhouse and pier on Jackson Creek in 1971.

During the early 1970s, one-design activity began a gradual period of decline although Hobie 16s, International 5-0-5s, and Albacores briefly injected new energy into Club programs. Then, in 1973, the Laser Fleet formed and experienced phenomenal growth after the Laser's selection as the Club's junior training boat. FBYC attracted significant one-design championship regattas during this decade as host of the Albacore Nationals, the Jollyboat North American and World Championships, and the Mobjack Nationals.

The 1970s brought significant changes to the Offshore Division with the implementation of the new but controversial IOR Rating System displacing the aging CCA rule and with the establishment of the "Bounders" fleet utilizing a simplified rating rule that introduced a broad spectrum of cruising yachts to competitive racing. By 1975, the increasingly popular "Bounders" (sometimes irreverently dubbed the "Boozers") had adopted the West Coast

PHRF Rule, and FBYC became the first club on the Chesapeake to use this rating system. Under the leadership of Club members Auzzie Jackson and Fred Williams, PHRF racing spread rapidly throughout the Bay region and eventually became recognized for CBYRA High Point Competition. Today PHRF remains the predominate rule for rating offshore yachts throughout the United States.

The increasing popularity of offshore racing created a need for a new race committee boat more suited for the open waters of Chesapeake Bay than for the sheltered waters of the Piankatank River. Accordingly, the Club purchased a wooden 40-foot deadrise cabin cruiser in 1980 and modified her for RC duty. Enthusiasm for the new committee boat was greatly subdued by the death of William C. B. Roberts, beloved Club Manager for over 30 years. It was a great loss to the Club, but, by christening the new committee boat *Mr. Roberts*, members would be reminded of Bob's loyalty, dedication, and stewardship that contributed so much to the success of the Fishing Bay Yacht Club. By the early 1990s, the committee boat was ready for retirement after many hours of racecourse duty. Her replacement was a newer fiberglass version sporting dual engines, offering greater reliability and open water capabilities. Outfitted in "state of the art" fashion, she is named *Mr. Roberts II*.

In 1986, the Club launched its third major physical expansion with the purchase of adjacent property just to the west of its cruising boat facilities on Jackson Creek. The completion of a third pier, addition of a hoist for a dry sailing facility, and conversion of an existing cottage on the site as a secondary clubhouse positioned FBYC to meet the expanding needs of its members through the 1990s. In 1997, the existing cottage, actually a converted chicken coop that had been relocated from a neighboring property during the 1950s, was demolished, and a larger, more functional structure built in its place. The new Clubhouse was christened "Fannie's House" in honor of Frances "Fannie" Taylor, who retired as Executive Secretary after 28 years of unflagging service to the membership of FBYC.

With the exception of the Mobjack and Laser fleets, all other one-design fleets were placed on inactive status by 1980 due to lack of participation. However, the two remaining fleets enjoyed a high level of competitiveness that more

than offset the effect of attrition among the other fleets during this decade. While the Windsurfer, J-22, J24, JY-15, Byte, and Front Runner (designed by Past Commodore Bill Spencer) achieved fleet status in subsequent years with varying degrees of success, perhaps the most notable growth occurred in the Flying Scot fleet that, throughout the 1990s and up to the present day, has continued to enjoy increased popularity among the ranks of our dinghy sailors.

Also, in the 1980s, offshore racing surged in popularity, with the PHRF gradually supplanting the IOR rating rule for the larger yachts. During these last two decades of the century, FBYC offshore yachts participated in a number of nationally recognized events, such as the Newport to Bermuda Race, Marian to Bermuda Race, the Miami to Montego Bay Race, the New York Yacht Club Cruise, and Block Island Race Week. In 1994, *Albemarle Pippin*, Strother Scott's New York 40, retired from a distinguished racing career spanning 16 years under the FBYC burgee.

For offshore yachts 30 feet and under, the MORC fleet dominated the 80s and 90s at FBYC. Also, J-24s and J-29s helped to swell the MORC ranks while competing on an offshore one-design basis as well. The dry sailing facility built in the mid-80s on Jackson Creek served to encourage these smaller yachts and helped enable some members to trailer their boats to compete in distant events such as Block Island and Key West Race Weeks and mid-winter championships in Florida. In 1987, FBYC hosted the MORC East Coast Championship, followed by the 1991 and 1997 MORC International Championships.

Beginning in the late 1980s, an enthusiastic group of members, primarily interested in "cruising, snoozing, and boozing," formalized a program of scheduled events to serve the non-racing segment of the Club. In the intervening years, participation has grown to the extent that some cruising events often attract a greater number of yachts than do the offshore racing events. The cruising class has a full schedule each year with trips and tours throughout the Chesapeake Bay region and as far north as New England.

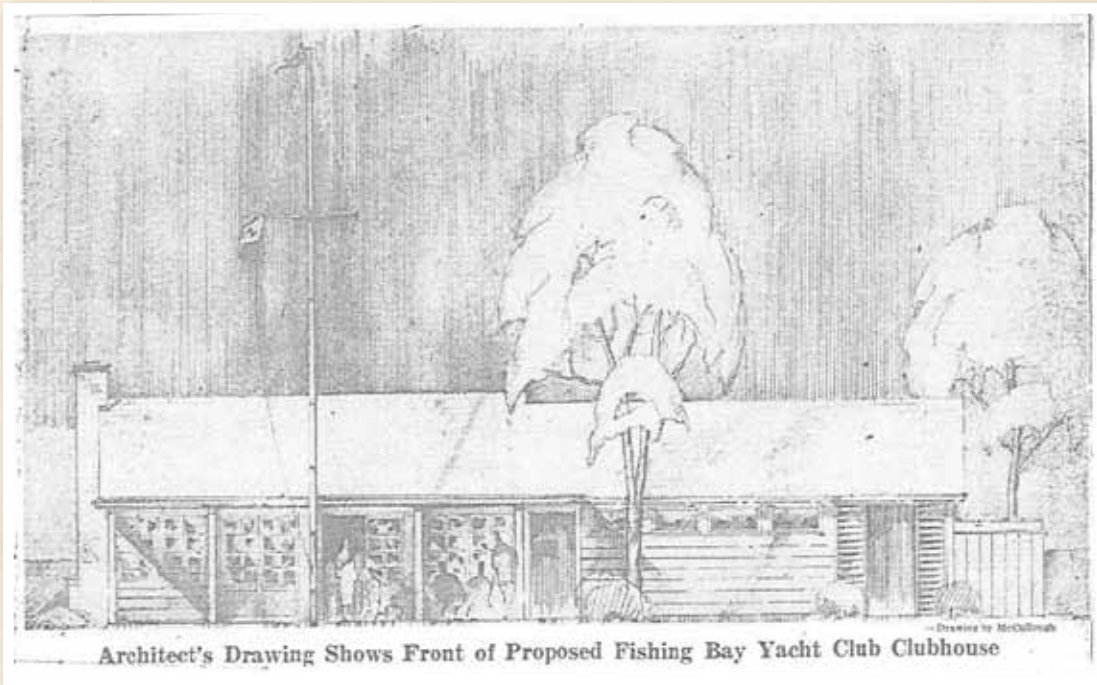
Organizationally, FBYC welcomed its first two female Commodores during the 1990s - Lydia Strickland in 1995, followed by Judy Buis later in the decade. As an extracurricular effort, Judy actively took the lead in committing the

Club to a sponsorship role in the Southern Chesapeake Leukemia Cup Regatta that raises funds to support victims of blood cancers.

As we approached the new millennium, the main clubhouse, constructed in 1950 and renovated in the 1980s, had outlived its functionality for Club events and for the expanding needs of the members. After much internal study and debate, it was decided to demolish the building that had served us well for half a century and to erect a new and larger clubhouse in its place. Under the leadership of Commodore Strother Scott, ably assisted by many member volunteers, a capital campaign appealing to the extraordinary generosity of the membership raised sufficient funds to proceed with construction. Accordingly, the existing site was cleared in the spring of 2001, which meant that FBYC had to confront the difficulties associated with conducting a sailing season without the benefit of a main clubhouse.

The new two-story clubhouse was officially commissioned at a gala ceremony on Opening Day, April 13, 2002. Past Commodores, representatives from area yacht clubs, other dignitaries, and a large crowd of members attended the ribbon-cutting event on a beautiful spring day. It is fair to say that the new clubhouse exceeded the expectations of all members, an accomplishment that can be attributed in no small part to the tireless efforts of Commodore Strother Scott who enjoys the distinction of being the only commodore to have served two consecutive terms since 1960.

In February 2004, FBYC completed the purchase of 2.1 acres of land adjacent to its eastern boundary, thereby increasing its property area by 40% and augmenting its priceless Fishing Bay waterfront. The systematic implementation of a master plan for the new property, which included expanded boat parking areas, a grass ramp for dolly-launched boats, and later a pool house in 2009, enhanced its functionality when integrated with existing facilities.

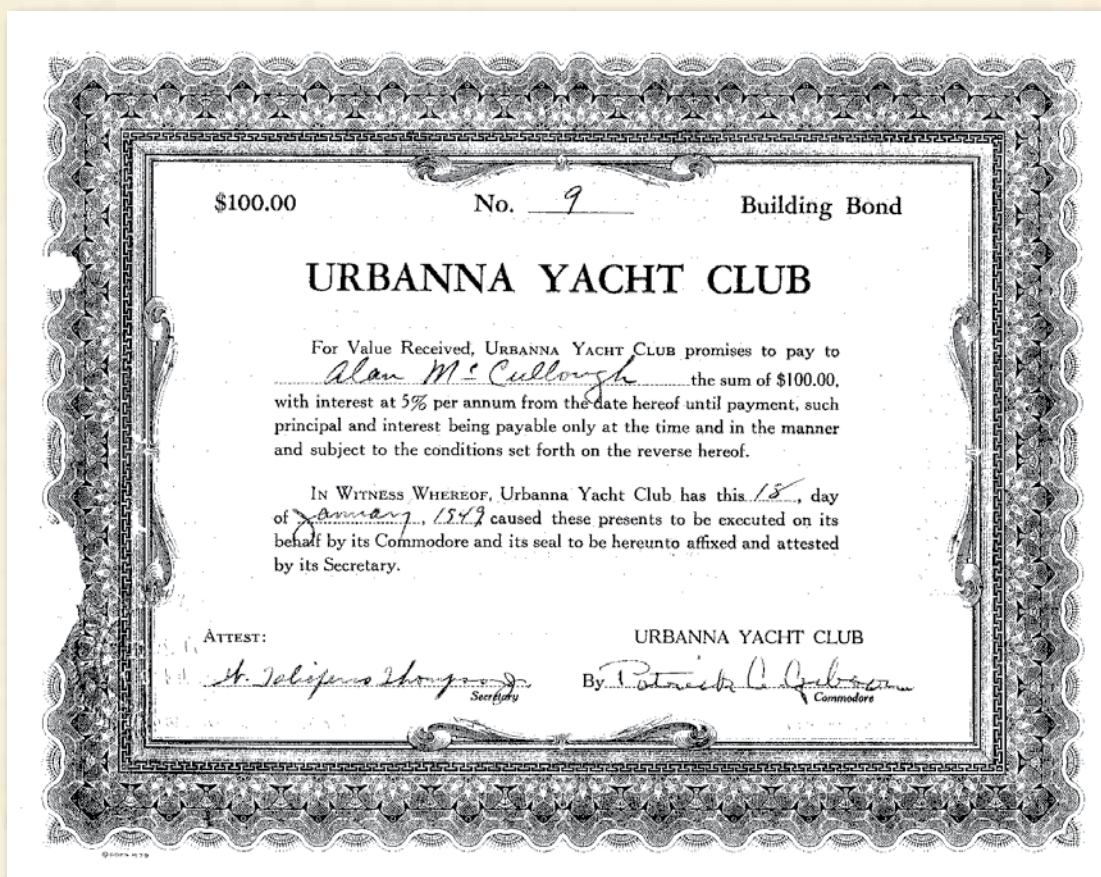


Credit Richmond Newspapers

This 1949 drawing of the proposed FBYC clubhouse was rendered by member architect Allan McCullough, later 1951 Commodore. It was constructed in less than three months.



The original clubhouse as it appeared in 2001 before being demolished to make way for the new clubhouse. It had undergone a number of modifications and improvements and served members well for over one-half a century.



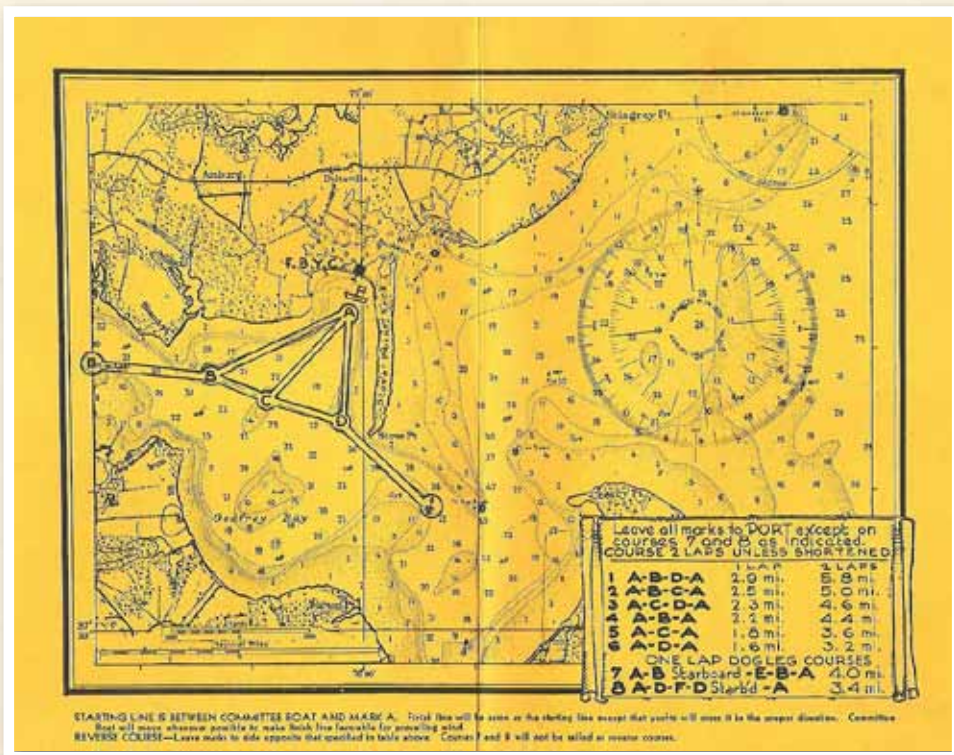
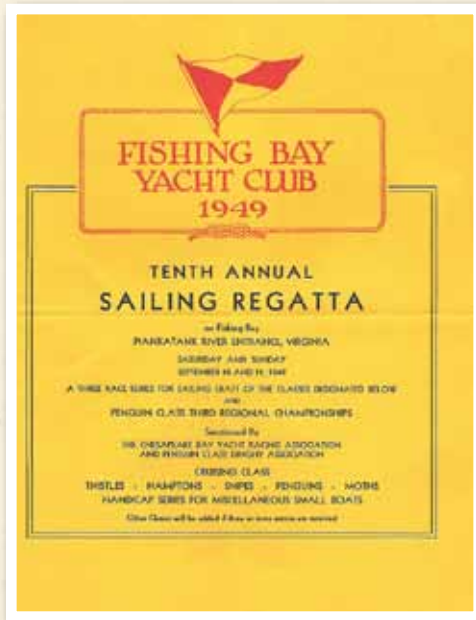
The Club financed its new \$5,000 clubhouse on Fishing Bay with \$100 Building Bonds purchased by members. The bond pictured here was issued to Alan McCullough. The 5% interest paid on the bonds took the form of a \$5 credit against annual dues. This seems like an insignificant sum until you realize that annual dues for some 200 members in 1949 were established at \$10 for senior members, \$5.00 for wives, and \$2.50 for junior members. Five dollars then represented fully 50% of the dues payable for a senior member. Some of these bonds are still outstanding.



The Origin of the UYC and FBYC Burgee Designs

On the occasion of the Club's 25th Anniversary, founding member Pat Gibson recounted the origin of our burgee design as reprinted below in its entirety from the May 1964 edition of the *Log*.

“Some of us may have supposed our burgee derives from the red and white of the Code Flag “F”. In fact they were taken from the original red and white squares of the Code Flag “U” reshaped to triangle and parallogram (sic). When we moved to Fishing Bay the letter “U” was removed; the remaining devices were extended so that the apex of the triangle and tip of the diamond touch. So now our colors are the red and white both of the “F” for Fishing Bay and of our historical “U” for Urbanna. Perhaps our choice in 1939 foretold our future home.”



Front & back covers of the first Annual Regatta program held by the new Fishing Bay Yacht Club in 1949.



A 1950 photograph of boating activity at the Fishing Bay Yacht Club likely taken during the 11th Annual Regatta. There is one Hampton OD in the center with a fleet of cruising boats at anchor in the background and several large power cruisers monopolizing space at the pier.



This 1950s-era aerial photo depicts the Hawksworth (later Stull) property in the center with the new FBYC clubhouse and Fishing Bay pier in the lower left. On December 31, 1948, the Urbanna Yacht Club purchased 2 ½ acres from Tom Hawksworth for \$5000. The yacht club property extended from Fishing Bay to Jackson Creek to the north where a pier accommodated the berthing of cruising boats.



A water level view of Penguins racing in 1953. The Penguin reign for adults at FBYC would be over in the mid-1950s when larger and affordable high-performance boats of fiberglass and cold molded plywood began to make inroads on the one-design scene. Thereafter, the Penguin would be consigned as a trainer and junior racer for the many war babies and baby boomers of club members who were coming of age.



Hurricane Hazel holds the notoriety of being the “baddest” storm in our Club’s history. In mid-October 1954, Hazel made landfall on the North Carolina/South Carolina border with 110 mph winds and highest estimated gusts of 140-150 mph before blasting the Chesapeake with 90 – 110 mph winds. FBYC experienced severe shoreline erosion and pier damage. Yachts of members on permanent moorings in Fishing Bay were beached. *Sea Fever* (top left) was owned by Dr. W. T. Thompson, Jr. and *Spindrifft* (bottom right) owned by Gene Sydnor. Incidentally, the young tyke with his father in the bottom left photo is Mayo Tabb, Commodore 2010.



This scene from a 1954 postcard shows activity during an Annual Regatta at Fishing Bay. Thistles, Hamptons, and cruising boats are in evidence. The shot was probably taken from the shore of the Hancock property which lay adjacent to the west of the Club.

By the mid-1950s, technological improvements arising from World War II were just beginning to filter down to the boat-building industry. In 1954, FBYC member Roger Moorman, a gunsmith from Gloucester Country who excelled in the Thistle class, began developing plans to create and produce a new type of one-design dinghy based roughly on the Thistle hull-form but constructed entirely of fiberglass.



The boat, named the Mobjack, was a high-performance 17-foot sloop that was virtually unsinkable and came with such innovations as a self-bailing system and aluminum spars. It incorporated ideas Moorman had picked up in his years of sailing concerning what a sailboat should be in design, function and safety features. Moorman finished construction of his first Mobjack in the fall of 1955, and FBYC was the first racing venue of the Mobjack during its Annual Regatta held over August 18 & 19, 1956 allowing the Club to lay claim to being the “Birthplace of the Mobjack.” The final standings for the Mobjack class in that Regatta were Alan Hicks in 1st place, followed by Roger Moorman, 2nd, and Andy Sinnickson, 3rd. All were FBYC members. FBYC was issued the first Mobjack fleet charter in 1959. The Club hosted the first Mobjack class championship in 1959, and several Club members are past national champions of the class.

Roger Moorman is generally acknowledged throughout the marine industry to be a pioneer in early fiberglass boat construction. He is shown above at the helm of his Mobjack in 1962.



Credit Richmond Newspapers

In the 1950s and 60s, a racing dinghy from Britannia ruled the waves: the Jollyboat designed by noted marine architect Uffa Fox. From Massachusetts to Georgia, from Long Island to the Great Lakes, the Jollyboat spread the gospel of high-performance sailing to a new generation of racers. The 18-foot sloop was constructed of cold molded plywood friendly to mass production techniques and weighed in at featherweight 250 lbs. It blew the competition away with its stunning speed. Coincidentally, on August 19, 1956, the Jollyboat and the Mobjack made their first racing appearances at the FBYC Annual Regatta. Both represented a new genre of racing dinghies that quickly spelled doom for the older breeds of boats at FBYC. FBYC Hampton One class champions, Lloyd Emory and George Roper, immediately purchased Jollyboats as did Club stalwarts Alan McCulloch, Dr. Eddy Eppes, Dr. Howard McCue, Pat Gibson, Murray Clark, and Ralph Lynn. Pictured above is Claire Gibson, daughter of Club Founder and past Commodore Pat Gibson, at the helm of US 224 in 1959. The crewmember next to her is Sam Dunn, son of Founder and past Commodore Reid Dunn. The second crewmember is unidentified.



Pictured at the top are six Jollyboats frostbiting on a frigid day in Fishing Bay in 1958. Directly above is a close-up view of three of the Club's more accomplished sailors in its history. From left to right are Drew Sinnickson, Johnny Hawksworth, and Ralph Lynn at the helm, undoubtedly educating the youthful prodigies on the fine points of frostbite racing.

Ralph C. Lynn was a dominant personality at FBYC during the 1950s, 60s, and 70s. From the inception of the Jollyboat fleet at our club in 1956, he became its tireless promoter and caretaker who nurtured the class from its exuberant beginnings through its demise as a viable racing fleet in the 1970s. After health issues forced his retirement from racing, he served for a number of years as Race Committee Chairman. While he never became Commodore, he must be considered one of FBYC's most influential sailing ambassadors.



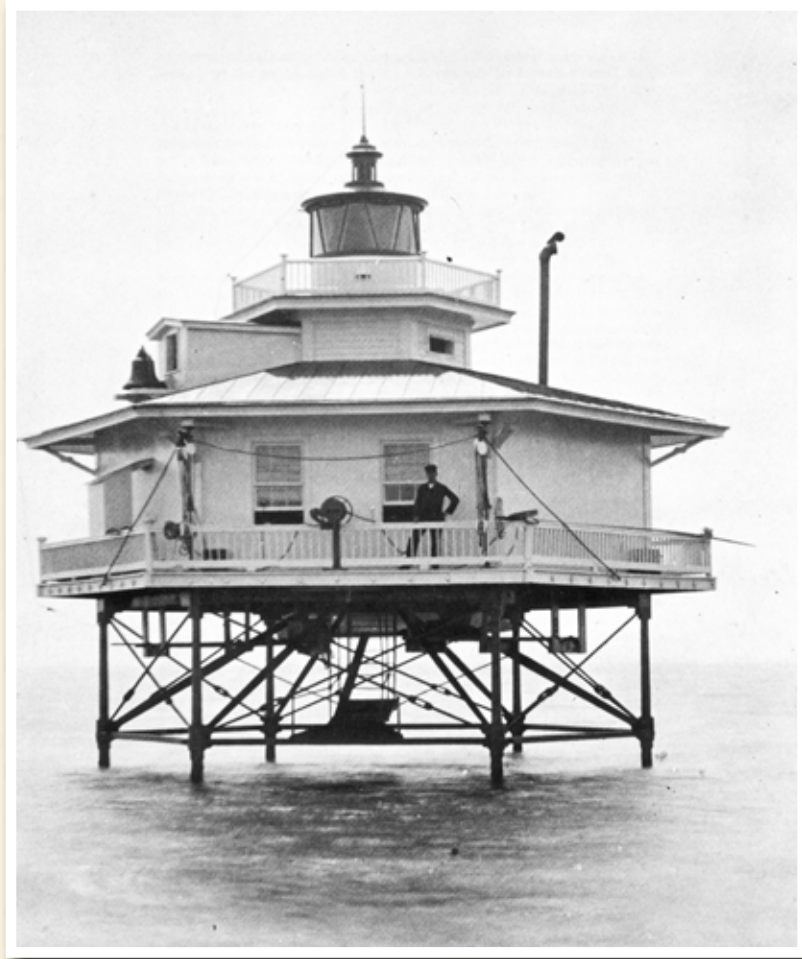
Credit Richmond Newspapers

Opening Day for FBYC is a ceremonial occasion officiated by the Flag Officers, conducted by a Chaplain, and featuring races for the Offshore Fleet. Opening Day is held in April each year and can often be plagued by foul weather as pictured above in 1960. At the conclusion of the ceremony, a shotgun is fired and the colors hoisted signaling the start of a new season. Here, Marshall Moseley, a Club founder and 1948 Commodore, with arm extended prepares to raise the American flag and FBYC burgee.



Credit Richmond Newspapers

Pictured here in the foreground is George Wayne Anderson's *Allons* at the 1965 FBYC Annual Regatta. During the 1960s, he actively campaigned this 40-ft Sparkman and Stephens designed wooden yawl. Formerly named *Robin*, she had once been the personal yacht of the legendary Ted Hood of Hood Sails. George flew the FBYC burgee on many high-profile ocean races with several FBYC members as regular crew sharing the glory. We are fortunate that George left a paper trail of his experiences in the *Log* of that era. His articles are distinguished, not only as a record of racing events, but also as a delightful commentary on the joys, frustrations, and practical aspects of racing an offshore yacht some four decades ago. It is interesting to note in above image that his competition in 1965 are mostly fiberglass vessels, evidence of the inroads that this new synthetic material had made on the racing scene in just a few short years.



In 1965, Stingray Point Lighthouse, a historic icon to Club members since 1939, just vanished, a victim of Coast Guard budgetary constraints. Only a navigation light remained on the old screwpile foundation, dubbed a “spider” due to its arthropod appearance and its obvious lack of charm. For over 100 years since 1858, the lighthouse had guarded the waterways to the Rappahannock and Piankatank Rivers, its quaint cottage serving as a familiar landmark for Chesapeake mariners. Above is Stingray Point Lighthouse pictured most probably during the early 1900s when it was manned.

Members Brent Halsey and Jimmy Rogers, owners of the Stingray Harbor Marina, reconstructed an exact full-scale replica of the Lighthouse on the grounds of the marina during the 2000s from the original 19th century plans and painstaking measurements of original screwpile base that survived.



A 1963 article in the FBYC Log titled “Cougar News” by Bob Hall, Jr. announced “that the Charter has been received from the International Cougar Catamaran Association officially designating Fleet #10 as the Fishing Bay Fleet.” The Charter Members of Fleet #10 were recorded as Frank Hargrove (Sail #15), Leslie Campbell (Sail #73), and Robert G. Hall, Jr. (Sail #28). (Frank Hargrove served as the Club’s Commodore in 1969.)

Pictured above are the wood-constructed Cougar Cats on the beach preparing for the 1965 Nott Cup race. The Nott Memorial Perpetual Trophy, awarded annually by FBYC, was first presented in 1965 in memory of William Sarsfield Nott by Frank Nott and Mrs. W.S. Nott to the winner of the long-distance offshore race in the Cougar Catamaran Class until the fleet folded after 1975, due possibly to the insurgence of the new cat on the block, the fiberglass Hobie 16 introduced in 1972.



For many years, the Club's Annual One-Design Long Distance Race over Labor Day featured a long trek up the Piankatank, a couple of miles past the bridge, to the Carousel, a stately home on the Gloucester shore, and then, after lunch, a return race to Fishing Bay. In the above image, the red Jet 14 skippered by Tracy Schwarzschild is leading the blue Jet 14 skippered by Dr. George Prout as they approach the Piankatank River Bridge from the west on the return leg of the 1965 Long Distance Race. The picture was taken by George's wife, Loa, from atop the bridge. Tracy led until he fouled George before the finish in a port-starboard situation during a tacking duel. George later sent this picture to Tracy with the notation: "Sorry about that right and left stuff. Your pal, George."



This dramatic image, captured by a Richmond Newspaper photographer during the 1966 Annual Regatta, pictures several Cruising Division competitors seemingly suspended in space during a hazy, hot, and windless day on the Chesapeake. During this era, the FBYC Annual Regatta was split into two components, One-Design Dinghy and Cruising Divisions (now termed the Offshore Division.) It was not until 1980 that a separate Offshore Division Annual Regatta was constituted over Labor Day. This Regatta evolved into what is known now as the Stingray Regatta that attracts participants throughout the Bay region.

The headline in the Sports Section of the June 22, 1956, edition of the *Richmond Times-Dispatch* proclaimed: "Southern Star Arrives Flying Stars and Bars." The first Richmonder to enter the famed Newport-Bermuda Race had completed a difficult and stormy passage in 75th place out of a record field of 89. Thus began a 14-year quest by member Dr. James Mullen to earn his laurels in this prestigious biennial ocean race that was first held in 1906. Ultimately frustrated in his final attempt to capture the first-to-finish award, Jim Mullen's campaign involved a series of four yachts culminating with the behemoth 75-foot aluminum cutter, *Southern Star IV*.



Plans for the final *Southern Star* were started in 1967. Jim wanted to take one more crack at the Bermuda race and had Bill Tripp design a boat at the upper limit of eligibility for the Bermuda circuit. Nearly two years of design work resulted in a 75' all-aluminum sloop, which was probably the fastest cutter in the world. Built by Stephen's Marine in Stockton, California, the ship was completed in January, 1970. After a few short shakedown cruises, Jim and his crew left San Francisco March 1 and arrived at the Chesapeake Bay May 1, only a month and a half before the 1970 Bermuda race. Preparations for the race were considerably more complicated than those for the 1956 race. The new *Southern Star* required a crew of twenty-three for a major race.

Blessed with rough seas and strong winds, conditions which were best for the huge ship, *Southern Star* covered the first 650 miles in three days. With Bermuda only 30 miles away (and *Southern Star* leading the entire fleet), an absolute flat calm hit; and the craft and its crew were dead in the water for over twelve hours. Recalling with obvious disappointment, Jim said they were less than a quarter mile from their main competition throughout the calm and when the wind finally came, it filled the opponent's sails first and blew away their hope for a Bermuda Cup (finishing second in elapsed time). This race turned out to be Jim's last since the upper eligibility limits were lowered for the 1972 race and *Southern Star* failed to qualify.



In 1967, Ray Munsch, an accomplished FBYC sailor who had grown up in Penguins and Jollyboats and later sailed on the U. of Pennsylvania sailing team, acquired a Flying Dutchman. The Dutchman is a fast two-man planing dinghy that requires a high degree of skill to race well. At that time, it was an Olympic class and probably one of the most competitive sailboats in the world. After campaigning for a few years, in 1971 Ray purchased a more competitive wooden Dutchman built in Australia which he named *Revelation*. He dominated the Dutchman fleet on the Bay that year and won the FD East Coast Championship in Atlantic Highlands, NJ. After losing his regular crew because of a move to NY, Ray convinced Sandy Clark, an FBYC member, to join him on

a quest to qualify for the Olympic Trials for the 1972 Olympics in Munich. After a few local regattas, Ray and Sandy were off to the 1971 US Nationals (pictured above) at Rochester Y.C. (Lake Ontario) where they finished second overall, only 3/4 of a point out of first (won by Ben and Eric Hall, later founders of Hall Spars). Their performance qualified them to represent the U.S. in the upcoming World Championship in Australia, which they were unable to enter, and the all-important 1972 FD Olympic trials held in May at the Buffalo Canoe Club in Canada on Lake Erie. Although performance in the Trials was marred by equipment breakdowns and mediocre boat speed attributed to the use of a new experimental mast section without adequate time for testing, Ray and Sandy's campaign probably represented the closest any FBYC sailors have ever come to winning an Olympic berth. And they did this without any outside financial support or professional coaching.



In the early 1970s, the I.O.R. (International Offshore Rule) supplanted the old CCA rule for rating offshore racing yachts. At FBYC, this evolution was best exemplified by the yacht *Rappahannock* pictured above. Owned by Alan McCullough (Commodore 1951) and Bev Crump (Commodore 1982), the Carter 37 *Rappahannock* was one of a new breed of IOR rated boats designed by the office of naval architect Dick Carter who had the reputation of launching successful hulls exploiting the new rule. And successful she was in winning the CBYRA High Point Trophy for Division I on the Lower Bay in 1974. *Rappahannock* amassed her total points by racing in only eight sanctioned races but winning six of those races and placing third in the remaining two to edge out a strong Hampton Yacht Club contender, Ralph James in his Tartan 41, *Tramp*. Up until then, this was only the second time in our history that a club boat had won a first place CBYRA High Point Trophy. In the 1975 Log, Bev Crump attributed *Rappahannock's* success to the high degree and coordination of his all-star crew listed as : Matt Hulcher, Charlie McDowell, Drew Sinnickson, Bill Gieg, Norman Call, Mac McCullough, Rives Potts, and Ben Ackerly in addition to Susan Crump, navigator, and owners Alan McCullough and Bev Crump.



Bob Graham Photo

The FBYC waterfront during one-design Annual Regattas is usually a frenzy of activity. This was especially so in the 1970s when many more classes of boats participated than do today. Here Jollyboats, Cougar Cats, Kites, and a Mobjack dominate this bright scene from 1974 captured by member Bob Graham.

The Lloyd Phoenix Trophy

Lloyd Phoenix graduated from the U.S. Naval Academy in 1861, served in the Civil War, and witnessed the historic battle between the ironclads Monitor and Virginia in Hampton Roads. In 1865 he resigned his commission and became a successful businessman and yachting enthusiast. In 1910 with his most famous yacht, *Intrepid*, he won the New York Yacht Club's "Cruise" The Cup he won was later donated to the Naval Academy and named the Lloyd Phoenix Trophy. For many years, the Lloyd Phoenix Trophy was awarded annually to the Yacht Club and Skipper winning the Lloyd Phoenix Regatta held annually in the old N.A. Luders 44' yawls for competition amongst clubs primarily from the Chesapeake Bay region.



In 1974, FBYC was invited by the Naval Academy to participate in the 15th annual event along with crews from ten other CBYRA clubs. This was not the first time the Club had competed for the Cup since invitations were issued on a rotating basis, but, in those earlier attempts, we had been unsuccessful. Annapolis-area clubs normally dominated using their local knowledge of the racing area which challenged the ponderous Luders 44 (pictured above) in normally light and capricious winds. However, this time, skipper Johnny Hawsworth (Commodore 1986) and his crew, which included Wayland Rennie (Commodore 1985), squeaked out a win in the last race over the Annapolis Yacht Club to bring home the prestigious Cup, the first and only time in FBYC history.

In 1986, this regatta was expanded and became USSAILING's National Offshore Championship. Therefore, in addition to the engraving of FBYC and Johnny Hawsworth on the trophy, you will find the names of such sailing luminaries as Gardner Cox, Scott Allen, Richard Lippincott, Charlie Scott, Charles Ulmer, and Roy Disney.



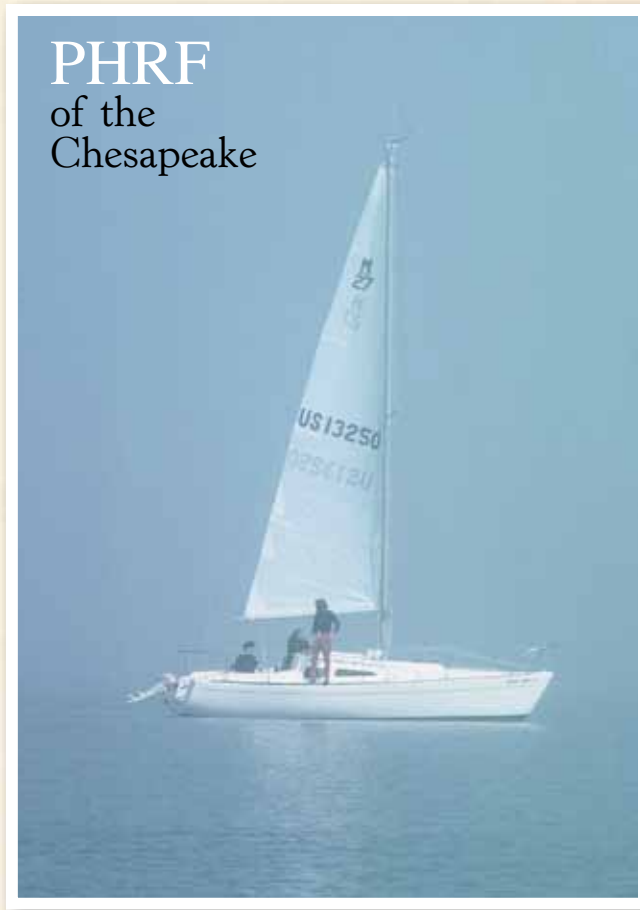
The Laser class experienced spectacular growth at FBYC in the 1970s after its introduction early in the decade. Enthusiasm by its Richmond members spilled over into the winter when a spirited frostbite series was instituted at Swift Creek Reservoir. This image that appeared on the back page of the 1974 Annual Regatta program shows four fearless Laser sailors in the depths of winter dealing with the brisk, shifty winds that often prevailed that time of year. From left-to-right are Jere Dennison (4035), Brent Halsey, Jr. (no number), George Barrows (4065), and Ray Munsch (3457) in the lead as he usually was in both winter and summer - early adopters all as evidenced by the four-digit sail numbers. Worldwide, over 200,000 of this highly successful Bruce Kirby design had been produced by 2012.



For years, the first harbinger of the each new sailing season for members was the much-anticipated February appearance in Richmond by sailing cinematographer, John Biddle. Hosted by the Club's Winter Program series and open to the public, the event normally filled the Mary Munford School auditorium to capacity. The above flyer appeared in the January 1975 *Log* to promote the show.

In this day and age when thousands of sailing videos are available literally at our fingertips through smart phones, tablets, and computers, it is hard to conceive that back then there were few venues in which one could thrill to action films glorifying our favorite sport. Into the breach stepped Philadelphia-born John Biddle who, for forty years beginning in 1956, delighted thousands at yacht clubs around the country with 90 minute presentations of three or four sailing events from the previous year. Put to music, his films were narrated in person to convey exhilarating and amusing highlights in his own inimitable style. In 2009, he was inducted *post humously* into the America's Cup Hall of Fame, and Gary Jobson has said that "his film archive is one of the most comprehensive and important yachting libraries in existence." FBYC was indeed fortunate to have been scheduled on his annual itinerary throughout the nation.

Back in the 1970s, the IOR was the preeminent rule for handicapping racing yachts, and new racing designs flew off drawing boards to maximize performance under specifications of the new rule. The problem was that a huge number of yachts built to the old CCA rule, which had predominated in the 1960s, were rendered competitively disadvantaged by the IOR. And an expensive measurement process was required to generate an IOR rating. The search was on for a low-cost alternative rating formula that would allow a wide range of hull designs to compete fairly against each other.



At FBYC, Fred Williams with his pre-IOR Morgan 35 devised a simplified rule based on a minimum of boat specifications. In 1974, an offshore fleet formed at FBYC called the “Bounders” used this rule and proved popular among many cruising types because of its hassle-free approach to family racing.

Meanwhile, in Southern California a group of yachtsmen developed a new approach to handicapping, and organized the Pacific Handicap Racing Fleet that assigned handicaps to classes of cruising boats based on observations of actual performance, instead of operating entirely on measurement or design information. The system was inexpensive, easy to administer, and produced ratings quickly.

According to the *History of the PHRF of the Chesapeake* “In 1975, a Chesapeake sailor [FBYC member & Chief Bounder Handicapper], Auzzie Jackson [pictured above in his Morgan 27 *Sarah J* circa 1974], visited Southern California and became interested in this new and popular handicapping system after picking up a policy book and reading it. He was so enthusiastic that he brought the system home to the Fishing Bay Yacht Club to be used in club racing. Renamed the Performance Handicap Racing Fleet, the first Chesapeake PHRF system under the patronage of Auzzie and Fred Williams soon spread throughout the Southern Bay and to clubs in the Northern Bay as well.”

Fred Williams served as the first President of PHRF of the Chesapeake from 1975-81, and his Richmond home became the headquarters for the organization during this time when the class experienced spectacular growth to over 1000 rated yachts. Thereafter, the headquarters moved to various locations in Maryland. In more recent years, a second FBYC member has served as its President - Mike Dale, during 2011 & 2012.



From at least the early 1950s when the club relocated from Urbanna, our committee boat was the *Black Cat*, a WWII vintage surplus vessel converted to civilian use and chartered from Gene Ruark. Gene berthed her at his nearby marina and maintained her unpredictable mechanical systems. But she was a tough old gal, for she kept our race committees afloat for about 25 years. Thanks to member Bob Graham, we have located a picture of this less than photogenic vessel on station in the early 1970s. In spite of her eccentric appearance, she never sank, at least on the racecourse, and always brought our committee members home safely.

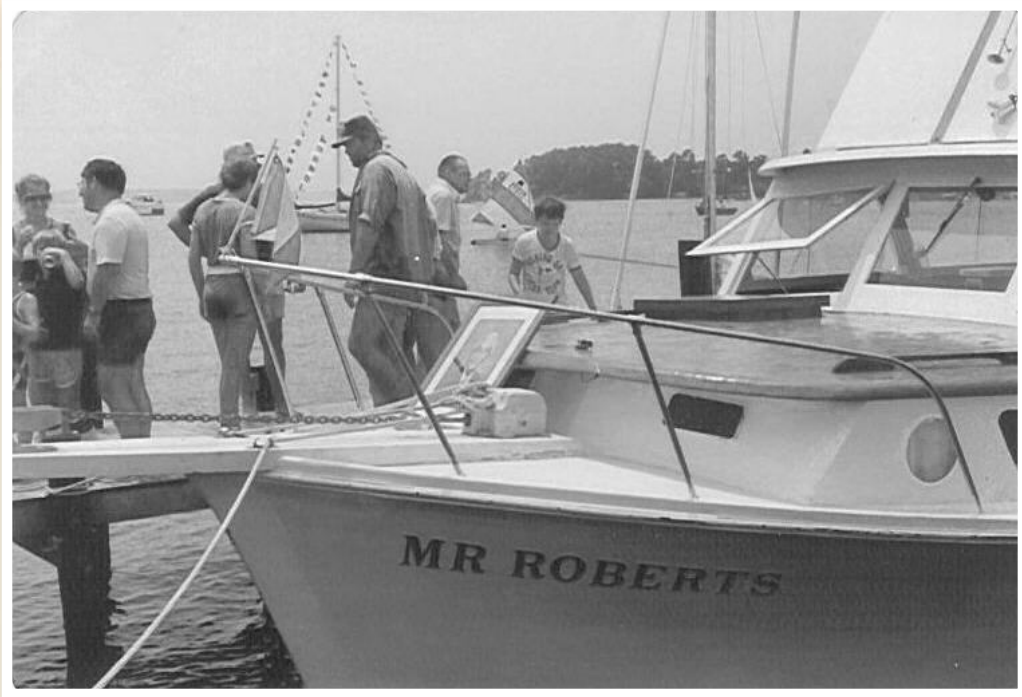
However, in early 1975, our Board began to have real concerns about the age and continued serviceability of the venerable *Black Cat*. Some members felt that the club should purchase a new committee boat; others supported the retention of *Black Cat* until proven absolutely unsafe. The controversy raged. It wasn't long before Gene Ruark acted preemptively to protect his charter arrangement with the club.

An opportunity presented itself in the form of a 27-foot Broadwater Express Cruiser, a modest pleasure boat easily convertible to yacht club duties. A special committee was appointed by the Board to assist Gene in the selection of a new committee boat and confirmed his choice of the Broadwater. The July, 1975 *Log* stated that “the new boat has a single inboard engine with power to spare, overnight accommodations for four, well equipped galley facilities, and a spacious cockpit for race committee work.” This red-hulled vessel was rechristened *Wildcat*, probably in homage to the memory of her black-hulled predecessor, a floating FBYC icon for so many years. Unfortunately, no photos of the *Wildcat* have been located.



Coast Guard icebreakers cleared channels in the Chesapeake Bay...food and supplies airlifted to Tangier Island...the hardest freeze since the winter of 1917-18. The Chesapeake Bay was glazed over from the C&D Canal to Cape Henry, and Fishing Bay became a bleak arctic seascape. It was dubbed the Big Chill of January, 1977. At FBYC, Jackson Creek was frozen solid. This was a time when few, if any, of the club's cruising fleet spent the winter months on the hard. They were left afloat to survive in the harshest frigid conditions experienced before or since in the history of our club.

In spite of members being able to walk (or even skate) on the ice around their boats in their slips, few boats incurred any serious damage. Evidently the slight bobbing of the boats in the water managed to create a small, ice-free perimeter around each vessel. Thanks to the photo collection of member Bob Graham, we have a visual record of this rare climatic event, and several of his photographs are reproduced here.



William C.B. 'Bob' Roberts was FBYC's first Club Manager from the move to Fishing Bay in 1949 until his death 30 years later in 1980. Although his nickname was 'Bob,' he was always formally, but affectionately, addressed as 'Mr. Roberts.' A retired Coast Guardsman who served in WWII, he seemingly was omnipresent on the club grounds year round and undertook many major maintenance projects on his own rather than relying on contractors. His support of the Club's junior program was the reason that Members in 1962 created the Roberts Bowl as a perpetual trophy to the junior sailor "who has shown the most interest in sailing as evidenced by enthusiasm, improvement in sailing techniques, awareness of the rules of waters safety, and cooperation with members of the Junior Activities program." Mr. Roberts was also honored with the 1978 award of the Club's Matthew Fontaine Maury Bowl for his "outstanding contribution to sailing."

Pictured here is the christening of the Club's first-owned committee boat in the spring of 1980. It was named for Mr. Roberts and a photographic portrait on the foredeck that day hangs on the wall of the clubhouse near its entrance. A wooden vessel, it served for over 10 before being replaced by the current fiberglass *Mr. Roberts II*.



Member Rives Potts, son of Past Commodore Allen Potts (1971), grew up sailing on the Chesapeake Bay. Besides racing with his father and his Uncle Jimmy Mathews, he got his real start in sailing at FBYC crewing variously for Drew Sinnickson on his *Penguin*, Andy Sinnickson on *Michekemoo*, and Alan McCullough and Bev Crump on *Rappahanock*. In 1979, he and his sister Jane crewed aboard Ted Turner's 61-ft. *Tenacious* during the disastrous Fastnet Race in which 15 competitors died and only 85 out of 303 vessels completed the course. *Tenacious* was the overall winner. One thing led to another, and in 1980 Rives landed the dual job of project manager and crewman with the 12-Meter Freedom-Enterprise Syndicate led by skipper Dennis Conner. *Freedom* went on to win the right to defend the America's Cup over Courageous skippered by Ted Turner and then defeated the challenger, Allan Bond's *Australia*, 4 – 1, in the best of seven series that ended on September 25, 1980. Rives was awarded the Club's Matthew Fontaine Maury Bowl in 1980 for his role in the Cup's defense.

Rives is pictured above on the left aboard *Freedom* on a relaxed day off Newport Harbor while Dennis was off attending to business in California. Paula Dennison (left) and Rives's wife Nancy (right) compose the rear guard on the stern. The other *Freedom* crewmembers are not identified.



Copyright John M. Barber, Art Ltd.

Acclaimed marine artist, John Barber of Richmond, completed four oil paintings of racing activity at FBYC during the period of 1985-1994. Three were reproduced as prints. Mr. Barber has graciously granted us permission to use scans of these works in this FBYC history.

Shown above is his work entitled "Spinnaker Reach" that captures the spirit from the Club's 1985 Spring Series in which a burgeoning fleet of J/24s and MORC-rated boats raced together. The first five identifiable boats are J/24s, and the boat in the foreground is Happy Hubbard's *The Pearl*, followed in order by Johnny Hawksworth's *Basic Transportation*, Brent Halsey, Jr.'s *Nightmare*, Austin/Dennison Syndicate's *Jaded Lady*, and the Rogers/Crump Syndicate's *Flamer*. Others participating in this crowded field of MORC and J/24 contenders include *Bandit*, *Cool Change*, *Corbeau*, *Haywire*, *Kayos*, *Morningtide*, *Redlegs II*, *Running Dog*, *Short Circuit*, and *Spot*.

A framed print of this painting was donated to the Club in 1985 by the members of MORC Station 70 as a perpetual trophy to be awarded annually for performance during the Regular Racing Season. Currently the recipient is designated to be a PHRF-C skipper.



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The second 1985 John Barber painting from the Spring Series of that year is shown above and is entitled “Windward Start.” This image captures the crowded start at the Green Dolphin for the class of larger yachts and includes many familiar names from that era. The following fourteen boats started in this race: Ron Calkins’ *Adagio*, Strother Scott’s *Albemarle Pippin*, John Adam’s *Charlotte*, Tommy Dew’s *Chapter Eleven*, Gene Sydnor’s *Dancer*, Whitey Lipscomb’s *Destiny*, Joe Schott’s *Oriental Express*, Tim Blackwood’s *Paradox*, Joe Brown’s *Powhatan*, Dan Smoker’s *Smoke*, Brent Halsey’s *Stormking*, Wayland Rennie’s *Trilogy*, Bob Rock’s *Valiant*, and the Garrett/Whittet Syndicate’s *Wavelength*.

A framed print of this painting was donated to the Club in 1985 by Wayland Rennie (Commodore 1985) to be awarded each year as a perpetual trophy to the PHRF enrolled yacht with the best score in the Offshore Division Fall Series. Currently the award recipient is the winner of PHRF Division B.



Searching for a new boat during a period of favorable foreign exchange rates, adventurous FBYC members Bill Gieg, Charles McDowell, and Bill Strickland found a bluewater-equipped boat in France in 1984 that met their requirements. According to Strickland, “The boat was located in the South of France and owned by a French doctor. His wife did not sail, but his girlfriend did. The wife insisted he sell the boat.” Given the personal predicament of the owner, one can only imagine that the terms of purchase were, let’s say, expedient.

After a year of preparations that included intermittent meanderings through various Mediterranean ports as time permitted by their work schedules, the Swan 44, named *Blow-Up* by her previous owner, was mothballed in the Canary Islands until June 1985 when the transatlantic delivery crew arrived. The above photograph of the eager crew of father and son teams posing in the cockpit prior to their departure shows (L to R) Alan McDowell, Charlie McDowell, David Gieg, Jay Strickland, Bill Strickland, and Bill Gieg. Landfall at English Harbor, Antigua was attained just 20 days after casting off from the Canaries. *Blow-Up* remained in the Caribbean for the balance of the year before being shuttled to FBYC in the spring of 1986.



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In 1991, John Barber returned to FBYC to paint this dramatic scene on canvas. Entitled “Rounding the Windward Mark,” this painting shows Norwood Davis in his J/44 *Prima* has rounded the windward mark in the lead with spinnaker already hoisted. He is followed by Brent Halsey’s *Sweet Witch* (Nelson/Marek 41) on starboard at the mark with an inside overlap on John Adairs’s A.K.A. (J/35) and Jimmy Roger’s *Firebrand* (Swan 39) on port tack close on their sterns. Other yachts depicted in this image are Strother Scott’s *Albamarle Pippin* (New York 40), Strickland/Caldwell Syndicate’s *Glide* (Farr 37), and Bob Rock’s *Shamrock* (J/36). The buoy “R” is located in the Chesapeake Bay six miles east of Stingray Point.



The Midget Ocean Racing Club (MORC), begun in 1954 by a group on Long Island Sound, was founded to enable smaller yachts to race in ocean events from which they were generally excluded. A handicap rule stressing safety was created for cruising boats less than 24 feet, extended in 1958 to a maximum length limit of just under 30 feet. From the 1950s into the 1990s, FBYC yachts less than 30 feet raced under the MORC rule, and the Club became a leader on the Chesapeake in MORC activity. FBYC hosted the MORC East Coast Championships in 1987, 1988, 1989, and 1990. This was followed by the 1991 and 1997 International Championships at FBYC. Thereafter, participation in MORC events began a decline with smaller boats gravitating toward the PHRF rule and others into Offshore One-Design classes. In 1998 MORC voted to increase the maximum length limit to just under 34 feet, but this did not produce any additional traction for the rule.

Member Bob Kates served as MORC International Commodore in 1983 and was inducted into the MORC Hall of Fame in 1987. Member Mike Karn served as International Commodore during 1996-97. The photograph above was taken at the MORC Internationals held at FBYC in 1991.

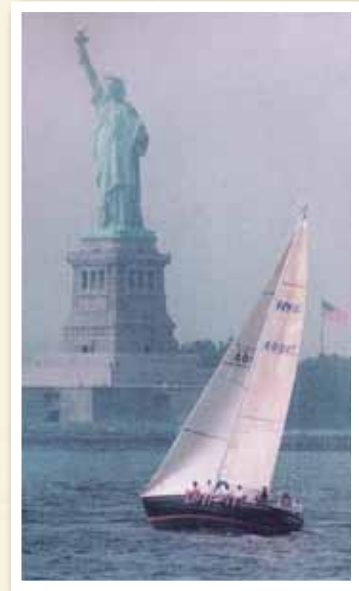


Copyright John M. Barber, Art Ltd.

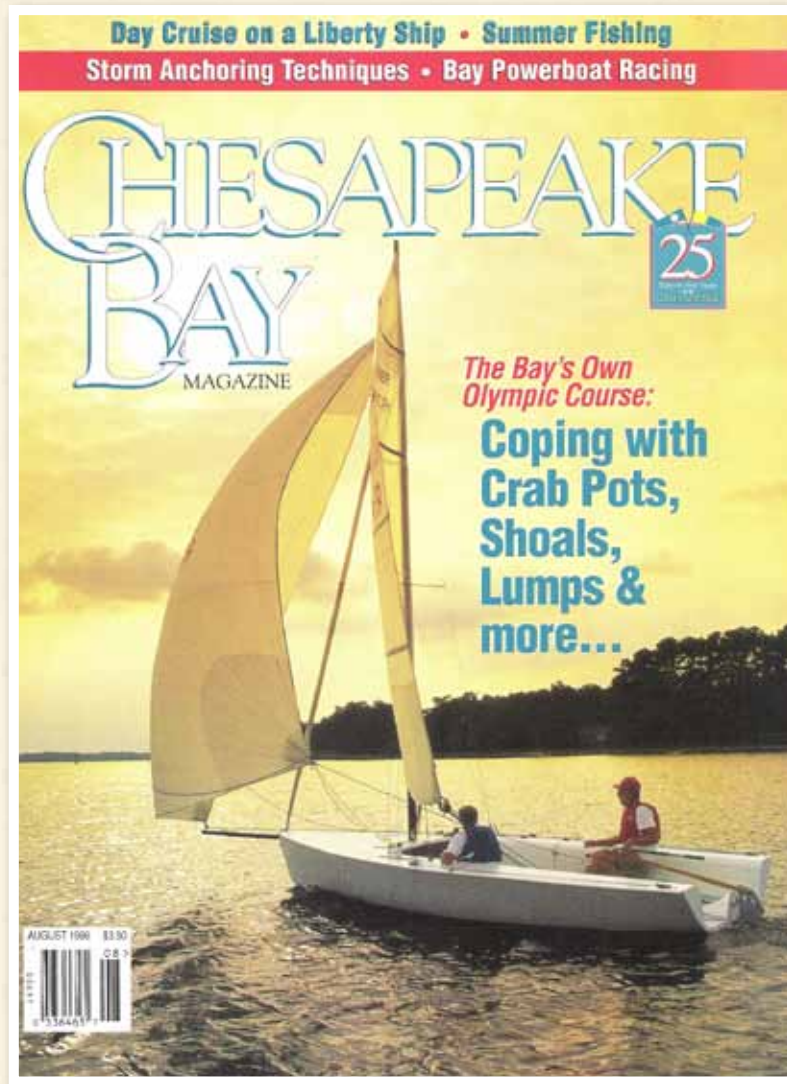
In 1994, John Barber painted this work entitled “*Stormking and Firebrand.*” It pictures a windward duel between Brent’s Hinckley Southwester 51 *Stormking* and Jimmy Roger’s Swan 39 *Firebrand* during a race on the Chesapeake off Gwynn’s Island. Both were FBYC Past Commodores and executives at the same company so naturally a friendly rivalry between them developed on the race course. Interviewed for this history, each, not surprisingly, had a different recollection of this close encounter.

According to Jimmy: “Yes, I remember this upwind leg like it was yesterday. When I split tacks with *Stormking* on port, it was clear we would come back on starboard clearly ahead. After that my memory gets a little less clear. I can only assume we did and won the race, much to Brent’s frustration.” Not so, replied Brent: “It’s sad, but Jim, almost 68 years old, is losing it. He indeed tacked away, and, when he tacked back, he passed clear astern to much hootin’ and hollerin’ from the *Stormking* crew. Jim was a great sailor but too prone to wishful thinking. Historical records will no doubt show *Stormking* the winner!”

New York Yacht Club Cruise (1978,79,80,81,82,83,84,85,88,89,90,91)
Stanford Vineyard (1978)
New York 40 Nationals (1978,79,83,84,85,86,87)
40 Class Nationals (1981,82,83,84,85,86,)
Annapolis ORCA (1978)
Skippers Race (1978,79,83,84,86,89,90)
Lauderdale-Key West (1979)
SORC (1979,83)
FBYC Rappahannock Race (1979,80,82)
Block Island Race Week (1979,81,85,87,89,93)
Oxford Race (1979,83)
Annapolis Yacht Club Fall Series (1979,80,81,82,84)
FBYC Spring Series (1980,82,85,86,87,88,89,90,91,92,93,94)
FBYC Fall Series (1983,85,88,89,90,91,92,93)
FBYC Annual Regatta (1985,90,91,92,93)
FBYC June Regatta (1991,92)
Smith Point Race (1980)
Onion Patch (1980)
Newport – Bermuda Race (1980,82,84,86,88,90,92)
ORCA Long Distance Race (1980)
Annapolis – Newport (1981)
Vineyard Race (1981)
New York Yacht Club Spring Regatta (1982,89,90)
FBYC – West River Race (1982,83)
Annapolis – Hampton Race (1982,83,86,87,88,89,90,91)
Hampton Ocean Race (1982)
Key West Race Week (1983)
Georgetown Regatta (1983)
Antigua Race Week (1985)
Yankee Point Regatta (1985)
Marblehead – Halifax Race (1985,93)
Governors Cup (1986)
Urbanna Spring Series (1987)
PHRF Invitational (1987)
Urbanna Creek Yacht Club (1988)
New York Yacht Club IMS Regatta (1988)
Urbanna Yacht Club Series (1989)
IMS Championship (1989,90)
Southern Bay PHRF Classic (1994)
Sesquicentennial Regatta (Newport) 1994
Open Fall Regatta NYC (1994)

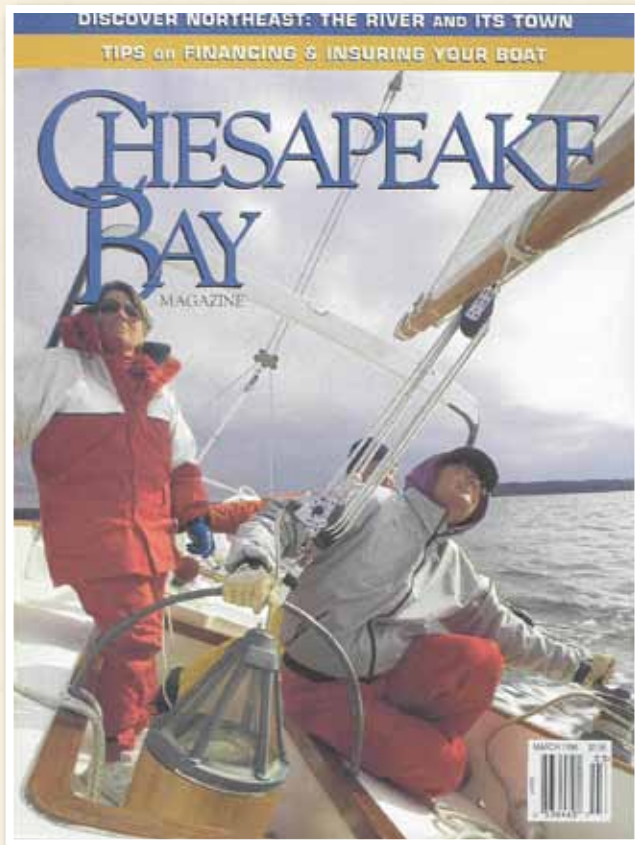


In 1994, member Strother Scott (Past Commodore 2001-02) retired his New York 40 *Albemarle Pippin* after an extensive 16-year campaign with friends and family, many of whom were also Club members. During this time, *Pippin* compiled a race participation record both in and outside the Chesapeake Bay region which is likely never to be equaled in scope and number as evidenced by this list of events.



Courtesy Chesapeake Bay Magazine

In 1995, FBYC member Bill Spencer (Commodore 1994) designed the Front Runner that went into production starting in 1996. In addition to Roger Moorman's Mobjack in the 1950s, the Front Runner is the second one-design racing dinghy to be born at FBYC. Featured here off Stove Point on the August 1996 cover of *Chesapeake Bay Magazine* are Bill Spencer at the helm and Wood Thornton, then owner of the Front Runner Boat Works in Richmond. The Front Runner has been an active one-design fleet at Fishing Bay Yacht Club since 1997.



Credit Chesapeake Bay Magazine

The March 1996 cover of *Chesapeake Bay Magazine* above featured activity aboard *Present Mirth*, a 34-foot wooden Presto-type centerboard sloop. She was built in New England and purchased by member Dan Austin from its original Maine owner during the mid-1980s. The design replicated those developed for the shallow bays of southern Florida during the early 1900s. The picture for the cover was taken by photographer Starke Jett aboard *Present Mirth* during the 1995 edition of the Turkey Shoot Hospice Regatta for classic boats sponsored by the Yankee Point Yacht Club on the Rappahannock River.

The event then was held over the weekend after Thanksgiving and was usually a frostbitten affair which is evident by the dress of the crew. Pictured on the left is Judy Buis (Commodore 1999) and to the right, *Present Mirth's* owner, Dan Austin. There is a third crewman at the helm who wishes to remain anonymous.



On Opening Day in April 1997, FBYC's new Jackson Creek clubhouse facility was dedicated in honor of retiring Executive Secretary, Fannie Taylor. Fannie had served the Club for 28 years before passing the torch to Mary Spencer, wife of Past Commodore, Bill Spencer. Officiating here at the ribbon-cutting ceremony are Judy Buis, Rear Commodore, to the left of a scissor-wielding Fannie Taylor, and Jimmy Cobb, Commodore, to her right. In the right foreground is the Reverend Bill Egelhoff, the Club Chaplain who led our Opening Day services for many years.

The construction of Fannie's House represented the culmination in the development of adjacent Jackson Creek property purchased in 1986 to complement existing big boat facilities on the creek. Prior improvements to the property included the addition of a third pier and a keelboat hoist to accommodate dry sailed yachts. Fannie's House was climate controlled for year-round use with bathrooms, kitchen facilities and a large screened porch overlooking Jackson Creek.



The 13-foot single-handed Bruce Kirby-designed Laser dinghy has been a fixture at Club events for over 40 years since its introduction in the early 1970s. Over the years, FBYC has hosted numerous regional and national Laser class events. Annually since 1981, the popular Chesapeake Laser Masters Championships have been held here. On various other occasions, the District 11 Championships, Laser Atlantic Coast Championships, Laser Pan-Am Laser Trials, and Atlantic Coast Laser Master Championships have come to FBYC. But perhaps the most significant Laser event (pictured starting above) was the Laser US Laser Masters Championship held in 2000 when approximately 100 competitors convened in Deltaville to test their skills against some of the best Laser sailors in the nation age 35 and over.



In 2000, FBYC reluctantly decided that its original clubhouse that had served the membership for half a century was not longer able to serve its future needs, even with extensive repairs and modifications. Former member and architect, Bill Newman, prepared plans for a new clubhouse on the same site, and, in the spring of 2001, the old clubhouse came down. Member Arthur Wilton, a Deltaville general contractor, was chosen to build the new structure as illustrated above. You may note that the original plans called for a decorative cupola atop the roof. However, this feature was eventually eliminated before construction began. The vast majority of the financing for the new structure was raised through voluntary contributions by the membership.

A Donor Plaque now hangs in the new clubhouse honoring the generosity of those members, and an image of the plaque is reproduced inside the back cover of this history. Although FBYC had to contend with the lack of a primary clubhouse during the 2001 sailing season, the Fannie House and other bathroom facilities on Jackson Creek were able to take up the slack until the new clubhouse was dedicated with much pomp and ceremony on Opening Day, April 13, 2002.

Pomp & Ceremony at the New Clubhouse Dedication on Opening Day
April 13, 2002





Front and Back Views of the New Clubhouse





A Wednesday Night Dinner Group at the old FBYC clubhouse organized in the late 1990s. But with the opening of the new clubhouse in 2002, interest really took off due to the commercial quality kitchen and HVAC system which was lacking in the old facility. Pictured above is a collage of a Halloween costume party hosted by the dinner group in 2002. The Wednesday Night Dinner Group schedules potluck dinners during spring, summer, and fall of each year.



FBYC has a very active Cruising Division that sponsors a full schedule of cruises to every nook and cranny of the Chesapeake Bay and, from time to time, more ambitious expeditions to New England, Maine, and south to North Carolina. Pictured above is a segment of the group touring Fort McHenry in Baltimore during a Northern Bay cruise in 2003. Pictured left to right are Stella Jones, Sam & Nancy Stoakley, and Jane & Vic DeNunzio.



Above is pictured *Tusitala* (“Teller of Tales” in Polynesian) at the 2003 Turkey Shoot Hospice Regatta on the Rappahannock at which she was the surprising overall winner. Owned by member Jack Moseley, son of club founder and 1948 Commodore Marshall Moseley, she had been constructed in California over a 14-year period by Jack’s former father-in-law, John Townsend, before her launching in 1971. Townsend, an aerospace engineer, gained notoriety as a member of the project team that built Howard Hughes’s mammoth wooden seaplane dubbed the *Spruce Goose*. He applied his meticulous engineering and crafting skills to create the ultimate cruising machine in his own backyard. Displacing 38,000 pounds, the wooden *Tusitala* is cutter rigged and measures 47 feet on deck with a high freeboard, center cockpit, aft cabin, canoe stern, and draft of nearly 7 feet. After his retirement in 1999, Jack, with the help of family and friends, moved *Tusitala* from California through the Panama Canal via the San Blas Islands, Belize, Cuba, the Bahamas, and the Intracoastal Waterway to Deltaville. Following Jack’s untimely and tragic accidental death in 2004, *Tusitala* was trucked back to California and ended up in the possession of his youngest daughter and Club member, Briana Moseley. As of 2014, she and her boyfriend are embarked on an adventurous voyage to Australia aboard this handsome blue-water vessel.




In 2004, FBYC purchased 2.1 acres of land adjacent to its eastern boundary that was formerly a portion of the neighboring Neil Stull property. Included with the land purchase was an old building (shown above) subdivided into horse stables. A primary feature of the property was approximately 65 feet of expanded waterfront to accommodate small boat activity during sailing events. The stables have since been converted to provide lockers for lease to the membership and a workshop/storage area for Club Operations Manager, Dixon Cole. The bulk of the land is used for small boat storage and a shed supporting Junior Program activities. Additionally a grass surface ramp to the beach was constructed to allow for dolly-launched dinghies.

Residents on Stove Point no doubt appreciated that the gains in boat storage area increased the ability of the Club to accommodate cars onsite, thereby relieving parking congestion along Fishing Bay Road during large events. The Club financed the purchase with a 7-year bank loan that was curtailed on schedule. By 2012, FBYC was debt free.



Schooner
VIRGINIA
1860 1917



Norwood Davis, Brent Halsey, Jim Rogers
Trustees, Virginia Maritime Heritage Foundation

Invite you to join the Sponsors, and the Fishing Bay
Yacht Club Flag Officers and Past Commodores
On Board

The Schooner Virginia
For a Champagne Breakfast
9:00 to 10:30 AM, July 9, 2005

The Virginia will be anchored off of the FBYC
Pier. Dinghy Service will be provided from the end of the
pier. Arrival by personal vessel not permitted.

**Uniform-of-the-Day: Khaki Shorts, White
Polo Shirt, and Blue Blazer**

In 2005, the *Schooner Virginia* dropped her hook in Fishing Bay. FBYC members Norwood Davis, Brent Halsey, and Jim Rogers, all of whom served on the Board of Trustees of the schooner's owner, the Virginia Maritime Heritage Foundation, treated the Flag Officers and Past Commodores, with spouses, to a breakfast tour of this beautiful vessel. She had been recently built as a replica of the original *Virginia*, circa 1917, that served as a pilot boat for the Virginia Pilots Association. The photograph above conveys the merriment of the moment as the invitees posed for the camera.



As pictured above in June 2007, FBYC hosted local and national sailors at the largest Flying Scot North American Championship (NAC) in history on the 50th anniversary of that one-design sailboat. 119 boats competed for continental championship honors in 18 races over four days in the Championship, Challenger, Women, and Junior Divisions in the mouth of the Piankatank River and Chesapeake Bay between Stingray Point and Gwynns Island. FBYC and Event Chair, Noel Clinard, were acknowledged for running “the greatest (Flying Scot) NAC ever.” Success was made possible by a host of FBYC volunteers and a race management team professionally guided by John McCarthy of Portsmouth, VA, and FBYC’s Brooks Zerkel.

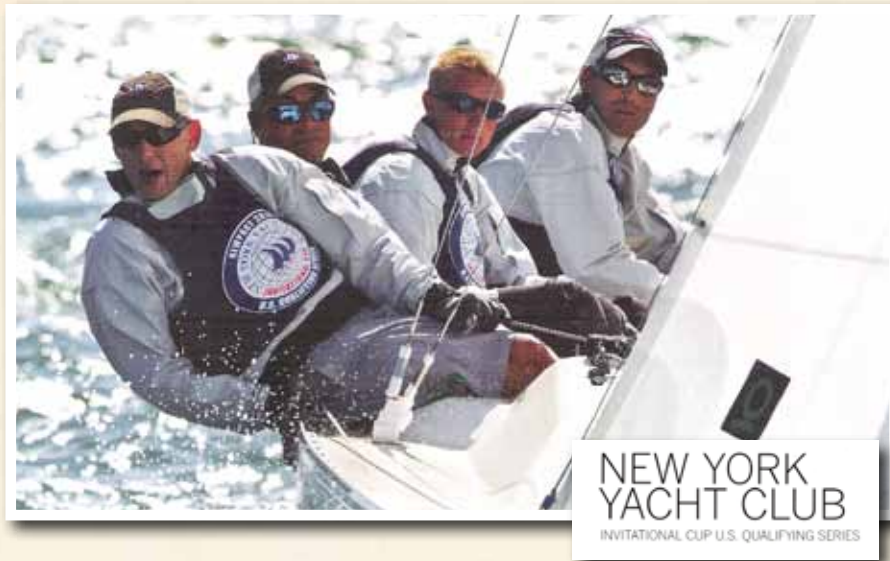
Additional recognition was forthcoming when the Fishing Bay Yacht Club received the prestigious US Sailing One-Design Regatta Award for the outstanding regional regatta of the year. The Flying Scot has been one of the largest and most active one-design fleets at FBYC. Club Scot sailors have distinguished themselves locally, regionally, and nationally over the years. As of 2013, there were 27 enrolled Scots at FBYC. The boat was designed in 1957 by Sandy Douglass, and over 6000 have been built. Flying Scot #1 is still sailing.



A colorful downwind leg in light air during the Offshore Spring Series in 2009 is pictured above. Series races in the spring and fall have been popular events since the earliest days of the Club.



The above image memorializes a languid spinnaker reach during the 2009 Southern Chesapeake Leukemia Cup Regatta at FBYC. For 14 years through 2013, FBYC has co-sponsored this LCR with Stingray Harbour Yacht Club, both periodically assisted by other area clubs. All races are organized and conducted by FBYC, while nearby Stingray Harbour YC manages all shore-based activities including an auction and gala celebration over Regatta weekend. Members Judy Buis and Carolyn Norton Schmalenberger are long-time dedicated co-chairs who have taken the lead in creating one of the most successful Leukemia Cup Regattas in the entire country. The Southern Chesapeake Leukemia Cup Regatta has raised almost \$1.75 million for patients with blood cancers since its inception and has twice been voted the Best Regatta on the Chesapeake Bay, 2012 and 2013, by the readers of *Chesapeake Bay Magazine*. Since 1993, over \$46 million has been raised nationally by the Leukemia Cup Regattas, of which there were 38 in 2013.



In 2010, FBYC was honored with an invitation to participate in the U.S. Qualifying Series for the NYYC Invitational Cup to be held the following year in 2011 as a Corinthian event for the best club teams from the U.S. and around the world. The Qualifying Series was designed as a competition between 24 respected national clubs with only the top three advancing to the Invitational Cup after a series of elimination races in Newport, Rhode Island. FBYC was matched against many of the largest and most prestigious yacht clubs in the country and was sailed in Sonars and J/22s. After a fund-raising campaign to defray expenses, a crew selection process, and a rigorous practice schedule, our team with its shore support contingent traveled to Newport for the competition. Pictured above is the FBYC team sailing aboard a Sonar in September 2010 at Newport. From left to right appear members Rob Whitemore, Lud Kimbrough, Ben Buhl, and skipper Travis Weisleder. Although the team did not move on to the Invitational Cup, FBYC was well represented with a 10th place finish against some of the most talented sailors in the country.

Two years later, FBYC was invited to an encore appearance in the 2012 NYYC Qualifying Series to be sailed in a fleet of new J/70s. Our three-man team consisted of John Wake, Matt Braun, and skipper Blake Kimbrough, and, although we did not finish in the top ten that year, their performance was one for which FBYC is justly proud. Will and Marie Klok Crump, who held dual FBYC & NYYC memberships, were Event Chairs for the U.S. Qualifying Series.



In the early 1990s, FBYC replaced its primary RC boat, *Mr. Roberts*, with a fiberglass version named *Mr. Roberts II*. Although the Club maintains a sizable fleet of mark boats to assist, the *Roberts* retains the honor as ‘queen of the fleet’ at all major events. No history of FBYC would be complete without recognizing the voluntary contributions of its membership aboard these vessels to run a packed schedule of offshore and dinghy races each year. This iconic image above pictures the *Roberts* on station during the 2011 Stingray Point Regatta.

Some special individuals have left their professional imprint on race committee practices over the years. In earlier years, one can cite Allan Hicks (Commodore 1957-58), Peter (Commodore 1959-60) and Conway Roughton, Ralph and Marie Lynn, and, in more recent years, David Lee (Commodore 1996), Brooks Zerkel, and Cathy Clark.



The Stingray Point Regatta held over Labor Day each year is the Club's annual offshore regatta. The overall winner of this event since 1995 receives the Brenton S. Halsey, Jr. Memorial Trophy which honors the memory of this long-standing, active, loyal, and devoted member of FBYC.

The image above frames a start of the Club's offshore one-design class, the J105, in the 2011 Stingray Point Regatta. Earlier offshore one-design classes included the J22 and J24, but by the late 2000s only the J105 survived as a recognized class. However, by the end of FBYC's 75th year, a new offshore one-design was building momentum and popularity, having achieved fleet recognition.



In 2012, member Rives Potts concluded a storybook 2-year ocean racing campaign in *Carina*, his 1969 48' aluminum McCurdy & Rhodes sloop, originally designed under the IOR rule for Richard Nye. In 2010, Rives finished first overall in the very competitive Newport to Bermuda Race and repeated this win again in 2012. But in the interim, *Carina* was far from idle. In 2011, *Carina* entered the Atlantic Ocean Racing Series where she finished 2nd in class and 19th in fleet in the Annapolis to Newport Race, 2nd in class and 11th in a fleet in the Transatlantic Race to Britain, and 1st in class of 71 yachts and 5th overall in a fleet of 314 in the notorious Fastnet Race.

If that was not enough ocean racing to satisfy the soul, Rives's sons and nephew delivered *Carina* to Australia where she finished 2011 by competing in the challenging Sydney-Hobart Race with Rives again at the helm as pictured above. *Carina* then completed a westward circumnavigation via the Cape of Good Hope to arrive home in time for the 2012 Bermuda Race. A truly remarkable record for a truly remarkable skipper and crew. Other FBYC members who were aboard for segments of this epic campaign were Cyane Crump and Will & Marie Crump. In 2013, Rives was elected to serve as the Vice Commodore of the New York Yacht Club.



Member Jon Deutch, photographer and avid Laser competitor, became a Laser ‘marathoner’ as well in May 2012 when he sailed solo from FBYC around Wolf Trap Lighthouse and back, recorded his rounding in the above image as proof of his exploit.

The intrepid adventure in his own words: *“I just wanted to do some practice early in the season and wanted to get plenty of time in the boat and figured if the big boats can sail there, why can’t I? Plus it would force me to spend hours upwind and down. The wind was in a perfect direction - out of the SSW so, after one quick tack in Fishing Bay, I was able to lay the lighthouse from there. I sailed by myself, but had VHF and cell phone with me and was checking regularly with a spotter on shore. Took me just shy of 6 hours to sail there and back, and I estimate I sailed about 27 nm.”*

In February 2014, Jon was nationally recognized by the US Sailing One Design Leadership Forum in San Diego when he received the 2013 One Design Leadership award for his excellence in Laser Fleet building and regatta organizing, particularly the Chesapeake Bay Laser Masters Championship hosted annually by FBYC.



Pictured above is member Wes Jones and daughter, Lou, aboard Wes's Fast 40 *Valiant*, a dry-sailed yacht that can only be described as a downwind sled with a retractable keel and limited interior accommodations intended for use in protected waters. In July 2010, Wes undertook a challenging voyage with a two other crew to sail from the Virginia capes and circumnavigate Newfoundland before returning successfully to FBYC. Now, if this wasn't adventurous enough, Wes modified and equipped *Valiant* for a transatlantic voyage in May 2012 bound for Ireland, the Azores, Bermuda, and home with an arrival date projected as the third week in July. This planned itinerary did not account for a dismasting en route from Kinsale, Ireland, to Horta in the Azores. This required a detour to Spain powered by *Valiant's* 15 HP outboard motor for a mast repair. Mast resteped, Wes and crew were off to Horta where they arrived uneventfully. When readying *Valiant* for departure to Bermuda, the engine died and repairs or replacement were problematical. So the voyage continued to Bermuda and home to FBYC without an engine and hand-steered by the short-handed crew of two without the benefit of an autopilot to conserve battery power. Overall *Valiant* put 8086 miles under her keel and a full 68 days at sea...truly an epic accomplishment.



In 2012, the new J/70 was introduced to the racing world. This light-displacement high-performance 23-foot sloop with a retractable keel permitted easy trailability to far-flung venues and ramp launching possibilities. By 2013, about 350 had been produced, and FBYC approved offshore fleet recognition for the J/70 in 2013 after six boats had been registered at the Club. Several of the fleet members have already attended events at Key West, Charleston, and Annapolis. The image above features *Loonatictu*, Past Commodore Noel Clinard's J/70, in the foreground during action at the 2013 Charleston Race Week. Crewing with Noel are members Matt and A. L. Braun with son, Guthrie, already an accomplished junior sailor at FBYC and perhaps fantasizing about a future at the helm of one of these speedsters.



Bob Graham Photo

As the curtain closed on FBYC's 75th year, there was a personal record of one of our members to acknowledge that may never be repeated in Club history. Wayland Rennie, Commodore 1985, began racing the Irwin 38 *Trilogy* in 1968 and was still racing her regularly through 2013; that's a phenomenal 46 years in the same hull! The image above shows Wayland nursing a spinnaker in light air aboard *Trilogy* in 1974 when the boat was already six years old. The image below captures Wayland at the helm of *Trilogy* during the 2012 Stingray Point Regatta...and he doesn't appear to have aged at all since 1974. He also holds another record having attended over 50 consecutive Opening Day ceremonies since joining FBYC.





The Fishing Bay Yacht Club held the final annual meeting of its first 75 years on November 16, 2013. Renamed The Commodore's Ball, the event featured the Annual Meeting, Awards Presentations and a Dinner Dance at the Country Club of Virginia in Richmond. It is said to have been the best attended annual meeting event ever which is evidenced by the crowd in the picture above. Dr. George Burke, our 75th year Commodore, handed the gavel to his worthy successor, John Wake, who will have the honor of being the first Commodore in the Club's next 75-year history.

Part III Junior Activities



By the late 1950s, the double-handed Penguin had morphed from an adult racing dinghy to a junior racing dinghy. Above, in 1958, appear juniors Kenzie Sinnickson, seated in a Penguin, surrounded clockwise by Ray Munsch, Jack Moseley, Perry Sinnickson, and Jimmy Moseley.

Junior Activities



Early in our history, the Urbanna Yacht Club demonstrated its commitment to training its youth in the art and science of sailing. During the early, dark days of World War II in 1942, the Club established the Junior Seamanship Academy that met during the summer in Richmond followed by instruction on the water in a 20-foot wooden sloop-rigged training vessel on Urbanna Creek and the Rappahannock River. Classes were taught by adult members of the Club.

The Academy offered a curriculum described as an Introduction to Course & Nomenclature, Knots, Ships Model, Theory of Sailing, Regulations of Right of Way & Rules of the Road. Classes were held at St. James Episcopal Church Parrish House in Richmond. A full page spread from the *Richmond Times-Dispatch* dated April 26, 1942 pictured the various training activities of our junior members at the St. James Church Parrish House.

Later in the decade of the 40s, the “Expert Instructors” for the Junior Seamanship Academy were listed as Mr. G. Harrison, Mr. J. Scott, Mr. R. Dunn, Mr. R. Ryland, and Mr. C. Pflugradt.

By the 1950s, Junior war babies and baby boomers began their involvement in club racing programs. The 1940s concept of the “Junior Seamanship Academy” meeting for classroom instruction during weeknights in Richmond seems to have faded with the club’s move from Urbanna to Deltaville in 1949. By mid-decade of the 1950s, the junior program was relegated to a couple of hours on several summer weekends at FBYC.

While there was no designated junior boat at that time, many juniors migrated to the wooden Alcort Sailfish because of its small size and modest lateen rig, while other juniors began to move into the wooden cat-rigged 11-foot Penguin that was still raced primarily by adults in large, hotly-contested fleets.

One of these juniors was Mary Reid Dunn, teenage daughter of founding member Reid Dunn, and recipient of the Henry Hutcheson Junior Memorial

Junior Activities

Trophy in 1953. She received a lot of attention when selected to race in the CBYRA Junior Championship held at the U.S. Naval Academy in 1954. In that year, she won the Penguin class at the Virginia Sailing Regatta held in Irvington and at the FBYC Annual Regatta. In 1955, she repeated her Penguin class win at Virginia Sailing Regatta held at FBYC. She must be considered one the most outstanding junior sailors of that era.

Other distinguished juniors during the 1950s were Johnny Hawksworth, Anne Eppes, Jack Moseley, Ray Munsch, and Perry Sinnickson.

In the early 1960s, the Junior Program drifted along in haphazard fashion. Instruction was limited to only a few weekends during the season and attendance was sporadic. Since there was no official club training boat, juniors blended in with adult members as younger members raced Sailfish and Penguins, while older juniors gravitated toward the high-performance Jollyboat. If experience can be said to be the best teacher, then the juniors of this era received a swift education in the rudiments of sailboat racing, many eventually besting their elders around the course.

However, in 1967, Dr. George Prout was picked to Chair the Junior Activities Program and radically altered the direction of junior training at FBYC. His program was so successful that he repeated as Junior Program Chairman until resigning in 1969 to accept a new medical position in Boston. His leadership established the program's structure until 1982.

George convinced the club to purchase four kits to construct 8 ½ foot sailing prams called Sabots. The families of Van Pelt Sessoms, Williams Blanton, and Dr. Charles Modjeski, aided by Bill McCathern and Tracy Schwarzschild, joined Dr. and Mrs. Prout in the backyard and the building sessions began.

The Club finally had a stable of boats to standardize basic instruction and hold junior race events. The Junior sessions were held on summer weekends for children ages 7 and up. Interviewed for an article in the August 4, 1967 edition of the *Richmond News Leader*, Dr. Prout reported that an average of 20 juniors per weekend were showing up to test their skills.

“We don’t have classes as such,” further explained Prout in the article. “Nothing like knot tying and lectures on how to sail are offered. There’s nothing duller to a child than a knot-tying class when what he really wants is to get in that boat and try his hand at it.” Prout believed that the Sabot would renew interest in one-design sailing among the younger members.

Additional Sabots were later added to expand the junior fleet, and the new program format proved to be extremely popular. The hull of one of these Sabots is on permanent display in Fannie’s House.

Entering the 70s, the children of baby boomers began to multiply. The need for sail training on the junior level increased rapidly. Another problem that had to be addressed was how to keep the older kids interested when the boat used for the program was the basic level Sabot pram. The boat was fine for beginners but failed to entice the older and more experienced juniors to remain in the program.

It became obvious that the Club needed a new, more exciting, junior racing trainer. Accordingly, the Board appointed a Committee in a 1974 to consider the alternatives. Perhaps 6 to 8 small dinghies were on the short list, including the Sunfish into which some Juniors were gravitating. However, the decision for a new Junior boat was facilitated by the formation of the burgeoning Laser fleet at FBYC. The Laser was chosen for its spirited performance and the fact that many members with children already owned the popular boat. Moreover, as Juniors grew older, they could be expected to naturally transition into racing in one-design events both at the Club and around the Bay region. This meant a steady influx of new competitors on the racecourse.

Although the Laser was deemed a success, still the Junior program stumbled along, spread over a few weekends throughout the summer and coached by a handful of parents with junior age offspring. The program was adequate but not a spectacular success.

However, in 1982, winds of change blew through the Junior Program. Former Junior members, Johnny Hawksworth and Kenzie Hubard, both with Junior-age children, took over the reins of the program. The following inauspicious

Junior Activities

announcement appeared in the April 1982 issue of the *Log* headlined as “Junior Activities Corner:”

The Junior Activities Program for 1982 will be held June 14 – 18 from 9:00 a.m. to 4:00 p.m. The cost will be \$40.00 per child, which includes Manual, Handbook, picnic supper, and movies during the June week. Also instruction and supervision June 13 and July 3, 18, and 31 during the One Design Series Races. It will also include a picnic supper and dance August 28, which is the weekend of the Junior Elimination – Reid Dunn Series.

The program will be limited to 50 participants. Please send your checks by May 15. Listed below are the (53) Juniors who have expressed interest in this course. If a name has been omitted, please contact one of us immediately.

*Thank you,
John Hawksworth
Kenzie Hubard*

Who would have guessed that what would eventually become known as Junior Week, one of the most acclaimed youth sailing programs on the Bay, began with this new concept. No longer would instruction pop up intermittently during summer months without the continuity that encourages learning, but now we would have a sailing camp of sorts...a week of concentrated coaching, for beginners and experienced alike, and fun-filled activities in the after hours.

It was an overwhelming success. The following year, the January 1983 notice in the *Log* now accompanied an official application for what was still called “The Junior Activities Program” and specified that it would be limited to Junior Members ages 10 through 17. The fee would ‘dramatically’ increase by 50% to \$60 per child, and limited spaces meant that applications and checks had to be postmarked by March 15.

Evidently, the winning formula for Junior Week was the realization that some, but not all, Juniors would aspire to be avid racing competitors and that, given the proper environment, if kids had fun, they would acquire the principles of sailing through osmosis, even if they did not excel on the racecourse. And they

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would establish relationships with other Juniors which would endure for years, and even the parents and grandparents who were pressed into service during Junior Week would enjoy the experience and want to come back for more.

In 2013, Junior Week commemorated its 31st anniversary! Over these years the Junior Program has expanded in scope since the early days. Now we have professional coaches, traveling teams that compete on a regional and national basis, offshoots such as the YMCA community program that looks like Junior Week on a smaller scale, Opti-Kids that teach our very youngest members over the two weekends prior to Junior Week, and now we admit non-members into Junior Week each year. The boats have changed as well: The Optimist Pram is now the trainer of choice and has become the boat of choice for younger kids on the racing circuit. We still have the Laser and have added the two-person 420 for the older and more advanced kids. Over 140 kids attended Junior Week and Opti Kids in 2011.

But Junior Week as envisioned by Johnny Hawksworth and Kenzie Hubbard in the 1980s continues to be the core component of our Junior Program and will likely remain so for many years in the future. In 1983, the pair were awarded the Mathew Fontaine Maury Bowl, the most coveted of the Club's perpetual awards, for their outstanding contribution to sailing. In 1988 Kenzie was a repeat winner of this award for her continued involvement with the program.

As evidence of our Club's commitment to Junior sailing and recognition of its outstanding programs, FBYC has hosted many youth championship events since 2004. Special recognition is due for the USODA Opti Nationals held over July 16-24, 2010. While the event was Co-chaired by Jay Buhl (Commodore 2005) and Noel Clinard (Commodore 2009) and superbly race orchestrated by David Lee (Commodore 1996), it was conducted under the auspices of the Deltaville Community Association. Regatta headquarters were centered on the grounds of the Deltaville Maritime Museum, and Deltaville Boatyard on Jackson Creek provided boat storage and ramps for launching the huge fleet of 315 Optimist Prams from as far away as the West Coast, Canada, and Bermuda. Community Associations at Harbor House and Jackson Creek Harbor provided small boat facilities for a fleet of support vessels, including 50 coach boats. Norton's Marina provided local host funding efforts for the event,

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and nearby Christ Church School offered dormitory space for the housing requirements of the many competitors, families, and coaches. The event was actually divided into three parts: Team Racing over four days with 24 teams and 108 races; Girls Nationals with 80 competitors and 3 races; and the Open Nationals over four days with the fleet split into Gold, Silver, Bronze, and Pearl fleets based on two qualifying races. Member Jed Londrey finished first overall in the Bronze Fleet. This event was the largest regatta in Club history with the most complicated logistics and could not have happened without the help of 150 volunteers and support of the Deltaville community at large.

* * *

Junior Activities

Richmond Times-Dispatch, Monday, April 26, 1942





Bill Mason, left, and Joseph Kelly, right, are shown here with the 20-foot training ship at the Richmond River.













'Ship, Ahoy, Matey,' Say Junior Fleet Fledglings

After being shown the 20-foot training ship at the Richmond River, the young men of the U. Y. C. Junior Fleet are shown here in the process of building their own 20-foot training ships at the Richmond River.

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This April 26, 1942 full-page spread in the *Richmond Times-Dispatch* highlighted activities of the UYC Junior Seamanship Academy. Instructors included Henry Hutchinson, Jr. (Commodore 1942-44), Joseph Kelly (UYC Secretary), James Scott (Commodore 1946), and Marshall Moseley (Club Founder & Commodore 1948.) The 20-foot training ship is in the center.

Junior Activities

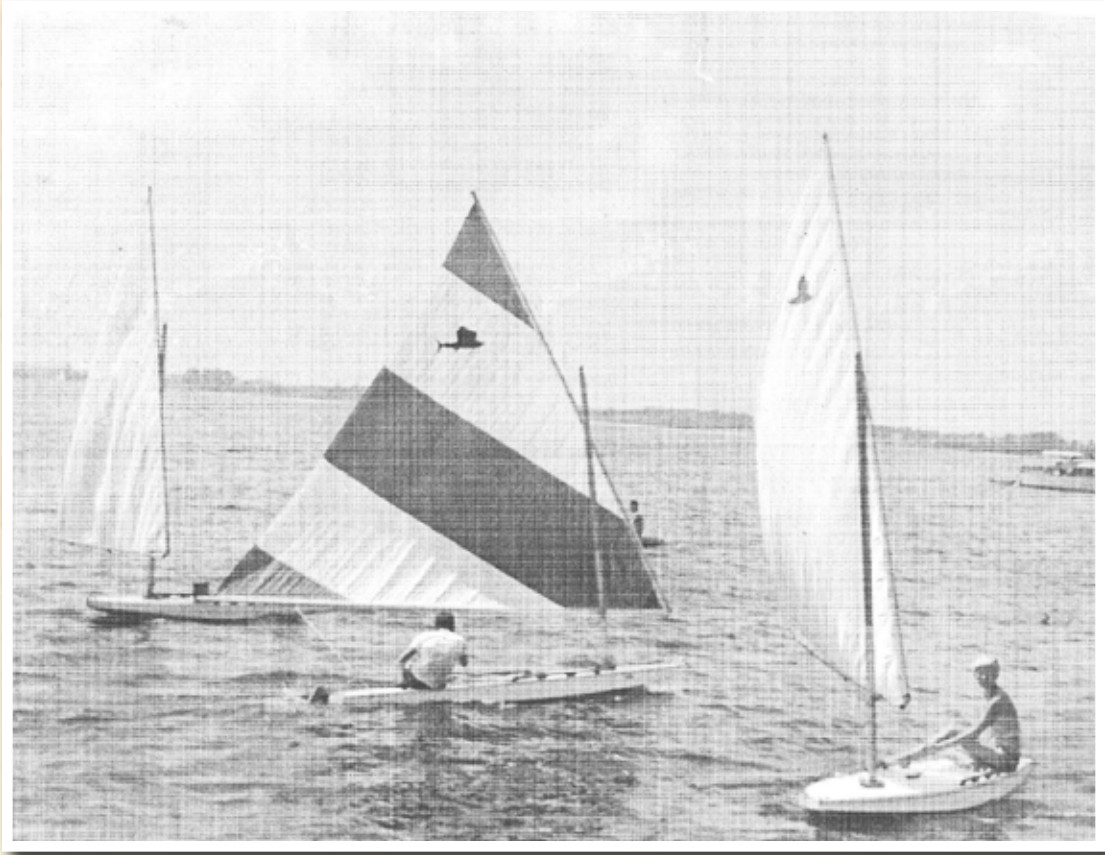


The wooden Sailfish was popular with Juniors along with the Penguin in the 1950s. Shown above in 1955 are members Perry Sinnickson at the helm and her crew Annie Haskell. Normally this flat sailboard with a lateen rig and colorful nylon sail was raced singlehandedly and would jump onto an exciting plane in a good breeze. Capsizes were frequent and the lack of an effective non-skid surface on the deck could subject the skipper to an embarrassing slide into the drink. By 1970, the Sailfish had bowed out in favor of her big sister, the Sunfish.

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This top picture above taken during the 1958 CBYRA Chesapeake Midget Championships in Annapolis shows a group of parents anxiously focused on the racecourse, no doubt restraining their instinctive urges to coach from the sidelines, just like all parents have experienced during the history of junior racing. The two ladies on the right are FBYC mothers. Sue Sinnickson (with hat) and Ray Roper (with sunglasses) watch as Perry Sinnickson and Randy Roper compete in the regatta, sailed in Cadets, a tiny sloop-rigged, double-handed, wooden dinghy designed in 1947 for youth sailors. Never having sailed this boat at FBYC, Perry and Randy (both age 12 at the time) nevertheless adapted quickly to this unfamiliar boat by finishing second overall and are shown accepting their award in the bottom with watermelon in hand.



Juniors preparing to race Sailfish 1958

The young lady on the Sailfish at the bottom right was suspected to be Terry Hyde (now Terry Hyde Ketchem living in Charleston, South Carolina). She was an active junior sailor during this era whose family rented a house on Fishing Bay Road. To confirm her identity, a current member who has maintained a close friendship with Terry throughout the years offered to send her the photo. Terry's response: "Oh my god....yes that's me. That same wooden Sailfish which my dad had made from a kit, was taken and sailed in Vermont, Columbia and Charleston before the termites got it a few years ago. Dad wanted to be tied to it and sent out to sea when he died. I remember sailing it when the stinging nettles were so thick the boat would almost stop and when it was so windy I had to sail hiked over the side with one foot on the centerboard the entire race."

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Credit Richmond Newspapers

In 1967, Dr. George Prout, an avid Jet 14 sailor, took the Junior Program to new heights with the homebuilt construction of a fleet of Club-owned Sabots (shown above) and with a more formalized program of on-the-water instruction. Dr. Prout, a renowned urologist, joined FBYC after moving from Florida, where he raced one-designs out of the Coral Reef YC, to accept the position of Professor and Chairman of the Division of Urology at MCV in the 1960s. There he was a pioneer in kidney transplant operations and nationally known for his work in urologic cancers. His grandfather, Carly Snow, designed a cat-rigged, 11-foot singlehander, named the *Snowbird*, that was raced in the 1932 Olympics. Dr. Prout resigned from the Club in 1969 when he left Richmond to serve as Professor of Urology at Harvard Medical School and Chief of Urology at Massachusetts General Hospital in Boston. There he continued racing in offshore yachts in Marblehead and later in Annapolis after retirement in 1989. Dr. Prout died at his home in Annapolis in 2013.

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Presentation ceremonies for the Club's junior perpetual trophies were much less formal in the 1970s than in later years. Here in 1972 Reid Dunn (Founding Member & Commodore 1939-41) presents the Reid Dunn Trophy to Eddie Miller with Mr. Bob Roberts, the FBYC Operations Manager, observing at the right. Note the backdrop of trash cans that occupied valuable water frontage during that era.

The Reid Dunn Trophy, first awarded by the Board in 1969 to honor Reid's service to the Club, is presented annually to the Junior placing highest in regular season racing. Mr. Roberts had his own trophy to present...the Roberts Bowl, presented in his honor by the Members in 1962 because of his dedication to junior activities. The annual award goes to the Junior who exhibits the greatest enthusiasm, improvement in sailing techniques, awareness of the rules of water safety, and cooperation with members of the Junior Activities program. The recipient in 1972 was Paul White.

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The earliest group picture of Junior Week is for the class of 1983 as photographed by Kirk Adams (above) and indicates that at least 66 juniors attended. Johnny Hawsworth and Kenzie Hubard are shown seated on the beach in the front row (L – R). Junior Week as created by Johnny and Kenzie continues to be the core component of our Junior Program and will likely remain so for many years in the future. In 1983, the pair were awarded the Mathew Fontaine Maury Bowl, the most coveted of the Club's perpetual awards, for their outstanding contribution to sailing. In 1988 Kenzie was a repeat winner of this award for her continued involvement with the program.

The background of this photograph shows the sails of several Lasers on the beach. In the mid-1970s, the Club selected the spirited Laser as its primary Junior boat. Because only the standard rig was available at the time, lighter weight juniors frequently had to double up to keep the boats from capsizing..

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A crowded beach during Junior Week 1999

Junior Activities



FBYC has hosted many youth championship events since 2004. These include: the Optimist Atlantic Coast Championship (2004), Junior Olympics (2005), CBYRA Chesapeake Bay Midget Championship (2005), Virginia State Junior Championship (2006, 2007, 2011, 2012, 2013), and FBYC's largest national event in the past 75 years, the US Optimist National Championship (2010).

Most would agree that, if it had not been for the new, enlarged Clubhouse completed in 2002 and especially for the acquisition of the 2.1 acre parcel adjoining the Club to the east in 2004, the Club would have been physically unable to stage these large junior events. Not only did the new property and beach ramp allow more space for the rigging, launching, and placement of boats, but the creation of additional onsite parking spaces forestalled community objections because of traffic congestion issues.

The photo above pictures activity on the new property during the 2004 Optimist Atlantic Coast Championships before future land enhancements had been fully completed.

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The 420 was the double-handed, high-performance dinghy sailed by junior competitors during the Junior Olympic Festival hosted by FBYC in 2005. The image above pictures a very congested 420 start during the event, effectively illustrating the dangers of being on a port tack in a large fleet on a short line.



This apparently horizon-to-horizon line of Optis crowded the start in a race during the 2010 USODA Nationals conducted by FBYC in July 2010. The Nationals were attended by 315 Optimist juniors from as far away as the West Coast, Canada, and Bermuda. This event represented the largest and highest profile regatta ever hosted by the Fishing Bay Yacht Club in its 75-year history.

Its success may be attributed to the leadership of Past Commodores Jay Buhl and Noel Clinard, who served as Co-Chairs, and Past Commodore David Lee, who coordinated Race Committee activities masterfully over this nine-day event. It is estimated that 150 Club and other volunteers were required to make this a memorable event possible.

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Above, launching during the 2010 Opti Nationals on specially constructed ramps at the Deltaville Boatyard on Jackson Creek. Below, the humongous crowd in the tent erected on the grounds of the Deltaville Maritime Museum that served as Regatta Headquarters during the Nationals.



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In the mid-2000s under the leadership of David Hazlehurst (Commodore 2004), FBYC teamed up with the Middlesex Family YMCA in Hartfield, Virginia to sponsor a 5-day sailing camp for local youngsters enrolled through the YMCA Summer Program. This community outreach effort that operates like a mini-Junior Week instructional program has been popular and highly successful.

FBYC was gratified that several parents of those enrolled chose to become full members of the Club so that their children could continue participating in its junior activities. The image above pictures activity during the 2012 YMCA Sailing Camp.

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Above is the Class of 2013 Junior Week group picture. In the Club's 75th year, the Program numbered 158 kids combined for both Opti Kids and Junior Week. 41 adults volunteered to teach at Junior Week and to support boat operations. An additional 36 volunteered for on-shore activities, and 22 privately owned powerboats were offered to be used in the program. Alison & David Lennarz received the Mathew Fontaine Maury Bowl in 2013 for their outstanding contributions to the success and growth of the Junior Division over the ten years ending in 2013.

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FBYC hosted the Virginia State Junior Championships for a remarkable number of five times during the 2000s beginning in 2006. The picture above shows activity before a start during the 2013 event held during the Club's 75th year. 48 FBYC Juniors participated in this championship event.

Junior Activities



A start of the Junior Laser Racing Team during the fall of 2013.

Junior Activities



The 2013 FBYC Junior Summer Sailing Race Team numbered over 30 sailors. Juniors chalked up phenomenal successes in 2013 against Bay and East Coast competition, thanks in no small part to professional coaches from South America.

Part IV Flotsam & Jetsam



FBYC- flagged Catalina 30 S/V *Fugue* 1990 on Fisherman's Island at Chesapeake Bay Bridge Tunnel

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Scuttlebutt

Stories from the Club's past, in no particular order

Popular perception is that the era of large cruising yachts at our Club is a modern phenomenon. However, a glance at the 1941 Urbanna Yacht Club Yearbook quickly reveals the fallacy of this notion. As of March 1, 1941, almost 45% of the entire Cruising Class fleet of 9 registered yachts measured over 50 feet in overall length. They were C. G. Kirkmeyer's 58' schooner *Windflower*, B. O. Cone's 58' ketch *Jananne Lee II*, H. V. Baldwin's 53' schooner *Nighthawk*, and Dr. George Z. Williams' 51' schooner *Sea Toy II*.

The high water mark for FBYC participation in the Newport-Bermuda Race was 1966 when four club members entered yachts. They were Alan McCullough's then-revolutionary Cal 40 *Altair*, Jim Mullen's humongous *Southern Star III*, Gene Sydnor's bright-hulled Concordia yawl *Ad Astra*, and George Wayne Anderson's *Allons*.

Jim Mullen in his first 1956 Bermuda Race with his first *Southern Star*, an Alden ketch, competed in the same class as Carleton Mitchell's legendary *Finisterre* that was the overall winner in that race as well as in two future Bermuda Races, a three-win record that stood for over 50 years. Until 2012, that is, when member Rives Potts' McCurdy and Rhodes 48-foot *Carina* received the overall trophy to tie the record, once under Richard Nye in 1970 and twice, in 2010 and 2012, under Rives. However, for the moment, *Finisterre* still holds the record for three successive wins, in 1956, 1958, and 1960, under the command of the same owner.

It is said that the only design concessions that Jim Mullen made on his Bill Tripp-designed, California-built 75-foot *Southern Star IV* was his acceptance

of an engine room with less than stand-up headroom and to give up on lead-encased spent-uranium ballast in the keel.

The number-one genoa on *Southern Star IV* was purported to weigh 800 pounds and was hoisted with a halyard, bag and all, from the cavernous sail loft under the foredeck. With her centerboard down, the boat drew over 14 feet, and, with board up, she drew 7 feet so Jim could get to his dock on the Coan River. "Shoal draft" also allowed him to religiously cut at least 1/3 of the way inside Windmill Point Light on the way up the Bay.

Bay racers had to watch out for Mullen's propensity to launch cherry bombs with a slingshot toward the competition during mid-day summer calms.

FBYC can boast several Hampton OD National Champions among the ranks of its members. Besides Lloyd Emory sailing hull #1 *Rough Passage* in 1947, George Roper sailing hull #465 named *Impulse* found his way to the top of the championship fleet in 1954. Most impressive is member Latane Montague IV who has earned HOD championship laurels for a total of seven times: 1999 (sailing hull#609 *Radio Flyer*) and 2003, 2007, 2009, 2010, 2011, and 2013 (sailing hull#727 *Super G III*)! Our Club has hosted the HOD Nationals twice, in 1948 and 2010.

In spite of dedicating their 'new' clubhouse after relocating from Urbanna to Fishing Bay in 1949, FBYC members suffered for ten long miserable years with frigid showers until a hot water system was mercifully installed in 1959!

In October 1961, two FBYC club members with two friends were shipwrecked for nearly two days on an uninhabited island in the Chesapeake Bay when their sailboat was damaged and grounded during a fierce autumn storm! The FBYC

members were Byrd W. Davenport and William H. King. The two other crew were Hugo Stevens and St. George Grinnan, Jr. All were from Richmond. Their 38-foot ketch ran aground 40 to 50 feet off Watt's Island in a windstorm on a Saturday night in water three feet deep approximately 15 miles south of Crisfield, MD. After a Coast Guard Patrol boat failed to rescue them, they were picked up by a privately owned cabin cruiser on the third day and taken to safety. All survived their frigid ordeal in good health.

In 1969, the Fishing Bay Yacht Club embarked on an ambitious physical expansion program, but our beloved swimming pool that we have taken for granted for 45 years was in danger of receiving insufficient support from the Board for construction to proceed! Before the pool became a reality, wives and children who were not participating in our racing programs endured the torrid summer weekends clustered under the two large shade trees in front of the clubhouse or dodging stinging nettles around the pier on Fishing Bay. Generally these 'shore support teams' were not happy campers, and a rebellion brewed amongst the familial segment of the membership until the Board relented and bowed to popular demand.

In August 1959, the Fishing Bay Yacht Club proudly hosted its 20th Annual Regatta, a cause for celebration and jubilation that careened out of control. The Sheriff of Middlesex County made several visits to the club on the nights of August 21 and 22 to restore order. Peter Roughton (Commodore 1959 & 60), recalled the disturbances at the regatta party with live rock music being initiated by members of a Richmond public high school football team that showed up en masse to crash the party. He also recalled that one of the football players had his leg broken during a donnybrook that took place later in the evening when the young crowd moved up Stove Point to extend their merriment into the wee hours of the morning. Sheriff Shelby was unable to get out of his car on one occasion because he feared for his life. Changes wrought by this "unpleasantness" were sweeping. The post of Security Officer was created on the Board of Trustees, and a Security Committee was formed. Raymond M. Munsch (Commodore 1965) was chosen as the first

Security Officer to lead the Club out of its embarrassing predicament. The work of the Security Committee culminated in the institution of new rules, regulations, and procedures governing the operation of the Club to tone down festivities. However, for many years, FBYC was subjected to the indignity of being monitored on ABC (Alcoholic Beverage Control) Board probation, a serious violation of which could have threatened the continued existence of our Club.

On September 20, 2004, our Offshore racing fleet experienced unpredicted gale-force winds during the annual long-distance race of 26 miles around Wolf Trap Light located south of Gwynn's Island and north of Mobjack Bay. At least five yachts 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 featured a dramatic Coast Guard airlift and the abandonment of a club sailing vessel to the mercy of the wind and waves. Russ Collins, along with his daughter Caroline, were sailing his 26-ft S2 7.9 *Morningtide* when storm conditions forced them to attempt to motor to safe harbor on Gwynn's Island through the Hole-in-the-Wall entrance to Milford Haven from the Chesapeake. The motor first quit and then boat and anchor separated when ground tackle was being deployed off the Island. Helplessly drifting on a disabled vessel, they were rescued when the Coast Guard heeded their pleas for assistance by summoning a helicopter from Elizabeth City, N.C. which lifted them off to safety. *Morningtide* miraculously was later found grounded with only minor damage at Lynnhaven's Chick Beach some 40 miles south of Gwynn's.

In 1960 member Murray Clark purchased a beautiful 42-foot wooden gaff-rigged and bow-spitted sloop named *Dixie*. She was built by Rueben Huiseler, a famous Down East builder in 1915 as a race contender and, at the time of Murray's purchase, boasted the 5th highest racing handicap on the Chesapeake. About 10 years later, while anchored off FBYC, members watched in horror as *Dixie* erupted in flames caused by a galley fire. Fortunately the crew was able to abandon her without injury while the sirens on the Deltaville Volunteer Fire Department trucks wailed as they rolled down Fishing Bay Road. *Dixie*

was pretty much gutted by the conflagration, but she didn't sink so was towed away to an ignominious fate.

There is an ancient nautical superstition that, if a sea voyage shall commence on a Friday, disaster will befall the hapless vessel. On Friday, September 14, 1990, the FBYC-flagged S/V *Fugue*, a Catalina 30, departed Ruark's Marina on Fishing Bay bound for a circumnavigation around Cape Hatteras and return to Chesapeake Bay via the Intracoastal Waterway. Less than four days later, her battered and broken hull washed ashore on a desolate island off the Virginia Capes, a total loss. The boat's owner, Sam Marshall, and two crew members, Brooks Zerkel and George Patteson, were Club members. A fourth crew, Jim Campbell, was a friend along for the ride. To make a long story short, the engine died off the Capes and the crew decided to abandon their quest to double Hatteras by sailing back to the Chesapeake. There *Fugue* went aground in the night off Fisherman's Island near the north end of the Chesapeake Bay Bridge Tunnel, and a fierce autumn storm pounded her to smithereens before she could be towed off the bar. Fortunately, all the crew members were able to escape to shore through the roiling surf and returned home to Richmond after being picked up by car on the Bridge Tunnel.

During the 1960s and into the 1970s, Cals were the boats to have if you were serious about racing. Just to name a few, there were Allan McCullough's Cal 40, Ernie Rose's Cal 25, Wood Bedell's Cal 28. Cal 2-30s owned by Bev and Susan Crump, Hiram Pritchard, and Clyde Gauldin. Pete Sower's Cal 3-30, Brent Halsey's Cal 34 and later Cal 39, Ben Ackerly's and Jere Dennison's Cal 2-27, and a small one-design fleet of Cal 20s. During the late 80s, the famous yacht designer of all these Cal boats, Bill Lapworth, retired and relocated from Southern California to *Providence*, a large historic mansion on the Piankatank near the bridge. During the MORC East Coast Championships of 1987, he accepted an offer to crew on Jere Dennison's Cal 2-27 *Zephyr*, which finished second in her division with Bill Lapworth spending much happy time on the helm. The crew was surprised to learn that, while Bill had designed the Cal 2-27, he had never sailed on one until this MORC event.

In 1967, the Club decided to expand its Fishing Bay pier by enlarging the "T" at the end of the pier to accommodate an increasing number of cruising yachts and additional sailing activities. After the pier construction had been completed, Mrs. Edith Hancock, its immediate neighbor to the west, filed a lawsuit to force the club to remove the new section of the pier, which she said encroached upon her oyster grounds. Furthermore, she would not agree to a settlement with the club that would permit the pier to remain intact. Ultimately, the dispute went to the State Supreme Court which ruled in Hancock's favor, and the offending portion of the pier had to be removed. Two years later, Edith Hancock put her property on the market for \$45K, more than a fair price even in inflation-adjusted dollars. Several of the Club elders formed a syndicate and made her an offer which she ultimately accepted. The intention was to convey the property to the Club which would use it for expansion and the location of the new swimming pool being planned. At closing, the club syndicate was infuriated to learn that Mrs. Hancock intended to transfer title to the property without the controversial oyster rights that had eliminated the 'T' extension at the end of the pier. Indignantly, and in an ultimately self-defeating effort to get even, they refused to consummate the purchase. Such was the animosity created by the 1967 litigation that the Club would abandon the effort to acquire the Hancock property for so insignificant an issue while totally ignoring the obvious strategic benefits that would have accrued in its purchase.

On July 13, 2012, members Joe & Carolyn Schott were cruising off the coast of Delaware on a three-week trip to Martha's Vineyard, Nantucket, Newport, Mystic, several Long Island destinations, and New York City. At a little after 4 in the morning, a 38-foot Oceans sport fishing vessel traveling at a high rate of speed to Atlantic fishing grounds, collided with the Schott's Tartan 41 *Obsession*. The fishing vessel, *Line Item*, ascended the deck of *Obsession*, dismasted her, caused significant damage, and narrowly avoided doing grievous bodily harm to the Schotts who were located in the cockpit at the time. *Line Item*, which was not displaying running lights, eventually sank and its crew transferred to *Obsession*. All, including the Schott's cat Smokey, were

rescued by the Coast Guard, miraculously without serious injury, and Towboat US towed the crippled *Obsession* to port in nearby Indian River.

The fifteen Penguins home-built by Urbanna Yacht Club members in 1947 to establish a new racing fleet are listed below by hull number, name, and owner:

1463 / <i>Rosy Future</i> / Dr. Leslie Rose	1471/ <i>Sea Weed</i> /J. Marshall Moseley
1464/ <i>Rope Yarn</i> / Joseph L. Kelly	1472/ <i>Topper</i> /McDonald Wellford
1465/ <i>Miss Muff</i> /J. Rucker Ryland	1473/ <i>The Flea</i> /Neal F. Chewning
1466/ <i>Lazy Days</i> /Day Lowry	1474/ <i>The Snark</i> /Patrick A Gibson
1467/ <i>The Newt</i> /Mary Anne Reynolds	1475/ <i>Flotsam</i> /Reid A. Dunn
1468/ <i>Little Nip</i> /Dr. Marvin Burton	1477/ <i>Prancer</i> /Alan McCullough
1469/ <i>We Three</i> /L. Jones, Jr.	1478/ <i>Petit Chou</i> /John M. Munce
1470/----/Henry Snell	

The Club's Junior Championship Regatta in August, 1982 was sailed in standard-rig Lasers, and it was blowing like stink. All the Juniors were having difficulty maneuvering in the heavy winds and capsizes were frequent prior to the start. The old wooden *Mr. Roberts* was serving as the committee boat when – CRUNCH – a Laser skippered by Trip Davis lost control and rammed the *Mr. Roberts* forcefully with its pointy end, leaving a gaping hole just above the waterline. However, a few strips of duck tape sealed the hull, and the Regatta continued unabated without further incident.

* * *

It was Opening Day in April 1975. The fleet was in and members awaited the traditional Blessing of the Fleet ceremony to be led, as was customary in that era, by the Rev. Jerry Bunting from nearby Christ Church. The young Commodore and the Rear Commodore were dressed for the occasion, Mr. Roberts stood by to fire the shotgun and raise the colors, but the good reverend failed to appear at the appointed time. The minutes dragged by, and the crowd grew restless. The Rear Commodore, who had scheduled the reverend for the

ceremony months before, slipped surreptitiously into the clubhouse to use the pay phone on the wall. A somber look on his face upon his return telescoped the bad news: Rev. Bunting had forgotten to put the event on the schedule and could not conduct the Service. The young Commodore asked the Rear, "Well, what do we do?" His reply was, "You will have to lead the Service!" The young Commodore trembled with the thought that he would have to impersonate a Man of the Cloth. However, Wayland and Laurie Rennie, members of their church choirs when not sailing *Trilogy*, volunteered support with their resonant voices and the Commodore was able to bumble through the service with minimal embarrassment. But the more consequential issue that lingered that season was whether our fleet could be truly blessed by one of the unconsecrated flock!

* * *

Hiram Pritchard (Commodore 1974) sailed his Cal 2-30 in the Fishing Bay to West River Race around 1970. The annual FBYC event in July served as a feeder race for the Annapolis-Hampton Race that took place the following week, and, because of its 80-mile distance, was always an overnigher. In the darkness of the night, the crew heard some desperate voices calling out from the surrounding waters in the middle of the Chesapeake. Upon further investigation, they found a couple stranded on a turtled Hobie 16 catamaran whom they rescued. For this laudable action, Hiram received a time allowance credit which adjusted his finish position in the race in a favorable manner.

* * *

After the Mobjack went into production in the 1950s, member Fred Williams (Commodore 1968) purchased Roger Moorman's Mobjack prototype, *Orange Crate*, that bore an "X" on the sail rather than a sail number. Evidently the only difference between the prototype and the boats manufactured later was a slightly finer waterline entry at the bow on the prototype. Nevertheless, *Orange Crate* was grandfathered into the rules allowing her to race one-design in spite of the deviant hull-form.

* * *

According to Frank Hargrove (Commodore 1969), we experienced a tragic failure in 1967 or 1968 to acquire the Stull property that bordered the Club on its eastern boundary. Frank had reached a verbal agreement with Neil Stull to purchase his property for \$25,000. However, on the Saturday night of our Annual Regatta, a group of inebriated visitors to the Club from Maryland decided to avail themselves of Stull's swimming pool without his permission, since the Club lacked a pool at that time. When confronted angrily by Neil Stull, one of these regatta participants gleefully pushed him into his own pool. The next day, a furious Stull informed Frank Hargrove that, under no circumstances, would he ever sell his property to FBYC. This incident established the troubled relationship between the Club and Neil Stull during the remainder of his lifetime. And it wasn't until after Neil's death that the Club acquired that property in 2004.

* * *

In July 1984, member Ben Ackerly entered his Cal 2-27 *Melee* in the annual Annapolis to Hampton Race. He was a veteran of the race having previously won the MORC Class in his earlier Cal 20 Cost Plus and having entered *Melee* in subsequent years. In 1984, *Melee* had a crew of five. Other than Ben, there were two others club members, Cam Hoggan and Tanner Rose, and two friends, Arch Berkeley and Dexter Rumsey. All were experienced sailors. After the late morning start, *Melee* beat down the Bay in brisk SSW winds and under bright skies with no visibility issues. Sailing into Eastern Bay on starboard tack, the crew observed a larger boat, identified as a Beneteau in the 40 foot range, on port tack from about a quarter of a mile away. As the two boats approached, it was clear that the port tacker was on a collision course with *Melee* which properly hailed for right of way. Although the Beneteau signaled their awareness of the situation, she evidently believed mistakenly that she could clear *Melee's* bow. At the last moment seeking to avoid an imminent collision, the Beneteau swung her helm hard to fall off under *Melee's* stern. Unfortunately, she did not simultaneously release her close-hauled main and genoa preventing her helm from instantly responding. The impact caused the Beneteau to slam over the port cockpit rail of *Melee*, severing one of her split backstays and pounding a winch, mounted on her cockpit combing, through the deck and into the bilge. Cam Hoggan had been on the helm on the low side when Ben grabbed the tiller to spin the boat to leeward just before the instant

of impact to avoid a t-bone collision, likely to have cut *Melee* in half amidships. Cam was thrown against the bow of the Beneteau and 'keelhauled' along her bottom until reappearing several agonizing seconds behind her. Cam recalls that he "ended up being pinned against what felt like a cable or wire in front of the keel." As the Beneteau slowed, he was miraculously freed and swam to the surface. The Coast Guard was called to medevac Cam who required stitches from an injury involving a line from the Beneteau that had dragged through his mouth. Both boats retired from the race, and the crew of *Melee* were very thankful that this frightful port/starboard encounter of the worse kind was not more devastating than it was.

* * *

In December 2013, during the waning days of the Club's 75th year, member Travis Weisleder skippered the Lucky Dog/Gill Race Team's Melges 20 to a third place finish in the 2013 Audi Melges 20 World Championship held in Key Largo, Florida. The field included 52 of the world's greatest Audi Melges 20 teams, and Travis commanded first place through the first two days of the four-day, 10-race event.

* * *

Anticipation of an outstanding sailing season was high at the Club in the spring of 1991, particularly for our MORC fleet as they prepared to host the MORC International Championship Regatta later that year. None were more excited than the crew of *Twentysomething*, Mike Karn's J/29, as they had spent the winter working diligently on both the regatta and boat preparation. Opening Day's traditional race and festive activities were not dampened by an approaching northeaster that built through the night. FBYC sailors were greeted by huge waves and high winds as they headed out for the Sunday Spring Series Race. The conditions persuaded the race committee to set up the course inshore between the mouth of Jackson Creek and Gwynn's Island. During a postponement, *Twentysomething* reached south in the poor visibility and struck the Cherry Point shoal off Gwynn's as she tacked back to the north. Attempts to motor or sail off the shoal were overpowered by the waves that relentlessly lifted the J/29 and dropped her violently on the bottom. Russ Collins's valiant effort to pull *Twentysomething* off with the Club's 17' Seacraft

proved too dangerous, but he was able to set a second set of ground tackle after the first anchor rode parted. Soon the *Twentysomething* crew discovered water over the floorboards and frantically began to bail. Calls were made to the Coast Guard at nearby Milford Haven resulting in the appearance of a rescue vessel. The Coast Guard picked up the crew and stood by as attempts were made to pump out the J/29 by Karn and crew Doug Magargee. Both ended up in the water when the 2,100 lb. keel and hull parted company, and *Twentysomething* rolled to port and stayed on her side in shallow water. Conditions made it impossible to approach again leaving Karn & crew no choice but to abandon salvage efforts for the day. The following day Karn & Magargee managed to plug the holes, right the J/29, pump her out, and tow her back to the Club. It had holes in the hull and deck, the mast had broken into three pieces, and an estimated ton of sand filled the hull. The keel was never found in spite of efforts to locate it. Mike's insurance carrier declared the boat a "total loss," and it was sold as salvage to member Bill Spencer. Bill rebuilt the boat with a modified keel he had cast in Mexico, renamed it *Resurrection* to celebrate its new incarnation, and raced it for the next 8 years! (Three of the participants in this story later served as Commodores of FBYC: Russ Collins in 1992, Bill Spencer in 1994, and Mike Karn in 2000.)

While many of our early Commodores served their country during WWII, only one had the distinction of serving in WWI as well. Major W. M. F. Bayliss (Commodore 1955), a native of Britain, was commissioned as an officer in the King's Cavalry before transferring to the Royal Air Corps in the Great War to enter aerial combat in biplanes of wood and canvas. Flying as a gunner in Bristol fighters and finally as navigator and copilot in Handley Page bombers, he was shot down behind enemy lines while flying at night over enemy territory in July, 1918. He remained a prisoner of war until the collapse of Germany in December, 1918.

Commodores
1939 - 2014

<u>Year</u>	<u>Commodore</u>	<u>Year</u>	<u>Commodore</u>
1939	Reid A. Dunn	1976	James G. Reid, Jr.
1940	Reid A. Dunn	1977	Brenton S. Halsey
1941	Reid A. Dunn	1978	Matthew T. Blackwood
1942	J. Rucker Ryland	1979	Richard F. Rhodemyre, Jr.
1942	Henry E. Hutcheson, Jr.	1980	Allen B. Fine
1943	Henry E. Hutcheson, Jr.	1981	Clyde N. Gauldin
1944	Henry E. Hutcheson, Jr.	1982	Beverley L. Crump
1944	H. Day Lowry	1983	James E. Rogers
1945	H. Day Lowry	1984	Ian G. Lorimer
1946	James H. Scott	1985	Wayland W. Rennie
1947	J. Rucker Ryland	1986	John R. Hawksworth
1948	J. Marshall Moseley	1987	William A. Perkins, Jr.
1949	Patrick A. Gibson	1988	F. Case Whittemore
1950	Patrick A. Gibson	1989	Harrison Hubbard, Jr.
1951	Allan McCullough	1990	Robert R. Rock
1952	Jean Y. Ray	1991	James F. Lipscomb, Jr.
1953	Jean Y. Ray	1992	R. Russell Collins
1954	Jean Y. Ray	1993	G. Waddy Garrett
1955	W. M. F. Bayliss	1994	William C. Spencer, II
1956	Herbert L. Potts	1995	Lydia J. Strickland
1957	Allan Hicks	1996	David R. Lee
1958	Allan Hicks	1997	James O. Cobb
1959	Peter Roughton	1998	Robert C. Wardwell
1960	Peter Roughton	1999	Judith G. Buis
1961	Howard McCue, Jr.	2000	Michael W. Karn
1962	Henry A. Converse, III	2001	R. Strother Scott
1963	John C. Hoggan	2002	R. Strother Scott
1964	Harrison Hubbard, Sr.	2003	Sherard D. Cole, Jr.
1965	Raymond M. Munsch	2004	David Hazlehurst
1966	Charles B. Raynor	2005	John M. Buhl, III
1967	W. Harry Schwarzschild, Jr.	2006	Lud H. Kimbrough, III
1968	Fred L. Williams, Jr.	2007	Allan M. Heyward, Jr.
1969	Frank D. Hargrove	2008	Richard A. Bauer, Jr.
1970	William M. Harris	2009	R. Noel Clinard
1971	Allen R. Potts	2010	C. Mayo Tabb, Jr.
1972	Mason Smith	2011	David S. Hinckle
1973	Frederick P. Warne	2012	Alexander Alvis, III
1974	Hiram T. Pritchard, Jr.	2013	George W. Burke, III
1975	Joseph L. Dennison, Jr.	2014	John B. Wake, Jr.

75 Years of Championship Sailing Events

Hopefully listed below are all the regional, national, and international racing events hosted by UYC & FBYC since inception in 1939.

Penguin Class Chesapeake (Region 3) Championship (1947, 49)
Hampton One-Design National Championship (1948, 2010)
Adams Cup Quarterfinals of the Women's National Championship (1964)
Cougar Catamaran National Championship (1968)
Windmill International Championship (1969)
Albacore National Championship (1970)
Jollyboat National Championship (1970)
Jollyboat World Championship (1971, 73)
Laser District 11 Championship (1980, 1983, 1985, 2002, 2006, 2011)
Albacore World Championship (1981)
Chesapeake Laser Masters Championship (Annually since 1981)
O'Day Trophy Singlehanded Championship, Area C (Hudson River, North Jersey, Barnegat Bay, South Jersey, and Chesapeake Bay) Semi-Finals
Mobjack National Championship (Multiple years too many to list)
MORC East Coast Championship (1987 – 90)
Laser Atlantic Coast Championship (1987)
Laser Pan-Am Trials (1987)
MORC International Championship (1991, 97)
Atlantic Coast Laser Masters Championship (1997, 1999, 2003)
Laser US Masters Championship (2000)
Lightning Mid-Atlantic Championship (1995)
Southern Chesapeake Leukemia Cup Regatta (Annually since 1999)
Lightning Dixie Districts (2002)
Optimist Atlantic Coast Championship (2004)
Junior Olympics (2005)
Chesapeake Bay Midget Championship (2005)
Commonwealth of Virginia Junior Championship (2006, 2007, 2011, 2012, 2013)
Flying Scot North American Championship (2007)
US Optimist National Championship (2010)
San Juan 21 East Coast National Championships (2012)
Windmill Class National Championships (2013)

75 Years of One-Design Classes



Jollyboats & Mobjacks 1960

Since the inception of our Club in 1939, 23 different one-design dinghies have achieved fleet status at various times and been actively raced at Club events. They are (in alphabetical order):

Albacore	International 505	Laser	Snipe
Byte	International 420	Mobjack	Sunfish
Cougar Cat	Jet 14	Optimist	Thistle
Flying Scot	Jollyboat	Penguin	Winabout
Hampton O/D	JY-15	Sabot	Windmill
Hobie 16	Kite	Sailfish	

In addition, there have been four official one-design offshore fleets in the history of FBYC:

J/22
J/24
J/105
J/70



A Note from the Historian

As the compiler of this *75-Year History of the Fishing Bay Yacht Club*, I suppose I am entitled to insert my picture prominently into the book. In keeping with its historical theme, it was incumbent for me not to use a recent photo. Above is the way I appeared in those glorious, halcyon days of the 1970s upon my beloved first Laser #4035 *Streaker*, actually purchased for my son, Clark, as a present to celebrate his birth in 1972. Eventually he was even able to use the Laser from when he first entered the Junior Program in the early 80s until the mast step finally collapsed later in the decade.

I have learned a lot compiling this history, a process that actually began back in the early 2000s when asked to assume the office of Historian in a Club in which I had been a member since 1955. Many stories about our past have appeared in the *Log* but have been condensed for this history due to space restraints. However, all the complete stories remain online at fbyc.net so please feel free to check them out if you feel the urge.

The next writer of FBYC history will have a much easier project. Photographs from earlier eras are few and far between. However, since about 2001, with the advent of digital cameras, iPhone cameras, and the club website for collecting and archiving images, there are literally thousands of photos for easy accessing.

Thus the problem has become, not the availability of suitable images, but selecting representative images from the thousands from which to choose.

This is the point where the Historian must acknowledge his grateful indebtedness to the many individuals and institutions that contributed to this effort. Here in no particular order is a list: John Morton Barber, Sara, Shantese and the crew at AlphaGraphics, Larry Chowning and *The Southside Sentinel*, John Larus and PhotoLabs, Claudia Jew and The Mariners' Museum, John Stefancik and *Chesapeake Bay Magazine*, Richmond Newspapers, Bob Walker, Jane Wells, Kenzie Hubard, Bob Graham, Cyane Crump, Perry Guy, Russ Collins, Tracy Schwarzschild, Mike Karn, Ben Ackerly, Mayo Tabb, Jon Deutsch, Mary & Bill Spencer, Noel Clinard, Jay Buhl, Bob Kates, The Deltaville Maritime Museum, Eddy Miller, Temple Bayliss, Ken Odell, John Koedel Jr., Strother Scott, Brent Halsey, Jim Rogers, Charlie McDowell, Bill Strickland, Brooks Zerkel, Sam Marshall, Ray Munsch, and post humously McDonald Wellford, Jimmy Reid, Marshall Moseley, George Patteson, and Johnny Hawksworth. For those few or many that I have forgotten, I sincerely apologize.

Special appreciation is acknowledged for the tireless efforts of Nica Waters in editing the proof of this book to make it more readable and to eliminate the many errors that mysteriously appeared in its composition.

Thanks also to my wife Paula for her encouragement with this endeavor and to my granddaughter Eliza who kept me on track.

Finally, what publication can be complete without a dedication?

This 75 Year History of FBYC
Is dedicated to the memory of members
George Barrows, Danny Austin, and Jack Moseley
And the joys we experienced
Just messing around in boats

May 8, 2014
Jere Dennison
Historian, Fishing Bay Yacht Club



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New Clubhouse Dedicated on Opening Day, April 13, 2002

Architect, William Newman Commodore, R. Strother Scott Builder, Arthur E. Wilton, Jr.



Lasers Racing 2012