

**September, 2006**

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

## **From the Quarterdeck** **Lud Kimbrough, Commodore**



Maybe Homeland Security should send interns to FBYC. If you think it's a beautiful thing when a plan comes together then the

67<sup>th</sup> Annual One-Design Regatta was real eye candy: 92 boats raced on three courses during two beautiful days, the best turnout in perhaps 20 years. For the first time, all new land could be fully utilized thanks to the road relocation, allowing ample parking and smooth traffic flow through the boat launching side. Many changes were made this year as a result of the survey taken after last year's regatta, as well as input from the member survey in January. At least 50 people contributed to this year's success, and I thank them one and all. Event Chair Allan Heyward put a team of champions to work in-

cluding social chair Sharon Bauer, PRO Russ Collins, RC Chairs David Hazlehurst and Mike Toms, along with so many others.

Doing the right things and doing them right usually results from research, planning, communication, and training. As it is with running a major event, so it is also with an effective safety program. Fleet Captain and chief safety officer Noel Clinard has been working for months to deploy a safe and effective lifesaving capability at FBYC including Automatic External Defibrillators. Sudden Cardiac Arrest claims over 1,000 lives per day in the U.S. Thanks to properly deployed AED programs, the survival rate at O'Hare Airport exceeds 55%, and in Las Vegas 70%. Be sure to read the enclosed article and enroll in the CPR/AED training we will organize this winter. I feel so strongly about this program that I went to Red Cross for my training last week, and was joined in the class by Dixon.

Two Cruising events on the Bay and one in Maine have kept the Cruising crowd busy this month. The Annual Cruise Regatta held July 29 tied the prior record for participation with 13 boats and 50 for dinner, and a number of Cruisers also went to VIMS for a seminar on the crabbing industry.

As of mid-August our juniors had participated in 13 traveling events, mostly in the CBYRA Junior Circuit. The Extended Race Team had a total of 18 juniors participating. Coach Daniel Gillispie's Learn-2-Sail program exceeded expecta-

tions, with over 25 participants, some of whom went on to become active racers whose skills moved them out of Green Fleet even though still in their first year of racing. We also hosted the third Middlesex YMCA Learn-to-Sail program, which will likely be incorporated into our own Learn-2-Sail in future years.

FBYC fielded four sailors in the USODA North Americans in Sarasota, and two in the British Nationals held in Wales, where wind speeds never dipped below 25 knots. Older Juniors performed well through heavy air conditions in Laser Radials at the US Sailing Junior Olympics and Hyannis YC Regatta. See Eric Powers' articles in the Log and on the Website for a full report.

Expert coaching and supportive parents resulted in FBYC's juniors finishing in the top tier of all events in which they participated. I attended the farewell dinner for our coaches at the club house, and it was clear from the faces of all attending that everyone will miss the great times spent together and already look forward to next summer.

Our Participation Logging system consisting of Undeniable David Hazlehurst has tracked 160 volunteers so far this year, just over half of what we expect from our membership. Salvation can yet be had: every weekend in September and October is beautiful, and packed with activities, so check the Events book or website for the names of event chairs and call them to sign yourself up, too. Conscriptation and the lash are dreadful alternatives.

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## Board Meeting Highlights

August 10, 2006

Meeting called to order at 6:05 p.m. by Commodore Lud Kimbrough.

### REAR COMMODORE – RICHARD A. BAUER, JR.

**DOCKS** – Mayo Tabb plans to contact slipholders and also put an article in the Log in an effort to identify four dinghies on the dinghy racks.

**GROUND**S – The new road has been completed and Chip Hall and Strother Scott will determine where

the fencing should be erected. Ric Bauer and Chip have prepared a layout plan for a new parking lot in the enlarged area from the roadway to the east bathhouse but it is not expected to be ready for use until next year. We now have two dumpsters they will be located behind the east bathhouse.

**LONG RANGE PLANNING** – The Long Range Planning Committee now has a final draft of a long-range plan. The Committee will hold a final meeting on August 24. Once the Board has approved the plan at either the September or October Board meeting, the Committee will disseminate the plan to the membership via a link on the web site.

**WEBMASTER** – During the past two to three months, the web site has had a number of problems involving dates, online registration, registration reports, etc. Most of these are now working correctly but there are some exceptions. The photo uploading/viewing process and the ability to see who is on what mailing list are problems that Ethan must work on. The dates are now working correctly.

**PUBLICITY** – Izumi Miller sent flyers about the August and September regattas to other yacht clubs. Articles by Jon Deutsch, Tom O’Connell, Mike Toms and others have been sent to newspapers, e-magazines and magazines. An article about the Stingray Point Regatta appeared in the September Cooperative Living Magazine. There is an advertisement on the Virginia Tourism Web site at <http://www.virginia.org>. Type in Fishing Bay under “Search.”

### VICE COMMODORE – ALLAN M. HEYWARD, JR.

**FLEET CAPTAIN** – Noel Clinard announced that the two new AED’s and alarm cabinets have been received and are ready to be installed after the plan for using them has been completed. Approximately 20

## MEMBERSHIP

### FINAL APPROVAL:

Mr. Louis P. & Dr. Melissa S. Pektor

members advised they are trained and/or certified to use the AED’s. Formal notification has been received that the Flying Scot North American Championships will be held at Fishing Bay from June 24 – 27, 2007.

**OFFSHORE DIVISION** – Alex Alvis reported that preparations are being made for the Stingray Point Regatta. A decision about which boats will compete for the Potts Trophy will be made the Friday night prior to the regatta consistent with the type boats that come up from Hampton Yacht Club.

**ONE-DESIGN DIVISION** – Doug Magargee requested that trash barrels be put in the small boat parking area.

**CRUISING DIVISION** – The Cruising Division has completed two additional events since the July Board meeting. The first was a cruise to VIMS where FBYC members were treated to a seminar on the blue crab and factors threatening the future of the crabbing industry and tours of VIMS’ commercial oyster farming research facility and the VIMS fleet. The Annual Cruise Regatta was held July 29 and tied the prior record for participation with 13 boats and 50 for dinner. Ed O’Connor reported that the two upcoming cruising events are the Tides Inn Rendezvous and the Progressive Dinner.

**JUNIOR DIVISION** – Eric Powers reported that the juniors have participated in 13 traveling events, mostly in the CBYRA Junior Circuit. The Extended Race Team has had a total of 18 juniors participating, with a core group of 12. Daniel Gillispie’s Learn2Sail program has had 23 participants but that could reach 30 or more in the special session to be held next week. Eric praised the expert coaching that has resulted in FBYC’s juniors finishing in the top tier of all events they have participated in.



2006  
**FBYC Officers**

**Commodore**  
Lud Kimbrough



**Vice-Commodore**  
Alan Heyward



**Rear-Commodore**  
Ric Bauer



**Treasurer**  
Paul W. Howle, III



**Secretary**  
Steve Gillispie



**Log Streamer**  
Vic DeNunzio

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

**CBYRA** – Tom Roberts advised that CBYRA is having some trouble on their web site and as a result, we have been unable to submit results for posting.

**PARTICIPATION** – David Hazlehurst is still tracking volunteer participation with the help of Ed O'Connor. Only about 160 members have performed work duty and we still are not getting enough volunteers for all events. David is working on a volunteer plan that he will propose be put into effect next year. David and Jere Dennison had a total of seven youths in the 6-day YMCA Training Program this year.

**OLD BUSINESS** – Lud Kimbrough reported that a good group of new members turned out last month for the New Member Reception, which was held after the Board meeting in Delta-ville, but that attendance was lower than expected.

**NEW BUSINESS** – Lud Kimbrough asked Jay Buhl to chair the Nominating Committee for next year. The first meeting will be held Tuesday, August 15.

The PHRF delegates will meet in November to vote for high point splits. Mayo Tabb plans to propose that next year there be three splits rather than two.

David Hazlehurst announced that the speed bumps on the new road have been painted orange.

David also reported that he found beer and wine in the refrigerator in Fannie's House and removed it. He suggested that a sign be placed on all refrigerators stating the Club Rule about leaving alcoholic beverages in the refrigerators. David also advised a club member who was launching a Sea Doo at the club ramp that the club does not allow this. Mayo Tabb recently asked a member to remove his dog and the dog's three water/food bowls from inside Fannie's House.

There being no additional business, the meeting was adjourned at 7:20 p.m. ☺

## Junior News Section

### FBYC Junior Program Participation Numbers Tell A Story

Eric Powers

It may not have been a club record, but on Tuesday and Wednesday of the last week of FBYC's Junior Extended Program, we had as many as 24 kids learning and practicing sailing skills with our coaches on Fishing Bay. What's significant about this is that it means our children are finding sailing a sport worth pursuing and they're willing to spend some time getting better at it by working with high quality coaches and seeking out better competition at regattas. Between the FBYC Optimist and Laser Radial Teams, we've attended more than 13 regattas and clinics around the Bay and beyond this summer. Some of these events were national competitions that attracted sailors from all over the country and even some from around the world. We even had two of our team members attend regattas in Belgium and Wales. The FBYC teams met the competition with all they had learned and racked up an enviable racing record with one or more team members finishing in the top five in nearly every event they attended around the Bay. In addition to great sailing experiences the team had a great time traveling together and meeting new friends. Their parents also had some enjoyable time on and around the water and made some new friends as well. Although the coaches are gone for the summer, the love of sailing they've instilled in our children will stay with us and we'll continue to pursue our sport whenever we get the chance. The sailing team has its eyes on several late summer and fall events and several will continue sailing into the winter. ☺

### Should FBYC have a PHRF C Fleet?

Mayo Tabb

The CBYRA High Point competition is hotly contested in northern Bay in Regions I, II and III. We are in Region IV which is divided into Region IV South which is Hampton and Region IV North which is FBYC and the Rappahannock River Boats. We have traditionally had two classes – PHRF Spin Overall and PHRF Non-Spin. This year we changed to two Spin classes – PHRF A and PHRF B/C with the split at 113 during mid season. If we look at last years results there were 18 boats that qualified with FBYC boats taking the first 16 places. The trophies are supplied by PHRF and administered by CBYRA. If we have enough boats PHRF would provide a First, Second and third place trophy. How Region IV North is set up is determined by the vote of the PHRF Delegates in the November meeting with one vote per PHRF certificate. Since FBYC has by far the largest fleet we tend to carry the vote for Region IV North. If we elect to have three separate fleets, we probably would have enough boats in any one class to qualify for a Trophy – we would be substituting three first place trophy's for the first, second and third place.

When racing with time on distance scoring, windward/leeward courses and in conditions of changing current the faster boats have an advantage over slower boats. With the present B/C fleet ranging from 114 to over 200 it is very difficult for the over 200 boats to compete effectively with the 114 rated boats. If we change to three splits we would narrow the spread in each class and hopefully have more competitive racing.

For next year I would propose that we retain the current A/B split at 113 that we used this year. Where should the B/C split occur? I see three possible splits - 161,167 or 170. If we go with 161 it would put the Colgate 26's and Trilogy into class C. If we go with the 167 then these three boats would be in the B class. If we go with the 170 we would move Enterprise and Schiehallion into B and the J-24's would be the low rated boats in C. With the declining number of MORC starts the J-24 will most likely be racing more often in PHRF.

With only one High Point class FBYC established the splits during the winter at our Sailing Events meetings. If we want multiple High Point classes then we would most likely simply adapt the High Point splits as our club splits as that is what all other clubs do. Please e-mail or call me (Mayo Tabb) at 804 -690- 3540 and give me your input as the vote is coming up in November. ☺



## Bayview Yacht Club To Mackinac Island Race – 2006



**Jay Buhl presents Fishing Bay Yacht Club Burgee to Bayview Yacht Club and Henry Mistele, owner of J 120 *Night Moves*.**

Each July, for the last 82 years, more than 2,800 sailors board over 250 boats and race on Lake Huron from Port Huron Yacht Club to Mackinac Island. Depending on which of the two courses you race on, your journey could be 250 NM long if you stay on the rum line, longer depending on your strategy.

The Mackinac Race is rich with history and tradition, and has been sponsored by Bayview Yacht Club since inception. It is a very common practice among sailors to open discussions with comments like “..... so how many Macks’ is this for you?” Sailors obtain passage to the “Old Goat Club” after completing 25 Mackinac Races. At the conclusion of the 2005 race, there were more than 370 Old Goats! Names are listed annually in the Mackinac edition of the Club Burgee which is 80 plus pages in length with detail on historical trivia and boats registered for the upcoming race. Sailing Instructions and Scratch Sheets are professionally published in a 90 plus page brochure encompassing every imaginable detail about the race, the two courses, the fleets, the 21 starts, charts, and plenty of safety information. Interestingly enough, as an east coast sailor I am accustomed to seeing Mount Gay Sponsor every major regatta, not this one, Bacardi foot the bill for this race and what a party they throw!

I was fortunate to participate in my first Mack race this year sailing on a J 120 with a very experienced crew.

The owner, Henry Mistele an “Old Goat”, was racing his 38<sup>th</sup> race. The crew consisted of a 16 year old named “Camper”, who was racing his 3<sup>rd</sup> race. The other seven members of the crew had raced a range of 12 to 27 previous races. Once you have successfully endured the challenges of what the lake presents you with which include; wide varying wind velocity and temperature swings, very inconsistent wave frequency and direction, *cold* water temperatures, and not much sleep, a sense of accomplishment is developed which hooks sailors like an enormous adrenaline rush which drives them back for more. Most will admit, they often wonder in the middle of the race “why am I doing this?” Either the wind has died to nothing and the black flies are tearing up your ankles, or you are sailing in 30 plus knots of wind with 6 – 8 foot waves wearing heavy foul weather gear in mid July. It is not uncommon to go from one extreme to another within an hour.

The race began on Saturday morning July 15<sup>th</sup>. Fleets were tied up the week before the race at Port Huron which is located on the west side of the north end of the Black River. The Black River connects Lake St Claire to Lake Huron. Sail boats motor a mile or so under a few bridges passing Port Huron Yacht Club where bag pipes are playing and each competitor is named on a PA system. Crowds line both the east and west sides of the Black River, and there are hundreds of spectator boats on hand to watch the starts. The J 120 Fleet started 9<sup>th</sup> at 12:40, the first start was at 11:30. Starting 20<sup>th</sup> at 14:50 was the IRC A class which included some very interesting sailing yachts. *Winquest*, which is a Max Z86, *Denali*, a Nelson / Marek 68, and couple of TransPac 52’s, all passed our fleet of J 120’s before dark on Saturday night, .... these boats were fast, we started three hours before these guys did!

Great Lake sailing and Bay sailing are a little different. The Chesapeake Bay is approximately 200 miles long,

averages about 15 miles in width. Lake Huron is 206 miles wide and 183 miles from north to south. It is the third largest of the Great Lakes, holding nearly 850 cubic miles of water, shores extend more than 3,800 miles, and the average dept is 195 ft. Guys, this is a big lake. For the majority of the race you cannot see the shore line which gives you the feeling of sailing in the ocean. Wave frequency is not consistent; waves are steep and much more frequent than in the bay. There is no salt in the water which is great for cleaning sun glasses, and gear, but boy is it cold.

Bayview Yacht Club, located on the south west shore of Lake St Claire, has 400 active members and has the reputation in Detroit as the “sailors” club. The focus of this club is racing and evident the minute you drive onto the property. Fleets of J 22’s, Melges 24’s, 420’s, Lasers, Optis all line parking lots. I counted six 20ft power boats which support a very active Junior Program. It does have a full service bar and restaurant; however, the best sailors in Detroit migrate to Bayview for sailing. Land is a limitation, and they maximize every square inch. For the past 14 years Bayview has hosted the NOOD Regatta. To give you an example how serious Bayview is about racing, if you own a boat which requires a slip, or well as they call it, and you are not racing, you must vacate and find another place to tie up in order to make room for visiting racing yachts. They secure parking areas from neighboring businesses and arrange shuttle service to and from the club. Hoists are rented and installed for the NOOD and other larger regattas. Bayview reminded me of a FBYC with our historical limitations and creative planning to host larger events. Sailors are pretty creative no matter where they live, ..... *where there is a will, there is a way.*

Signs we were nearing Mackinac Island, our final destination, came into view Monday morning a few hours after day break. Fleets begin to separate Saturday night, and continue to separate throughout the race as different strategies are implemented. As fleets funnel into the Straights of

*(Continued on page 5)*

*(Bayview YC; Continued from page 4)*

Mackinac, they majestically reappear on three horizons. As the straight narrows toward Mackinac, the race seems to transform from a distance race to a windward leeward type race one would experience on a weekend afternoon. It is a 20 mile beat to the finish with 20 knots of breeze. Unfortunately, our main halyard broke 10 miles from the finish, forcing us to go from a number three jib, to a heavy one, and bring down the main. We actually only lost about 1.5 knots of boat speed, settling in at an average of 7.8 knots, not bad for one sail, kind of felt like sailing on a big Laser. The problem is our competition had that extra knot and a half for 10 miles, could tack quicker, and point higher. We were pretty disappointed until we finally tied up and realized, we had made it! Tradition says anyone sailing the Mack for the first time gets thrown in the lake after the race. Remember this lake is not only big, it is *COLD!* Tradition is in tact, I took the plunge....*burrrr*

Mackinac Island is a pretty neat place. No cars, horse, buggy and walking only. For a few days, a few thousand sailors claim the island. Sailors do not stay long as they head west and south down Lake Michigan toward Chicago to start the race back to Mack the very next Saturday. I unfortunately did not race the Chicago to Mack Race, but *Night Moves* and her crew did, and this time their halyard hung in there and they finished third in their fleet of 15.

If anyone gets the opportunity to race the Mackinac Races, I highly suggest it; it is truly one of those life time experiences. ☺

### **A Taste of The 12s**

By: Blake Kimbrough

At the turn of the 20<sup>th</sup> century the 12-Metre class was born in the interest of



promoting equal competition between sailors all over the world. Since their inception they have represented beacons of light in the world of yacht racing, design and tradition.

In 1928 the first six nearly identical U.S. 12-Metres were built as challengers to the 12-Metres all around the world, and this past July I had the opportunity to sail a 25 mile distance race on one of them. At 70 feet long "Onawa" has to have been the most magnificent boat I have ever seen or sailed on.

The boat was nearly in ruins at the turn of the century and in need of much TLC. Thanks to its three new owners Onawa was re-born in 2001. Although I was not there to see its commissioning back in 1928 I have the sense that it has been completely restored to its original glory and mystique.

The day was perfect: clear skies and a stiff 12-15 knot breeze coupled with 3-4 foot rollers. Squaring up to the starting line in the Grand Prix fleet, we were the first start sailing against a Swan 60, J-130 and two other large yachts.

Upwind I trimmed the enormous genoa while two behemoths spun their arms in fury on the coffee grinders. Working in unison with the main trimmer, David Blouin (CofC Sailing Team alum), we were able to tune our trim to the point where the skipper took his hands completely off of the wheel, perfectly balanced. Turning downhill I switched to trimming the chute. Seeing the guy trimmed on brass drums wrapped in old-style cordage to bring back the enormous wooden spinnaker pole, the feeling of warmth and nostalgia was breathtaking.

Crossing the finish line in five hours and twenty-seven minutes we were the second boat across the line and ended up winning the day on corrected time. Amazingly, in all my years traveling with Stormking, racing dinghies and sloops on the

Chesapeake, and competing on the inter-collegiate circuit I had never taken the time to explore our great sport's history; this is a void I plan to fill after having had a taste of the 12s.

*If you are ever in Newport, RI, several 12-Metres are available for day sails and charters. Check them out online at [www.newportcharters.com/sail.asp](http://www.newportcharters.com/sail.asp). ☺*

### **Community sailing.**

David Hazlehurst

The club has a commitment to encourage local youth to learn how to



sail, and for a third consecutive year we have supported a program sponsored by the Middlesex County YMCA. There can be no question given the happy faces of the 7 students you see in the photograph that these students enjoyed themselves. They sailed Optis double-handed initially, and later single-handed and given the heat index they put in a lot of pool time. Thanks for spending six days in the August sun go to Courtney Faudree, the YMCA counselor, and the two former Commodores shown in the photograph. Also to Tom Sakach, grandson of Auzzie Jackson, for taking the students out in a 420 during the second three day session. Also to Norton Boats for providing lunch for the students and their parents on the closing day. Following the 2005 classes two families decided to join the club adding three new faces to our Junior week program. We are looking forward to seeing other students back at the club. ☺



FBYC History...

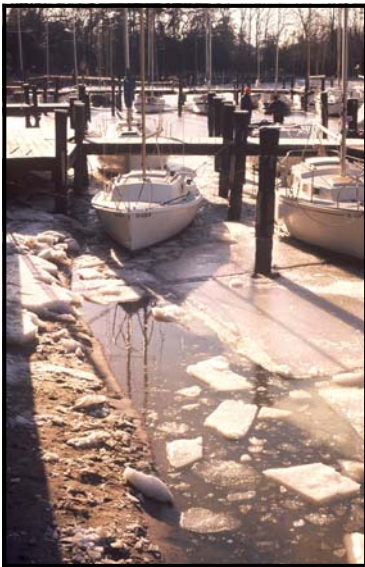
## The Big Chill of 1977

Jere Dennison

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 January, 1977 and, according to the Virginia Climate Advisory website, "was the coldest month ever measured in the Virginia record, with a statewide average temperature of 23.8 degrees F," and, compared to Virginia's six coldest winters, "there isn't a month that even comes close, with January 1918's 25.0 degrees F the nearest competitor."



And this bitter cold wave also blasted the entire eastern seaboard. According to the VAEmergency.com website, "the Bicentennial Winter was the coldest seen on the East Coast since before the founding of the republic. In Northern Virginia, the snow began on January 4, just as the Carter Administration was moving into town. The Tidal Potomac (salt water) froze solid enough that people could skate across it near the Memorial Bridge. The prolonged cold wave caused oil and natural gas shortages. Washing-



ton did not see heavy snow like the Great Lake region did that winter. The cold winds blowing across the warm lakes brought 68 inches of snow to Buffalo, NY.

Washington recorded 10 inches of snow in January, Richmond 11 inches, and Roanoke only 9 inches. The cold wave penetrated into the South and on January 19, snowflakes were seen in Miami, Florida!"

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.

But what of the remainder of 1977? A recent article from the *Richmond Times-Dispatch* addressing the summer heat wave of 2006, cited the summer of 1977 as having the most 90-degree-or-hotter days in a given year in Richmond's history. Perhaps this was just Mother Nature's way of balancing out the effects of the extreme cold earlier in January. ☺



## The AED a “Lifejacket” for your Heart

By: Noel Clinard, FBYC Fleet Lieutenant and Safety Officer

FBYC has acquired two Medtronic Automatic External Defibrillators (AEDs) and is developing a plan for their deployment and use. Dr. George Burke, FBYC’s Cruising Division Commander, has agreed to serve as the Medical Director for FBYC AED plan.

**Location:** During the sailing season, the AEDs will be located in: (1) in the FBYC Clubhouse, on the wall in the first floor lobby, and (2) in the Fannie’s House lobby or aboard Mr. Roberts. Both will be secured in alarmed cabinets. When Mr. Roberts is moored, the AED will be in Fannie’s House. When Mr. Roberts is underway, the AED will be aboard or deployed to a Mark Boat. The RC Chair will always know the location. If the AED is removed from Fannie’s House, a placard will direct the reader to the AED in the main clubhouse.

**On Shore:** Any person witnessing a Sudden Cardiac Arrest (no evidence of pulse or circulation) or “SCA,” shall (or request a nearby person) retrieve the nearest AED, call 911 immediately to inform the dispatcher that an SCA is in progress, that an AED is in use, and if trained to do so, commence CPR on the victim pending arrival of the AED and a person trained to operate it. The caller shall state words to the effect: “This is an emergency. I am calling from Fishing Bay Yacht Club, at 1525 Fishing Bay Road in Deltaville, Virginia, 911 Middlesex Building Number 1525. An AED is being used. I am standing by.” If one does not remember the 911 building number, ask someone to look around for the small brown placard with white numbers on the FBYC Club sign.

**Off Shore:** Any vessel requiring assistance for an SCA, shall hail the RC on the assigned channel, stating words to the effect: “Mayday, Mayday, Mayday, possible SCA on [vessel name, sail number or appearance] located at [position on race course, e.g windward mark, range and bearing from known point, or Lat/Long]; request assistance.” A person without a radio shall make the international emergency signal by waving both arms in a crossing motion above the head three times and then briefly clasping the chest with both hands, and repeat the signal until acknowledged. If feasible, after restoration of heartbeat, the victim may be taken to the nearest shore point. RC personnel shall make a 911 call and report the nearest shore point to which the victim is being taken and the approximate time of arrival. In the alternative, it may be possible to obtain the assistance of the Coast Guard Station at Milford Haven on Channel 16.

A simple version of these procedures will be placed with the AEDs.

**What is an AED and why do I need to know where it is?** An AED is a small, electronic device designed for use by the first person responding to an SCA. The AED is easy to use and tells the rescuer exactly what to do, using voice commands and pictures. After electrodes are placed on the victim’s bare chest, the AED analyzes the heart’s rhythm and determines if a shockable rhythm is present. The defibrillator is designed to give a shock only if needed. Unlike defibrillators intended for use by health care professionals (and seen on TV), AED’s are designed to allow minimally trained laypersons to respond to SCAs. Knowing that FBYC has AEDs and knowing where they are located in an emergency can save valuable time and could save someone’s life.

**What is Sudden Cardiac Arrest (“SCA”)?** As many as 450,000 people, up to 7,000 of them children and youths, lose their lives to SCA each year in the U.S. SCA is a condition in which the heart stops beating due to a malfunction in the heart’s electrical system. SCA is a life-threatening abnormal rhythm, or arrhythmia. When an AED is unavailable, SCA is treated with cardiopulmonary resuscitation (CPR). CPR will not restart a heart in sudden cardiac arrest. CPR is just a temporary measure used to continue a supply of oxygen to the brain and other organs. When someone is in SCA, defibrillation is the only way to re-establish a regular heartbeat.

**Why don’t we just call 911, we all have cell phones?** The survival rate from SCA drops 7-10 percent every minute without defibrillation. Defibrillation is the single most effective treatment for SCA--and the sooner the better. The American Heart Association (AHA) now recommends that a shock be given within 3-5 minutes or sooner. On average, it takes emergency medical services (EMS) teams 6-12 minutes to arrive.

**Who can use an AED?** Our specific AED offers the most current technology for ease of use and is designed to allow trained laypersons to respond -- even on the water. Anyone who has completed a short (2-4 hours) training course that covers both AED use and CPR can use an AED. Over a dozen FBYC staff and members have already been trained and more will be trained this winter. New Federal laws augment existing state “Good Samaritan” laws by providing qualified immunity protection for users of AED’s.

**How can I get more information or sign up for training?** We hope to hold a training course or courses this fall and winter and will notify members via email when dates and locations are set. CPR and AED training are also offered by the American Heart Association ([www.americanheart.org](http://www.americanheart.org)) and the American Red Cross ([www.mplsredcross.org](http://www.mplsredcross.org)). Information about our specific Medtronic AED, the Medtronic Lifepak CR Plus Defibrillator, is located on the manufacturer’s website at [www.aedhelp.com](http://www.aedhelp.com). ☺





## Cruising News, September, 2006

### Annual Cruise Regatta Results (July 29th)

George Burke

The 2006 Cruise Regatta tied our previous record for participation with 13 boats registered, 10 competing, and 9 completing the staggered start race. The 14 mile course was shortened to 8 miles during the race because of developing light air. Results were: 1. Snack Bar, Dixon 2:46:59 2. Calypso, Waters 2:50:59 3. Pelican Cay, Strickland 2:58:03 4. Battlewagon, Cross 3:02:09 5. Schiehallion, Miller 3:06:22 6. Trilogy, Rennie 3:07:17 7. Soulemate, Soule 3:26:28 8. Dandelion, Anderson 3:32:41 9. Celebration, Nelson 3:46:41 10. Pleione, Wirt DNF 11. Plainsong, Bayless DNC 12. Blew by You, Hubbard DNC 13. Reveille, Burke DNC. 50 hungry, thirsty competitors (adults and children) were treated to drinks, dinner and awards at the main clubhouse following completion of the race. ☺

### Notes from The Gunkholer's Cruise (July 30th-Aug. 5th)

Nica Waters

The Gunkholer's Cruise promised destinations dependent on "weather and whim" – and the weather was definitely a factor as we set off into the hottest week of the year yet. The week was a microcosm of the larger cruising "scene" as boats and people came and went. Although all would have very happily dialed down the thermometer and upped the wind factor, fun and new experiences were had by everyone there.

Calypso (Nica, Julian, and Madeleine

Waters, with Jeremy along for the first day), Sophie (Bob, Alicia, and Melissa Mac Wright, with 3 guests), and Infusion (Charlie, Stephanie, Brie, Chip, and Ned Maurer) set off from FBYC on Sunday morning for Pirate's Island (aka Little Bay at Dyer Creek). After an afternoon of beach time and even a beach barbecue, we all headed back to respective boats for sleep.

Monday dawned with November Mike promising heat indexes in the 110 degree range. A brief skipper's meeting had Sophie heading back to FBYC and the promise of air conditioning and a pool, while Calypso and Infusion escaped the biting flies on a short trek to Grog Island, where the afternoon was pleasantly whiled away on the sandbar. The open anchorage proved a good idea as a calm breeze kept us comfortable.

Tuesday the 2 boats moved to Henry's Cove, a VERY open anchorage on Indian Creek – but as there was no wind, that was no problem. Dinghy exploration was the order of the day; Calypso's big dinghy proved a great platform for a fun fast ride to the far reaches of the creek. Skippers headed to find ice and the kids all had a blast playing pirates on Infusion. As dinner was cooking, Calypso was hailed on the modern-day VHF (a cell phone) and Schiehallion, towing a 16' green canoe as her tender, soon came into view. Brad Miller had embarked on his first ever cruise!

Wednesday morning dawned hot and extremely hazy, and Infusion's refrig-

erator problems proved too vulnerable to the heat. Infusion headed back to FBYC as Calypso and Schiehallion motored off towards Reedville. In visibility (invisibility?) of less than 2 miles made the trip somewhat surreal, although a pod of dolphins feeding and multiple swimming crabs made for some fin diversions. The big dinghy came in handy once again as we were able to anchor in the mouth of Mill Creek and still make it to Reedville with time to breathe in the cool air at the ice cream parlor and at the Fisherman's Museum. 7 pm found Schiehallion opting for an evening sail back to FBYC rather than face the heat for another evening.

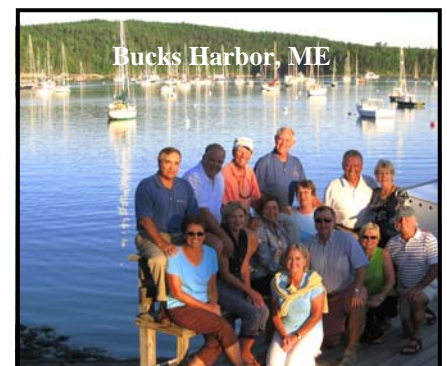
Calypso finished the week with a wonderful sail to Grog Island on Thursday and then a motor to Fishing Bay on Friday, when the weather finally broke as Jeremy joined us at anchor at around 11 pm. The best sail of the week came on Saturday when we beat to Stingray Point light in 20 knots of wind on our way to Yopps Creek and the Family Cruise, where we joined Wings, Ishky Baha, North Star, and Battlewagon (Brad enjoyed his cruise so much he talked Battlewagon into going on the weekend!) for a great party raft-up.

We'll look to try this again next year, perhaps far earlier in the year! ☺

### Maine Rendezvous – Part II

Vic DeNunzio

We left Camden on a beautiful but calm Sunday for the short sail (spelled motor) to Pulpit Harbor. Pulpit Harbor is on the north side of North Haven Island and is one of Maine's most beautiful and protected harbors. Our three boats (American Pie, Running Tide, and Reflections) rafted together and shared cocktails and a pot luck dinner aboard American Pie. On Mon-



(Continued on page 9)



(Cruising News; Continued from page 8)  
 day 7/24 we motored and sailed in light air to Castine for Maine's "Best" Lobster Rolls and then to the picturesque Bucks Harbor (Bucks Harbor Y.C.). On Tuesday we proceeded to Somes Sound, a fjord which slices north through the center of Mount Desert. We were able to catch the free bus in front of our moorings and toured Bar Harbor and parts of Acadia National Park. The free bus system covers all of Mt. Desert and allows you to plan hikes, biking, horseback riding, etc. in the park and still return to your boat by evening. We needed to spend more time here next time via Somes Sound, Northeast or Southwest harbors avoiding Bar Harbor.

After another wonderful lobster dinner at Ables Lobster Pound, we returned to our vessels moored in a well protected, except from the South, harbor and rode out 20 knot southerly winds with 3 foot seas at anchor that night. Wednesday morning, the group broke up each going their own way. American Pie went to Tennents Harbor, Booth Bay, Portland and home through NYC. Of course, we had to have a couple days of fog so thick that visibility was less than 150 feet, but the trip through the Cape Cod Canal at 2:00 am and through the East River (NYC) at 7:00 am was spectacular. Catching Manhattan from the East River with the morning sun illuminating the skyscrapers and bridges is a sight you won't soon forget. It is a good feeling to see the snarled traffic along F.D.R. Drive and on the bridges as we cruised south at 13+ knots.



After leaving the Hudson River we had several hours of great sailing before the wind died and we became a trawler once more. It wasn't until we turned into the Chesapeake Bay at Cape Charles that we felt the heat we heard so much about for the preceding month. Out crew of 4 esti-

mated that we lost a cumulative 50 pounds between the Atlantic and the Piankatank, and this probably erased the effect of the many great dinners we had in Maine.

In summation, this had to be our best month of this sweltering summer and we look forward to future trips to Maine with some of our great FBYC friends. ☺

### Progressive Dinner Cruise

Aug. 19th and 20th  
 Vic DeNunzio

The weather Gods were smiling on us for this cruise. Sat. brought southerly winds at 10-15 knots and comfortable temperatures.

The turnout was very good with 8



The First Shift Hits the Chow Line



The Committee

boats showing up and 27 participants. These were (*American Pie*-Jane and Vic DeNunzio, *Anneieise* – Sarah Carneal and Roger Gaby, *Destiny* – Nancy and Whitey Lipscomb and Alan and Diane McNamee, *Miss Kate* – Kate and Tony Sakowski, *Pharos* – Myra and Ted Benett, *Reflections*, Nancy and Sam Stoakley, *The Stray*, Ann and Don Wickwire, *Wrinkled Sheets II*- Diane and Ed O'Connor. "*Auto Cruisers*" included Jean and Dick Cole, Marcia and Mike Pleninger, Judy and Charlie Clough, Alison and Doug Selden, and Joe Bahen. . The "Cruising News, September, 2006" photo (pg. 8 top) shows most of our boats anchored in the cove on the Piankatank River.

The afternoon brought many cruisers

to SummerWind, DeNunzio's home, for a pre-cocktail swim. Then most of the 27 participants cruised across the cove via dinghy to Sarah Carneal's home on the beach for cocktails. After an appropriate quantity of cocktails the entourage headed back to SummerWind for dinner and the Karaoke contest which followed.

The dinner featured fillet mignon and crab cakes, etc., and Birthday Cake and Ice Cream in honor of Whitey Lipscomb's birthday. But, the highlight of the evening was the Sing-a-Long, featuring our own world re-

nowned guitarist Ed O'Connor, which warmed up the group for the highly anticipated Karaoke contest. The singing, and I am being generous with words, continued till almost midnight. The songs performed ranged from "Auld Lang Syne" to "On the Road Again" – truly a great variety. The judges were hard pressed to pick ONE winner from the dozens of unbelievable performances, but they unanimously picked a new sensational group – the "NAN-Di's" *The criteria for being part of this group was tough – your name must be either Nancy or Diane.* And so, the Nancy's (Stoakley



The Nan-Di's

and Lipscomb) and the Diane's (O'Connor and McNamee) put together their fantastic rendition of "Its My Party" and won the coveted Karaoke

(Continued on page 11)



## John Smith's Barge Nears Launch in Deltaville

Article by Raynell Smith

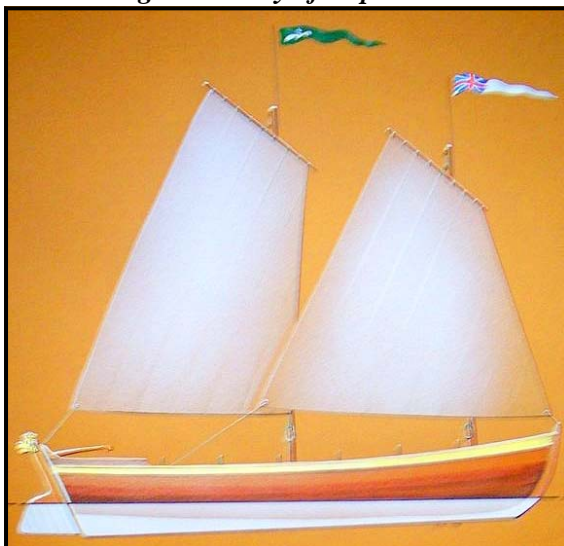
How do you build a four hundred year old boat with no plans and few descriptions? This question posed a daunting puzzle for the Deltaville Maritime Museum last year when they decided to build a replica of the boat John Smith used to explore Chesapeake Bay and discover Stingray Point. To tie the community to the 2007 celebrations at Jamestown of America's 400th anniversary, the Deltaville Community Association, in collaboration with the Deltaville Maritime Museum, decided to build a replica of John Smith's barge.

Although no working drawings for Smith's boat exist, the Maritime Museum decided to look for contemporary depictions of boats of this genre. Research by museum committee members, including FBYC member Rip Radcliffe, took them to England, France, and the nearby Calvert Museum at Solomons Island, Maryland. Using the wealth of information compiled, the committee came up with specific design parameters for the John Smith barge.

In November of 2005 the Maritime Museum began an aggressive campaign to raise funds to build *Explorer*. Tim Blackwood, outgoing president of the Museum and FBYC Life Member, generously donated to get the project underway, and, in the spring of 2006, the Museum hired master carpenter, Stefan Auer, to construct Smith's barge with the help of his son and numerous volunteers.

*Explorer* will be launched on September 23rd at the Deltaville Boatyard at 2 pm. The public is cordially invited to this ceremony. After launching, *Explorer's* rigging will be installed in time for the *Godspeed's* visit to Fishing Bay, Deltaville on October 13 and 14, 2006. *Godspeed's* visit coincides with the third annual Holly Point Art and Seafood Festival, Oct 14<sup>th</sup> at the Deltaville Maritime Museum from 10-4pm. *Explorer's* first outing will be to the Urbanna Oyster Festival, Nov. 2-4. Next year *Explorer* will sail up the James River with the *Godspeed* in April, participate in the 400th Jamestown anniversary celebration in May, and sail in a regatta on Fishing Bay being hosted by FBYC on August 25-26, 2007 to compete against other replicas constructed in Reedville and Chestertown, Maryland. ☺

Drawing is courtesy of Kaptain Krunch



*Holly Point*  
**Art & Seafood Festival**  
Deltaville Maritime Museum  
**OCTOBER 14, 2006**  
**10:00 AM-4:00 PM**  
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*(Quaterdeck; Continued from page 1)*

I have a dog named Ella. I love my dog, and I think she is the best dog in the world. She is cuter and better behaved than any dog in the world, including your dog, and she is smarter than some of my friends. She considers herself exempt from every dog regulation ever devised, and ignores signs and rules about dogs. That's why I am the owner and she is the dog, and not the other way around. That

means it is my job to make certain she does not visit Fishing Bay Yacht Club, where it is against the rules for her to be. The rule doesn't say, "except for Ella", and it doesn't say, "unless you clean up after her." The rule says, "no dogs" – as in none, total canine abstinence – "except to walk, on a leash, from the car to the boat." The rules also say no sea-doo's, and that no alcohol is to be put in the refrigerators. Thank you for obeying the club rules.

The Long-Range Planning process is almost complete, and will meet its deadline of a comprehensive Plan revision by year-end. After Board approval, a summary document will be distributed to all members and access to the full Plan will be made available via the website. Many thanks to the large group of volunteers who spent countless hours conducting and reviewing the Member Survey and using that information as foundation to chart our course for the future.

At FBYC we are having one of the best sailing years I can recall in my 37 years of participation. There are others who need help to achieve such success. Schooner Virginia provides education and exposure to the sport of sailing, and shaping the lives of youth is an important part of her mission. This year the Virginia began soliciting scholarships to enable underprivileged youth to participate in their youth sailing adventures, and results have been spectacular. Just as she has supported our Leukemia Cup and Youth Festival events at FBYC, I encourage our members to support the Virginia and her scholarship program at 757-627-7400.

In a different vein, yacht clubs devastated by Katrina are doing everything they can to rebuild their facilities and sailing programs. Pontchartrain Yacht Club is fundraising with cookbooks for sale at

[www.pontyc.org/boatique/Boatique.htm](http://www.pontyc.org/boatique/Boatique.htm) . Bay-Waveland Yacht Club, home of the 2005 Flying Scot NA Champion Marcus Eagan (who will be at FBYC in 2007), was completely obliterated and would appreciate donations of boats or equipment. Contact them at [bwyc@bwyc.org](mailto:bwyc@bwyc.org) .

In the center ring: Stingray Point Regatta, Laser Masters, Wolftrap, Fall Series Races for both Offshore and One-Design, J-24 Invitational, Choptank Cruise, and the VIMS Raftup are all happening in September – definitely something for everyone and a head-spinning month for Dixon. I'll see you there - but Ella won't. ☺

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*(Cruising News; Continued from page 9)*

award which will be presented at the Annual Cruising Awards Dinner on Oct. 21st.

Sunday morning we had a great sail to Mathews YC and a fine buffet breakfast to round out a perfect weekend. ☺

### UPCOMING CRUISES

#### Cruise to the Choptank

As every Chesapeake cruiser knows, fall on the bay is a warm water paradise characterized by dry cool nights, warm days, and more reliable winds compared to mid summer. For this reason, the Cruising Division has chosen to continue our recent tradition of scheduling a September Cruise. This year we're aiming for the Choptank River and spending a few days amid the delights of Maryland's Eastern Shore. Our goal will be to make this cruise enjoyable, not grueling.

Mark your calendars for 9/17-9/24 and contact George Burke for details and to sign up.

[burkeg@paraccess.com](mailto:burkeg@paraccess.com) or 804-359-1187Hm or 804-516-8600 Cl). ☺

#### September 30: VIMS RAFTUP

Not to be confused with our "VIMS by Invitation" Event, this is the annual exposition given by VIMS for ALL yacht clubs in the Southern Bay and has been attended and enjoyed by FBYC members in the past. This year's raftup will be at Seaford Yacht Club.

Go to [www.vims.edu](http://www.vims.edu) home page and select 'events' for details and directions. ☺

#### CRUISE TO ONANCOCK

Oct 7, 2006 - Jim Stalnaker

Charming town great for strolling about with lots of restored homes, interesting 18th and 19th century homes, cute shops and galleries. Almost always a great sail that time of year often with a beam reach. BYOB cocktails on the town dock and bring nibbles to share 6pm. 7:30 dinner at the highly rated Charlotte Hotel and Restaurant. Contact town dockmaster to reserve a slip at the town docks. -757 628 5527 or you can anchor right off the docks just to the north in good holding and dink in. If you don't have a dink someone will. Call Jim Stalnaker - 757 628 5527 or [jstalnaker@wilsav.com](mailto:jstalnaker@wilsav.com) with a head count for dinner reservations by September 29. ☺

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# September 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 Stingray Pt. Regatta
3 Stingray Pt. Regatta	4	5	6	7	8	9 Laser Masters Championships
10 Corsica Rv.- Pumkin Patch Regatta Laser Masters Championships	11	12	13 Wed. Night Dinner-Spanish	14	15	16 Wolf Trap Race
17	18	19	20 Wed. Night Dinner- Vegetarian	21	22	23 O.D. Stove Pt. Regatta Fall Series I
Cruising—Fall Choptank Cruise; Sunday 9/17 to Sunday 9/24						
24 Offshore—Fall Series I	25	26	27 Wed. Night Dinner	28	29	30 Offshore— Fall Series II J-24 Invitational Cruising—VIMS Raft up

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**For Rent: Chesapeake Watch Townhouse.** Two/three BR, 2 Bath, Kitchen. Decks off Kitchen and MBR. Three miles from club. \$1000/WEEK, No pets. Tom Ministri. [tministri@cox.net](mailto:tministri@cox.net).

**For Sale: Mobjack #433** The Lunatic Fringe is for sale this boat is fully race rigged and ready to go. Good North sails, and good trailer. Many extras included. \$2,300. Contact Jerry Desvernine Cell- 804-357-0293 Home 804-346-8761.

**For Sale: 2-OPTIs** by McLaughlin; sail numbers 2809 and 680, Great for the young sailor(s) in your family! good condition and ready to go for

\$700.00 and \$800.00. Wintered near Fishing Bay at a private home. Please call: 804-241-2104 to speak with Carrie or Mark.

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**For Sale:** British made mahogany dining table, 6 side chairs, 2 captain chairs \$3,300. Two (2) Henredon chairs w/ottomans, \$400 each set. Cherry chest of drawers & night stand, Palladian style by Baker, \$2,000. 2001 series Stickley dining table, 8 chairs/3 matching bar stools, \$7,500. Brown Jordan outdoor furniture, table/5 chairs, \$1,200. Call 804-815-8722.

**For Sale - Seitech Laser Dolly.** Everything in working order. \$ 200. Brad Squires; email [bsquires@squiresgourmet.com](mailto:bsquires@squiresgourmet.com). Phone 757-229-3960.

**For Sale:** 18ft. Hobie Cat. New standing rigging, directional top float and bench seat option. This is a super fun boat with sails in good condition and trailer included. \$2,650.00. Call Arthur Wilton 776-7211 cell 804-815-9233.

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**For Sale: J24.** Completely race ready. Full keel job including hard epoxy bottom, template keel and rudder job and top deck restored in 2002, dyform wire shrouds with calibrated turnbuckles with quick adjust wrench, Max J headstay, thru bar spreader, minimum length mast,

Carl's custom tiller, 8:1 outhaul system, 8:1 cascade vang, new running rigging, stereo, new battery, sail comp with remote countdown timer, new genoa, all other sail in average condition. Contact Jason Angus at [jangus@catalyst121.com](mailto:jangus@catalyst121.com) or 804-363-2102.

**For Sale: 1989 Tartan 31 "Magic".** Dark Blue Awlgrip hull. Premier Yanmar Engine 27 hp-low hours. Central AC. Full Canvas plus Custom Awning. Spinnaker with pole. Many extras and upgrades. Excellent condition. Cruise ready. Contact Allen Bower 757-428-0733 or email [Bower1977@msn.com](mailto:Bower1977@msn.com).

**Wanted: Laser Sailboat.** Must be in excellent condition. Call Charlie Fox at 804-359-2342 (w) or 804-288-0376 (h).



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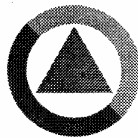
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