



Fishing Bay Yacht Club

The Log



Deltaville, Virginia

www.fbyc.net

FROM THE QUARTERDECK

MARCH 2010



As we wait for the snow to finally leave, FBYC winter programs have been in full swing. **John Koedel** started the program off with an excellent evening at the Virginia Eye Institute put on by a cruising couple who discussed the challenges and lessons learned from extended cruising and entertained us with their alternate passion of song writing and singing. This was followed by the Bermuda High party at the beautiful historic

home of **Deborah and Durwood Usry** where all in attendance got to swap sea stories and talk of the upcoming season.

The club and grounds are being constantly worked on and improved as we wait out the effects of winter. The ground is settling around the new Jackson Creek bulkhead, and Dixon has been reinstalling all the wiring to the pier and running new underground electrical service and water to the cut slips replacing previous service attached to the exterior of the bulkheads. Abandoned wiring and piping are being removed to provide a neater look and aid in any future repairs. Once the ground dries out, the contractor will return for the final grading, graveling and grass seeding and we will reinstall the wood walk paths and other landscaping. The new paver extension and pool railing are installed and thanks to the effort of **Ric Bauer**, the supplier is replacing the original railing under warranty because a manufacturing process caused the paint to bubble up and fall off. The flower bed and sunken concrete outside the clubhouse bath entrance has been repaired and cleaned out so it should be both safer and more aesthetically pleasing. **George Burke, Ric Bauer, Paul Howle, Alex Alvis** and other volunteers had a painting party in the upstairs clubhouse and now it is really looking ship shape. The one design boats have returned to the new and expanded gravel parking pads. This looks so much better and greatly simplifies grass cutting as the boats no longer need to be moved every time we have to cut the grass.

Jay Buhl and **Noel Clinard** have been hard at work pulling the Opti Nationals event together. The scale and magnitude of planning for an event with 400 boats is a huge undertaking and

will be the largest event for the club and Deltaville. The Deltaville community, from volunteer organizations such as the Maritime Museum and Deltaville Community Association to businesses such as Deltaville Boatyard, Norton Yacht Sales and Christchurch Schools, has welcomed and given its strong and enthusiastic support to the event. It is appropriate that the logo selected is the "Deltaville logo" of a traditional waterman's Deltaville Deadrise, manufactured in the past at local boatyards such as Ruark's or Deagle's, steaming at full throttle flying the "follow me" and FBYC burgee. **Paul Howe** and **Kelly O'Toole** have been working with local merchants on supplying the wide assortment of food and other supplies needed. The event should provide a welcome increase in activity to the many businesses in Deltaville, such as Moo's supplying thousands of sandwiches needed for the week-long event. If you want to learn more about what is happening, you can visit the ever expanding <http://optinationals2010.org/> developed and maintained by **Jon Deutsch**. For the younger crowd, there are the social media outlets such as Twitter and YouTube that he also set up. As has become the norm, Noel will have a complete offering of regatta wear, hats and shirts featuring the "Deltaville Deadrise Logo." All of these things don't just happen as someone has to work hard beforehand with the planning and arrangements so everything just comes together at the event. We have one of the best teams putting on this event.

In case you missed it, Larry Ellison and the Golden Gate Yacht Club won the America's Cup 2-0 over Switzerland. It was not much of a regatta where the lawyers and legal action were more important than the on-the-water sailing but the technology was truly futuristic. I had the opportunity to see the boat practicing in San Diego and an all carbon fiber 90" trimaran where the helmsman sits 30 feet above the water is a far cry from my father's Tamaria of the 1960's. However, a wing mast that is longer/taller than a 747 wing that can drive the boat to nearly 30 knots in only 8 knots of wind is surely a sign of what we may see someday in the future. Hopefully they will leave the lawyers ashore and the next America's Cup in San Francisco will return to the recent history of the Challengers Series and Cup Match with racing we can all enjoy in High Definition in our living rooms.

In closing, the snow should soon be a forgotten past as we look forward to the sailing season starting with Spring Clean Up at the club and all our individual efforts to get our boats ready and launched for the season.



Mayo Tabb
Commodore



David Hinckle
Vice Commodore



Alex Alvis
Rear Commodore



Charles Lytton
Treasurer



Ed O'Connor
Secretary



Ted Bennett
Log Streamer

*Meeting called to order at 6:00 p.m.
by Commodore Mayo Tabb*

**REAR COMMODORE –
ALEXANDER ALVIS, III**

HOUSE – **George Burke** reported that a volunteer group painted the upstairs and the stairwell in the main clubhouse.

DOCKS – **Mike Dale** reported that the Special Docks Committee's first meeting was January 25. Plans for the dock will be discussed with the Community Advisory Board on February 27. The next meeting for the Special Docks Committee is scheduled for March 2.

SOCIAL – **Michael Calkins** has lined up Social Chairs for all events except Rosegill. Alex advised that because the cost of this event has gone up so much, a number of proposals have been considered about the future of social events at Rosegill. Proposals include (1) racing to Rosegill but having the social event at the club, (2) doing away with Rosegill altogether and having the race and social at the club, and (3) racing to Rosegill and having the social there but find ways to cut back on the cost. The consensus of the Board is that we continue to have the race and social event at Rosegill but evaluate what can be cut out to bring the overall cost down.

GROUNDS – **Ken Odell** announced that Spring Clean-Up Day is scheduled for March 20.

LONG RANGE PLANNING – Lud met with the Deltaville Community Association recently to discuss plans for the Opti Nationals. There was a lot of enthusiasm to participate and several ideas of how they could help were discussed. Lud will meet with the Community Advisory Board on February 27 and the Opti Nationals is only one item of business to discuss at that meeting.

WEB MASTER – **Strother Scott** reported that **Alison Lennarz** has updated the junior web pages so registrations are being made for junior events at <http://fbyc.net/Junior2010/>. All of the 2010 events are listed on the web site and online registration has been set up for all except those that have fees. **Jon Deutsch** and **Noel Clinard** are doing a great job keeping fresh content on the Opti National site and club notices that are being sent to members by email are also being posted on the web site by Mary Spencer.

WINTER PROGRAMS – The **Mike Aiken** January 29 winter program was well attended. The next winter program is the Bermuda High party on February 19 at the **Usrys'** home.

VICE COMMODORE – DAVID S. HINCKLE

FLEET CAPTAIN – **Tom O'Connell** has filed applications for permits with the Coast Guard for our Offshore, One Design and Junior regattas, including the Opti Nationals.

OFFSHORE DIVISION – **Allan Heyward** reported that all sections of the Sailing Events Book are ready to put together. Crew training classroom sessions will be held at Retreat Hospital on March 23, March 30 and April 6. On-the-water crew training will be held on April 3 and April 10. **Rick Klein** still has some openings for offshore race committee duty.

ONE DESIGN DIVISION – **Matt Braun** reported that the One Design section of the Sailing Event Book has been posted online. **Len Guenther** has filled all race committee slots and **Matt Lambert** has social chairs lined up for all one design races. Matt Lambert and Matt Braun are pricing a laptop to use on the race committee boat.

CRUISING DIVISION – **Joe Schott** reported that there are a few cruise assignments to be filled. **Mary Spencer** put the Cruising section of the Sailing Events Book together for him and posted it online. The Safety-at-Sea Seminar will be held on March 27 at the club.

JUNIOR DIVISION – **Jay Buhl** reported that the 2010 Junior web site is now working and sign-ups have begun for OptiKids, Junior Week, Race Teams and ODT. The instructors and assistant instructors for Junior Week are being lined up and Jay has applied for junior coach visas. He has verbal commitments for complete Opti and Laser Race Teams. Jay has changed the fee structure for Race Teams and he plans to actively market ODT. Jay and **Keith Ruse** have been making plans for launching ramps and the Opti yard layout for Opti Nationals. Staffing plans for the Opti yard, measurement tent and check-in are in progress and the plans for food service are coming together. Noel Clinard reported on the status of

FBYC BOARD HIGHLIGHTS

the sponsorships – both financial and sponsors-in-kind. Jay advised that the Laser Team has been practicing with the Schokey twins from ODU (nationally ranked Laser sailors) at Hampton Yacht Club on Sundays. Deep Run and FBYC will field a High School Sailing Team this spring under the VISA program. The coach is out of Hampton Yacht Club where the races will be sailed. Some juniors went to the Valentine’s Regatta in St. Petersburg, FL.

PROTEST – **Brooks Zerkel** hopes to have a protest workshop even though one of the instructors has backed out.

TROPHIES – **John Hubbard** presented changes to two perpetual trophies that were approved by the Board following motions duly made and seconded. The first changes were to the Piankatank Trophy to correct the presentation date and to streamline the wording to remove some awkward language. The second motion was to change the recipient of the Barber Trophy to a PHRF-C boat. John then presented the Trophy Committee’s recommendation for the John R. Hawksworth Memorial Trophy. **Jere Dennison** contacted **Judy Hawksworth** and she has approved the Trophy Committee’s recommendations for a perpetual trophy that will be awarded at the Annual One Design Regatta. After much discussion, the trophy was accepted by the Board following a motion duly made and seconded. The trophy language will be included in the 2010 Yearbook.

CBYRA DELEGATE – **Tom Roberts** has completed the high point scoring. The Awards Party will be at Hampton Yacht Club but the date has not been determined.

NEW BUSINESS – **Jere Dennison** advised that he had received a request on behalf of the Deltaville Maritime Museum to use the club’s Membership Roster for the purpose of sending out a fundraising plea. The club policy is that the Membership Roster and email addresses can only to be used for club business.

Ken Odell reported that the Coast Guard Auxiliary is willing to teach a safety class for club members, free of charge, as it pertains to boating safety education laws passed by the 2007 Virginia General Assembly that will begin going into effect for operators of powerboats and sailboats with engines on July 1, 2011. This class would be open for ages 13 and up.

Alex Alvis reported that **Scott Godbout**, Trustee for **Honorary Member James B. Richardson, Jr.**, advised him that Mr. Richardson died in 2009. The Richardson property on Jackson Creek has been passed to his two daughters and Mr. Godbout asked that the Honorary Membership be extended to them. There was no opposition from the Board to making the change; however, there was some discussion about Honorary Memberships in general. Alex will obtain more information by the March Board meeting so that an appropriate nomination can be presented to the Board for vote.

David Hinckle presented two Bylaws changes pertaining to the Offshore Division Lt. Cdr. and the One Design Division Lt. Cdr. job descriptions. The job duties of each are essentially unchanged; however, the purpose of the Bylaws changes is to conform the language of the two positions in the Bylaws. Upon motion duly made and seconded, the Board approved the following Bylaws changes:

RESOLUTION CHANGING SECTION 1 OF THE BYLAWS, DUTIES OF OFFICERS AND COMMITTEES, PERTAINING TO THE OFFSHORE AND ONE DESIGN DIVISION LIEUTENANT COMMANDERS

February 11, 2010

Finding and Rationale:

The purpose of the Resolution is to conform the duties of the Offshore and One Design Division Lieutenant Commanders.

Code:

Underlined - language that is being added

~~Strikethrough~~ - language that is being deleted

Resolution:

Resolved, that the Bylaws be amended so that the Duties of the Offshore and One Design Division Lieutenant Commanders read as follows:

OFFSHORE DIVISION LIEUTENANT COMMANDER: The Offshore Division Lieutenant Commander shall be appointed by the Commodore. He shall prepare and revise detailed written instructions regarding how the Offshore Division race committees shall record the race results data and convey that data to the Offshore Division Lieutenant Commander. He shall ~~process that data~~, tabulate the race results as received from the race committee, post the results on the bulletin board at the conclusion of each day’s racing and on the FBYC web site, and e-mail race results to the CBYRA Delegate and the Publicity Chairman. He shall be responsible for recruiting Social Chairs for all Offshore regattas whose primary responsibility is to insure all on-shore arrangements are completed before racers come ashore. He is also to assist the race committee in locating and awarding trophies. He shall also perform such other duties as may be assigned by the Offshore Division Commander ~~such as locating and awarding trophies.~~

ONE DESIGN DIVISION LIEUTENANT COMMANDER: The One Design Division Lieutenant Commander shall be appointed by the Commodore. He shall prepare and revise detailed written instructions regarding how the One Design Division race committees shall record the race results data and convey that data to the One Design Division Lieutenant Commander. ~~for the One Design race committees to record race results~~, He shall tabulate the race results as received from the race committee, post the results on the bulletin board at the conclusion of each day’s racing and on the FBYC web site, and e-mail the race results to the CBYRA Delegate and the Publicity Chairman. He shall be responsible for recruiting Social Chairs for all One Design regattas whose primary responsibility is to insure all on-shore arrangements are completed before racers come ashore. He is also to assist the race committee in locating and awarding trophies. The One Design Lieutenant Commander shall also perform such other duties as may be assigned by the One Design Division Commander.

There being no additional business, the meeting was adjourned at 7:25 p.m.

Membership News

NEW MEMBERS: These new members moved up from Family Memberships:

Mr. & Mrs. Kyle M. Reynolds (*Gilbert L. Miles, Jr.*); **Mr. Christopher R. Tompkins, III** (*Christopher R. Tompkins, Jr.*).

APPLIED FOR MEMBERSHIP: The Membership Committee recommended that these applicants be placed into circulation:

Mr. & Mrs. Glenn W. Doncaster, 5720 Huntford Lane, Raleigh, NC 27606. Glenn is an avid lifelong sailor and he loves to race. He and Linda think they would also enjoy the cruising and social events as members. They are the owners of a Sabre 42, *Nanuq*, that Glenn raced at the club last year in the Leukemia Cup Regatta and the Stingray Point Regatta. They have a daughter, Emily, who just turned 22 years of age. *Sponsors: Carlton Goldthwaite; Jerry Latell.*

Mr. & Mrs. Aaron G. Lee, 13808 Sterlings Bridge Road, Midlothian, VA 23112. Alexa is the daughter of FBYC member Alex Alvis and has been on and around boats all of her life. Aaron has been an important member of Alex's *Chilcoot* team and has crewed for him for over 10 years. He has some Front Runner experience as well. Aaron has taken on many volunteer jobs at FBYC, including tending bar and scoring races with Java Score. Aaron and Alexa have two children, Gailyn (age 7) and Alex (age 3). Gailyn has participated in OptiKids and Alex will participate when he is a few years older. *Sponsors: Alexander Alvis, III; David S. Hinckle.*

RESIGNATIONS: **Mr. & Mrs. Robert D. Bagbey; Mr. & Mrs. Patrick J. Karn; Mr. & Mrs. Christopher R. Tompkins, Jr.**

DEATH: **Mrs. Oriana R. Hargrove**



Fishing Bay Harbor Marina
DELTAVILLE, VIRGINIA

Present your FBYC membership card and receive the following:

- .10 off per gallon for Valvetect non-ethanol Marine Unleaded Fuel*
- .10 off per gallon for Valvetect Marine Diesel Fuel*
- 10% off any Store Items*
- 10% off Slip Fees*
- 10% off Storage Units*
- 10% off Trailer and Dry Boat Storage*
- Free Pump Out*

Visit our web site at Fishingbay.com or 804-776-6800 for additional information.

JUNIOR

FBYC Sailors Show a Lot of Heart in This Popular Opti Regatta

As the mid-Atlantic was being hit by its second major snowstorm, Hannah Steadman and Claire and Nick Lennarz traveled south to join more than 250 Opti sailors in February for the St. Petersburg Yacht Club Annual Valentine's Day regatta. All three participated in the two-day clinic prior to the regatta run by head coach Todd Fedyszyn, US National Team Coaches Scott Norman, Marek Valasek, and former US Sailing Team Member, Genoa Fedyszyn. Day one featured winds gusting 30+ knots. When the sailors looked upwind from the starting area, all they could see was a solid white surface. Only 51 of the 152 sailors sailing in the Gold Fleet were able to finish. Day Two was a different scene altogether and the Race Committee was able to hold four races. Hannah, who was sailing in the Gold Fleet, averaged finishes in the mid-20s which buoyed her up to an impressive finish of 78 out of the competitive 152 boat fleet.

Meanwhile, Claire and Nick Lennarz were holding their own in the 84-boat Silver Fleet. Day One racing was cancelled due to high winds so the Silver Fleeters watched the Gold Fleet races which provided lots of excitement and great learning opportunities. "Now I know why bailers and flotation are so important!" Day two featured perfect wind conditions of 8-15 knots, but skies remained ominous as temperatures stayed in the low 50s. Throughout the two days, Ted and Catherine Steadman and David and Allison Lennarz were busy driving the safety boats!

You will be reading more about these FBYC Junior Sailors in the year ahead!



Sailors Hannah Steadman and Claire & Nick Lennarz



FBYC JUNIOR RACING TEAM MEMBERS RECOGNIZED AT CBYRA HIGH POINT AWARDS CEREMONY

"Regatta Rats"

(Extra-ordinary Participation: 10+ CBYRA Regattas!!!)

Gray Kiger (10 regattas)

Alexander Hannah (12 regattas)

Optimist Girls Final Results

Kendall Swenson, 2nd

Erin Jacob, 3rd

Optimist White Fleet Results

Hannah Steadman, 3rd

Optimist Blue Fleet Results

Alexander Hannah, 1st

Erin Jacob, 3rd

Will Whitmore, 6th

Graeme Alderman, 7th

Eric Roos, 10th

Optimist Red Fleet Results

Kendall Swenson, 4th

Optimist Final Overall Results

Alexander Hannah, 4th

Laser Radial Girls

Madeline Alderman, 2nd

Laser Radial Final Overall Results

Alex Jacob, 1st*

Kyle Swenson, 2nd

Austin Powers, 6th

Madeleine Alderman, 7th

Ben Buhl, 9th

**CORUM Cup Winner; scholarship recipient*

Registration is Underway for Opti Kids and Junior Week

With the 2010 Opti Nationals taking place in Deltaville and the reputation of FBYC's Junior Program now widespread, interest in Opti Kids and Junior Week is stronger than ever. As of the submission deadline for the March Log, Opti Kids is already halfway to capacity. Junior Week has twenty-one registrants, and the Opti and Laser Race Teams are full. If you have a young sailor who wants to participate in Opti Kids or Junior Week, do not wait to sign up! The member registration period ends on April 20; on April 21, non-member registrations will be confirmed on a first-come basis, and late fees will apply to member registrations (assuming space remains).

OPTI KIDS

Opti Kids will take place on the weekends of June 12 /13 and June 19/20. This class is an introduction to the Optimist sailboat and sailing for children 6-8 years of age. Children registered for Opti Kids will sail on Saturday and Sunday of each weekend, in either the morning or afternoon session, in FBYC club-owned Optis. The active participation of at least one parent per family is required (parents need not know how to rig or sail an Opti themselves!). Both children and parents must wear shoes and a life jacket. Social functions will occur on each Saturday evening, and volunteers are needed to prepare, serve and clean up. Program capacity is limited to 32 children.

Questions? Visit www.fbyc.net/Junior2010, or e-mail Chris Rouzie at chris.rouzie@thalhimer.com

JUNIOR WEEK

Junior Week will take place during the week of June 21 and will end at noon on Friday, June 25. Junior Week is for sailors between the ages of 7 and 17. Junior Week classes are held from 9 a.m. to 12 p.m. and 1 p.m. to 4 p.m. (except Friday, as noted above). Each child must bring lunch and a beverage, and each child must have adult supervision during the lunch break. Social activities for participants are planned for most nights of the week, and volunteers are much needed for these and other Junior Week activities.

Sailors participating in Intermediate Opti, Racing Opti, and Racing Laser must bring their own boats FULLY RIGGED AND READY TO SAIL. **FBYC will no longer tolerate the removal of any club equipment from FBYC boats, the Junior shed, or any club property for use on a privately owned boat. Violators will be dismissed from the program.**

Questions? Visit www.fbyc.net/Junior2010, or e-mail Alison Lennarz at avlennarz@kaufcan.com

REQUIREMENTS

Each participant in Opti Kids and Junior Week must bring two signed and completed forms: the "Parent's Consent, Waiver of Liability, Release and Indemnity, and Rules of Attendance Agreement" and the "Medical and Emergency Information Form". A copy of each form will be available on the FBYC website at the Junior Week Registration page. No child will be allowed to participate until these forms are properly signed and completed.

Additionally, all Opti Kid participants (including parents) and Junior Week participants must bring *daily* a water bottle, sun block, shoes, and a life jacket.

HOUSING

Housing is available during Junior Week for children who are 9 years old or older, through Christ Church School ("CCS").

OPTI DEVELOPMENT TEAM ("ODT")

For sailors new to racing, 2010 is a great year to try ODT: first, Cori Radtke will be back to instruct this low-key, fun-filled program; second, the 2010 Opti Nationals, taking place in our own backyard, will offer a "green fleet". Green fleet races are for sailors new to racing, and the race courses for this fleet are shorter and closer to shore than the white, blue and red fleet courses. Green fleet races at the national level offer a unique, low-pressure opportunity for our children to sail with children at their level from all over the country (and even overseas), and to experience the excitement of a major regatta.

While the ODT schedule has not yet been finalized, ODT instruction generally occurs on from 9-1 Thursday through Sunday, from the end of June until the beginning of August, and the team usually attends races at nearby clubs throughout the program.

Questions? Visit www.fbyc.net/Junior2010, or email Jay Buhl at jbuhl@qubicaamf.com.

A BOOK REVIEW OF *Maritime Annapolis*

Review by Jere Dennison

Pilgrims voyaging or paying homage to the sailing mecca of the Chesapeake are advised to obtain their own personal copy of *Maritime Annapolis: A History of Watermen, Sails & Midshipmen* by Rosemary Freitas Williams, The History Press, 2009, 125 pages.

This book encompasses all aspects of Annapolis's rich maritime history, including colonial commerce, watermen, boatbuilding, recreational boating, and the U.S. Naval Academy. It is profusely documented with fascinating stories and vintage images explaining how the city prospered through the multiple boom and bust cycles that characterized the city's economy from early settlements in the 1600s through the present day.

Just a few of the interesting morsels that you will uncover between the pages of the book include:

- The world's most famous racing yacht *America*, the namesake of the America's Cup following her 1851 triumph over fourteen of Britain's finest yachts, met her ultimate fate in Annapolis. A decade or so after her world-stunning achievement, she served as a rebel blockage runner shuttling cargoes of weapons, ammunition, clothing, and food between Confederate and foreign ports. After the Civil War, she was used to train Naval Academy midshipmen and later put on display at the Academy as a marine relic where years of neglect began to take their toll. Finally in 1940 FDR came to her rescue with a Congressional appropriation of \$100,000 to restore her for inclusion in a National Naval Museum. Sadly, WWII intervened and work on her restoration was suspended. On Palm Sunday 1942 a heavy snowstorm dumped enough snow on Annapolis that the shed under which the *America* was housed collapsed with resulting damage to her timbers and frames so extensive as to render her a lost cause.

- FBYC has always been humbled by the seemingly more venerable Annapolis Yacht Club whose illustrious pedigree stretches all the way back to 1886. However, it is interesting to note that, from its founding as the Severn Boat Club, "its

only activities were canoeing and rowing, with organized sailing still another fifty years away." It was not until 1937 that the Severn Boat Club morphed into the Annapolis Yacht Club with sailing as its primary activity. *Amazingly, this was just two years before our club was established in 1939 at Urbanna with the promotion of sailing as its primary mission.*

- In the era leading up to prohibition, the straight-laced Secretary of the Navy Josephus B. Daniels mandated Annapolis as a "dry zone" with no liquor available within a 5 mile radius of the Academy. Four years earlier, he had banned alcohol on all Navy vessels. Since the strongest drink remaining aboard ships was coffee, crewmen facetiously demanded a "cup of Joe" in dubious honor of their beloved Secretary of the Navy. And so a 'cuppa Joe' persists as a slang term for coffee in general use today.

In the interest of full disclosure, the reviewer must confess that the author, Rosemary Williams, is, in fact, the lovely and multi-talented wife of his second cousin (once removed), John Williams. The couple lives in Eastport close to where their 40' sailboat is moored.

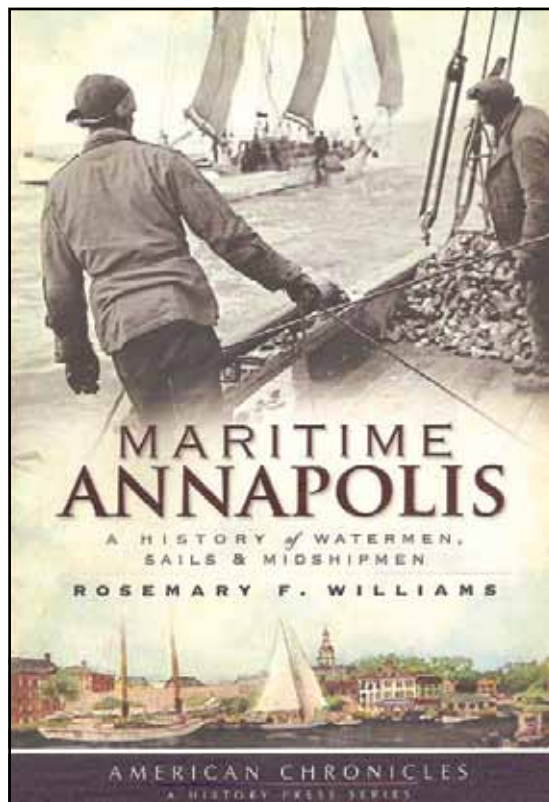
Rosemary is an award-winning journalist with over thirty years' experience and the recipient of numerous journalism awards, including a National Emmy for team coverage of the September 11 attacks. She was an executive producer of news for MSNBC for several years covering Washington, D.C. and politics. Currently she holds the position of Senior Advisor in the Office of Strategic Communications for the Secretary of the Veterans Administration.

She is also a professional watercolor artist, and a delightful sample of her work depicting Annapolis harbor can be seen on the bottom section of the book cover. The book is now in its second printing attesting to the success of *Maritime Annapolis*.

Husband John is a retired and distinguished Marine Major who is currently the Deputy Director of Middle East and Islamic Studies at the U.S. Naval Academy.

The book's website is:

www.maritimeannapolis.com



STORM AT SEA

By Sarah Carneal

It was summer of 1962. Twelve of us, aboard a steel hulled 110' schooner, the *Ramona C*, had left Puerto Rico in June, sailed the Caribbean for a shake down and had stopped in Bermuda for the end of the Bermuda Race.

Now, we were six days out of Bermuda on our way to Barcelona. Our next stop would be the Azores. Seas had been remarkably calm, winds light and we had averaged only 100 miles a day for the last day, so this dark evening when our watch of three felt the sails fill and the boat speed increase, we were so pleased. We could log some miles! There was no thunder or lightning, just the increasing wind. We could wake the sleeping crew by the push of the alarm button, but we chose to let them sleep while we enjoyed the good sailing.

There had been numerous exhilarating rides in previous brief storms and our boat was large enough to handle a good blow, but the wind began to increase at an alarming rate, and it seemed this night might contain something different. One of us pushed the alarm button. Moments later the crew scrambled up the companionway. Almost at that same moment, the fury of the storm hit. Waves were building. We surged forward on a wild ride with our sails up and the wind shrieking. Then, the main parted from clew to tack.

Richard, our twenty seven year old captain, was accustomed to climbing rigging without a harness and moving around the decks in rolling seas and in darkness. The boat was our home and we all did this to some degree, knowing that if we went over, there would be no recovery. The loose canvass sail was flapping uncontrollably as he began to work upward on the mast. And the boat without the stability of the sail was rolling heavily. Not wanting to risk anyone else, Richard lifted himself onto the boom to catch the flogging main and try to pull it down. The boom swung to windward as a larger wave went under us, and it snapped back to leeward like a slingshot, throwing him toward the water below. He might have gone overboard, but the life line caught the top of his head and he landed in the scuppers where Nick, a young blond giant, held him as the next wave washed over them. Then Nick carried our stunned captain in his arms down below leaving blood everywhere.

The sequence of events is lost. I remember our guys rigging warps and a can of dripping oil. I remember that the engine would not start so we were running downwind with bare poles. I watched or steered as the men took the risks and contained everything. The wind was now at a full gale, seas building. I wondered briefly if we would all be drowned within a few hours, if this was "it"! It would be over quickly for me, but I had such sad thoughts of my parents who would be hurt for years. And in accepting that possibility, I realized that I had to think only in

the moment of what needs to be done instead of what lay ahead. Then I was sent below to help with Richard.

The salon was in chaos. Dishes and books drifted across the rug. Jenny, Richard's wife, who was at the time in the later stages of pregnancy, held him, his face covered in blood, while Ramona rose and dipped and shuttered. When he asked how bad it was, she answered, "It is just a two in gash". In reality it was ten to eleven inches, a "U" shaped flap. When I looked, I thought I could see his skull. Nick headed for the radio transmitter. "Pan, Pan, Pan" followed by *Ramona C* and our position went out until we got a crackling voice returning our call for the US weather ship, "Echo". "We have no doctor aboard", they said, "but an orderly can help" An American broke in with directions on shaving and butterflying Richard's scalp together. "Echo" also alerted the Coast Guard who asked shipping to keep our wavelength clear.

In the meantime, our engineer, Vern, coaxed the engine back to life. The boat steadied somewhat.

Barbara, our California girl, placed an ice pack on Richard's head to stop the bleeding. His face was ashen and he simply moaned as they shaved him and tried to retrieve the stray hairs from the cut and pull the wound together. Then they placed him in my bunk, which I reluctantly relinquished. It curled up like a hot dog bun with my belongings studded under the outer edges and would comfortably cradle anyone.

Our worries also turned to Jenny, that the turmoil might bring about early labor, or that she could fall if she stayed up, but she never complained and continued to help. It was a long night. Our crew worked so well together. We had an experienced navigator aboard, Richard Blackburn, Mac, our fabulous cook and Phil-lius, who could go hand over hand high above in the rigging, both West Indian, three women besides Jenny and two college students whom we had picked up in Bermuda.

Days went by. The men sewed sails. Nick continued his call, rarely finding anyone who could speak English. Richard was now delirious with temperature at 104, and was too weak to sit up. Infection had set in. We obviously did not have what we needed in our medical box. It began to be a race against time. Finally at 2 am, on the third day, we got the response we were waiting for. The *SS United States* was roughly twelve hours away and diverting. She was on her way!

It was almost dusk the next evening when she appeared, looming above us a few hundred yards away. As they lowered the lifeboat to come our way, Richard who was weak, began to fight with renewed strength, shouting, "I will not under any circumstances leave my boat"! (or his wife). We then asked if they would include Jenny, and the answer came back negative. Passengers were now lining the decks of the ship and the fragile looking little rescue boat, in messy

seas, was nearing us. With them, they brought penicillin, morphine, sail mending thread and a beautiful fruit basket. Mac and Jenny helped subdue our skipper as he was loaded onto a stretcher and the lifeboat with our professional captain disappeared into the darkness.

With sails finally mended, we headed for the Azores. Along the way, a call came from the captain of the *United States*, with news from New York of our skippers condition, (recovering) and wishing us well. He also complimented our celestial positioning, one quarter of a mile off, he said. Jenny left us when we reached the Azores. She flew to London and her baby girl was delivered two weeks later.

Our regular routine continued, dead reckoning recordings after each watch, or change in direction, checks for chaffing, engine checks, eyes always sweeping the horizon or the sea in front for partially submerged containers, washing hair and bodies in rain storms, tea time at 1600, rum at 1700. Meals were always a treat, but the high morale took a dip under the new self command of our navigator who remained in his cabin most of the time. Previously, we had worked on the bright work or other repairs four hours each day with Sundays off. Now, when he did appear, he had us going almost full time with no days off as we made our way to Gibraltar, Majorca, and Barcelona.

As crew, we had shared so many adventures: climbing the mast to ride on the spreaders as they swayed through a massive arc, reclining in the bow sprit net with fingers reaching down in an attempt to touch the dolphins playing in the bow wave, diving for fish for dinner in the Caribbean. I remember one warm night in the beginning with a full moon overhead. Phillius was singing and playing island songs on his guitar while we in our bathing suits were dancing on the deck. Then he stopped singing and did a solo guitar piece, so beautiful that we all became quiet. "Do you know the name of that?", I asked. "No", Something I heard on the radio, he replied. "It is called Chopin's Etude in E," These were the highlights! Swimming at sea on calm days (with a shark watch), learning to use the sextant, having a "formal dinner" one night. In Malaga we explored on horseback, on motorcycles and by train. Diving was fabulous. Food was great and the music and dancing were captivating, especially to those who had been at sea for months. We traveled by ferry to Morocco and we were fascinated by the belly dancers, who would entice our men to dance with them. Then in Barcelona, the boat remained for repairs, and we said, "Goodbye" to each other.

I stayed overseas teaching with the DOD. I lost track with some of the best friends I ever had. And I continued to search for news or a picture of our beautiful boat for charter and she was never there. Then, years later, in Bermuda, our tour director was telling of a shipwreck on the coral reef. Half of the crew drowned. The half who stayed with the ship and captain, an elder British fellow with a drinking problem, survived. The ship, he said, was *Ramona C*.



Price Reduction
Save \$140,000 on Jackson Creek

Bring sailboat! Totally rebuilt, charming 3 BR, 3BA cottage with lots of character. Exposed wood beams. Dipped-cedar shingle siding. Outdoor shower. High elevation. Garage. Sailboat dock & small boatlift. Price was \$765,000, now \$625,000.



FRANK HARDY, INC., REALTORS
 WATERFRONT AND ESTATE BROKERS

Elizabeth Johnson (804) 240-5909

Frank Johnson (804) 815-8722

www.WaterfrontandEstate.com

Equal Housing Opportunity

ANNAPOLIS
Yacht Sales
SOUTH

ALWAYS THERE FOR YOU



- NEW BOAT LINES
Beneteau & Sabre
- BROKERAGE BOATS
sail & power

Tel. 804.776.7575
www.annapolisyachtsales.com



Located in Deltaville Marina
 Right on Jackson Creek Rd. from Rt. 33 E



2009 Catalina Classic 28
 \$178,808



2009 Mainship Pilot 31
 \$199,000



2009 Catalina 309
 \$104,998



2009 Catalina 350
 \$184,449



LOCATED AT DELTAVILLE YACHTING CENTER
 18355 General Puller Hwy • Deltaville, VA 23043
www.cysboat.com • (804) 776-9898 • info@cysboat.com



Moo's Deli

• FINE MEATS & CHEESES •
 Dine In / To Go • Sliced to Order
 Party Trays Available

MOO NEWS!!!

Starting April 2010 we will start our new hours. We will be serving: Boar's Head Meats & Cheese Products, Dominics of New York Products, Moo's Foot Long & Famous Hot Dogs, New England Lobster Roll & Fresh Made Crab Cakes, Hershey's Ice Cream Products. Moo!!!

You will be able to visit by car or boat. Moo!!!
 Located at Southside Center,
 16314 General Puller Hwy or
 Norview Marina on the Water



804 776-7021

Sweet Shoppe

Deltaville, VA



FBYC TRADEWINDS

FOR SALE: Join the biggest/best one design fleet in the world, J-105. *Blade Runner* is in good condition, with a very competitive racing record and sail inventory that is ready to win. Can be raced with 4 and pleasure sailed with only 2, even with the spinnaker. (99k) Call **Brad** 213-0052/ brunner105@aol.com

FOR SALE: *Oracle*. '88 Dehler 34. Beautiful boat, ready to race or cruise. Roller furling jib, full battened main, spinnakers, blooper. \$28M Call **June or David Hazlehurst**, 804-353-5657.

FOR SALE: 1981 Beneteau First 33 *Sur Le Vent* Racer/Cruiser. 15 HP Yanmar diesel. Navman instruments. Propane stove. Interior, electrical system, and portlights renovated within last 4 years. New prop, prop shaft, and strut in '07. Awlgrip on hull. Set of 6 sails plus spinnaker and pole. Many extras. \$21,800 OBO. Call **Paul** 804-683-9647 or pauld-becker@verizon.net

FOR SALE: 1982 Columbia 8.3 *Free Enterprise* owner seeks a member to buy 1/2 share in partnership in the boat. 27 ft. sloop on the W. Pier. Roomiest 27 ft. boat around cruise air. Asking \$5,000. Call **Eliot Norman** 804-721-7851.

FOR SALE: Optimist for Sale: The infamous *Hot Tub* is back on the market! Very good condition. New sail. Mahogany center board and rudder. Fiberglass bulkheads holding flotation tubes; Rigging tube included in the price. \$1000 **Missy Pektor** 610-442-3007.

FOR SALE: 12 gal fuel tank. This is a red plastic fuel tank already fitted with a return fixture for diesel. Sells at West Marine for \$100 my price is \$45. I used it for 3 years while my main tank was down. In excellent shape. Contact: **George Anderson** 804-353-8573

FOR SALE: Flying Scot #734 completely restored vintage Flying Scot located on the Eastern Shore of Virginia. Contact **George Patteson**, 804-288-5710 or geoshrpat@verizon.net for e-mail brochure with full description and photos, asking \$14,495 OBO.

FOR SALE: 2004 Flying Scot, very good condition. Radical racing package plus 2 spinnakers, 2 North jibs (tight and snug), max windows on sails, 2 Ronstan tiller extensions, aluminum trailer with jack, Sailor's Tailor cover, TickTack compass, swim ladder, OB bracket, mailsail flotation, mainsheet extender, Master Helper for mast, Neff internal jib sheet system (optional use), anchor, paddle, life jackets, spare parts, etc. White with blue trim. Located at FBYC. \$12,500. Contact **Jim Hess**, 757-220-2924, or hessjb@cox.net.

FOR SALE: J24. 1984. Racing and cruising sails. \$6,500. Contact **Corell Moore**, 804-282-5916 or corellm@verizon.net

FOR SALE: Honda 5 HP 4-stroke outboard motor. Practically brand new with less than 25 running hours. \$999.00. Contact **Brad Squires** 757-229-6939 bsquires@squiresgourmet.com

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@gmail.com

FOR RENT: Waterfront townhouse condo, with 3 BR and 2.5 Baths, in Jackson Creek Harbor, fully equipped, sleeps 8, \$1050 per wk., \$3150 per mo., including utilities, plus \$85 cleaning fee, avail. May to September. Contact **Noel Clinard** 804-788-8594 or nclinard@hunton.com

VACATION RENTAL: Porpoise Cove-3 bedroom home for rent. Two piers, ramp and boathouse. Rates available for nightly, week-end, weekly or monthly rental. Call **Ken Odell** 804-241-6080 for availability and prices.

VACATION RENTAL: OptiNationals/Junior Week: Available year-round. Berryville Shores Drive. Two BR plus sleeping loft, sleeps 9. Two full BA. 40-foot screen porch looks out at the Pianka-tank. New play-swing set. **Rusty or Vaughan Aaronson** 804-359-4210 or vgarta@comcast.net

WANTED: The Deltaville Maritime Museum is seeking boat and car donations. All proceeds benefit museum and park programs and future development. Call **Bob Kates** 804-776-7200.

BURGEES FOR SALE

Prices include shipping and handling.

SIZE	COST
X-Small: 8" x 12"	\$20
Small: 10" x 15"	\$23
Medium: 12" x 18"	\$26
Large: 16" x 24"	\$32
X-Large: 24" x 36"	\$70

**Make checks payable to:
FBYC, P.O. Box 29186, Richmond, VA 23242**



Fishing Bay Yacht Club

P.O. Box 29186

Richmond, VA 23242-0816

FIRST-CLASS MAIL

U.S. POSTAGE

PAID

RICHMOND, VA

PERMIT NO. 77



SOUTHERN BAY RIGGING

at DELTAVILLE BOATYARD

Servicing the Northern Neck and Middle Peninsula

Mobile Repair, Replacement & Installation

Customized Rigging · Rigging Surveys · Furling and Batt Car Systems · Winch Cleaning and Repair · Electronic Installation
Raymarine Dealer · ABYC Certified Service

SEE YOU AT THE OPTI NATIONALS!

southernbayrigging.com

cell. 804.831.1210 office: 804.776.8900 email: matt@southernbayrigging.com

