



The Log

www.fbyc.net



FROM THE QUARTERDECK



So, let us review; this year we have survived a tornado, an earthquake and a hurricane. I am keeping an eye out for the first signs of pestilence and or possibly locusts!

Hurricane Irene left her mark on the landscape with fallen trees and power lines littering much of Middlesex County. We were fortunate at FBYC in that the damage was minimal and quickly repaired. I was at the club prior to the arrival of Irene and observed as members prepared for the approaching storm by doubling dock lines, removing sails and canvas, and basically battening down the hatches. Every boat in a club slip received some sort of attention. Quite a few of our members opted to have their boats hauled out of the water while others moved their vessels to "hurricane holes" up the Piankatank River. The only reported issue was *Neried* dragged anchor during the storm and was left in two feet of water when the winds and tide subsided. Fortunately, there was no significant damage and her skipper Eric "Digger" Powers assisted by Jim "Mud Mover" Morrison, was able to manually dig a trench to safely drag *Neried* to deeper water. Eric and Jim have been approached to conduct the next dredging phase of Jackson Creek!

The small boat owners were also diligent in preparing for Irene. A group of people including Mark Stephens, Matt Lambert, Kevin Cross, Mike Karn, and Matt Braun spent much of the day lowering rigs and tying down trailers to protect their boats

and their fellow club member's boats from the high winds associated with Irene. Dixon Cole did a great job preparing for the storm and our club buildings sustained no damage. Many will say that we were lucky and that we "dodged a bullet", because we came through the storm in such great shape. There may be some truth to that but I believe that the extra preparations taken by our members were a critical component in weathering this storm.

There is probably no good time to have a hurricane but to have one a week before a major event has got to be high on the list of bad times! While the club facilities survived intact we were faced with the dilemma of running the Stingray Point Regatta without electricity. The solution was simple, rent a generator. While the solution may have been simple, the execution was anything but. Try renting a generator sufficient to power the club in the aftermath of a major storm that left most of the Mid-Atlantic region in the dark! Fortune smiled on us in the form of FBYC member Glen Doncaster. Glen was able to help us rent a 100kw generator that would provide all the power we needed. We were back in business and the regatta was on!

We spent much of this year promoting a re-vitalized Stingray Point Regatta and I firmly believe we delivered a terrific event. The new three day format was well received and will likely be continued in the coming years. The sit down dinner was a big hit and judging by the number of people dancing under the tent the band was great too. The highlight of the evening came when your Rear Commodore George Burke took to the stage and delivered his a cappella rendition of Good Night Irene in an attempt to disperse the crowd. This worked nicely.

OCTOBER 2011

While the dinners and parties were awesome, people came to the event to race. PRO David Lee and his team did not disappoint anyone and provided five well run races in some of the best weather we have seen this year. Congratulations to Dennis Hannick and the crew of Goin as the winners of the Brent Halsey Jr Award. Complete results are available on the FBYC web page. The best comment on the event's success came from visiting skipper Clark McKinney when he stated, "this was great! We will be back and will bring friends!" Look for continued improvements in this event as well as Annual One Design in the future.

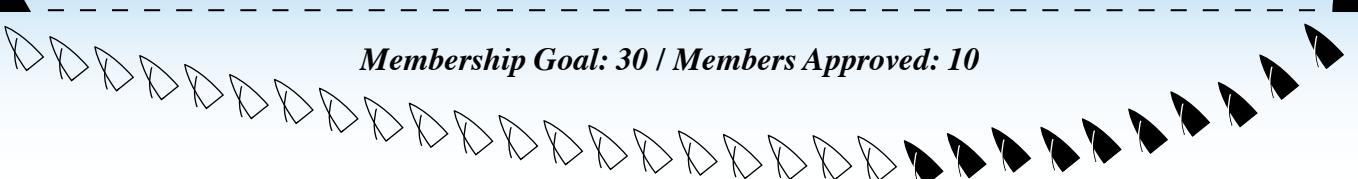
In other sailing news the Wolftrap Race was well attended with 17 boats racing. The race was shortened due to the light winds so the fleet didn't actually sail to Wolftrap. No matter though, most everyone had a good time and Cheryl Naetzker served up a delicious shrimp feast after the race.

There is still lots' more happening at FBYC, more than I have space to comment on here. The Fall Series for both Offshore and One Design are underway and we have the Sail Against SIDS Regatta and Closing Day ahead of us. There are several Cruises left and of course the Laser Masters Regatta is in a few weeks. Be sure the visit the website for details. See you on the water.

David Hinckle
Commodore

2011 Membership Regatta

Membership Goal: 30 / Members Approved: 10



FBYC BOARD HIGHLIGHTS September 2011

Meeting called to order at 6:05 p.m. by Commodore David Hinckle.

REAR COMMODORE - GEORGE W. BURKE, III

LOG – The September Log was delayed because of Hurricane Irene.

HOUSE – The trim on Fannie's House and the main clubhouse are being painted. The upstairs clubhouse floor will be refinished and the logo repainted at the end of the season.

DOCKS – There was minimal damage to the docks caused by Hurricane Irene. **Matt Braun** reported that the dock extension request has been revised to reduce the length of the extension from 78 ft. to 60 ft.

SOCIAL – The Annual Meeting/Awards Party will be held on November 12 at the CCV-James River location.

LONG RANGE PLANNING – Lud Kimbrough

Kimbrough requested that Board members and the members of his Long Range Planning Committee review the first draft of a membership survey and provide feedback on additions or changes. The dredging of Jackson Creek is 95% completed and the Coast Guard has been requested to relocate the temporary buoys to reflect the location of the new channel.

WEB MASTER – Strother Scott reported on the status of the fundraising for the National Sailing Hall of Fame. He has mailed personalized letters to many members soliciting donations and hopes they will continue to respond. Strother has asked the Russian programmer to attempt to update the Zope web site system.

MARKETING – Jay Buhl is in the process of writing a Summary Report on the Stingray

Point Regatta. A post regatta meeting will be held to discuss what they did well and areas that can be improved. The results are not all in on finances but he believes that they will be better than originally thought. Boat attendance was up this year and the number of people attending the social events was up as well. Jay should have a complete report at the October Board meeting.

OPERATIONS MANAGER – George Burke acknowledged Dixon Cole's efforts in getting operations going again at the club after Hurricane Irene.

VICE COMMODORE - ALEXANDER ALVIS

OFFSHORE DIVISION – David Clark reported that the Stingray Point Regatta went well.

ONE DESIGN DIVISION – John Hubbard advised that two one design events were canceled because of Hurricane Irene – the Geezer Regatta and the first Fall Series race. Matt Braun said that he would be willing to waive the entry fee, but accept donations, for Indian Summer if the Board would like to consider that a Fall Series race. That met with Board approval and Matt will change the S.I.'s and race description.

CRUISING DIVISION – There are four cruising events left for the season. Three boats are signed up to go to Tides Inn this weekend. On September 24, nine boats are heading to the Northern Bay with one other boat joining mid-week. That cruise is followed by a Captain's Choice Cruise and then the season-ending cruise to Wilton Creek.

JUNIOR DIVISION – In reporting on ongoing 2011 race team activity, Alison Lennarz advised that 7 of the 20 total invitations issued to Opti sailors for the Hospice Cup Regatta at Severn

Sailing Association were sent to FBYC race team members. Several FBYC Opti sailors will participate in the ACC's in Baltimore County on September 24-25. FBYC Opti sailors have also been invited to practice with Norfolk Yacht and Country Club. In planning for 2012, the Coach Hiring Committee met on August 13 to consider the coaching needs of the Junior Program. The committee agreed that additional resources should be allocated to ODT, that a 420 class will require more time and planning and is not likely for 2012, and that club teams could "feed" more advanced family-sponsored regional teams. The committee's goal is to have coaches hired by November 1. Junior Division accounting and budget assessment is ongoing. A preliminary discussion was held regarding future time limitations for the participation of non-members in the FBYC Junior racing program, with no action taken.

TROPHIES – Carrie Russell reported that feedback from sailors about trophies this year has been favorable. Carrie proposed that the 2011 Awards program be a Trophy Vision Experience. Rather than transporting all of the trophies from the club to the party, she proposed taking high quality photographs of the physical trophies, taking/finding a photo of the person receiving the trophy, and projecting the photographs on a large screen in slide show format at the time when the "keeper" trophy is awarded. Following discussion by the Board, it was agreed that this plan would be used at this year's Awards party. A request for perpetual award nominations will be included in the September and October Logs and will also be sent by email notice. There will be a meeting of the trophy committee following the October Board meeting, at which time the nominations will be reviewed and recipients chosen.

There being no other business, the meeting was adjourned at 7:00 p.m.

Membership Regatta Standings at Last Mark Roundings

by Noel Clinard

As Membership Chair I organized a membership recruitment "regatta" or "campaign" for 2011, the monthly results of which have been displayed in the Log. Each time a member sponsored an applicant, their names were to be placed in a hat for a drawing at year end, with no limit upon entries. Prizes for sponsors drawn from the hat will be gift certificates to West Marine in the amounts of \$500, \$300, and \$200. Under the NOR, any single sponsor can win more than one prize, or all of them.

As the year comes to an end, and we round the last marks into the months of October and November, the race is hotly contested. The

leaders with two sponsorships are Carrie Russell, George Burke and myself (but as the Event Organizer, I am disqualified). Tied in a fifteen way tie for Third, each with one sponsorship are Ric Bauer, Chris Rouzie, Mike Dale, Rick Klein, Tony Sakowski, David & Julia Lee, Carl & Diane Simon, Bill & Clair Prior, Sydna Street, George Burke, Martin Jubenville, Miles Booth, Doug Stinchcum, Alex Alvis, and Mayo Tabb.

There will be Membership Meetings the second weeks of October and November. Anyone sponsoring additional new members approved by the Committee and by the Board for Publication by the November Board Meeting will be scored in the Regatta.

Membership Report

APPLIED FOR MEMBERSHIP:

Mr. & Mrs. Craig R. Wright

(Write-ups about applicants sent to membership by email notice.)

Contesting Sponsors need to get their new members' applications and sponsor letters in before the October or November Membership Meetings to improve their chances.

FBYC Trophy Committee Seeks Nominations

Carrie R. Russell, Trophy Chairman

The Trophy Committee will receive nominations until **October 11th** for the following perpetual trophies to be awarded at the Annual Awards Party in November.

PIANKATANK TROPHY – Recognizes the FBYC skipper who most exemplifies the principle that “all is not lost until the boat sinks.”

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

COMPETITION TROPHY – Recognizes a member of FBYC who is the skipper of an enrolled offshore or one-design boat and who most successfully represented FBYC in sailboat

racing events conducted by other yacht clubs or associations during the past year. Nominations should consider the character (local, regional, national) of events entered and the quality of competition as well as the member’s performance.

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

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

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

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

BECCA BOAT TROPHY – Awarded to the FBYC junior female member who most exemplifies Becca Clary’s devotion to FBYC.

Please contact the Trophy Chairman, Carrie R. Russell, with your nominations. Send nominations to Carrie at carrierussell@aol.com (preferred) or mail to 200 Tuckahoe Boulevard, Richmond, VA 23226.

Notice of Annual Meeting

The Annual Meeting of Fishing Bay Yacht Club will be held on Saturday, November 12, 2011, at the James River Clubhouse of the Country Club of Virginia, Richmond, VA, in conjunction with the Annual Awards Party. Even if you plan to attend the meeting, all boat owners who have a boat enrolled in the Club’s Yacht Register should complete and mail, email or fax the Proxy to:

Fishing Bay Yacht Club
P.O. Box 29186
Richmond, VA 23242

execsecy@fbyc.net
Fax (804) 741-2728
One Proxy per Family

Proxy – 2011 FBYC Annual Meeting

The undersigned hereby constitutes and appoints George W. Burke III or Alexander Alvis to serve as my proxy agent, with full power of substitution, to vote on my behalf with respect to all matters submitted to a vote of the members at the Annual Meeting of the Fishing Bay Yacht Club called for Saturday, November 12, 2011, at the James River Clubhouse of the Country Club of Virginia, Richmond, VA, and at any adjournments thereof, and to exercise such rights as the undersigned would possess if present at such meeting.

NAME OF YACHT: _____ DATE: _____

OWNER: _____

Opti Race Team

Hannah Steadman made the US Sailing Team. Here is a report from Hannah on her travel and sailing outside the Bay: 4 National Championships, 3 Countries, 36 days!!

Coaches always say time in the boat is a good thing, but this was ridiculous!! It all started on July 16th when we flew to Houston, TX, where it was 100 degrees every day. The sea breeze kicked in at about one o’clock with about 10-12 knots every day. The first three days were the U.S. National Team Racing Championships,

followed by the Girl’s National Championships and then finally 4 days of The US National Championships.

The day after the US Nationals, we headed for Europe. After all sorts of travel delays, we finally arrived 48 hours later. We

then attended 3 practice days which lead us to the British Nationals held this year in Pwllheli, Wales where I was coached by Peter Strong, a US National Team Coach, who previously coached the FBYC Race Team. We had an average of 5-10 knots a day for about four days. Over the course of these 7 days I managed to

JUNIOR / RACING

meet people from all over the world, including India, New Zealand, Bermuda and South Africa.

The day after the British Nationals, we went straight to Ireland for a week long International Clinic with the Irish National Team Coach. In addition to Europeans, the clinic was attended by the two kids from India. The following week was the Irish National Championships where we had winds of 10-15 knots every day. Here I sailed with the Irish National Team and met a lot of Irish kids who I became friends with throughout the regatta.

It was such an amazing experience to sail in those places and meet all the kids. One of my favorite parts was after each regatta we would trade things like flags, t-shirts and sweatshirts with other kids.

This was a very successful trip for me as I finished 9th at the US Girls Nationals, placed in the Gold Fleet at U.S. Nationals and finished 22nd at the British Nationals, 4th girl overall and first U.S. girl.



Hannah sailing out from the Yacht Club in Dublin, Ireland.

U.S. Sailors participating in Irish Nationals.

Carina in the Atlantic Ocean Racing Series

by Cyane Crump

This summer, Rives Potts' *Carina* competed in the Atlantic Ocean Racing Series. *Carina*, a 1969 48' aluminum McCurdy & Rhodes sloop originally designed under the IOR rule for Richard Nye, finished with a 2nd in class and 19th in fleet in the Annapolis to Newport Race, a 2nd in class and 11th in fleet in the Transatlantic Race and a 1st in class (of 71 boats) and 5th in fleet (of 314 boats) in the Fastnet Race.

Carina, as an older heavier boat, sails well in heavier air, meaning she likes to be heeled over on her ear. The A2N and TR2011 races were lighter air, but the Fastnet Race lived up to its reputation as a heavy air race with only a few periods of light air. Our talented crew included several America's Cup and Transatlantic veterans, including Rives, Dirk Johnson, Rich du Moulin, Bud Sutherland and their sons. And yours truly as the lone female amid this overabundance of testosterone. FBYC member Will Crump joined us for the A2N. *Carina* was competing not only for itself but also as part of a team with George David's *Rambler 100* (the canting keel IRC 100 formerly known as *Speedboat*) and *Vanquish*, the Reichel Pugh 65 youth entry challenge from the US Merchant Marine Sailing Foundation.

Carina's A2N started with some challenges, including unusually low tides. After running aground in the channel on the way to the start, *Carina* started an hour late but the crew maintained its cool. With a light northerly, *Carina* had caught up to the 70 boat fleet by early afternoon and was at the Bridge Tunnel and leading its class by morning. But you Chesapeake Bay sailors can probably guess what happened next. While the big boats at the head of the fleet had more than enough breeze to carry them out the Bay and around the Light Tower in the early morning, *Carina* experienced adverse current and no air. Finally

rounding the Tower in the evening *Carina* faced a long Atlantic Ocean leg with a forecast for continued light air. At least the light air and glasslike ocean provided the most favorable conditions for the inevitable complete head rebuild. With its competition hugging the New Jersey shore, *Carina* charted more of an offshore course in search of wind. After 4d, 11h, 5m, 13s, *Carina* finished the 475 mile race off Castle Hill in Newport.

Several weeks later *Carina* had an excellent start to the TR2011 off Castle Hill with FBYC member Blake Kimbrough assisting on Race Committee and family and friends looking on. Twenty seven yachts ranging in size from 40 to 289 feet competed in the 2,975 nautical mile TR2011, which was organized by the New York Yacht Club, the Storm Trysail Club, the Royal Yacht Squadron and the Royal Ocean Racing Club. Since 1866 there have been 27 other transatlantic races. The famous Charlie Barr held the elapsed time record for more than a century (set in 1905 with the 184' schooner *Atlantic* – 12d, 4h, 1m, 19s). That record was not broken until *Mari-Cha IV* completed the same transatlantic route in 9d, 15h, 55m, 23s in 2005.

Carina started with Class 4 on June 26. Several other classes, including the open class with the 289' Perini Navi *Maltese Falcon* with three 190' rotating masts and the multihull *Phaedo*, were to start several days later on June 29. The fastest boats, including *Rambler 100*, *ICAP Leopard* and PUMA's new Volvo 70 *mar mostro* were to start on July 3. The staggered starts were intended to permit all boats to finish in relative proximity, but ultimately provided each class with significantly different wind and weather conditions. Since transatlantic racing is dependent upon successfully navigating weather systems (rather than currents such as the Gulf Stream or headlands), differing conditions can be outcome determinative.

While charting a course south of the rhumb line for the TR2011 great circle route, *Carina* experienced a variety of conditions with several days of brisk winds making for exciting downwind runs and reaching conditions providing good fun for the crew and a nice lead over the competition. However, our race was ultimately determined by a large high pressure system that settled in over the eastern Atlantic. Several of the faster boats in the July 3 start finished just in front of it, with *Rambler 100* taking line honors with an elapsed time of 6d, 22h, 8m, 2s, handily beating the prior records and earning a shiny new Rolex for her efforts. The rest of the fleet lined up North to South in the high pressure parking lot. The lighter conditions saw several additional major head repairs, as well as winch and other equipment repairs. The North Atlantic was characterized by various shades of grey with the sky lightening in the wee hours and gradually darkening at night, with very few hours of darkness. After 17 days at sea, courtesy of the high pressure system, the crew saw its first sunrises and sunsets, moon and stars. With the air filling in from the West, boats that had been further behind quickly caught up to those in the lead and the race started anew.

After rounding the Scilly Isles and heading in to the finish off Lizard Point, *Carina* was within sight of and racing neck and neck with *British Soldier*, an Archambault40 sailed by the British Army Sailing Association. After racing 18d, 12h, 44m, 9s *Carina* finished off Lizard Point within one minute of *British Soldier*, quite remarkable after nearly 3,000 miles of ocean. The *Carina* and *British Soldier* crews gave each other hurrahs, celebrating the competition and courage of each crew and demonstrating the best Corinthian spirit of the sport. But *Carina* owed time to *Dawn Star*, which managed to catch up at the end, inching out *Carina* by 55 minutes on corrected time.

RACING

The awards ceremony for the TR2011 was held at the Royal Yacht Squadron station in Cowes, known as "The Castle". The Castle was originally one of Henry VIII's coastal fortifications and boasts spectacular views across the Solent and houses a remarkable art collection. Not only had the NYYC shipped its huge ancient Louis Comfort Tiffany sterling silver trophies to the UK for the event, but the Princess Royal was on hand to award the trophies. Not to be outdone, the RYS broke out four beautiful and ancient silver trophies to use as "loving cups" for four jeroboams of Veuve Cliquot to be consumed by the competitors.

The third race in the Atlantic Ocean Racing Series for *Carina* was the Fastnet Race, one of the great classic ocean races, which has been run by the Royal Ocean Racing Club since 1926. The 610-mile race continues down the Solent, past the Needles, through the English Channel past multiple significant headlands and tidal gates (St. Alban's Ledge, Portland Bill and the Lizard – if approached close to shore a fair tide flow produces a significant gain but a foul tide has upwards of five knots of adverse current, making an inshore approach a showstopper), past Lands End, across the Celtic Sea to Fastnet Rock, around the Rock and the Pantaenius Buoy (an offset buoy 7 miles away) then back to Bishop Rock off the Scilly Isles and Lands End and to Plymouth on the western end of the Channel. In 1979 a storm struck the fleet causing many boats to retire, 15 deaths and instigating a serious focus on safety at sea training. Rives, his sister Jane Potts and her ex (and current *Carina* crew member) Bud Sutherland sailed with Ted Turner on *Tenacious*, the winner of the 1979 race. Even now each boat must check in with the race committee before the start while flying its storm trysail and storm jib and safety at sea training is a race requirement.

On August 14, *Carina* started the Fastnet Race off the Royal Yacht Squadron station in Cowes with 70 other boats in IRC Class 2. The Castle has a permanent starting line set up with a range from its front deck. Yachts are assisted in determining the location of the line by lights which get brighter when approaching the line and are momentarily obscured when on the line. With nearly 350 boats in the Fastnet Race, including large multihulls such as the 140' trimaran *Banque Populaire*, Volvo 70s, IMOCA 60s, *Rambler 100*, *ICAP Leopard*, and four classes of IRC boats ranging from Contessa 32s to classics to J109s and J122s as well as a number of spectator boats and RIBs, the azure blue waters of the Solent were teeming with activity. The start was scheduled to coincide with the tide. Our start was like nothing I had seen before with over 70 IRC boats on the line, clear skies, 20 knots of breeze, a healthy

current (up to 5 knots) pushing the fleet across the line and out the Solent, and a seawall on the left side forcing boats back to the right on port tack. Mayhem! Needless to say there was some shouting among boats, the substance of which cannot be repeated by a genteel southern lady. The addition to our crew of David Aisher, a flag officer of the RYS and Fastnet veteran, was invaluable in helping us get off a clean and safe start. Nonetheless there were several near misses as we tacked with the fleet down the Solent in the building breeze and strong current.

The Race is typically a beat to the Rock and a run back. With complex currents and tidal gates, the Race requires not just good boat speed but also successful negotiation of tidal gates, and sophisticated navigation and tactical skill. These headlands and tidal gates can shut out smaller slower boats. We had our chute up for several hours but otherwise the 2011 race was generally characterized by upwind sailing and heavy air, with a period of light air around the Scillies and dying breeze on the way in to the finish. We avoided the gates by staying offshore and never saw more than 30-35 knots of breeze but the conditions were cold, rough and wet for most of the race, trying conditions for the crew who had grown accustomed to the lighter air of the prior races, but good conditions for *Carina*. Before we had even passed the Needles we saw the first dismasted boat (a Class 40) returning to Cowes. Later that evening the Farr 80 *Beau Geste*, the overall winner of the A2N would retire due to "structural damage." There were a number of other retirements due to damage and no doubt everyone has heard by now that *Rambler 100* lost its keel shortly after rounding Fastnet Rock and capsized. Fortunately all aboard were safely rescued. Learning of the incident during the race was a sobering reminder of the powerful force of the sea and the necessity of safety at sea training and preparation.

Navigator Dirk Johnson kept us in the most pressure, on the right side of the frequent shifts and in the most favorable current conditions – a true testament to his ability to synthesize the vast amount of meteorological and fleet information available to today's ocean racers into a useful strategic/tactical recommendation. We were able to follow our competition on the internet using the Yellowbrick trackers just as you were back at home. We could also track competitors and commercial vessels on AIS (a requirement of the race although we found several of the competitors seemed to have turned their AIS off at "convenient" points in the race). We were constantly changing gears – changing or adjusting sails with reefs being added or removed, staysails being added or furled and headsails changed multiple times each watch.

Our "go fast" skills were also augmented by Sir Chris Bouzaid, a Kiwi sailor with a well-deserved sterling reputation and a new addition to the crew for the race. And that shilling Rives tossed overboard for good luck as we rounded Fastnet Rock couldn't have hurt either.

The breeze died completely as we were finishing in Plymouth shutting out a large portion of the fleet for the remainder of the day – over 100 boats would finish nearly simultaneously later that night after fighting the light air and foul current. For much of the race we were within sight of *Scarlet Oyster* and we crossed tacks with them heading into the finish with *Scarlet* just nipping us for the horn. Our performance on corrected time was sufficient to give us a first in class and a 5th in fleet, a significant accomplishment given the size and competitiveness of the fleet. It was even more interesting to see the sailing luminaries who had won the trophy for Class 2 before Rives – none other than Chris Bouzaid on the Olin Stephens designed *Rainbow II* in 1969, as well as boat designer Dick Carter and Adlard Coles.

Plymouth has a small inner harbor next to its lively Barbican district accessed by locks that provided a village for the competitors after their finishes, complete with jumbotron with race tracking and slide shows, computer tent with a computer bank to view tracking, gear providers, and separate beer tents and rum tents (which were filled with salt water- and rum-soaked sailors dancing at all hours of the day and night). Each boat was expected to stay in the inner harbor with Rolex battle flags and dressed ship (in most cases dressed with drying foul weather gear) for at least 24 hours. All this was located on the historic quay with the "Mayflower Steps" where the pilgrims embarked, where the *Sea Venture* had earlier departed to relieve the first Jamestown settlers (before being wrecked off Bermuda) and where Sir Francis Drake had anxiously awaited the Spanish Armada. Those of you who have experienced the atmosphere after the finish of Bermuda Races in Hamilton might understand such a post-race scene, but with nearly twice the number of boats competing, this scene was more dramatic, raucous and international.

Many thanks to those of you who watched the races unfold via the Yellowbrick trackers and cheered us on from afar. My thanks also go to Rives not only for his role in organizing the TR2011 but also for his enthusiastic support for the Corinthian sport of yacht racing and continued embodiment of its ideals. It was an honor to compete with such success on a beautiful boat such a *Carina* in several of the most famous and storied ocean races. It was an experience I will not easily forget.

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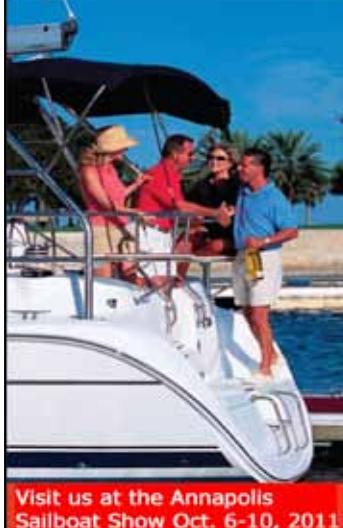
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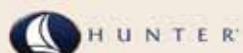
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FOR SALE: 1982 Columbia 8.3 *Free Enterprise* owner seeks a member to buy 1/2 share in partnership in the boat. 27 ft. sloop on the W. Pier. Roomiest 27 ft. boat around cruise air. Asking \$5,000. Call **Eliot Norman**, 804-721-7851.

FOR SALE: 1979 Catalina 25' Beautiful condition with new furling jib 2009, new standing rigging and lifelines 2008, 2006 9 HP Yamaha 4 stroke outboard. Fresh Bottom paint and engine service Spring 2010. Boat in freshwater until 2004. Pressurized water system, new cushions, lots of extra sails including spinnaker and associated hardware. \$6,000. Call **Diane Simon**, 804-920-0145 or diane.m.simon@dom.com.

FOR SALE: 19' Chaparral, 1986, fiberglass, 230 HP OMC gas engine, inboard/outboard, \$2000.00. **Billy Moseley**, 434-983-3364.

FOR SALE: 1985 Hobie 18' and trailer. Average condition. Asking \$1,500 OBO. Contact **Jim Morrison**, 804-739-6062.

FOR SALE: Raymarine Ray53 VHF Radio. Fixed mount 25/1 Watt power output. New in original box. Retail price is \$189 will sell for \$100. **Ted Bennett** tbennett@ideawavers.com, 804-516-1144.

FOR SALE: Avon Dinghy roll up. Al. floor. 9.2 ft. plus Honda 2 hp. 4 stroke motor \$1000. **Gordon Nelson** 804-462-0095 grnsail@aol.com.

FOR SALE: 1998 40th Anniversary Edition 13' Boston Whaler Hull number 129. New woodwork 30

hp Mariner 2 wstroke engine. Completely refurbished galvanized trailer and cover \$7,500. Contact **James Jacob**, 703-628-6718 or jjacob@me.com.

FOR RENT: Waterfront townhouse condo, with 3 BR and 2.5 Baths, in Jackson Creek Harbor, fully equipped, sleeps 8, \$1,100 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

FOR RENT: Stove Point cottage on Fishing Bay with shared small boat dock. 3 BR, 2 baths, attached

bunk house with bath and outside shower can accommodate another 6. \$1,500 per week, including utilities, plus \$85 cleaning fee. Contact **Tad Thompson**, 804-240-4993 (cell) or 804-784-3493 (home).

FOR RENT: Beach Front Condominium with 2 BR and 2 full baths at Windmill Point. This condominium is fully equipped and sleeps 6 and has incredible views of the Chesapeake Bay. Will rent for \$900 per week or will make a week long trade for a 30 foot plus sailboat that sleeps 5. Call **Michael Calkins** at (804) 355-1550

WANTED: The Deltaville Maritime Museum is seeking boat and car donations. All proceeds benefit museum and park programs and future development.

MISSING: White horseshoe life ring and holding bracket is missing from the stern of *Shamrock*. If you know the whereabouts can you call **Bob Rock** at 804-272-8630.

Holly Point
Art & Seafood Festival
Deltaville Maritime Museum
OCTOBER 8, 2011
10:00 AM-4:00 PM
Over 70 Artists & Other Displays

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