



The Log



www.fbyc.net

FROM THE QUARTERDECK

SEPTEMBER 2012



By the time you read this copy of The Log, Stingray Point Regatta will be a memory, the summer cruises will be over and the Junior Race Teams will have concluded their programs. We still have the entire fall schedule ahead of us and many more opportunities to cruise, race and party. We also need to start planning for the next season.

The nominating process is now underway in order to identify the Board members and Committee Chairs for the 2013 term. If you have suggestions of a good candidate for a position or would like to volunteer, please contact David Hinckle or one of the current Flag Officers. Another very important element in the planning process is the Sailing Events Committee. This is where the schedule for the coming year and the type and character of our events is determined. Representatives who attend these meetings include the Division Commanders (Cruising, Junior, One Design and Offshore) as well as Lt. Commanders, Fleet Captains, Flag Officers and others. If you have issues you would like to have on the table, communicate with your Division in order that your ideas may be brought forth as part of this process.

The Long Range Planning Chairman is about ready to unleash a comprehensive questionnaire survey for the entire membership. This process will

be accomplished later this fall. It is very important that all members participate in this survey in order to ascertain both the level of current satisfaction with our club and to help set the course for FBYC in the future. Please look for the survey, more information to follow.

The Annual One Design Regatta held in mid-August was a huge success! Thanks to the multitude of volunteers who came from all of our divisions in order to accomplish this monumental task. Conducting races on four separate courses requires lots of folks and lots of boats. We had 120 plus boats register for the regatta and 112 boats actually sailed. The weather predictions may have kept some competitors away and on Saturday there were significant weather challenges to overcome. The sight of a dozen boats planing past the new angle on our dock, headed for the beach in 25 to 30 knots of wind ahead of the storm, was awesome. Several boats were capsized but, with assistance from our volunteers, all boats were righted and people were rescued. There were no reports of injury or serious damage resulting from the storm. Diligent monitoring of weather radar by our race committee PRO's and consequent abandonment of racing and returning the fleets to shore, proved to be prudent decisions. The dinner Saturday night, the entertainment, the breakfasts both mornings and the bar all served to make this a very memorable event. Several of the visitors to our club indicated their wishes to return and play with us more often. Thanks again to all of you who worked so hard to make this happen.

The Smith Point distance race for the Offshore Division took place on August 18th and 19th. The usual summer prediction for pop up thunder storms was in effect, however none appeared. Thirteen boats responded to the warning signal at 1400 hrs.

and started the race in 12 to 14 knots of wind out of the North. The East side of the course proved to be favored and the wind clocked to the SE for the return trip, making this an uphill slog both ways. I'm told this was a beautiful moonless night for sailing and all boats were back at the dock by 0330 on the 19th. All except Miles Booth and his crew on Shenanigan who spent the night firmly attached to Mark's Beach (Mark Stephens drove Chilcoat ashore there in 2005, 4 to 6 hundred yards east of the outer day marks for Jackson Creek and still retains rental rights). Mike Dale and I extracted Shenanigan from the sand on Sunday morning (I have a lot of experience with detaching my boat from the bottom). The Cheeky Monkey team provided an extraordinary breakfast/brunch on Sunday morning and crowned Brad Miller as the first inductee into the Smith Point Crab Society. This distinction is for the skipper who has competed in and finished the most Smith Point Races and who also finished this race. Complete results can be found on our web site. Mark, you may want to talk to Miles.

Until next time, I'm wishing you all,
Fair winds and following seas.

Alex Alvis

FBYC BOARD HIGHLIGHTS August 2012

Meeting called to order at 6:05 p.m. by Commodore Alex Alvis

REAR COMMODORE – JOHN B. WAKE JR.

LONG RANGE – **Noel Clinard** advised that he received helpful hints pertaining to the survey that was distributed to some Board members. He expects to circulate it to all the membership in October. The FBYC Sonar Team, Blake Kimbrough, skipper, John Wake, jib/bowman and tactician, and Matt Braun, middle crew, finished 7th of 17 at the Sonar New England Championship Regatta sailed in Falmouth, Massachusetts. Races were conducted just outside Falmouth Harbor by FYC in moderate to heavy air and massive 3-4 knot Woods Hole current.

WEB MASTER – **Strother Scott** had club member Anthony Burton, who is a programmer, fix the most complicated broken page of the Volunteer system under <http://www.fbyc.net/Access/Members/Volunteering>. Anthony also fixed the first link on the Search Database page at <http://www.fbyc.net/Access/Members/Volunteering/Database>.

MARKETING – **Jay Buhl** is trying to capture all of the marketing/publicity opportunities in a central location so they can be discussed and prioritized. Where it makes sense, sustainable systems can be created to be executed year in and year out so that the best practices are not lost as the Board changes. Jay advised that they need to identify long range marketing goals/aspirations so they can be made part of the revised Long Range Plan.

VICE COMMODORE – GEORGE W. BURKE III

FLEET CAPTAIN – As part of his Participation effort, **Matt Braun** re-emphasized that event chairs must post the names of volunteers on the web site now that the system is working correctly.

ONE DESIGN DIVISION – **Rob Whittemore** reported that the turnouts for the Summer Seabreeze races were good. Some juniors crewed with Front Runner racers. **Len Guenther** advised that the Spring Series One Design daily trophies would be awarded at the AOD.

CRUISING DIVISION – **Andy Soyars** reported they had good participation for the Family Cruise to Little Bay.

JUNIOR DIVISION – Over the past month, all race teams have competed in a number of local and out-of-state regattas with excellent results. At Opti Nationals in Ohio, numerous FBYC sailors placed in the top half out of 277 total participants. The Opti Development Team had a great showing at the Governor's Cup Regatta at Ware River. The Laser coach returned home August 8, the Opti Race Team coach will return home August 13, and ODT coaches will finish their work following the AOD regatta. **David Lennarz** has received unanimous rave reviews from parents and kids about all of this year's coaches. An assessment of the trailers and boats will need to be made this Fall to address equipment failures and future program needs.

FLEET LT. – **David Clark** reported that Mr. Roberts is being painted and some other work will be done at a later date. David purchased a new anchor to replace one that was lost during the Leukemia Cup Regatta.

SAILING FLEET LT. – **Mike Toms** is in the process of securing a date in October with Tred Avon Yacht Club for team racing.

TROPHIES – The remaining uncollected Spring offshore series trophies are in trophy storage in Fannie's House for pick up.

REGATTA COMMITTEE – **David Hinckle** advised that he has 112 registrations for the Annual One Design Regatta. All of the dinners and T-shirts have been sold. He is borrowing a floating dock from Keith Ruse and it will be anchored in Jackson Creek. The one design boats that are launched with the hoist will tie up at that dock.

NEW BUSINESS – **Doug Anderson**, as Membership Chair, and **Mason Chapman**, as Finance Chair, proposed a change in the way dues are prorated for new members.

Current Guidelines

New Members: New members who receive final approval in July pay full Initiation Fee and 75% of Dues; new members receiving final approval in August and September pay full Initiation Fee and 50% of Dues; new members receiving final approval in October pay full Initiation Fee and 25% of Dues; and new members receiving final approval in November pay full Initiation Fee only and Dues begin at the next regular billing period.

Proposed Guidelines

New Members: New members pay full Initiation Fee and their dues shall be prorated as of the month of final approval based on a 12-month scale (formula of Dues/12 x number of months remaining in calendar year).

Upon a Motion duly made and seconded, the Board approved this change.

Alex Alvis appointed David Hinckle as Nominating Committee Chair.

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

Membership News

APPLIED FOR MEMBERSHIP:

Mr. & Mrs. John D. Fergusson
Mr. & Mrs. Ken N. West

DEATH:

Mr. Auzville Jackson, Jr

MEMBERSHIP/MEMORIAM

In Memoriam
Auzville Jackson, Jr.
 2/10/1927 – 7/27/2012

Auzville “Auzzie” Jackson, Jr. of Richmond, VA, passed away on July 27, 2012. He is survived by his beloved wife of almost 59 years, Estelle; son, Robert Auzville Jackson; daughter and son-in-law, Sarah and Ronald Sakach; and two grandsons, Thomas and Matthew Sakach.



Auzzie was born in Chatham, VA. For a time, he was the youngest Eagle Scout in the United States, receiving the badge in two years’ time. He enlisted in the Army at age 16 and, after a competitive exam, he went on to Carnegie Tech to study engineering. He was in active military service and became a lieutenant at age 19. Upon returning home to Richmond, he studied at Richmond Professional Institute (now Virginia Commonwealth University) for two years and Virginia Tech for two years, graduating with a degree in metallurgical engineering in 1950. While working as a patent examiner for the United States Patent Office in Washington, DC, he enrolled in law school at George Washington University.

During his career as a patent lawyer, he was with the Office of Naval Research, Reynolds Metals Company, Robertshaw Controls Co., president of the Tennessee Technology Foundation, and a partnership at Staas & Halsey. In 1991, he established the Jackson Patent Group where he practiced patent, trademark, copyright and other intellectual property law. He served as an adjunct associate professor of intellectual property law at the University of Richmond and a lecturer on intellectual property law at the College of William and Mary. Auzzie was a member of Second Presbyterian Church, the Cosmos Club, the Industrial Research Institute, the Northern Nut Growers, and was the President and Founder of the Small Business Technology Institute. On a farm in the Deltaville area, he grew chinquapin nuts and was interested in developing a commercial use for them.

Auzzie, Estelle and Sarah joined Fishing Bay Yacht Club in 1970. At the time, they were the owners of *Estrellita*, a Holiday sailboat. From then until sometime in 2004, Auzzie and Estelle also owned a Clipper 26 (*E3*), a Morgan 27 (*Sarahjay*), a Cal 30 (*Vaya*), and a Bertram 28 powerboat (*Laughing Gull*). In the early 1970’s, the IOR (International Offshore Rule) became quite popular as a way of rating sailboats; however, sailboats built before IOR were at a disadvantage competitively and it was also an expensive measurement process. In Southern California, a group of yachtsmen developed a new approach to handicapping. They organized PHRF, the Pacific Handicap Racing Fleet. That name was eventually changed to the Performance Handicap Racing Fleet that is still in use today. In 1975, Auzzie visited Southern California and became interested in this new handicapping system after picking up a policy book and reading it. He was so enthusiastic about the PHRF system that he brought it back to Fishing Bay Yacht Club to be used in club racing. The first Chesapeake PHRF system under the patronage of Auzzie and Fred Williams soon spread throughout the Chesapeake Bay and became recognized by CBYRA for High Point competition. (Note: For the complete story about Auzzie, Fred and PHRF, go to <http://www.fbyc.net/Club/History/Articles/28prhf> for Jere Dennison’s history article *The Ascendancy of PHRF and the FBYC Connection*.)

Auzzie has been described by some of his friends as a person of charm, wit, intelligence and thoughtfulness and his memory will be cherished by all those who knew him. A memorial service was held on July 30 at Second Presbyterian Church. In lieu of flowers, donations may be made to the Deltaville Maritime Museum, P.O. Box 466, Deltaville, VA 23043.

REQUIESCAT IN PACE

Membership News You Can Use
Doug Anderson, Secretary/Membership Chair

Joe & Carolyn Schott’s 0400 accident with a sportfishing boat underscores the challenges faced by those who go down to the sea in ships. A collision at sea can ruin your whole day. Under-reported is the fact that John & Fay Koedel were sailing a few miles away, in tandem with the Schotts, on a three week cruise. While they were not in harm’s way, they suddenly found themselves on a solo cruise off Delaware Bay.

While most of the Club was occupied with our scheduled sailing events, fellow Club member Wes Jones was sailing his Valiant 40 to Ireland, the Azores and Bermuda, with an unplanned side trip to Spain after a dismasting in the open ocean. The trip covered just over 8,000 nautical miles. Then he was without a motor from Bermuda back to FBYC. As with the above, this was a serious situation not for the faint of heart.

Perhaps it is true that all’s well that ends well, but maybe it would have been better if it never happened in the first place. The loss by fire of the Deltaville Maritime Museum may yet end well, but this is a major loss to our community. The human capital invested in this enterprise cannot be replaced, but the vision that gave life to the DMM survives. A maritime community needs a maritime museum to display its history and tell its story, and FBYC is a part of that story.

There may not be much in life we really control, but it is better to go sailing than staying at the dock. It is better to be investing in community resources than neglecting to leave a legacy of the tangible worth of the intangible.

When our Club historian, Jere Dennison, sits down to record this year’s history in the Club annals, he faces the task of capturing the character, the decisions, and the immediate responses of the Club members caught up in these events. It’s all about the members, they that go down to the sea in ships. They did their personal best, and we rejoice in being reunited with them. Now it’s up to the rest of us to do our personal best in helping restore the Deltaville Maritime Museum, as if it were our club house or our boat. FBYC and DMM are kindred organizations, kindred spirits, close kin.

Go sailing.

Prospective Members are encouraged to see membership info on the Club website (fbyc.net). In the line under the Logo, see “Club,” and in the drop-down menu, “Membership.”

FBYC welcomes applications for membership.

JUNIOR

FBYC Junior Race Team

Fishing Bay Yacht Club's Junior Race Teams have wrapped up their summer race season. A total of 33 juniors, aged 7 to 17, participated on our three teams. FBYC raced in 13 different regattas, concentrating on Chesapeake Bay Yacht Racing Association regattas, but also included regattas in Sandusky, Ohio; Newport, Road Island; and Hyannis, Massachusetts. Our juniors placed in all but three of the regattas they attended!

The teams run throughout the summer, from the second weekend in June until the Annual One Design the second weekend in August, including practice during Junior Week. The club employs professional coaches, from entry level college coaches to experienced coaches internationally known.

The Opti Development Race Team is the lead off and largest team, and as the name implies, is designed for juniors being introduced to racing. Sailors as young as 7 sailed on the Opti Development Team, with a total of 18 juniors and two coaches. (Two siblings joined partway through the season.) The team practiced and raced four days a week, Thursdays through Sundays. Most of the regattas they attended were in the Southern Bay, allowing for easy travel days and returning to Deltaville at night. The team was coached by Will Bomar, a well known J-24 Bay sailor, and our own Ben Buhl, who grew up in our Junior Program. Will and Ben taught the basics, from starts to tactics. Most of the sailors started out in the Opti Green Fleet, and advanced into the Red, White & Blue fleets by the end of the summer.

The Opti Race Team consisted of more experienced racers, most of whom have raced for at least two years on ODT, and practiced or raced 6 days a week. The team took more extensive trips, including extended stays in Annapolis and the Northern Bay, and trips to the Opti Nationals in Ohio and the New England Championships in Rhode Island. (Both regattas had over 300 participants.) The team was coached by Edgar Diminich, of Florida, who has extensive experience as a professional coach, including private coaching of past national champions.

The Laser Race Team was made up of our oldest and heaviest juniors, and all were graduates of our Opti program, having learned to sail as young juniors beginning in Opti Kids and our YMCA sailing camp. This team also took extended trips throughout the Bay, and its largest regattas were the Hyannis Yacht Club Invitational in Massachusetts, the Chesapeake Bay Junior Olympics in Annapolis, and the Maryland State Championships. The team was coached by Gabriel Moran, a professional junior coach from Ecuador, and highly competitive international Laser sailor himself.

Complete results for the year are too numerous for this article, but some of the highlights are: Garrett Levy finished 1st at the Hampton Yacht Club Annual Junior Regatta and won the Silver Division at the USODA National Championships. Hannah Steadman finished 1st at the Commonwealth of Virginia Junior Championships, 2nd at the Chesapeake Bay Junior Olympics, 1st at the Ware River Yacht Club Annual Junior Regatta, 28th at the USODA National Championships and 13th at the New England Championships. Jed Londrey finished 4th at the Commonwealth of Virginia, 4th at the Chesapeake Bay Junior Olympics, 21st at the National Championships and 28th at the New England Championships. Guthrie Braun finished first in the Opti Division at the Annual One Design. Benton Amthur finished third at the Maryland State Championships. In Lasers, Austin Powers finished 3rd at the Commonwealth of Virginia Championships, and 2nd at the Chesapeake Bay Junior Olympics. Conrad Roos finished 3rd at the Hampton Yacht Club Annual Junior Regatta, and 4th at the Chesapeake Bay Junior Olympics and Commonwealth of Virginia. Luke Hayes finished 1st in the Laser Radial Division at the Annual One Design.

In the 137 boat Opti fleet for the CORUM Cup standings for the Chesapeake Bay Yacht Racing Association, as of August 16, Hannah Steadman is in 1st, with Jed Londrey in 2nd and Garret Levy in 4th. Ten FBYC juniors are in the top third. For the Lasers, Austin Powers is in 3rd, Conrad Roos in 4th, Aiden Toms in 16th, Eric Roos is 18th, and Luke Hayes is in 28th out of 62 boats.

While the summer season is now over, many of the juniors will continue to race in Fall and Spring Regattas. Hannah Steadman will represent the United States at the Optimist North Americans in Mexico in October. The top 20 Opti CORUM Cup sailors will be invited to a special invitational regatta in September in Annapolis. Look for further reports in the Log!



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RACING



73rd AOD Regatta Fleet Winners

Optimist Overall	Guthrie Braun
Optimist Blue	Street
Optimist Red	Catesby Jones
Optimist White	Guthrie Braun
Front Runner	Matt Braun
San Juan 21 All Sails	Branin Thorn
San Juan 21 Working Sails	Hans Lassen
Typhoon	Frank Birdsall
Albacore	Barney Harris
Laser	Dan Herlihy
Laser Radial	Luke Hayes
Thistle	Robert Perera
Windmill	John Danneberger
Flying Scot	John Aras
John R. Hawkesworth Trophy	John Aras

For complete results, see fbyc.net



***PHRF Splits for 2013 -
Time For Your Input***

The PHRF splits for the regions are set at the PHRF Delegates meeting held in the Fall with each Delegate getting one vote per rated boat. To encourage more racing at big events there is a continued movement to standardizing the splits so to encourage boats to travel to away regattas. Many racers in other regions chase the High Point Trophy and if you are say a B boat in one region but a C in another it messes up your score so you stay away from any away regattas where you fall in a different class.

Several years ago Regions I, II, III which are the Maryland Regions that represent 75% of the PHRF racers on the Bay standardized on A being up to 109, B being 110-145 and C being greater than 146. Region IV North which is primarily FBYC has splits at A being up to 112, B being 113-161 and C being greater than 161. Region IV South which is primarily Hampton has splits at A being up to 109, B being 110-163 and C being greater than 164.

In looking at the boats we have rated if we changed our A split to the Bay wide standard of A being up to 109 it would not affect any boats racing at FBYC.

The situation for the B/C split is a lot more complex:

1. If we go to the Northern Bay 146 split it will move *Trilogy* and *No Fear* from B to C.
2. If we go with Hampton's 164 split then the three Colgate's *Blue Moon*, *Ardent* and *Dixie Rose* would move from C to B.
3. If we stay as is at 161 as we are now then *Trilogy* would remain in B while *Blue Moon*, *Ardent*, and *Dixie Rose* would remain in C.

The Sonar which was a fast C boat has been sold and has left the Club and its replacement the J-70 is the scratch B boat at 114.

My intention is to move the A/B split to the Bay standard of 109 as it would now make that the same for all Regions and would have no effect on any boat at FBYC. The B/C as I have outlined in the above is more complex so please let me know what your desires are.

Mayo Tabb
PHRF FBYC Delegate



CRUISING CORNER

FBYC Members may be interested in the experiences of FBYC member Wes Jones aboard the yacht Valiant. Set forth below is the Log of the Valiant - Parts I & II.

The remaining Parts will be published in subsequent editions of The Log.

Log of the Valiant Part I

In telling the story of Valiant's recent back-to-back east and west Atlantic crossings within the span of 85 days, the author knows that the challenges Valiant faced may be ascribed by some to be the result of lack of preparation or an insufficient craft for the task. Nothing could be further from the truth. Yes, the boat is light. That fact demands that she be judiciously handled – to slow her down, way down, on occasion – in fact, many occasions. She is incredibly strongly built. She has positive righting moment to 150 degrees of heel. Many people have crossed oceans in much, much lesser craft.

Valiant is completely and properly outfitted for the task. To demonstrate this fact, as examples, please take note that she is equipped with cold water survival suits; she has a whole boat flotation system installed; she carries a dedicated single 600' piece of nylon for the sea anchor/drogue/warp as required; she carries the largest pump Edson makes; and etc. The list of Valiant's special equipment takes two pages to list. And the author personally has been sailing for over 6 decades – including commercially on tugs and as a ship's navigator, in addition to recreational sailing.

Valiant left FBYC on May 15th bound for Ireland, the Azores, Bermuda and home with an expected return date of the third week in July. On Wednesday the 23rd of May Valiant passed the point in the ocean at 41N 50W. She had observed this "mark" because to sail north of 41N before passing 50W is to risk being too close to the field of icebergs



on the Grand Banks of Newfoundland (numbered at more than 225 in the Canadian CG count of 5/9). In fact, as she neared the point three ships were observed converging on the same point (must be an insurance requirement for them).

Since leaving the VA Capes Valiant ran east about 150 miles to the center of the Gulf Stream and then turned slightly left and followed the center of the stream based on the latest Gulf Stream velocities chart downloaded just before departure. This dictated a zig-zag course following the center-of-stream of about 7 legs, all trending east and slightly north of east to the aforementioned "mark of the course". There was a "plus" to this tactic - picking up boat speed by about 1.5 knots on average - the stream contributed to our best noon to noon run of 178 nautical miles. There was also a negative - very rough sailing when the wind went into the eastern quadrants and we had wind-against-current.

At the "mark" Valiant made a 40 degree left turn and took a direct "straight shot" for Fastnet Rock off the southern tip of Ireland. This "straight shot" was actually the shortest distance between these two points - part of a "great circle" between them, but necessitating 6 course changes to follow the great circle as closely as practicable, due to the fact that we crossed at varying angles the meridians as they converge in pie-shaped fashion toward the north pole. Our first course of these 6 courses was 055 degrees (true), and the last was 082 degrees (true).

Weather-wise, on the run out to 41N 50W Valiant had 3 pretty days, 2 "OK" days, and 3 very wet days. She had 2 lows and one high pass over accompanied by two complete "clock arounds" of the wind. It was 60F in the cabin then, and there was much cooler weather ahead. The crew prayed for sunny conditions, which were few. Lots of clouds (rain and wet foulies and wet deck down below were really marginal in terms of "fun"). Valiant only had to run the engine to get out of the Bay and 7.5 hrs in brief calms after that.

On Friday June 8th Valiant completed her 3137 NM crossing to Kinsale, Ireland. She made landfall on Fastnet Rock (appropriately, in a gale), the landfall on the SW coast of Ireland for vessels arriving from the SW. Since her rounding the "mark" at 41N 50W, and heading to more northerly climes toward Ireland, it was a wet and windy sail. The skipper stepped out of the bunk to put his foot in water once (gets your attention; turned out to be a leaking 5 gallon jug of emergency drinking water). Valiant was triple reefed in 30 kts plus for about 30 hours; had winds in the 20-30 kt range for in excess of 115 hours; and had rain or wet mist more than 50% of the time. She was hove to three times - once 11 hours for wind at 25 on the nose and big sea; once for 11 hours for wind on the nose at 30-40; and once for 14 hours for wind on the nose at 30+. The problem with driving to weather in those conditions is launching off the back side of the wave with a bone-jarring crash at the bottom. Not fun. Valiant heaves to with a 45 sq. ft. storm jib and 45 sq. ft. reefed main - about the sail area of a Mobjack mainsail and usually comfortable.

On this leg the auto pilot ram expired and was replaced with the spare. The engine was run in light air once when the ocean went slick calm for 14 hours - the sun actually came out most all day and we dried out a bunch - the cabin RH had been hovering in the mid nineties

CRUISING CORNER

for days and it dropped to 55%. It was a wonderful day, even if Valiant was motoring. She streamed 600' of warps for 18 hours when the wind was directly astern at 20+ kts and a big SW swell built, to reduce the boat from overtaking waves and flying off their face and to reduce the corkscrewing of the stern and the resultant huge load on the autopilot (contributed to our ram failure). Reefs were taken and shaken out so many times the slab reefing lines were nearly worn to a frazzle. And the barometer was seen down as low as 981 mb.

We had expected to arrive in Kinsale June 6th but had not expected to spend 1.5 days hove to and losing ground. Before arriving there the sun was not setting until 10:30 PM - normal for Ireland - and rising between 4 and 5 AM. The loom of the sun could still be seen on the horizon at midnight. The vagaries of the ocean continued to amaze the crew. Wednesday June 6th, motoring in a flat calm until 10:40PM, and by 6AM Thursday setting the storm jib and triple reefed by 11AM, beam reaching in 30+ but moving in the right direction with the jib clew overhauled to windward to slow Valiant down and reduce crashing. Strangely, for the first time in full sun as opposed to rain. Much better! Valiant made landfall on Fastnet Rock about 9AM Friday June 8th and was moored at Kinsale YC by 7PM. It was a wet, wild, and wooly ride and the crew was glad to be ashore with shepherd's pie and Guinness .

Crew for this leg was Barry Powell (RRYC member and former FBYC member), Walt Smith, and Wes Jones. Barry had to return to Virginia and was replaced by Randy Hunter, a friend of Walt's from Charleston, S.C.

Log of the Valiant Part II

Valiant then had a change of plans. On 6/21 while en route from Kinsale, Ireland to Horta in the Azores she lost her mast. There had been gale force WNW winds from about midnight. Valiant continued to close reach under storm rig very slowly on starboard tack, headed about 230. About 11AM with a bang the lower starboard shroud parted inside the Sta-Lok fitting at the tang and the mast went over the side. The skipper had been up the rig and inspected it before Valiant left Kinsale. All the shrouds had last been replaced in 2004. Where the shroud broke inside the Sta-Lok would not have been visible. There were no injuries. All the mast remnants and sails were brought aboard and by 2PM Valiant was able to begin motoring downwind toward La Coruna, Spain, the closest port, a course of about 120, some 285 miles away.

For once the wind cooperated and kept blowing in the direction Valiant needed to go. She was in port by about 8PM Saturday 6/23, after running her 15 hp Mercury for 84 consecutive hours. Our Charleston, SC crew member has an acquaintance in his home town who works for Selden Mast Co. The crew's wife contacted that person who arranged for us to be met by the Selden rep in Sada, a neighboring city to La Coruna who made a slip available for us in Sada. Miguel Sanchez and his wife Beti run a family business serving mast, sails, and rigging needs there called Cadenote. Miguel and Beti met us at 9AM Monday and by

1PM the mast was in the machine shop. The mast was fully repaired and reinstalled on the boat Friday evening, and we left Saturday evening for Horta. Miguel and Beti saw to our every need and did just what they said they would, "on time and within budget". The only damage to the main was that the bolt rope was torn out for about 48 inches, but the bolt rope itself was undamaged. Once the bolt rope was stitched back in, the sail was ready to go.

Randy Hunter had to leave in Sada and Valiant was double handed from Sada to Bermuda. Valiant had much better sailing after she left Sada than before, generally speaking. She headed SW from Sada/La Coruna until she hit the latitude of Horta, then turned west. She stayed on starboard tack the whole time, varying from a beat to a close reach to a beam reach. Seldom did the breeze exceed 15 kts., and she had more than 50% sunshine during the day and stars at night. Some days with light showers and mist running about, but nothing required full foul weather gear. It was such a wonderful change. The "northern" North Atlantic has seen the end of Valiant for a while.

Lights on the island of Terciera were spotted at 0500 on the 3-6 watch Saturday 7/7. Approaching from the east, one leaves Terciera and Sao Jorge to starboard and Pico to port before arriving at Horta on Faial. We had a nice wind shift about 8PM when the wind went from north to northeast and we began broad reaching. Sunday 7/8, the last day, the chute could be set for a while. On the 9-midnight watch Valiant clicked off 29 miles in 3 hours. She was starting to hit her stride.

So Valiant completed this unintended Spain-Horta leg of 1072 NM in a few hours over 8 days, and when she moored Valiant had put 4999 NM under her keel since leaving FBYC on May 15th.

To Be Continued...

FBYC Team Competes in NYYC Invitational Cup U.S. Qualifying Series September 4-8 in Newport, RI

For the latest updates, please see the FBYC website at www.fbyc.net or the USQS regatta website at www.usqs.org.



Cruising Notices

For the cruise Sept. 29th and 30th lets meet at Fannie's house at 5:30 PM Friday Sept. 28th and bring heavy Hors d'oeuvres to share and discuss where we want to go.

Questions? Gordon Nelson

804-362-0095

grnsail@aol.com

October 6/7: Progressive Dinner/Breakfast

This event has been a perennial sellout and one of the social highlights of the season. This year promises to be no exception. To kick things off in style on Saturday, cocktails and hors d'oeuvres will be served at Windemere, the Bland Point home of Patty and Case Whittemore, overlooking the Piankatank.

Afterwards, just down the road we will reconvene at Providence Plantation, the gracious home of Cean and Bill Cawthorn, to watch the sunset and to enjoy a delicious meal. Sunday morning, and back by popular demand, breakfast will be served at Sans Souci, the Moore's Creek home of Jane and Gordon Cutler. Those opting to sail in can drop anchor in beautiful Moore's Creek, which is convenient to all venues. (Registrants will receive directions and times of the events at a later date.)

Registration is limited and required by Sept 29 @ \$40 PER PERSON. Late registration @ \$50 will be accepted only if space permits.

Contact Gordon or Jane Cutler at

jane.park.cutler@gmail.com or call (804) 776-7630.



FBYC TROPHY COMMITTEE SEEKS NOMINATIONS

Joseph W. Roos, Trophy Chairman

The Trophy Committee will receive nominations until October 10th 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, Joseph W. Roos, with your nominations. Send nominations to Joe at:

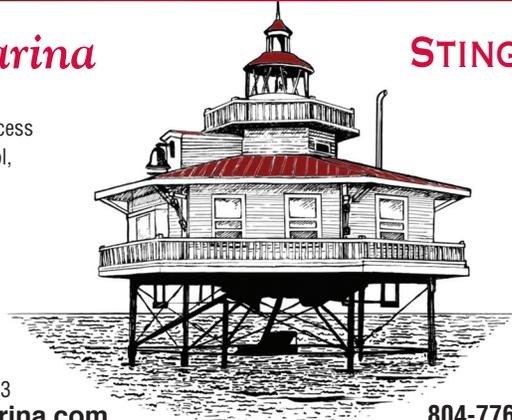
joe.roos@aftonchemical.com (preferred) or mail to 10261 Berkeley Manor Drive, Mechanicsville, VA 23116.

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FBYC TRADEWINDS

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: 1985 Hobie 18' and trailer. Average condition. Asking \$1,200 or BO. Contact **Jim Morrison**, 804-739-6062.

FOR SALE: Lewmar Pro 700 anchor windlass. Used but works fine. \$150. Call **Bev Crump**, 783-6804.

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 SALE: Magma marine stainless steel propane grill and cover. 15" diameter. Little use. Came with current boat but already had one. These things last forever. I've had my other one for 20 years and use it a lot. \$100. Call **John Koedel III** 804-338-1158.

FOR SALE: Mobjack #493. Multiple National Championship winning and runner-up boat. Set up for racing with all control lines lead back to skipper's position. Boat has been stored for past 10 plus years. Two sets of sails, one set of lightly used Quantum Sails and an older set of practice/day-sailing sails. Reasonable offers will be considered. 804-387-7607 or robert.whitemore@yahoo.com.

FOR SALE: Flying Scot (Hull Number 5415): Built 2001 by Flying Scot Inc. White hull and deck with navy striping. Schurr sails and spinnaker. 4 hp Mercury outboard with mount included. Original Long trailer. Red anti-foul bottom paint. Swim ladder. Dry sailed. Very good condition. Sailor tailor original cover. \$11,000 or best offer. Contact: **Chris Rouzie**, 757-869-2309 (cell) or chris.rouzie@thalhimer.com.

FOR SALE: Flying Scot Sailboat #5466 "Doubloon" built 2001, renovated 2007, always dry-sailed and covered, 2007 aluminum trailer, 2 sets of sails and running rigging, black hull/white deck, \$12,000. **Noel Clinard** (804) 338-4066

FOR SALE: 2007 Flying Scot 5773; 50th anniversary edition; white hull and deck, blue waterline and trim; jiffy reefing; main and jib; tent style and full cover; swim ladder, outboard bracket; Torqeedo electric motor and spare battery; Trailex aluminum trailer and spare tire. Used less than 20 times, excellent condition. \$14,000. **Thomas Braun** 724-766-0642 twb3@pitt.edu

FOR SALE: Flying Scot 5861, \$14,500. New October 2008. Radical Race Package. Three suits of sails. Galvanized steel trailer. White deck and hull, dark blue waterline stripe. Pictures, equipment list, and regatta finishes are available. Contact **Mike Miller** at 804-230-4985 or mbm5721@aim.com

FOR SALE: Laser Radial Sail: Rumored to have been used twice. Excellent condition, \$415. Contact **Len Guenther** at sailen@earthlink.net

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

FOR RENT: Spacious Stove Point cottage on Fishing Bay. 4 BR, 3 full baths, plus detached guest house with bedroom and full bath. Pool and new dock, magnificent sunsets! Available most of July, all of August and September. \$1500/week plus \$100 cleaning fee; price reduction for rentals of 1 month or more. Contact **Nancy Potts**: 860-767-2991 (home), 860-395-6451 (cell), or email nanpotts@comcast.net.

CONDO FOR RENT: Premier 2nd Floor, Waterfront Unit, at Jackson Creek Condos, overlooking entrance channel. LR, DR, Kitchen, Master BR with Qn., Guest BR with Twins, and 2 full Baths. Spectacular high view from huge new composite deck. Fully furnished and equipped. Gas Grill, Wash/Dry, HVAC. Twelve month lease at \$1,100/mo. or Seasonal lease at \$3,700/mo. July 1 through September 30. Plus utilities. Contact: **Noel Clinard**: 804 338 4066, or nclinard@hunton.com.

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

FOUND: During Commonwealth of Virginia Junior Championship Regatta: Ray Ban Sunglasses. To identify and claim contact **David Lennarz**, 757-876-0992 or email fbycjrailing@gmail.com.

BURGEES FOR SALE

Prices include shipping and handling.

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