



*FROM THE QUARTERDECK*

**OCTOBER 2012**



A number of important things have happened since we last spoke. Let me bring you up to speed.

Our members continue to travel and we delight in hearing of their adventures and experiences. Wes Jones, on Valiant, completed a circumnavigation of Bermuda ( it was a very wide arc and covered over 8,000 km, included two Atlantic crossings and took place over 68 days ). Wes and crew encountered a number of challenges along the way including a dismasting and loss of the use of his engine. Wes may dispute this information, but my understanding is that the whole trip provisions consisted of one can of Vienna Sausages and two cans of Bennie Winnies. Glenn Doncaster and his crew sailed Nanuq north and competed in the Ida Lewis Distance Race. They had a strong finish, saw some cool sights and ate some good food in the process. The FBYC team of Blake Kimbrough, John Wake and Matt Braun sailed in the NYYC Qualifying Series conducted in Newport, RI and held their own against some of the very strongest amateur competition in the nation. It was fun to follow the event on the NYYC web site, watch the tracking program, see the photos and the video interview with our team and read the blogs on a daily basis.

Our own Stingray Point Regatta took place over Labor Day weekend. We are now in the second year of a three year program

designed to produce a 60 boat event. We are currently on track for this goal., This year saw 50+ boats registered up from 47 boats last year and 37 boats in 2010. Over 200 people were seated for dinner on Saturday night. The racing was very competitive on both courses, in many cases seconds or fractions of seconds separated places in multiple classes. The FBYC Potts Team of Craig Wright on Afterthought, Dennis Hannick on, Goin and the Johnstone/Halsey team on Cat's Pajamas returned the Potts Trophy to its rightful location in our clubhouse. The Brent Halsey Jr. Memorial Trophy was won by our own Sonar team of Blake Kimbrough, John Wake and Matt Braun who shared the spotlight with the entire Prophet Syndicate. Of the boats competing in this event, 17 were visitors. Many of these folks commented on the excellent race management provided by our PROs and their teams and indicated they will return next year. I am very proud of our member volunteers. It requires a lot of people executing a lot of tasks in order to produce the quality events that FBYC is known for. Thank you all for your significant effort.

Both the Offshore and the One Design Divisions are now into their respective Fall Series. Sept. 15th brought 20 to 25 knot winds and 3 to 4 foot seas to the mouth of the Piankatank and thus sent the Offshore fleet to Fishing Bay away from the lumpy conditions. Three races went into the books for the series that day. The first day for the One Design racing was an absolutely perfect sailing day and the fleet got in 4 races. In addition to the Flying Scots and Front Runners, the Classic One Design boats fielded 6 entries and sailed 4 races under the Portsmouth Yardstick scoring system. Results for all these races are recorded on our web site. I served on a mark boat on the 16th and I can say it was very impressive to watch the classics compete. This is a very cool thing to do and I commend the

One Design Division for being inclusive. The Laser fleet has also been active with 12 Lasers on the line on September 16th. They sailed seven races. This competitive group includes sailors of all ages including some of our juniors.

The Cruising Division has just completed their Northern Bay Cruise, have sold out their progressive dinner (reached capacity) and have a couple of more Captain's Choice Cruises and the Wilton Creek event (read FBYC clubhouse) to round out the year. As always, this division has had a very full season and many of us are in awe of the quality of their dinners. They eat very well.

Six of our Junior Sailors have been chosen to sail in the Hospice Regatta. Only the best Junior sailors on the Bay are selected to participate in this event. We wish them well and will celebrate their results.

It was my privilege to serve on the Membership Committee on Sept. 16th. The meeting was held in Deltaville on the second level of our main clubhouse. Two couples were there with their sponsors in order to receive their orientation to FBYC. There were about 16 people in the room, representing all 4 divisions of our club. The format of these meetings evolves into a sort of round table discussion about the relationship of the person speaking, with FBYC and with the other people in the room. My impression at the end of the meeting was: " Wow, I really want to join this club! These folks are very welcoming and seem to really like each other." Good for us.

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

Alex

**FBYC BOARD HIGHLIGHTS September 2012**

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

**REAR COMMODORE – JOHN B. WAKE JR.**

**HOUSE** – A better fire extinguisher will be purchased for the clubhouse kitchen.

**SOCIAL** – The Annual Meeting/Awards Party will be held on November 10 at the Westhampton location of the Country Club of Virginia. The online registration link will be set up once the menu and pricing have been established.

**GROUNDS** – **George Burke** advised that during the period when Dixon was on sick leave there were some issues that came up and Ken Odell stepped in to see that they were taken care of.

**MEMBER-AT-LARGE** – **David Hinckle** and the Nominating Committee have begun their job of filling the 2013 Board positions.

**LONG RANGE** – Work on the survey is progressing and it should be ready to send out in early October.

**WEB MASTER** – Some members are having a problem filling in Volunteers' names on the web site so **Strother Scott** has asked **Anthony Burton** to determine why there is a problem. Strother discussed the web site budget and suggested that re-building the site would move more quickly with a larger budget. Strother also questioned whether it was necessary to require a person registering for an event online to check "Yes" and "I Agree" to two AutoFill questions rather than just showing "Yes" and "I Agree" so a member doesn't have to make the change. Because it could present a legal issue, the Board decided to leave it as is.

**VICE COMMODORE – GEORGE W. BURKE III**

**FLEET CAPTAIN** – **Matt Braun** is working with **Strother Scott** to get the Indian Summer/Sail Against SIDS information on the web site. He has posted guidelines on the web site to use in the event of a hurricane. Matt advised that approximately 140 people have served as volunteers this season and that is up from last year.

**OFFSHORE DIVISION** – The Long Distance Series races have been completed and the Fall Series races begin this weekend.

**ONE DESIGN DIVISION** – **Rob Whittemore** has invited the classic boats to join in the Fall Series races. The Geezer Regatta had to be postponed by one day because of the weather but there was still a turnout of 12 or 13 boats.

**JUNIOR DIVISION** – The junior sailing season came to an end after the Annual One Design Regatta and approximately 155 children participated in the various programs. **David Lennarz** and **Mark Hayes** are working on next year's program, the 2013 Junior Program budget and on the junior perpetual trophy recipients. Out of the top 20 CBYRA High Point Optimist sailors, six sailed for FBYC and have been invited to participate in the Hospice Cup Invitational Optimist Team Race Regatta in Annapolis on September

22. Financial results of the 2012 Junior Program season indicate that the program will end the year in the black.

**TROPHIES** – **Joe Roos** advised that **Mary Spencer** sent an email notice to the membership requesting nominations for some of the perpetual trophies. The trophy committee will meet following the October Board meeting to determine the recipients of most of the perpetual trophies.

**REGATTA COMMITTEE** – **David Hinckle** reported that approximately 124 boats participated in the Annual One Design Regatta. They ran four race courses and had 60 people on race committee. The Stingray Point Regatta was also successful with 51 boats. Having two race courses worked out well. Financially, David thinks the regatta came in close to budget. The good news is that FBYC brought the Potts Trophy back to the club. David's committee will meet in October to start making plans for 2013. **George Burke** thanked David and all of David's family for their work in running this year's Stingray Point Regatta.

**NEW BUSINESS** - **Alex Alvis** named this year's Finance Committee.

**George Burke** reported that the Deltaville Maritime Museum has announced that they are accepting donations for their Building Fund. He moved that the club make a \$1,000 contribution to the Deltaville Maritime Museum Building Fund. That equals the contribution made to the Deltaville Community Association after the tornado in 2011. The motion was seconded and passed.

*There being no additional business, the meeting was adjourned at 7:05 p.m.*

**SEPTEMBER  
MEMBERSHIP REPORT**

**FINAL APPROVAL**  
Mr. & Mrs. John D. Fergusson  
Mr. & Mrs. Ken N. West

MEMBERSHIP

## *Membership News You Can Use*

*Doug Anderson, Secretary/Membership Chair*

What do the following terms have in common? Dead (exactly), as in dead astern or dead calm; deadlight (small port that admits light but does not open); dead reckoning (estimated position, shortened from deduced reckoning); deadrise (you should know this one); and dead hard drive (hopefully you've only heard about this one). The first four are nautical terms used less and less frequently today; for the fifth one, see below.

Sailing requires learning a whole new repertoire of terms (gybe, jib), expressions (hard alee, head up), and concepts (seeing the wind, roll tack), boat handling (sails, docking), rules (navigation, racing), ropes/lines (halyards, knots) and weather (weather). Sailing is a paradigm shift from the world in which most of us live, especially from a world dominated by electronic technology and terms. Yet these two worlds are amazingly compatible. The application of chip-based technology--GPS, chart plotters, LED's, apps, AIS, DSC--illustrates the compatibility. The sport of sailing is alive and well; the manifold uses of new electronic and materials technologies attest to this.

So what does this say to us as members of a Yacht Club with a Burgee? It speaks to the distinction between convention and tradition. The convention is comprised of the givens of sailing: wind and weather, tides and currents, aero and hydro dynamics, boat handling, etc. The knowledge, skills, terms and technologies related to these aspects must be learned and mastered experientially over a life time.

Sailing traditions are not sailing skills; they are expressions of what we value. To wit, our word yacht is a Dutch word for a sailing vessel used for recreation or racing. The term Yacht Club may sound exclusive, but it links you to customs shared in common with sailing clubs world-wide. Burgee is a very old French word for a small flag that displays an insignia. Our Club's original burgee was based on code flag "U" for Urbanna and then based on code flag "F" after we moved to Fishing Bay. Fishing Bay Yacht Club is a sailing club with an illustrious history of racing and cruising traditions. In 2014 we will celebrate our Club's 75th anniversary. How good is that!

Sailing conventions must be learned, sailing traditions must be taught; this is the learning curve faced by folks just getting into sailing and those just joining FBYC. Conventional skills and sailing traditions are immensely enriching, even more so when shared with others. That's why Fishing Bay Yacht Club exists. Fly your burgee proudly.

**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.**

## *From The Ashes*

Founded in 2002 to preserve the boatbuilding heritage of Middlesex, the Deltaville Maritime Museum quickly became a hub for the community's activities and an icon of its spirit, providing space and resources for projects like the John Smith Shallop reproduction, FBYC's USODA National Regatta, and countless farmers' markets, art shows, and boatbuilding projects designed to preserve the workboats of the Chesapeake Bay- all until July 18 when fire destroyed its main building, exhibit pavilion, and many irreplaceable artifacts.

Declaring "this fire will not defeat us" the museum's curator and board have announced a major rebuilding initiative with plans to reopen by April 2013. In the interim, the museum will continue its scheduled outdoor events and boat preservation programs.

How can FBYC members help? Museum Treasurer Bob Leboeuf recently announced the establishment of a special rebuilding fund account. Contributions can be made by sending a check to:

Deltaville Maritime Museum

PO Box 466

Deltaville, VA

Please mark your donation "for rebuilding".



**An exciting day of Classic Fleet racing on September 9, 2012.**

RACING



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**2012 Stingray Point Regatta Class Winners**

<b>PHRF A0</b>	<i>Afterthought</i> , Craig Wright
<b>PHRF A</b>	<i>Cyrano</i> , Robert T. Mosby, Jr.
<b>J105</b>	<i>Inevitable</i> , Mike Karn
<b>PHRF B</b>	<i>Goin'</i> , Dennis Hannick
<b>PHRF C</b>	<i>Prophet</i> , Blake Kimbrough
<b>J24</b>	<i>Gray Ghost</i> , Hunter Davidson
<b>PHRF Non-Spinnaker</b>	<i>Juggernaut</i> , Mike Dale
<b>Cruising</b>	<i>Desperado</i> , Sharon Bauer

**Brent Halsey, Jr. Memorial Trophy**

*Prophet*, sailed by Blake Kimbrough, John Wake, and Matt Braun

**Potts Southern Bay Challenge Cup**

FBYC Team: *Afterthought* (PHRF A0), *Goin'* (PHRF B),  
and *Cat's Pajamas* (PHRF C/J24)

**Stingray Point Regatta Sportsmanship Award**

Matson Roberts, *Onward*

For complete results, see [fbyc.net](http://fbyc.net).



RACING

## *Team FBYC Home From Newport*

*By Noel Clinard*

FBYC's Team of Blake Kimbrough, John Wake and Matt Braun, their sidekicks Noel Clinard and Lud Kimbrough, and entourage of George and Lyons Burke returned from Newport and the NYYC US Qualifying Series after a long drive on September 9. Although we ended up in the Silver Consolation Fleet, we saw a bullet there and several other good place finishes, represented FBYC proudly among other top racing clubs in incredibly tight fleets, and gained great experience.

We continued our close association with the team from Nantucket YC, with which we raced in major Sonar events all summer. Surging to a strong finish in the Silver Fleet, NYC placed 3rd in that fleet. We hope this is the beginning of a long relationship after talks of visiting Nantucket Race Week to sail J70s. Mike Massie did double duty as a fan of both FBYC and NYC, riding with our mutual coach, Chuck Allen of North Sails and the Sailing World BOTY Testing fame.

Even more than in 2010, the Club entries were associated with their clubs, not individuals. Each boat flew their home burgee from the backstay and the Gold Fleet had their club name affixed to the sides of their J70. The red FBYC RIB was at every start and mark rounding of every race, flying the FBYC Burgee and displaying the Club name on its side. Blake Kimbrough's Eastbay motor yacht Impulse was conspicuous among the spectator fleet, flying the club burgee and hosting the Nantucket Commodore and others. The FBYC burgee and others flew from the Harbour Court dock and in the party tent. We were interviewed for an on line blog (which appeared on the FBYC site). So, the club marketing goals of participation were well met. Thanks to all our supporters who made the Campaign possible! On behalf of the Team, I thank you for the honor of representing FBYC at this prestigious event.

Based on what we witnessed from some of the top asymmetrical sailors, the J70 will be an exciting addition to the FBYC Fleet.



## *Laser Fleet*

In Mid-September the Laser Fleet had our Fall Laser Regatta with a nice turnout of 12 Lasers. The wind didn't turn up as much leaving us with a light 5-8 knots for 7 races. Dan Herlihy won the day with 4 bullets and some pretty consistent sailing. Some of the lightweight juniors in Standard rigs definitely took some shots at top finishes in the light-air. Jake Spracher put up pretty consistent 2s and 3s to finish 2nd and Jon Deutsch was 3rd. Top Juniors were Conrad Roos and Eric Roos.

The final race day for the Laser Fleet will be our Frostbite Regatta on Sunday, November 4th.

Next up the Laser Fleet is hosting the Chesapeake Bay Laser Masters Championship on October 13-14 for Laser sailors 35 years of age and old. We're expecting a 30-40 Lasers from all over the mid-Atlantic and beyond. Will we see world champion competitors duking it out? Will we see the same 25+ knots of wind as we've seen the past 4 years? Will we have another amazing dinner? The dinner I can assure you will happen. As for the rest? You'll have to come see for yourself!



## CRUISING CORNER

*This is a continuation of Wes Jones' the Log of the Valiant. Parts I and II were published in the September issue of The Log.*

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*Log of the Valiant Part III*

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Valiant arrived in Bermuda 22 days after her departure from Horta. The "adventure" part of this sail continued to express itself on the morning of Wednesday 7/11/12 as final preparations were made for departure from Horta. The engine was started and immediately stopped with a "thunk" and then would not turn over. An outboard mechanic arrived after lunch and his preliminary diagnosis was a thrown bearing cap off a rod. Valiant's engine is a 15 hp 4-stroke Mercury outboard in a well in the lazarette. The options presented were 1) a new Suzuki taking 7-10 days to obtain at a cost of 5500 Euros (about \$7500) or a repair of the existing engine taking 10 days (1 week to obtain parts), and he couldn't start until the next Monday. Complicating both options was the fact that Valiant must be hauled to remove her engine, since she has engine securing bolts below the waterline.

With the background of already having lost 5 days to a gale while in port in Ireland, and 15 days to the mast repair detour to Spain, the prospect of losing another 10(++) days in Horta was not appealing. Her double handing crew looked at one another and said "Let's go sailing," deciding to sail without benefit of an auxiliary engine, something hundreds of thousands of sailors have done before. Because of an on setting sea breeze she couldn't get away from the dock until about 8PM, at which time Valiant was sculled out into the harbor with her rudder, just like the big Laser that she is. The crew knew there would be light air "spells" on the sail to Bermuda when the engine would normally be used to power through, but unless these days exceeded 10 in number, which was considered unlikely, Valiant was still better off time-wise to leave immediately. In actuality, there were 4 such days experienced.

What wasn't given full measure were the facts that when you have an engine you power on until you find wind, covering miles in the process, and the fact that the long-range GRIB files for the forecasts 6-7 days out could be seriously wrong. In fact the strong east-to-west flow that the GRIBs called for in the 30N to 32N region were nearly gone when Valiant got there, which meant that she was sailing in 5 knots (or less) for 4-5 days, which meant that her wind generator couldn't produce power, which ultimately forced the crew to shut off everything electrical except the Garmin Geko which feeds GPS info to the Epirb. Valiant's ocean steering is by Raymarine (electrical), so the two crew were hand steering (tiller) 3 on and 3 off for 9 days. Real fun. Nevertheless, a friction device was rigged to "calm" the tiller and hold it so you could walk away from it for 2-3 minutes at a time. The crew have sailed together since they were 12, and this brought them back in touch with that time when as teens they took turns doing "tricks" on the wheel on Wes's family cutter, the "Motu", which some senior FBYC members might remember.

After leaving Horta Valiant sailed due SW to the 32nd parallel, that of Bermuda, and then angled at a shallow angle on down to the 30th parallel, about 140 miles south of Bermuda's latitude, where she hoped to find stronger easterlies. She had very light air the night she left Horta, and most of the next day. The volcano on Pico, sister island to Horta's Faial, was still visible in the clear air at 3 PM the next day at a distance of 71 NM. The crew both saw the "green flash" at sunset on Saturday 7/14.

By Sunday 7/15 the breezes had come astern far enough that the wind generator would not function due to low apparent wind across the deck, and Valiant began to tack downwind and choose courses solely to get more power generation. By that evening it was obvious that this wasn't keeping up with the battery drain, principally due to the autopilot and the SSB, so to preserve 50% of Valiant's batteries for essential needs, the crew began to hand steer the boat and sent out an email saying "no more daily emails". In fact, the ability to bring in GRIB files by ham radio was also seriously affected.

In the days that followed when there was the occasional fresh breeze that got the wind generator going the crew would treat themselves by turning on the autopilot for a few hours, then go back to hand steering, which wasn't as onerous as initially expected, but still no fun in the heat of the day. Two pink beach umbrellas were deployed to good effect over the helm area (Valiant has no dodger or bimini).

The days of really light air were July the 15th, 16th, 17th, 21st, and 22nd. Thankfully Valiant was able to get GRIB file updates on the 19th and 22nd. Based on these she moved back up to the 31st parallel and began to pick up enough breeze on the night of Monday the 23rd to operate the wind gen and provide enough power to use the autopilot. One day, the 22nd, Valiant was absolutely and totally becalmed the entire 24 hours. Hard on the nerves in the middle of the ocean with no engine! The wind shortage quickly turned to a wind plethora after one day of "just right" wind and by PM on the 24th Valiant was triple reefed (again).

The wind excess continued for 2 days until PM on the 26th she could fly a full main again. Thankfully the primary wind direction was SW and for the most part she could hold her direct course to Bermuda of 287M. She then had three nice days of reaching and on-the-wind in 10-15 kts of wind. Valiant could finally hit her stride and reel off 6-7 kts hour after hour in comfort. The wind lightened and went ahead on Monday the 30th but by pinching a bit she made the entrance to Town Cut in the early evening and tacked into St. George's Harbour.

Craig Pittman, long time crew with Wayland Rennie, joined us in Bermuda for the run in to the Capes. The crew was relieved to have the extra hands and fresh company. (The double handed crew had retold each other's lies several times by this point.)

Valiant's last night at sea on this Horta-Bermuda leg was magical. The 1/2 moon was out, the stars were bright in the heavens, the sky was clear as a bell, the sea was smooth, and Valiant was rolling along with a 100% jib and one reef in the main at a comfortable angle of heel, making 6 knots steady, hard on the wind and just pointing her 292M course for Town Cut. The experience was a beautiful reminder of why sailing is such an intoxicating and rewarding thing to do with one's time.

## CRUISING CORNER

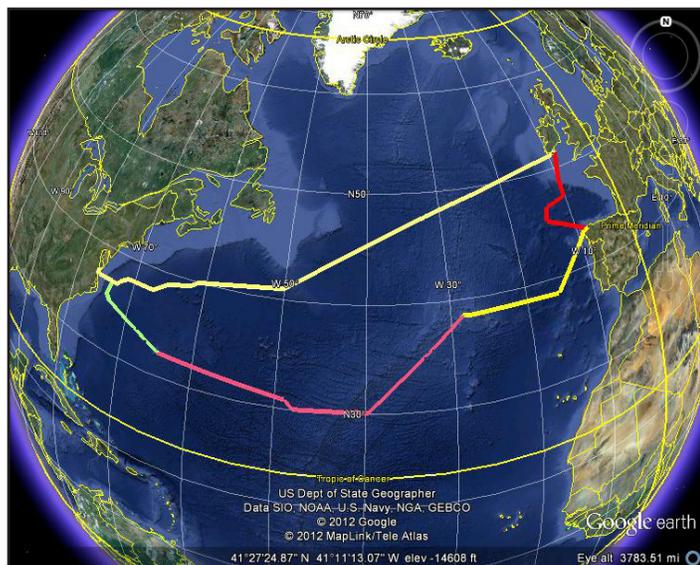
*Log of the Valiant Part IV*

The evening of Friday August 10th Valiant crossed her outbound track of 5/15/12 in the VA Capes, thus completing both eastbound and westbound Atlantic crossings in the span of 85 days. The last leg in from Bermuda to FBYC was largely uneventful, accomplished in 6 days. Friday morning she was welcomed back to local waters as a pod of dolphins did a “flyby”.

Valiant left Bermuda on 8/4, very reluctantly accepting a tow out of Town Cut owing to a fresh easterly blowing right into the cut. On her arrival 3 days earlier, Valiant had shown the local sailors some FBYC sailing skill by tacking in to Town Cut into a moderate breeze – and mooring at both the Customs dock and St. George’s Dinghy Club under sail (owing to her “engineless” condition), and had hoped to provide a similar show on her departure.

The weather provided the most variety for this final leg. The primary theme was a general SW flow which provided hours and hours of 6-7-8 kt beam reaching in 12-13-14 kts of wind – some of the best and most agreeable sailing of the entire voyage. On one occasion Valiant sailed down the side of a Bermuda bound cruise ship with her red and white tri-radial spinnaker flying – undoubtedly providing enjoyment for the ship’s passengers. However on Wednesday morning a squall line associated with a weak low came over and provided some exercise for Valiant’s crew, as the squalls were the frontal, stretched-out variety and could not be avoided. There then was a short 2-hour windless period following the squalls. On Thursday another weak cold front came over, but this time the squalls were the compact type, and Valiant successfully played “dodge-em”.

Following the frontal passage, however, an all-day windless period set in, including 10 hours when there was no wind at all. Valiant happened to be in about the center of the Gulf Stream at this time, and in space of about 18 hours, she was transported 75 miles to the northeast by the current. Associated losses attributed to these two weather events



added a day to Valiant’s passage time. During her Friday PM entry into the Capes the sky was frequently lit with lightning, but Valiant escaped unscathed – although it was a gusty and interesting evening. The electrical theatricals, however, could do little to dampen the crew’s euphoria at being in familiar home waters again.

Valiant moored at FBYC about 7 AM Saturday 8/11 after Case Whittemore came out early with friend Ken Moore as crew and provided a tow into Jackson Creek.

Two of the overall stats for this entire cruise are 8086 miles under the keel and 68 days at sea. Adding spice to the adventure were the dismasting 285 NM WNW of Cape Finisterre in Spain and the engineless return to FBYC from the Azores. Despite this “spice”, all emails from Valiant were signed “All is well”; after all, what situation could ever be better than to be on a well-found sailing vessel in the ocean?

*Painting Commemorates FBYC Epic Voyages**By Jere Dennison*

Local Deltaville artist and FBYC member, Bob Kates, has donated one of his latest watercolor paintings to the club to honor “epic” voyages completed by members. The subject of the painting (reproduced here) is Wes Jones’ Fast 40 Valiant challenging the turbulent Atlantic and will hang permanently upstairs in the main clubhouse. Bob presented Wes with a digital image of the painting at a Wednesday Night Dinner in the clubhouse several weeks ago.



Earlier this past summer, Wes & crew returned to Jackson Creek after a round trip to Ireland and back via Spain, Azores, and Bermuda. The epic voyage that included the loss of his mast and subsequent repair in Spain as well as an engineless return from the Azores to FBYC has been well documented by Wes in the September Log and above. One wonders what adventure can possibly remain on Wes’ bucket list.

Epic voyages by other FBYC members in the past and future will be inscribed upon the mat surrounding the painting to commemorate similar blue-water odysseys in their own vessels. Candidate nominations so far include Jack Moseley’s 1970s voyage to the South Pacific and New Zealand, Jack’s trip in 2000 from California to Fishing Bay via Mexico, Panama Canal, San Blas Islands, Belize, Cuba, and Bahamas, Rives Potts’ Transatlantic Race on Carina, and the trade wind Atlantic crossing by Bill Strickland and Bill Gieg. Nominations for other audacious voyages by members are both welcome and encouraged by your Historian.

ADDITIONAL NOTICES

**Wilton Creek Cruise....Important Changes**

There has been a change in venues for our year's end cruiser's gathering. Originally we had planned for dinner to be served at the commons room at The Coves at Wilton Creek, but this has now been changed to upstairs at the FBYC clubhouse.

Registration will be limited to fifty members and there will be a nominal \$10.00 charge per participant.

This event typically fills early, so sign up soon to reserve your place.

Andy Soyars



**Annual Meeting and Awards Party  
Saturday, November 10, 2012  
The Country Club of Virginia  
Westhampton Club House  
6031 St. Andrews Lane**

You are invited to enjoy this great event with friends and family. Share sailing stories of 2012 and make plans for 2013! A slide show of all 2012 sailing events will be shown continuously on the Club's big screen. After Dinner, Dance the night away to the smooth sounds of Rosetta Stone.

Music provided by Bruce Sullivan and Rosetta Stone

- 6:00-6:30 Annual Meeting
- 6:30-7:00 Social gathering and cocktails
- 7:00-8:00 Dinner with one complementary glass of wine
- 8:00-9:00 Awards and desert

**Adults \$50.00**

**Children 12 and under \$15.00 (Children's Menu)**

**\*\*\*\*Cash Bar Only\*\*\*\***

**\*\*\*\*Reservations required by November 5, 2012\*\*\*\***

**To assure adequate accommodations for the event, there will be a late fee of \$15.00 for any reservations after November 7th. We are sorry but reservations cannot be accepted after November 8th.**

**EASY RESERVATIONS:**

**Register and pay online with a credit card at**

<http://www.fbyc.net> or

**Mail checks (made payable to FBYC) and reservations to  
Jon Moody, 210 Wexleigh Drive, Richmond, VA 23229**

**Name:** \_\_\_\_\_

**# \_\_\_\_\_ Members \$ \_\_\_\_\_, # \_\_\_\_\_ Children \$ \_\_\_\_\_**

**Total \$ \_\_\_\_\_**

**NOTICE OF ANNUAL MEETING**

The Annual Meeting of Fishing Bay Yacht Club will be held on Saturday, November 10, 2012, at the Westhampton Clubhouse of the Country Club of Virginia, 6031 St. Andrews Lane, 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](mailto:execsecy@fbyc.net)  
Fax (804) 741-2728  
One Proxy per Family

**PROXY – 2012 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 10, 2012, at the Westhampton Clubhouse of the Country Club of Virginia, 6031 St. Andrews Lane, 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: \_\_\_\_\_

\_\_\_\_\_

ADDITIONAL NOTICES



**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.

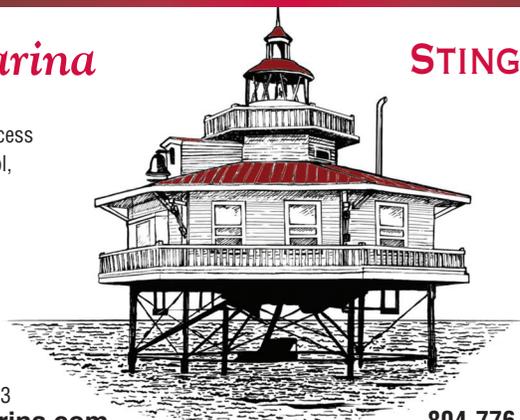
Please contact the Trophy Chairman, Joseph W. Roos, with your nominations. Send nominations to Joe at [joe.roos@aftonchemical.com](mailto:joe.roos@aftonchemical.com) (preferred) or mail to 10261 Berkeley Manor Drive, Mechanicsville, VA 23116.

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

**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 [jjjacob@me.com](mailto:jjjacob@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.whittemore@yahoo.com](mailto:robert.whittemore@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](mailto:chris.rouzie@thalhimer.com).

**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](mailto: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](mailto:mbm5721@aim.com)

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

**FOR SALE:** Wolf 36" Stainless Steel Range. This range was used at FBYC for 12 years and is in very good condition. Residential grade unit set to burn PROPANE gas. \$700. Call **Ted Bennett** 804-516-1144 or [tbennett@ideaweavers.com](mailto:tbennett@ideaweavers.com) for more details

**FOR SALE:** Flying Scot Spinnaker - \$350. North Spinnaker BR-1 Radial Cut, AirX material. Solid white color. New summer 2008. Lightly used at National and Regional regattas. Great Condition. Halyard Box for \$100, and other parts. **Mike Miller** 804-230-4985 Richmond, Virginia [mbm5721@aim.com](mailto:mbm5721@aim.com)

**FOR SALE:** 2011 Dieball Sails Flying Scot main and jib. These sails were used in only one event (5 races), 2011 ACC's, which was a light air event with winds never over ten knots. These sails new (including royalties) would be \$1,560. **Len Guenther** and **John Wake** are using the same sails. Asking \$1,200 for both the main and jib. **Rob Whittemore** 804-387-7607.

**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](mailto: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](mailto:nanpotts@comcast.net).

**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](mailto:fbycjrailing@gmail.com).

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