



The Log

www.fbyc.net



FROM THE QUARTERDECK

NOVEMBER 2012



Well, here it is, the last time I bring you this monologue “from the quarterdeck”. This year seems to have passed rather quickly. A lot of activity took place at FBYC in 2012, just look at our posted schedules and results and our news articles and photos on the web site. In my opinion, all of our events were well attended, well managed and within acceptable brackets of our financial goals.

Most recently, a number of our members took their boats and went sailing. Some sailed up the Rappahannock and participated in the Turkey Shoot Regatta. William McClure on Thistle Down won the turkey and the opportunity to sail in the National Hospice Regatta. John and Sharon Wake went south and participated in the husband/wife Flying Scot Regatta held in Alabama and finished a very respectable 5th. Jon Deutsch won the Laser District 12 Championship and then served as Event Chair for the Laser Masters Regatta at FBYC. This event had 45 boats from nine states and the District of Columbia participating. FBYC members participated in a team racing event that took place on the 21st of October on the eastern shore of Maryland. The team was led by Mike Toms and the racing was in Ideal 18s. Results are not available at this time. In addition many of our members have taken advantage of the beautiful fall days and have gone sailing

– cruising, day sailing or racing. Many of these activities have been well documented in our electronic media, web page, Facebook and Twitter. We have been sailing.

Closer to home the fall racing series for Offshore, One Design and Lasers has been in full swing. On the One Design side, the Sail Against SIDS was a success – great weather and a good party. The Laser Masters continued our tradition of good race management and great dinners. The Offshore fleet has been sailing in either heavy air or relatively light breezes. The Closing Day Oyster Roast will have occurred on October 27th.

Membership levels at our club are good. I have been both an observer and a participant in our membership process over the past several years and can state that our process has evolved through streamlining and modification to become a client friendly experience. The membership committee and its leadership (read Doug Anderson) have done an outstanding job in both recruiting and in closing the loop for new members. Our numbers reflect a positive gain in members for the year 2012.

FBYC continues its long history of sound financial management. We burned the land note at the Winter Party. However, we need to continue to be good stewards of the Club’s resources. While there is no shortage of items to spend money on, we do have several facility related projects that will require significant expenditures. Our finance committee will balance these needs and will continue to set aside some reserves for the future.

Want to attend a first class regatta? Look no further than home. Our AOD and Stingray Regattas are growing in participation. Our race management has

evolved to a high standard and the parties have rocked. Many of our guests have indicated that they will be back and will be bringing friends. You all deserve applause for your efforts in making this happen.

While my year as Commodore comes to a close, it has given me time to reflect. FBYC is a fantastic place to call home. It is that “one particular harbor”. While I am certain Jimmy Buffett never stood on the bank nor sat on the bench under the trees looking out at Fishing Bay nor sat on Maggie’s bench looking at the sunset over Jackson Creek, his particular harbor inspiration cannot compare to mine. Great sailing and great facilities are just the beginning. It is very much the members that make FBYC so special. We have been fortunate this year to have an outstanding Board. They have served in their positions with vigor and with a spirit of cooperation that has allowed us as a Club to accomplish our goals. Volunteerism is certainly alive and well at FBYC as evidenced by all of those successful activities that have taken place. We are a volunteer club and we could not have accomplished anything without the efforts of each of you. Each of our divisions is unique but together they make up the essence that is FBYC.

It has been my privilege to serve as your Commodore.

I wish you all, fair winds and following seas.

Alex

OCTOBER MEMBERSHIP REPORT

APPLIED FOR MEMBERSHIP

**Mr. & Mrs. Maurice L. Lyerly
Dr. & Mrs. Richard W. Rodgers
Mr. & Mrs. Daniel Troutman**

FBYC BOARD HIGHLIGHTS October 2012

Meeting called to order at 6:00 p.m. by Vice Commodore George Burke.

REAR COMMODORE – JOHN B. WAKE JR.

DOCKS – There has been a blow out affecting approximately 80 feet of the Jackson Creek bulkhead near the dinghy racks. **Brad Miller** and **Dixon Cole** have been discussing repair and costs with a contractor.

SOCIAL – The Annual Meeting/Awards Party will be held at CCV, Westhampton Clubhouse, on November 10.

GROUNDS – The pool was closed and covered at the end of September. The lift beside the barn has been repaired. Drainage at the base of the sidewalk by the east bath house has been corrected. Boats in front of the Junior shed will be moved next week to the front of the main clubhouse for safe winter storage. Fall clean-up has been scheduled for November 17.

LONG RANGE – **Noel Clinard** advised that the survey has been launched by email circulation to the membership.

WEB MASTER – **Strother Scott** advised that the drop down for adding Volunteer names does not work on Internet Explorer 9 but will work on other browsers. The event registration form check boxes will be left as is. Strother discussed steps necessary for re-building the web site with modern tools and concluded that we need a Requirements Document in order to get started. The technology used will be driven by the requirements. Strother recommended that the Flag appoint a formal New Website Committee and he offered the names of members who should serve on the committee. Strother will shortly submit a Budget request reflecting a new web site to the Finance Committee.

OPERATIONS MANAGER – **Dixon Cole** is winterizing the boats and will winterize the docks and east bath house after Clean-Up Day. Dixon advised that the pool needs a substantial amount of work on the sides of the pool.

VICE COMMODORE – GEORGE W. BURKE III

FLEET CAPTAIN – **Matt Braun** reported on a successful Indian Summer/Sail Against SIDS and in the future he would like to expand the causes the club raises money for. A team representing FBYC was put together by **Mike Toms** and will be at **Tred Avon Yacht Club** on October 21 for a Bay Invitational Team Racing event.

CRUISING DIVISION – The location for the Wilton Creek Cruise has been changed and will be held at the FBYC clubhouse.

JUNIOR DIVISION – **David** has in place leaders to serve in 2013 in the junior program. **Gabriel Moran** has given a verbal acceptance to return as a race team coach next year and David has been in touch with **Edgar Diminich** about returning also. Six FBYC Opti Race Team members will participate in the Hospice Cup Team in Annapolis. A number of our junior racers have participated in championship events recently with excellent finishes. On the college level, **Ben Buhl** and crew, sailing for Christopher Newport University, qualified CNU for participation in the upcoming War Regatta.

FLEET LT. – New batteries had to be purchased for *Mr. Roberts*. There has been more delaminating on the RIB so warranty work has been scheduled.

OLD BUSINESS – **Doug Anderson** presented a proposed revision to the Guidelines on Resignation as follows. Upon motion duly made and seconded, the motion passed.

*****CURRENT GUIDELINES*****
Guidelines on Resignations

Resignations from FBYC usually occur during the winter months and overlap or coincide with the annual invoicing and collection of dues and the publication of the FBYC YEARBOOK. The FBYC Board recognizes that publishing resignations is a service that, among other benefits, allows active members to correct their new YEARBOOKS and to avoid soliciting resignees for volunteer activities, etc. The Board also recognizes that some resignees change their minds and some respond favorably to persuasion to remain members.

Therefore, the publication of the list of resigning members in the periodic Membership Reports shall be delayed until after the final dues payment deadline in the Spring, and then be published discretely, by email to members only, as a list of corrections to the YEARBOOK. No list of resignations shall be published in The Log.

*****PROPOSED REVISION*****
Guidelines on Resignations

Resignations from FBYC usually occur during the winter months and overlap or coincide with the annual invoicing and collection of dues and the publication of the FBYC YEARBOOK. Some resignees change their minds and some respond favorably to persuasion to remain members.

FBYC does not publish the names of those members who have resigned or dropped for failure to pay dues. The Membership Chair's annual report to the Club will include a list by name of the members who resigned as part of the official accounting of new members and deaths.

Doug then brought up the subject of nominations for Life membership for information purposes only. While any club member may nominate another member for Life membership, the Membership Committee does a due diligence each year in an effort to determine if anyone should be nominated that year. Doug presented Guidelines covering the role of the Membership Committee in deciding whether to make a Life membership nomination.

George Burke advised that a proposal will be brought to the November Board meeting that the Bylaws be amended to eliminate the position of Junior Division Race Committee Chair as a Board position.

John Wake has set the date of November 13 for the first Sailing Events Committee meeting with a follow-up date of November 20 if needed.

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

Déjà Vu: FBYC Then and Now FBYC History...

By Jere Dennison

The more things change, the more they remain the same. Reviewing the dramatic Jon Deutsch pictures of the recent and highly successful 31st Chesapeake Laser Masters Championships at FBYC, I was taken aback by a comparison of a 1953 Penguin start photo in our archives to the 2012 Laser Masters start. Both photos show the committee boats at anchor in roughly the same location in relation to Stove Point in the background. Other similarities include wind direction, wave action, positioning of the committee boat crews, and the crowded line of single sails as boats jockey for the start. Really, not much has changed in almost 60 years!

Penguin Start, 1953



Chesapeake Laser Masters Start, 2012



Membership News You Can Use

Doug Anderson, Secretary/Membership Chair

Our Annual Meeting brings closure on another noteworthy year at FBYC, and your stock in FBYC has appreciated significantly. Here are the facts: Our Junior Program has become the “go to” place for children and youth sailing activities, a distinction earned by the efforts of David Lennarz, Mark Hayes and team. Our Annual One Design and Stingray Regatta were organized this year by David Hinckle, Regatta Committee Chair. His leadership helped us achieve economies of scale and better organizational management, producing two of our best AOD & Stingray Regattas ever.

Add to the above the time, effort and resources invested by Noel Clinard on behalf of FBYC in the New York Yacht Club’s Invitational Cup Qualifying Series. Team FBYC under Noel’s leadership achieved a new level of national recognition for our Club. Add to that the efforts of Jay Buhl in branding FBYC with new marketing approaches and participation in high profile sailing events. And add to that the accomplishments of our Junior Racing Team this year, and the success of Jon Deutsch in building our Laser fleet and events. Taken together, unsolicited feedback says FBYC is viewed as a yacht club of vision and distinction, on the Bay, in the northeast, and increasingly across the nation.

From a membership perspective, this has been a good year for FBYC. Our membership remains strong. We’ve gained an outstanding group of active, involved, enthusiastic new members. By the November Board meeting 24 new members will be aboard, and 11 children moved to Youth Member status. Sadly, we said a last good-bye to 4 members who crossed the bar, and we cast off the dock lines of 22 members who resigned.

You probably are preparing now to winterize your boat and bring personal closure on this sailing season. Include on your “to do” list expressing thanks for the leadership of “The Flag” this year. Alex Alvis, Commodore, George Burke, Vice Commodore, and John Wake, Rear Commodore, provided low profile, high involvement, effective management of our Club’s human, fiscal and capital assets. FBYC is striving to be the best yacht club on the Bay, and we are getting there because of their leadership.

As a key stakeholder, take time to complete the Members’ Survey that was sent to you in October. Your input is essential to the development of our Club’s Long Range Plan. And take a moment to choose where you want to serve next year in the life and work of FBYC. Get in touch with our 2013 Flag Officers and register your willingness to crew on the good ship FBYC.

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

Juniors On The Road



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FBYC Juniors have continued to sail this fall and have turned in phenomenal results:

Laser Race Team member Conrad Roos has qualified in the Laser Radial for one of 18 spots *in the Nation* for the ISSA High School National Championship, the Cressy Championship, to be held in Long Beach, California, November 9th through 11th. The Cressy Elimination regatta was conducted at Brant Beach Yacht Club on September 22nd & 23rd and attracted a radial fleet of 42 top high school sailors from Virginia, Maryland, Delaware, New Jersey, Pennsylvania, and New York. On Saturday the conditions were challenging. Racing started in a southerly seventeen knot wind which built to twenty with gusts to twenty-four before racing was called for the day. There were many breakdowns and several injuries. On Sunday the sailors arrived to a fresh twenty-knot breeze out of the northwest. The first race was started in seventeen knots and by early afternoon the breeze had dropped out to eight to ten knots as the total of 12 races was completed for the regatta. Conrad finished 4th with consistent top five finishes and a couple of bullets to earn the spot in the National Championship. Also finishing in the top 10 was Laser Race Team member (and Conrad's little brother!) Eric Roos, who finished 8th in the Radial fleet. (Check out Eric's FBYC Race Team penny in the photo.)



Opti Race Team member Hannah Steadman has also been continuing her winning ways. On September 22-23, Hannah finished 3rd out of 93 boats at the Opti Southeast Championships in Oriental, North Carolina. Hannah was the second girl. On October 6-7, Hannah placed 15th out of 242 boats at the Opti Atlantic Coast Championships in Egg Harbor, New Jersey, and was the third girl! At press time Hannah was travelling to Mexico City, Mexico, to represent the United States in the Opti North Americans, a privilege she qualified for in May at the Opti Team Trials in New Jersey.

On October 6-7, Ben Buhl skippered a 420 to 2nd overall at the Tom Curtis Memorial Regatta in DC, to qualify his school, Christopher Newport University, for the Fall MAISA Championship War Memorial Regatta to be held at Kings Point, New York. The defending National Champions, Georgetown University, finished first. This is all the more impressive because it is Ben's first year sailing at the collegiate level. Ben learned to sail in the FBYC program, raced on both the Opti and Laser Race Teams, and last summer coached the Opti Development Team. Ben's sister, Mary Catherine, also a graduate of our junior program, also sails for CNU. Look for a Log article in the future about all of our collegiate sailors!



Finally, six Opti Race Team members are racing at the Hospice Invitational Team Race in Annapolis, Maryland, October 13-14. Look for a report in next month's Log. Many more of our juniors have raced this fall, including regattas in North Carolina, Annapolis, and the Fall Series at Rappahannock River Yacht Club.

Obsession Accident

By Joe Schott

In last month's Log, Doug Anderson mentioned the boating accident in which Carolyn and I were involved on July 13, 2012. At the time we were not at liberty to discuss the accident, but now that our claim has been settled we can relate the actual events and the lessons to be learned.

We left our home on Wilton Creek at 6:00 am on July 12th aboard our Tartan 4100, "Obsession", for a three-week trip to Martha's Vineyard, Nantucket, Newport, Mystic, several Long Island Sound destinations, and New York City. We were traveling with John and Faye Koedel who were sailing their boat, "Wings". We rendezvoused with "Wings" about mid-bay and enjoyed a fast sail down the bay with winds from the NE and a favorable tide. Just before the Bay Bridge, I reefed the main as I anticipated a rough beat to weather once we were out in the ocean. That was accomplished at 10:30 am and we began to tack to windward. The wind forecast was for a gradual rotation to the east, but as usual, it rotated north. We decided to motor-sail in order to put some distance under the hull while the wind completed it's expected rotation to the east, which it never did.

We were able to make approximately 6.5 knots over ground all day, even with very heavy seas. At nightfall the wind began to subside and the sea settled down considerably. Carolyn and I use two hour watches at night, with the off-watch person sleeping in the cockpit. Carolyn slept from 6:30 pm until midnight and again from 2:00 am until 4:00 am. At that time we changed watch with Carolyn taking over the duty. I showed her several objects on the radar and lights on the horizon that I had been observing. We were offshore of Bethany Beach, Delaware just south of Cape Henlopen, on schedule to dock in Cape May, our first stop, at approximately 7:30 am. I had lain down on the port cockpit seat and Carolyn had stepped forward of the helm to do a 360° scan of the horizon without glare from the chart plotter in her eyes. She then leaned outside of the dodger to get a clear view on each side. At 4:05 am she heard a whine and frantically looked for whatever was creating the noise. The next thing I knew, Carolyn screamed and I went flying into the floor of the cockpit. I was trying to get my wits about me and I looked forward to see a 38-ft Oceans sport fishing vessel sitting on top of our boat! The mast is down----lying across the fly-bridge of the sport fisher.

During this time, Carolyn was unaware that our mast was down and was trying to reach to Coast Guard with a "Mayday" call on the radio. Having no response she went below to retrieve a cell phone and did reach a 911 operator to give our position with one bar of batteries left.

My initial thought was to go forward and push the sport fisher off before we both sank --- I guess I thought I was "superman." As I went forward I was thinking, "How could we miss something this big?" I searched over the boat for running lights and I could not find any. The boat was a dark blue hull.

Below, Carolyn was checking to see if we were taking on water, and very fortunately, we were not. And she was still working with the 911 operator with the cell phone plugged into the boat's electrical system as well.

We were struck on the port side approximately two feet forward of the mast. The sport fisher was 8-10 feet across "Obsession." We quickly realized that the sport fisher was sinking. Within 3 minutes it was down. The six people on board "Line Item" were in the water, so we began the rescue process, getting everyone aboard our boat. The Coast Guard came from Indian River and everyone, including our cat, Smokey, were eventually taken aboard the 65 foot CG boat. It was a very surreal scene to see the bow of "Line Item" next to "Obsession" as she sat quietly waiting in the water with no mast. Shortly, "Line Item" disappeared to the bottom of 60 feet of water.

Carolyn, Smokey, and I were later transferred to a cutter from Cape May. I believe the objective of this move was to separate the crews from each vessel in order to get statements from each. Indian River Towboat US came to tow "Obsession" into the marina at Indian River where the staff and yard crew could not have been nicer or be more helpful. They offered water, showers, food, "air conditioning" AND "cat sitting!" while Carolyn and I were busy with securing and unloading the boat the rest of the day.

Facts and Lessons to be learned:

1. Running lights – "Obsession's" running lights were on; masthead light was on, red cabin lights were on. There were no visible lights on "Line Item." Unfortunately, the evidence is on the ocean floor.
2. Speed – Obviously the sport fisher was traveling faster than they could see. "Obsession" was hit approximately 120° as measured from the bow—"Line Item" was overtaking "Obsession" and the captain of "Line Item" claims he could not see our lights. "Line Item's" speed was estimated at 25 knots.
3. Auto-helm – When using the auto-helm, you are still required to keep a lookout, as stated by one of the Coast Guard Officers. My suspicion is that "Line Item" was on auto-helm with no one at the helm. Why do I say this? How could someone have been on the fly bridge and not be thrown on impact and then have the mast fall across the fly bridge with no one receiving a scratch? Also, the power to the engine was not cut soon enough which caused "Line Item" to be swamped and sink so quickly.
4. Insurance – Keep insurance policies up to date and make sure there is plenty of liability coverage. If there had been injuries, my boat was five times the value of the sport fisher and injury attorneys go for the "deep pockets." We would still be in litigation.
5. Coast Guard – We were told by the Coast Guard that they

CRUISING CORNER

have no jurisdiction over pleasure craft in international waters. Therefore, no fault would be found, nor would any charges be made even though they do proceed with an investigation. The investigator has sixty days to prepare an incident report and then pass it up the chain of command which takes another four weeks. The process is long, tedious and nerve-wracking. Having said this, regarding the Coast Guard, in reality, all matters are left to the courts and the lawyers. Even though "Obsession" was the stand-on vessel, and clearly had the right-of-way, "Line Item" will not be found to be at fault. "Line Item" will clearly be implicated in the forth-coming incident report, but there will be no charges.

In summary, we were extremely fortunate that no one was injured. If impact had occurred ONE SECOND later, Carolyn and I would have been crushed in the cockpit. The sleepless nights and nightmares have been difficult; however, we are very fortunate to be here to tell the story.



Chesapeake Bay Laser Masters Championship Regatta

FBYC hosted another great Chesapeake Bay Laser Masters Championship Regatta in October featuring 45 sailors from as far away as Michigan and Massachusetts. John MacCausland from Cooper River Yacht Club came away the overall winner of the 7 race series.

Racing got off to a slow start on Saturday when the competitors drifted to the race course in a light northerly. 3 hours and a couple blown off starts later the wind finally settled in from the east at 6-8 knots allowing us to sail 3 races in the late afternoon. John MacCausland, Gavin O'Hare (Eastport Yacht Club) and Mike Schmidt (Magothy River Sailing Association) all took bullets in Saturday's races.

Off the water Saturday night chef Alain Vincey prepared Osso Buco for the sailors, race committee and guests

Sunday's racing saw far better conditions with the wind starting around 8 and building to 14 out of the south-south west. The long courses gave the sailors plenty of room to spread out make moves. Sailing his way to the title John MacCausland picked up two more bullets while Gavin O'Hare got another and Bob Tan (Severn Sailing Association) added a bullet to his best 2nd place on Saturday.

Our Race Committee of Rick Klein, Ric Bauer, Sharon Bauer, Catherine Clark, David Clark, Philip Kenny, Ruthanna Jenkins, Ron Jenkins, Mike Dale, Geoff Cahill, Barb Guenther, John Beery, Roger Craver & Becky Dale were commended by the sailors for their work, especially in the light winds on Saturday.

Thanks to our fleet members for helping out with the excellent breakfasts and dinners for the sailors: Mike Toms, Brad Squires, James Jacob, Alain Vincey, Anthony Burton, Richard Biggs, Frank Murphy & Len Guenther.



Opportunity Lost: How FBYC Shot Itself in the Foot, Part II A FBYC History Addendum...

By Jere Dennison

Way back in 2005, your Historian dealt with the uncomfortable topic of a dispute between FBYC and its then immediate neighbor to the west, Edith Hancock, during the late 1960s. Aficionados of club history (of which, I am assured, are legion) will recall (or will read the original *Opportunity Lost* article posted in the history section of the club website) that this kerfuffle resulted in the dismantling of a portion of the western T-section of the Fishing Bay pier in 1967 and the failure two years later in 1969 to acquire the Hancock property next door during a period of club physical expansion.

Probably little noticed by club members in the June 21, 2012 of the *Southside Sentinel* (published weekly in Urbanna) was a front-page article that sheds more light on this regrettable incident in our history. The article highlights the career feat of distinguished Saluda attorney, Roger Hopper, to have argued 11 cases before the Virginia Supreme Court, the first of which involved – amazingly – the Hancock-FBYC dispute. Imagine...who would believe that our humble and friendly little yacht club would actually be hauled before the State Supreme Court kicking and screaming to resolve a civil dispute? But, yes, it did happen, and an insider's perspective of this judicial action is excerpted and reprinted below:

“No Stranger to the Supreme Court”

By Larry S. Chowning

Saluda attorney Roger Hopper has argued 11 cases before the Virginia Supreme Court – an unusual feat itself – and what's even more remarkable is that he recently won his eighth of these cases.

“Most attorneys in the state never go before the Supreme Court,” said Hopper this week. “There are attorneys employed by Dominion Virginia Power or the phone companies who often go before the court, but most country attorneys never try a case in Virginia's highest court.”

Part of Hopper's success in the Supreme Court goes back to his first case in 1967, which laid the foundation for several other riparian rights cases. In his first case Hopper represented an elderly lady, Edith D. Hancock, and the then predominantly Richmond-based membership of Fishing Bay Yacht Club in Deltaville.

In 1967, the club decided to expand its Fishing Bay pier by enlarging the “T” at the end of the pier to accommodate an increasing number of cruising yachts and additional sailing activities. After the pier construction had been completed, Mrs. Hancock filed a lawsuit to force the club to remove the new section of the pier, which she said encroached upon her oyster grounds. Furthermore, she would not agree to a settlement with the club that would permit the pier to remain intact.

Hopper argued that the state had properly laid off Mrs. Hancock's statutory riparian half-acre, while the yacht club's attorneys argued otherwise.

Hopper first represented Mrs. Hancock in Middlesex Circuit Court where Judge John DeHardit said, “This case sort of reminds me of the words used in a burial service (Book of Common Prayer). ‘The Lord giveth and the Lord taketh away. In this particular case the State giveth and only the State can taketh away.’”

The Supreme Court justices agreed with Judge DeHardit and on April 24, 1967 Hopper won his first case in the state's highest court.

“I can remember the day well that they were scheduled to cut off the pier and pump up the pilings,” he said. “Mrs. Hancock and I sat on her front porch and watched while she served gimlets” (a gin and lime juice drink).

Aftermath: Two years later, Edith Hancock put her property on the market for \$45K, more than a fair price even in inflation adjusted dollars. Several of the club elders formed a syndicate and made her an offer which she ultimately accepted. The intention was to assign the contract to the club which would use the property for expansion and the location of the new swimming pool being planned.



**Fishing Bay Yacht Club
1963**

At closing, the club syndicate was infuriated to learn that Mrs. Hancock intended to transfer title to the property *without* the controversial oyster rights that had eliminated the ‘T’ extension at the end of the pier. Indignantly, and in an ultimately self-defeating

ADDITIONAL NOTICES

effort to get even, they refused to consummate the purchase. Such was the animosity created by the 1967 litigation that the Club would abandon the effort to acquire the Hancock property for so insignificant an issue while totally ignoring the obvious strategic benefits that would have accrued in its purchase.

However, every cloud has a silver lining. I was later mortified to learn from a close friend of mine whose father was a member of the syndicate that the secret plan for the property was to bulldoze the quintessential old tidewater farmhouse (now owned by the Ralston family) once the acquisition had been completed. Of course, Mrs. Hancock would never have agreed to the contract in the first place if she had known that her beloved house would have been demolished. And the area would have lost a lot of the character that we now enjoy so much around our club.

The nearby aerial photo of FBYC and the Hancock property from the cover of our 1963 handbook clearly denotes the relationship between the two properties at the time and illustrates the Fishing Bay pier before the infamous 'T' extension was added later in the decade. Mrs. Hancock's big, old lumbering Buick sits in the driveway behind her house, and her Chicken Coop, moved earlier from the Stull property and transformed by her into two cottage rental units, is shown at the bottom of the picture. Our Fannie House replaced the Chicken Coop in 1997.



***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 dessert

**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 \$ _____

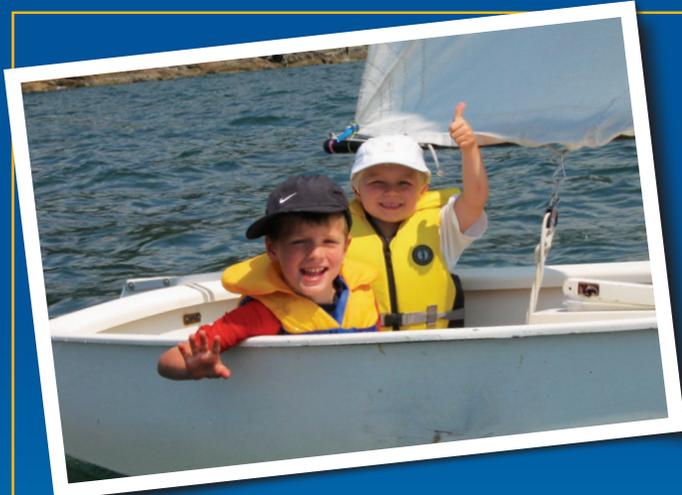
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***FBYC Fall Clean-Up Day
Saturday, November 17th***

Mark your calendars! On Saturday, November 17, at 9:00 am, we will have our annual FALL CLEAN-UP of the Club Grounds. We will gather in the Main Clubhouse around 8:30 am for coffee and task assignments. Usual tasks include leaf raking, mulching and pruning. Bring your favorite yard tool or use ours. All ages welcome! Complimentary lunch will be served around Noon. To sign up, email me direct at odellken@aol.com, call my cell 804-241-6080 or register online at <https://www.fbyc.net>. See you on the 17th.

Ken Odell, Grounds Chairman



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Shelly Point - York River



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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: 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.

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.

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: 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.

LASER FOR SALE #147363: Purchased in the Spring of 1993. Actively sailed for about five years. Always stored under cover or in a garage. Gel coat has its original gloss. This boat has maximum mast rake and is very fast upwind. Includes blade bag, bottom cover, two sails and an aluminum racing tiller by RWO. New Rigging Package for out haul, vang and cunningham. Located in Deltaville, Virginia. Asking \$1890. Contact: **David Lee** 804-337-5496 or email: David@drlee02.com.

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.

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 SALE: 1990 14' Hobie Cat Turbo with trailer new jib, all lines and rigging. Good condition. Asking \$1500. Call **Thomas Braun**, 724-766-0643 or email twb3@pitt.edu.

FOR SALE: Sonar 725, aka *Prophet*, with 3 sets of sails including new 2012s, always dry sailed, impeccably maintained, with excellent, long range trailer proven roadworthy \$24,500. Contact **Noel Clinard** 804 338 4066, 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.

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 fbycjrsailing@gmail.com.

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One king furnished bedroom; second room may be
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