



The Log



www.fbyc.net

FROM THE QUARTERDECK

JULY 2013



Safe or Sorry?

We were on an FBYC cruise in North Carolina chaired by Carolyn and Joe Schott when we heard the dark news: a 14 year old junior sailor in Annapolis had lost her life in a training accident. All of us on the cruise were stunned, saddened, and immediately cast our thoughts to our own Junior Sailing program, then in progress back home at Fishing Bay. It was June 2011. But sailing tragedies are rare, we thought, and little could be learned from such anomalies,

so we pushed the subject aside after an evening of discussion, and moved forward with our cruising plans. How could we have known that hosts Carolyn and Joe would themselves be the victims of a near tragic close call aboard *Obsession* off the Delaware coast 12 months later (see the November 2012 LOG archived at our website for Joe's gripping account of that incident), or have predicted that the 2011-2012 span would become one of the more tragic for US Sailing in the long history of our sport?

Following the Annapolis accident, the 103rd Annual Chicago Yacht Club Race to Mackinac Island on July 15-16, an event that draws both dedicated racers and sailing families, was marred by the capsizing of *Wingnuts* during a prolonged and especially violent thunderstorm with the loss of the skipper and a crew member. One month later, during the Fastnet Race, US Yacht *Rambler* capsized while beating to heavy weather after her canting keel snapped off at the hull throwing 18 of her 21 crew members into the water. Fortunately, professionalism, quick thinking, experience and luck prevented the loss of life. The crews of *Low Speed Chase* and *Aegean* were not as lucky. On April 14, 2012, the former lost 5 crew members when she capsized and was swept onto the rocks of Farallones Island during the 105th Full Crew Farallones Race, a San Francisco Bay tradition, and the latter lost all hands one week later when she smashed into Coronado Island in the dark during the annual Newport (CA) to Ensenada Race. With the exception of the Fastnet Race, none of these events or venues had ever before experienced fatalities.

Are sailors, even as they shrink in numbers, becoming too serious about "pushing the envelope"? Are we becoming a cult of excessive risk takers, as some who are critical of the current America's Cup event now assert? This was one of the questions raised by US Sailing in their comprehensive inquiries into this unusual string of events. What was learned during the US Sailing inquiries (they are well worth your time to read and can be found at www.ussailing.org) was that bad decisions or faulty conventional wisdom about the mundane and ordinary details of racing, cruising, or equipping an offshore boat were at the root of most of these tragedies, not willful aggressiveness. What was learned was that apathy and inattention to detail could be greater enemies than ambition and pride. In the world of sailing, it really is the "little things" that count- properly preparing for a coming squall by assuming the worst, keeping a proper watch even if the autopilot is the helmsman, wearing a life jacket with a harness and a quick releasing attachment, keeping the crew informed about the navigation decisions, and teaching all aboard to understand how to use navigation electronics- all of these "details" were factors to varying degrees in most of the US Sailing inquiries. And indeed, in Joe Schott's review of the collision that he and Carolyn experienced, not keeping a proper watch was the root cause of the mistake made by the "professional" whose unlit vessel collided with *Obsession*.

How has FBYC responded to these events? Unknowingly but not unwittingly, our response began long before the events happened. It started with a willingness to face the facts when things go wrong, exemplified by Jere Dennison's 4 part series of 2005 LOG articles on the infamous 2004 Wolf Trap race, when gale force winds decimated the trailing half of the FBYC offshore fleet. In his introduction, Jere states "There are valuable lessons here to learn for survival when the worst case scenario unexpectedly confronts us on the normally placid waters of the Chesapeake Bay.", and co-contributor and former commodore Russ Collins, inarguably the participant with the most harrowing tale to tell, began with "I was very reluctant to write about this event because it was such a disaster. I agreed only because this description may be of value to others when and if they find themselves in a similar situation." It was perpetuated by the Cruising Division's decision in 2007 to begin a safety at sea speaker series that has continued to the present, directed this year by Division Commander George Sadler. It is notable that the three most highly credentialed safety experts on the US Sailing panel reviewing the Annapolis, Farallones, Newport, and Mackinac incidences were Sheila McCurdy, Ralph Naranjo, and John Rousmaniere, and all have appeared by invitation at FBYC events since the 2004 Wolf Trap race to teach us about issues of safety and seamanship.

COMMODORE'S LETTER

What has been FBYC's more immediate response? To many, the most tragic of the losses described above was that of the 14 year old junior sailor. Shortly after that incident, our Junior Division leadership sprang to action, reviewing the Division's current safety policies, concluding that they were not adequate in the aftermath of the Annapolis tragedy, and creating a safety and risk management policy manual that sheds light on how to deal with the major safety and preventive issues confronting junior program coaches and directors. It is a well-researched collaborative effort for which we should thank David and Allison Lennarz, as well as Mark and Michelle Hayes; all Junior Division coaches, parent volunteers, and coaches in training receive copies of this and are required to review it and run drills before the season begins.

At the end of the day, sailing really is a safe sport; being a great sailor and a smart sailor isn't just about having intuitive sail trim and tactical skills. More importantly, it's about the "little things", having the patience, discipline, and presence of mind to follow through with the mundane requirements of everyday seamanship. If we do these things, and use our judgment and common sense, going to sea truly is a safe and enriching experience.

What about the racing sailors whose job it is to push the envelope? Aren't they at greatest risk? Despite the events described above, and despite the circumstances surrounding the recent loss of British Olympian Andrew Simpson in the America's Cup trials, experience tells us that when crazed racers practice or compete, it is their equipment that suffers fatal outcomes first. Thanks to US Sailing, Race Committees and Organizing Authorities usually fill the gap to mitigate risk to the competitors. Statistically, the gravest personal danger facing racing competitors is the post-race rum.

And what about our own traveling competitors, a group not mentioned for several months in this column? These knights-errant (family members might say vagabonds) have in the interim distinguished themselves and FBYC in wonderful ways. Remember that whenever a racing sailor wins a trophy at another club's event, FBYC gets some of the spotlight, but the traveler pays the bills! Therefore we congratulate Bob and Lisa Fleck for their first in class finish in the HYC 64th Down the Bay Race (DTB), their first in class and first overall finish in the HYC Southern Bay Race Week for which they received the Black seal Cup and headlines in "Scuttlebutt", and their first in class finish in the FBYC Offshore Spring Series. And congratulations to Will and Marie Crump for their first in class finishes in the New York Yacht Club Annual Regatta and their second in class at the Annapolis NOOD; to Brad Miller for his second-in-class DTB finish; to Glenn Doncaster for his third in class DTB finish; to Dennis Hannick and Craig Wright for their second in class finishes at SBRW; to Sam Mitchener, Glenn Doncaster, Rob Whittet, Steve Utley, David Clark, and Miles Booth for their participation in that event; to Noel Clinard, Blake Kimbrough, and Lud Kimbrough for their participation in Charleston Race Week, the Annapolis NOOD, and the New York Yacht Club Annual Regatta; to Craig Wright for his participation in the Annapolis NOOD as well as his first in class for the FBYC

spring series; and to Sam Marshall and Mike Dale for their first in class finishes in the FBYC spring series. Congratulations to our One Design sailors: Jon Deutsch for his second place in the Corsica River Spring Laser Regatta and his participation in the Laser District 7 and District 10 Championships as well as the Laser Atlantic Coast Championship; Rob Whittemore for his First Place finish in the Flying Scott District Championship and first in the FBYC Flying Scot spring series; John Wake and Phil Webb for their participation in the Flying Scot District Championship; and Len Guenther for his second place, along with Barbara Guenther, in the Flying Scot District Championship as well as his participation in the Selby Bay Solstice Regatta and the Canadian National Laser Masters Regatta where he finished in the top quarter.

They keep their boats in racing condition, constantly update their sails, rigging, and materials to remain competitive, and spend countless hours participating beyond their responsibilities to vocation and family- all at personal expense. Why? Is it for the glory, the adventure, a special undefinable fulfillment, or just the helluvit? I believe that our racers do it for the same reason as our cruising sailors – to escape the virtual world of predictable outcomes, careers and expectations, and the ennui that stems from never really being at the mercy of nature in the way that early fishermen and farmers were. Perhaps we have evolved too quickly and left our genes behind in the Stone Age, when storms, winds, and inundations had meaning and invoked fear or respect. Sailing takes us back for a moment, and gives that ancient essence within us a moment of satisfaction.

Now for the present: having recently completed our annual one week long YMCA Sailing Camp for local community junior sailors directed by Lud Kimbrough and sailing director Eric Bokinsky, we have plenty of antidotes to summer's doldrums on the schedule this month, including the 15th annual Leukemia Cup Regatta, the Windmill Class National Regatta, summer seabreeze races, and a cruise to New England led by Ted and Myra Bennett. Compete if you can. If not, then volunteer. The engagement, the seeing all of you again and again in the beautiful setting of FBYC, is what keeps my Stone Age genes intact.

Fair Winds and Good Decisions

George Burke

**JUNE 2013
MEMBERSHIP REPORT**

APPLIED FOR MEMBERSHIP:

**Mr. Lewis E. Thatcher & Ms. Barbara E. Luce
Mr. & Mrs. Thomas R. Roper**

DEATHS:

Mrs. Jean R. Snowa

FBYC BOARD HIGHLIGHTS - June 2013

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

REAR COMMODORE – MATTHEW J. BRAUN

HOUSE – **Joe Roos** is monitoring the small cracks that have appeared where the delaminated spots on the clubhouse porch were repaired. The siding on Fannie's House has been repaired.

GROUNDS – **Ken Odell** asked that members be reminded that power boaters should not use their engine power to load their boats on trailers because it causes damage to the ramp. The pool was opened on time and while the delamination is still there, it does not seem to be growing. Lifeguards have been hired for the season and will monitor the pool. Thursday is grass cutting day and boats and trailers have to be moved around for the lawn service. If a member is at the club, help in moving his/her boat would be appreciated. All trailer tires should be fully inflated so boats can be easily moved.

LONG RANGE – The Long Range Plan Core Committee completed its review of the work of the various sub-committees. **Noel Clinard** hopes to present the Plan and Survey Analysis to the Board for approval at the July meeting, and publication thereafter.

WEB MASTER – Two new links have been added to the web page. **Caroline Garrett** will edit the Babysitting link, <http://www.fbyc.net/Access/Members/Babysitting>, that derived from the Young Members Initiative. The other link is How to Join FBYC and contains the membership application, dues/fees information and other information pertaining to the application process. **Ric Anderson** is adding tables to the online member database to keep track of the slip assignments, locker assignments, membership dues, etc. After Ric's tables are coordinated into the database design, **Strother Scott** advised that they will be ready to switch over the member database from Mary's computer to an online managed system. Mary will be asked to spend time making sure the data is straight.

MARKETING – Chesapeake Boatworks and Stingray Point Boatworks have agreed to be sponsors of the Stingray Point Regatta this year. Ullman Sales will also sponsor again and **Jay Buhl** is working with **Jerry Latell** on skippers' gifts/bags.

OPERATIONS MANAGER – **Dixon Cole** reported that the refrigerator and air-conditioner in Fannie's House have been repaired. Dixon has finished flipping the boards on the west dock and has replaced some receptacles. The Whaler lift has been repaired.

VICE COMMODORE – JOHN B. WAKE JR.

OFFSHORE DIVISION – **Paul Wash** would like to get a list of people interested in learning how to use our scoring program, JavaScore, and he sent an email to several groups asking those who would like to learn contact him. He has already had 10 to 12 members contact him so he and **Jon Deutsch** will set up a training

session. **George Burke** asked if Paul would work on a way to connect people who want to crew with boat skippers, both offshore and one design, and he agreed to work on that. **Greg Watt** reported that the Offshore Spring Series standings were converted to High Point scoring and the series awards were presented at Rosegill.

ONE DESIGN DIVISION – **Tracy Schwarzschild** has completed the scoring for the One Design Spring Series and there were six Front Runners and 15 Flying Scots that participated. Four of the club's Flying Scot sailors went to a Greater Richmond Sailing Association event last weekend. **Alex Alvis** served as PRO for the races.

CRUISING DIVISION – June cruises include the Little Bay Cruise on June 15-16 and a Captain's Choice Cruise to North Carolina scheduled for June 27-30. Only one boat has signed up so far for the New England Captain's Choice Cruise in July.

JUNIOR DIVISION – There will have been two OptiKids' weekends by the time Junior Week starts on June 17. The Opti Race Team and Laser Race Team coaches arrived from Ecuador. A 5-hour safety training session was held with four of the five coaches and Team Coordinators on June 7. **Dixon Cole** provided the coaches with a boat maintenance related document and he has scheduled onsite training. The Race Team Kick-Off dinner was held at the club on June 9 with approximately 70 sailors and family members in attendance. **Joe Roos** attended the Long Range Planning Committee meeting for the Junior Division on June 10. Adult sailing lessons utilizing Junior Program coaches will soon be promoted on the club's web site and in the July Log. **Doug Bendura** will handle program scheduling. Fawcett Boats has confirmed that the new RIB is *en route* to Annapolis and commissioning and delivery to FBYC should take place before the end of June.

FLEET LT. – The windlass motor on *Mr. Roberts* failed and has been replaced, all junior boats are running but one, all trailer bearings have been inspected and Dixon ordered a new axle for the RIB trailer. The Whaler was damaged when it was left in the water overnight and has been repaired.

SAILING FLEET LT. – **Mike Toms** reported that there will be a team racing event at Hampton Yacht Club on Saturday, June 22, and team racing development efforts are continuing. Club members should participate in at least two more events this year. Contact Mike Toms if you are interested in being a skipper or crew.

PROTEST – There has been no protest activity. PRO's are being told to use the radios.

REGATTA COMMITTEE – Contracts have been signed with the caterer and bands have been lined up for the Annual One Design Regatta, Stingray Point Regatta and the Windmill Nationals. Online registration for the events should be up tomorrow on the web site. Registrations have already been received for the Windmill Nationals and about 25 are expected to attend. David needs volunteers for all

FBYC BOARD HIGHLIGHTS / MEMORIAM

events. He has made arrangements to borrow a floating dock but would like to have another one so that one can be placed in Fishing Bay and one in Jackson Creek.

NEW BUSINESS – **George Burke** advised that a Search Committee has been formed for the position of Executive Secretary. **Doug Anderson** chairs the committee and **Mary Almany**, **Ted Bennett**, and **Sharon Bauer** are the committee members. Ex Officio members are the Flag Officers, **Strother Scott** and **Mason Chapman**. Doug explained that the job duties for the new Executive Secretary will be re-defined. The position will be salaried with the hours/weekly range of approximately 15 hours, occasionally demanding a few hours more or less based on seasonal workload. Doug distributed the final draft of the Executive Secretary Job Description for Board review and discussion.

The job description will be posted on the club’s web site, on www.indeed.com, on www.aeap.com and possibly on www.craigslist.com. Initial screening of applications and personal interviews should take place in July so that the candidate can be presented to the Flag Officers by August 1. The new Executive Secretary should be hired by Labor Day. A background check will be performed. Doug answered questions from Board members who were present.

Mayo Tabb advised that he and Dixon are going to change two slips to 50 amp service. He has posted laminated lists of slip and parking assignments.

There being no additional business, the meeting was adjourned at 7:10 p.m

Notice About Membership Information

All of our membership information is available now on FBYC’s web site. Anyone wanting an application, or information about our dues and fees, or general information about joining Fishing Bay Yacht Club can access this, and more, on the Club web site (fbyc.net). Non-members will see on the top left hand corner of our Home Page “How to Join FBYC.” Members will find this same information in the drop down menu under the heading “Club.”

Beginning July 1, inquiries about membership are to be directed to our web site. We ask that you help spread the word that membership information is readily available to anyone and everyone at fbyc.net. All applications for membership should be sent to the Club’s Membership Chair by email.

IN MEMORIAM



JEAN ROSE SNOWA

7/28/1952 – 6/6/2013

Jean Rose Snowa passed away peacefully on June 6, 2013, after battling Multiple System Atrophy for several years. She was born in Richmond, VA and met her husband of 35 years, James D. Snowa Sr., while attending Virginia Tech. In addition to her husband, Jean is survived by her son, James D. Snowa Jr.; a daughter, Katheryne J. Snowa; four siblings, Leslie W. Rose III, M.D. and wife Becky, Isabel M. Rose, Ph.D., Frederic C. Rose, and Debbye M. Silva and husband Tim; and six nieces.

While Jean enjoyed various activities, one of her favorites was spending time in Deltaville with family and friends. Her last trip to the club was on Opening Day this year. Jean and Jim joined Fishing Bay Yacht Club in January 2003 and were the owners of *Dixie Rose*, a Colgate 26. They made two sailing trips to the British Virgin Islands with Alex and Donna Alvis and David and Cathy Clark. Jean had deep roots in Fishing Bay Yacht Club in that she was the niece of Reid Dunn, a founding member of the club and its first Commodore who served in 1939, 1940 and 1941.

A memorial service was held on June 27 at St. Stephen’s Episcopal Church, 6000 Grove Avenue in Richmond. Internment was private. In lieu of flowers, the family requests that donations be made to The Richmond Animal League, 11401 International Drive, North Chesterfield, VA 23236 or to the Virginia Home for Boys and Girls, 8716 West Broad Street, Richmond, VA 23294.

REQUIESCAT IN PACE

MEMBERSHIP NEWS / JUNIOR

MEMBERSHIP NEWS YOU CAN USE

Doug Anderson, Secretary/Membership Chair

You know the expression “All hands on deck!” Hold that thought for a moment. It’s July, it’s hot, and you’ve probably forgotten how cold and unpleasant spring was this year. You may not remember that Crew Training this spring had 40 participants. If you don’t know, our Crew Training class was an outstanding success. A.L. Braun and Caroline Garrett orchestrated this event, and they did it well. They made us proud that FBYC hosts this training. So why bring it up now?

Crew Training has been our best effort to date to recruit new crew and new Club members from an age demographic we really need in our Club. CT yields several new crew members each year, but very few folks under the age of 40 join. Our membership is predominately over age 55. Our less than 36 age group is small, but the Ancient Mariner group, by contrast, is substantial. And we no longer have a waiting list for membership and probably will not have one in the near term (3-5 years). We anticipate both an aging-out, plus a normal attrition rate of 5% - 7% of our membership per year for the foreseeable future. This is a sobering prospect, and it has significant financial implications, too. The “elephant in the living room” is the fact that our current operating paradigm assumes sailors will seek us out, which is a passive attitude, and it’s not effective. Doing the same thing but expecting different results, as you know, doesn’t work.

The Long Range Planning Committee and the Membership Committee developed several new plans to grow our membership, one of which we recently implemented: we placed all of the information about applying for membership on our Club web site. You can find it under the heading “Club,” on the drop down menu “How to Join FBYC.” It’s well worth your time to read it.

FBYC’s web site is our best opportunity to engage folks interested in joining a yacht club. They’ll find information about how to apply, and a membership application, along with our dues and fees, and we attempted to answer the most frequently asked questions. Our intent is to be accessible, approachable, transparent and inviting. We are passionate about sailing and about FBYC, and we want others to join us.

Now here is the urgent part: let’s help folks find us. It’s up to us to engage this issue and grow our membership by recruiting new members. You can direct them to our web site for info about how to join FBYC (see box below). And, if you’re an Ancient Mariner, you can’t leave until you’ve enlisted your replacement. For some of you, it will take at least two new members to replace you! Fly your FBYC burgee proudly. It really is up to us.

Join FBYC! Prospective Members are encouraged to see membership info on the Club website fbyc.net. On the top line above the logo, see “How to join FBYC.” FBYC welcomes applications for membership.

**Rain Rain go AWAY
It’s time for OPTI KIDS TODAY**

On Saturday, June 08, 2013, 28 children and their families came together to kick off Opti Kids. On the first day, the morning and the afternoon classes were combined because of the flooding rains the night before and the forecast for heavy rain and lightening the morning of the first class. Fortunately, the weather cleared and OPTI KIDS began. Young sailors came to Fishing Bay Yacht Club from far and wide to join us for TWO WEEKENDS of sailing fun. Several sailors in the group were only five years old. Class started with the “swim test”, learning the parts of the boat, key points of sail, playing games, tying knots and of course, snacks. Parents and sailors hit the water with two to a boat and by the end of the first class they were sailing around an inflatable alligator buoy and an inflatable fish buoy right off beginner beach. There was an ice cream social, the popular water melon race, the candy treasure hunt, and family dinner for over 100 guests at Fishing Bay Yacht Club. Thank you to the lead instructors, Mark Hayes, Christine Levy, our coaches, Will Bomar, Austin Powers, counselors in training and the outstanding parents who all jumped in on shore and in the water to make this weekend a big hit.



RACING

An Epic Down The Bay Race 2013*By Paul Wash, Jon Deutsch and Noel Clinard*

The 2013 Down The Bay Race from Annapolis to Hampton was an epic downwind race in which many boats smashed the 30-year old record, one almost cutting it in half. Five FBYC boats participated including *Excitation*, *Nanuq*, *Mad Hatter*, *Wind Dancer* and *Schiehallion*. Bob Fleck's *Mad Hatter* won the PHRF-B division and finished 8th overall. Brad Miller's *Schiehallion* finished 2nd in PHRF-C and was 12th overall. Glen Doncaster's *Nanuq* was 3rd in A2 and 13th overall. The race started with a rollicking downwind start just after 10am with winds in the mid-20's and light drizzle. Here is an account of the rides on *Mad Hatter* and Mayo Tabb's *Excitation*. Another account by Jon Deutsch, drawn on heavily here, can be found on the club website.

Excitation is a Farr-Dickinson 37, said to be built to the then applicable IRC rating rule as a fast "light-air" boat with a narrow transom. She headed down the bay on a broad reach under full main and #1 Genoa (her largest headsail). Some boats with asymmetrical spinnakers were able to carry them and they took off. Some of the symmetrical boats were able to carry chutes as well, but had to head toward the eastern shore to do so because of the wind angle. Our plan was to round the LNG Facility at Cove Point, find smoother seas, wait for the wind to go north, and then set the smallest chute in our inventory. For the early part of the race we cruised along rarely under 8 knots and with 1-2 knots of favorable current we averaged over 9.5 knots over the ground for the first 3/4 of the race.

About 1/3 of the way into the race the waves stabilized and the wind was down into the low twenties so we tried to put a small kite up. It was a bit squirrely and we couldn't keep the boat under the sail, rolling pretty wildly from side to side. Eventually we lost it, almost broached, and wrapped the chute around the head stay. After a few tense minutes trying to unwrap and get it down we did so and continued under main and #1.

It was almost a straight down-wind rhumb line to the York River turning point to Hampton, but the helmsman had to steer very low to make the line. We remember once sailing so low that we began rolling side to side with the boom up in the air and Mayo called out "don't let it gybe, don't let it gybe." *Excitation* has port and starboard running check stays that are alternately trimmed tight to the windward transom. Had we crash gybed, the windward check stay would have stopped the boom and rolled us to windward. So, we erred on the safe side, sailing a little high, to right of the desired line, which cost us dearly later.

As we approached the Potomac mouth, under winds up to 36 knots, we were well west of the layline to the lighthouse, and had to go left, somehow. However, by then the combination of wind, large seas with a fetch down the bay, and the out-flowing current from the river had caused a caldron of wildly pitching, irregular seas as far as we could see. We conferred on whether we dared gybe

in those conditions, decided not, given the check stays and sea state, and planned a careful double tack or "Chicken Gybe" out to the rhumb line. When we began the first tack, we noticed the leeward check stay had gotten looped over the tip of the boom, courting disaster, and had to head back down and start the tack again with waves breaking over the deck. Two tries later, we made it and reached back out to the layline. Meanwhile, we envied *Mad Hatter*, which could sail perilously lower and was overtaking us as it fetched the lighthouse, barely. We had admired *Mad Hatter* throughout, as she courageously flew her symmetrical kite again and again through broach after broach. We didn't see her lose the first kite, but watched from close abeam as she hoisted her spare, rounded up, broached, and shredded the second kite.

We began to get reports of other boat mishaps ahead of us. *Nanuq*, the big Sabre, buried her bow to the mast in an overtaken wave, rounded up and got knocked on her side. *Special K*, a J105, which flew by us at 17 to 20 knots under asymmetrical chute, had her mast explode into 3 pieces and limped into FBYC.

Every hour we switched main drivers and trimmers. As we got into the lower part of the Bay the wind stayed in the 28-32 range and the waves built to 6-8' and even some 10' for the final 20 miles before rounding the turning mark to reach 10 miles to Hampton. It was in this downwind stretch that we did some of our fastest sailing. At one point we dropped into a 6'+ wave with a nice trough to our right and Jon rode it for all he could, like sailing a laser down waves – except this was a 11,000 lb 37' boat. We had hit some 12 knots earlier – but on that wave Jon hit 13.46 knots through the water was the crew chanted "12, 12.5, 13, holy cow 13.46, yeehaaaaa."

As we approached the York River turning mark, we had the same problem sailing low to fetch the mark, and watched with amazement as *Mad Hatter*'s stern light, well to our right did her bold, amazing, crabbing, clawing climb low to lay the mark. We knew the waves would build in the shallower water to the right and debated the merits of changing the foresail to a small blade for the reach in, but worried about the change on the pitching bow in the dark. Earlier in the race, the leech tape had hooked on the spreader tip in the chicken gybe and ripped it off and the foot of the sail was showing tears. The genoa was toast anyway, so we just hoped we could carry it. After the rounding, it was every spare hand on the rail, in blowing spray, looking down into the trough of the building waves as the boat raced along the crests and into the troughs on a mad reach, with the genoa flogging and banging violently trying to tear itself or the rig to pieces. Eerily, the heavy spray made the light on the man-overboard strobe flash on and off at the stern, lighting the smoking wake behind, which looked like a power boat wake, or that of a Volvo Ocean racer.

The genoa began to tear itself to pieces and, concerned that we couldn't fetch the finish without losing the rig, we were forced to take it down. Mayo and Chris Tulip went forward to the sea swept bow to do so, and found that they couldn't move it in the track under load. In desperation, we unrigged the sheets, threw them

RACING



over the leeward side and they managed to get the foot into the water, which literally ripped the sail out of the track and over the side. I can't remember how they got the halyard loose or cut.

Cold and shivering on the rail, soaked to the bone, the crew were happy to reach the finish along the sea wall in Hampton, and delighted to be greeted by the HYC Manager who stayed all night to serve whiskey and food to the bedraggled sailors.

Mad Hatter is a 30' Olson 911S. She began her journey Wednesday, May 22, from Deltaville en route to Annapolis for the Friday morning start of the 2013 Down the Bay race. I met Bob and Lisa down at their dock at 1530 Wednesday. Bob was still prepping *Mad Hatter* with sails and provisions when I arrived. About 2 hours later we shoved off for the journey up to Annapolis. As we were rounding Stingray Point around 1830, Bob had just finished installing (and troubleshooting) the autopilot which would prove to be our trusted companion all the way up the Bay. The winds were out of the South Southwest at 15-20 kts. We used the cruising main and unrolled the furling reaching genny for a very nice ride up. All the way we kept commenting on how the weather felt a little "unsettled". As we arrived in Eastport 16 hours later, we were quite proud of our initial ascent and looking forward to days ahead. Who knew what was actually in store during the coming days.

The race...what started out as a placid Friday morning, by 0930 had winds building to the 15-20 kt. range. We headed out to the race course and immediately could feel the raw velocity of the wind and significance of the race ahead. At this point the racing main with the trusty reaching genny (without the furler) came out for the start. We started well in front of the fleet and began our broad reach down the bay. This was an amazing feeling only 30 miles from the start knowing so many FBYC racers were with us including *Nanuq*, *Excitation*, and *Schiehallion*.

After several hours we grew accustomed to the 25-30 kt. winds and felt confident in our ability to set the chute. As the chute went up with the reaching genny blocking, we began experiencing the true force of nature with speed over ground between 10 and 13 kts. In fact, much like *Excitation*, we grew bored of any speed not in the double digits.

Unfortunately, all good things must end - or at least come with a price! As we continued to run with the spinnaker, the increasingly higher gusts took a toll on that sail. The center panels began to come undone, inevitably resulting in the douse of the chute. As speed slipped to the 10 kt. range, the crew began anxiously discussing the set of the secondary chute - the 20 year old chute that was part of the original inventory. Bob began taking bets on how long the chute would actually last in the conditions. The most optimistic declared at least a 90 minute run.

As the secondary chute was hoisted, there was a snafu of sorts. At this point the author is unable to recollect the exact chain of events, but in summary, there was a severe round up with cockpit windows under water; a release of the spinnaker halyard to un-foul, and a subsequent raise, resulting in the immediate explosion of the trusty spinnaker. Ask *Excitation* - they saw the entire sequence unfold within a few hundred yards and I still have the remnants of the spinnaker shredded and destroyed in a Glad garbage bag.

Without a spinnaker to go downwind, the crew was forced to become a human catapult. With each passing wave, we shifted our weight to send *Mad Hatter* down the face of the wave and moved back to put enough weight in the stern to ride up the back of the next wave. This was an ongoing routine for several hours in concert with the pumping of the main. This allowed the displacement hull to accelerate to mind blowing speeds well into the 17+ kts. range (SOG) sustained. This helped the boat to creep downwind while by the lee and solidly fetch the mark of the course while *Excitation* slipped slowly to our starboard quarter.

To say this was exhilarating is an understatement. Experiencing the bow wave move nearly to the stern of the boat was extraordinary. The crew was amped and there was no doubt that records would be broken this day. The Potomac flew by and the waves settled and the speeds continued. By 1830 the cell towers in Deltaville became visible and overwhelming comfort passed across the boat. Soon Deltaville became a distant memory as the winds began increasing to the 30 kt. range. We expected a decrease at the York River buoy, but instead we encountered the most challenging part of the entire race.

Up until this point, we had been reaching under full main. But at YR, a close reach was in order to secure our lead. As the Norfolk lights began emerging, we all knew what was in store for the right turn. Under 30-35 kt. winds we would need to reef the main and change the headsail to a blade. The moon guided us with full moonlight. Temperatures dipped into the mid-40s and everyone who was wet, was now cold. Fingers stopped working and we knew what was in store. We took the conservative route; dropping the headsail about a mile out to reef the main as the jib was selected and raised.

RACING / LEUKEMIA CUP

At this point, all I can say is that it was the stuff movies are made of. I looked forward and saw our bow and mast crew tethered to lazy jacks disappearing into clouds of spray smoke as we hardened up. I don't know how they did it but the reef and sail change went off without a hitch. I will never forget the image that night with the full moon, water and spray breaking over the bow and starboard forward quarter, and the foredeck disappearing under the seas. Maintaining control was crucial.

From here on out it was a close reach all the way into the finish. Bodies were shivering, digits weren't working, and the crew was reaching their limit as they endured the rail. We reached the sea wall and announced our arrival. The acknowledgement did not come soon enough as we started the iron genny and literally crumpled the sails into the cabin. The next day there was at least an inch of water in the cabin and everything that wasn't in a dry bag was soaked.

Standing upright on the dock was surreal. We had conquered an extraordinary challenge, yet all we wanted to do was sleep. This was a race to remember and an experience never forgotten. When asked if we would do it again – the answer was a resounding yes and especially with the same winds if not more to accelerate our arrival!

Cruisers Dinner at Rosegill

The Memorial Day event at the club has always been a fun mix of competitive racing to Urbanna and great socializing. This year's event started with high winds that caused the Saturday racing to be cancelled but ended with great weather and great fun. Cruisers, like their racing counterparts, did not sail to Urbanna on Saturday, but three boats had a nice sail up on Sunday.

A total of sixteen attended dinner on Sunday in the beautiful, main house at Rosegill. The evening began at 1700 hrs. with drinks and hor d'oeuvres each cruiser brought to share. We probably could have ended dinner there, but the main course was a low-country boil, a.k.a Frogmore stew, finished off with strawberry shortcake.

We had a great time at this unique location want to thank Strother Scott and his family for allowing the us the opportunity to host dinner at Rosegill. Their generosity and hospitality cannot be overstated. Thank you again and we now have a very high bar set for the next Memorial Day Weekend celebration.



**15th Annual Leukemia Cup Regatta
JULY 12-14
Great Sailing plus Fun Social Events
Open to All!**

Join us for the 15th Annual Southern Chesapeake Leukemia Cup Regatta – voted Best Regatta on the Bay by

readers of “Chesapeake Bay Magazine” for the second year in a row! Regatta events take place July 12-14, with racing events based out of Fishing Bay Yacht Club and social events under the big tent at Stingray Point Marina.

All sailors are encouraged to register and race, and social events are open to all! Support the club and come on by for two great summer parties!

The weekend kicks off Friday evening at 5:30pm with a crabcake dinner catered by J&W Seafood. A panel of local sailing experts will offer advice and tips to first-time participants as well as experienced sailors. On Saturday the races begin, and the Gala follows at 5pm with a BBQ dinner, sealed bid and live auctions, sailing awards, and dancing to the live music of Sweet Justice. Races continue on Sunday, followed by an final awards ceremony.

The sealed bid auction, a new format this year, invites bidders to secretly submit their best bid on an array of exciting auction packages. High bid wins! Live and sealed auctions include:

- one 2014 Optikids registration with guaranteed admission
- a double kayak, paddles and PFDs from West Marine
- boat yard repairs and storage
- a four-burner propane grill with steaks for grillin'
- Virginia wine tastings
- catering and party packages
- tickets to RVA soccer, baseball, Nutcracker Ballet and Symphony Lollipop concerts
- and much more!!

This year's regatta aims to raise \$150,000 to commemorate its 15th year. Skippers and crew are encouraged to fundraise to benefit The Leukemia & Lymphoma Society, with those raising \$10,000 or more invited to a Fantasy Sail weekend in Captiva, FL with Gary Jobson.

This year, the Regatta recognizes FBYC member and Regatta Skipper Rob Whittet, who was diagnosed with non-Hodgkin lymphoma in 2010 just three weeks before The Leukemia Cup – his 11th year of participation. Rob shares, “I'm so fortunate to have received excellent medical care throughout my journey, and there's no question in my mind that the drugs they pumped into my body saved my life. If you look at the list of cancer drugs discovered in the last few decades, you'll discover that funding by The Leukemia & Lymphoma Society

LEUKEMIA CUP / ADDITIONAL NOTICES



was a vital part of their creation. My bout with lymphoma has been a wake-up call. Any wonder why I'm passionate in my fundraising?"

While the Regatta is CBYRA sanctioned, it is important to note that an official PHRF rating is only required to race in the Offshore Divisions. Many racers enter in the Cruising Class, which offers sailors the opportunity to participate in a format the whole family can enjoy.

For tickets, boat registration and fundraising, go online to www.leukemicup.org/va. Registration for the event is \$150. Individual tickets for Friday's crabcake dinner social event are \$15 and tickets to the Saturday Gala are \$20; both may be purchased at the door, though advance purchase is preferred for planning purposes.

See you at the Leukemia Cup!

*Sponsored by Fishing Bay Yacht Club & Stingray Harbour Yacht Club
Supported by Wilton Creek Cruising Club
Hosted by Stingray Point Marina*

NEW PROGRAM

PRIVATE SAILING LESSONS FOR ADULTS

Interested in sailing lessons in a club-owned Laser or 420? Or do you have your own boat, and just need the extra training to master the sport on your own? The Junior Division is pleased to offer Private Sailing Lessons for Adults from June 24 - August 16th.

Lessons will be tailored to your needs... whether you are learning to sail or a seasoned racer.

Coaching will be provided by accomplished instructors and can be scheduled in 4-hour blocks of time. Pricing is as follows:

One 4-Hour Block (\$25 / hour) = **\$100**

Two 4-Hour Blocks (8 hours total / \$20 / hour) = **\$160**

Three 4-Hour Blocks (12 hours total / \$15 / hour) = **\$180**

(Note: above pricing is for club members only. Non-members may participate as well at a 25% surcharge. Blocks are pre-paid and non-refundable).

Lessons make great gifts too!

For more details or to schedule your first lessons, please contact David Lennarz (fbycjrailing@gmail.com) or Doug Bendura (doug.bendura@capitalone.com)

The Young Adult Members had a cookout at the clubhouse over Memorial Day weekend. Thanks to all who came out despite the cold weather! In June we had a tubing trip down the James planned that was canceled due to high water. Instead, we enjoyed a grill out hosted by Russell Branch.

Next up we have a day of sailing in the Bay and floating on the sandbar planned for June 29, followed by a Jimmy Buffett-themed party hosted by the Branches on Stove Point. In July we will be participating in the Leukemia Cup.

We are thankful for the support from the Club and appreciate all the folks who are coming out to these events. Looking forward to more good times to come!



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FBYC TRADEWINDS

FOR SALE: OPTI # 17424 – 2012 Corum Cup Winner, 2008 Blue Magic hull, OPTI Gold spars, N1 foils, 3 sails, spar bag, blade bag, dolly, and well-used top and bottom covers. \$3000.00. Available March 2013. Contact **Ted Steadman** 434-591-0290.

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: 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: Raymarine 7" Chart Plotter. Raymarine model RL70CRC - 8 years old in excellent condition. Includes GPS Antenna, 3 C-Map chart chips East Coast and mount for 12" pedestal guard. \$500. Contact **Ted Bennett** at tbennett@ideaweavers.com or 804-516-1144

FOR SALE: 13ft Whaler for Sale. 1985 completely restored in 2011 by a cabinet maker in North Carolina. Beautiful mahogany steering console, seats and trim. 2012 Red Bimini with cover, 2012 Oyster Boat and Engine cover. Custom white seat cushions. 15 gal fuel tank under forward mahogany bench seat. 2012 Battery. 2011 Load Rite Trailer with boat box, spare tire. 40 HP Yamaha serviced bi annually. \$8,550. jmbuhl@aol.com. 804.307.2770 **Jay Buhl**

FOR SALE: Two Perception Carolina 12.0 kayaks for sale. These beautiful boats are designed specifically for kids and are wonderfully light and quick with all the tracking performance of an adult-sized kayak. These kayaks make it easy and fun for the whole family to explore the water and for kids to learn paddling skills they can transfer to larger boats as they grow. \$600 for the pair. **Nica Waters**, 434 989-6126 nicawaters@gmail.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 SALE: Melonseed Skiff Crawford Boat Building - \$5900 (Deltaville, Virginia) Lovely, garage kept Melonseed Skiff (sailboat) for sale. Ivory deck and hull, custom wood decking and trim. Dark red sail with Melonseed emblem. This is a 2002 Crawford Boat Building boat from Marshfield, MA. She has a certificate of origin and is a delight to sail. New boat list for \$11,900. This boat includes a trailer in fine shape and custom dark brown Sunbrolla cover. She is impeccable shape, is a sweet ride and beauty; easy to launch and rig. Contact: **Carrie Russell** carrierussell@aol.com or 804-218-0414 (cell)

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: New in March 6 person Revere Offshore Commander life raft- \$150.00/ mo. Can be delivered to Deltaville or Richmond. **Doug Selden** 434-589-1506 or 434-466-8272 (cell).

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

Do you have a teenager or college-aged child interested in babysitting at the river this summer?

Our young families at the club are looking for available babysitters at the river. FYBC is compiling a list that our club members can access on an as-needed basis.

Babysitters can be club members or non-club local teens. Get the word out!

Please contact **Caroline Garrett** cgarrett17@gmail.com to get added to the list.



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