



**FROM THE QUARTERDECK**

**SEPTEMBER 2024**



### COMMODORE'S ADDRESS

As I write this just before the Wee Dram Race, I'm reflecting on how busy August has been for the Club and its leadership. This month we have two major events: the Wee Dram from August 22-24 and the Stingray Regatta just a week later. Additionally, we've formed a nomination committee to begin selecting board members for the 2025 season. If you're interested in a leadership role next year, please inform Mark Wensell or any of the flag officers. We also welcome nominations for others who might be interested. There are many opportunities available!

We are also working with trustees to review the membership survey results published in last month's log and are assessing potential changes based on this feedback. In next month's log, expect updates on both the Wee Dram and the Stingray Regatta, as well as our initial thoughts on the survey results.

At the start of the year, I planned my monthly articles and had intended to focus this month on one of my favorite events, the Wee Dram, and my expectations for the weekend. This event is a favorite for Jen and me as it usually falls right after the boys return to school, giving us a chance to get *Traveller II* back into sailing mode after its use as a floating condo for the junior program. However, we won't be making the trip aboard *Traveller II* this year due to a recent lesson learned about annual boat inspections.

On Monday, August 12<sup>th</sup>, fellow club member Dave Graf and I set out on a week-long cruise of the Chesapeake Bay. We had planned to follow the wind and explore various towns along the bay. We prepared the boat, filled

the water tanks, checked the systems, and departed just before 11 a.m. After motoring off the East Dock and heading out of Jackson Creek at 2200 rpm, making 5.5 knots, *Traveller II* began to slow down. Initially, I thought the boat had come out of gear, so I shifted to neutral and re-engaged the transmission, but there was still no forward movement. I then tried shifting into reverse, thinking the prop might have closed, but still, no thrust. Dave went below to inspect the shaft, confirming it was turning in reverse as expected.

We decided to anchor and troubleshoot further. Despite our efforts, we couldn't find the issue and decided to check the prop. Dave kindly volunteered to dive in and inspect it. He quickly surfaced and said, "You won't believe this, but the prop is gone." My response was simply, "Interesting." I called Boat US, and within 45 minutes, a tow boat from Gwynn's Island arrived. This allowed me some time to enjoy a couple of beverages before *Traveller II* was towed back to her slip. Not exactly the week we had planned.

I discussed the situation with my friends at Norton's, Anton Weber and yard manager Ole Albert. They both said this was unprecedented in their experience and agreed we needed to bring the boat in for inspection. I scheduled another tow with Boat US (who were excellent) and moved *Traveller II* to Norton's. During the trip, I posted a photo of us under tow, and shortly after, our friend Mayo offered to inspect the boat once it was out of the water. Mayo determined with 90% confidence that the shaft nut locking screw had never been installed. As of this writing, Norton's is still assessing the situation and working on a replacement. The lesson learned: include checking prop nuts as part of the annual inspection!

Fortunately, Wee Dram was not a complete loss for us. Mason Chapman graciously offered to take us for the day on Saturday aboard his Grady White, along with Mary Albany and Anne Litt. More details on this adventure will follow next month. ~ **Doug Bendura, Commodore**

SOCIAL

# WANT IN ON THE FUN? JOIN THE CLUB

## INVITING FRIENDS TO JOIN FBYC JUST GOT EASIER

Our membership application is easier than ever to submit. Our Google Form is online and ready to receive new members. Just send the QR code or link to your friends to apply. It's a great time of year to invite other sailors to get involved with our Club!

For more information about how to join our Club and our application process, please visit:  
<https://www.fbyc.net/club/membership/>



Start Your **FBYC** Membership Application Process today!



## BOARD MINUTES & COMMITTEE REPORTS

We invite you to view the Board Minutes and Committee Reports at the following website as an appendix to this Log:

<https://www.fbyc.net/members-only/board-minutes/>



Would you like to feature an article or share a story in **The Log**? Please email **Julie Chapman** at [chapman.julie3@gmail.com](mailto:chapman.julie3@gmail.com)

**VOLUNTEERS  
NEEDED!**



Please sign up to help with one of our upcoming regattas or events. *Our Club depends on its members to flourish and grow.* Volunteering is also a great way to meet other members. Please visit this webpage to get a list of volunteering opportunities:  
<https://www.fbyc.net/members-only/volunteering-fbyc/>

SOCIAL | GROUNDS & FACILITIES



SEPTEMBER 2024 FBYC CALENDAR

Friday Aug 30 – Sept 1  
**Offshore Stingray Point Regatta**

Friday Sept 6 - 13  
**Southern Stroll Cruise**

Saturday Sept 7  
**One Design Fall Series 1**

Saturday Sept 14  
**Offshore Distance 4 – Smith Point**

Saturday Sept 21  
**Offshore Fall Series 1**

Saturday Sept 28  
**Ditchley Cidery Cruise**



**PHOTO SUBMISSIONS**

Do you have a photo that you would like to share?  
We'd love to have your submissions to use in the  
Log newsletters or other media.

You can send individual photos (if you have a few)  
or a link to your album.

Please submit your photos to  
[logstreamer@fbyc.net](mailto:logstreamer@fbyc.net)



**TIN ART BRINGS BEAUTY TO  
TREE IN JUNIOR YARD**

This year a branch had to be removed from the large beautiful tree overlooking the Junior Yard, where decades of junior sailors have tuned their Optis and gotten ready to launch. Looking at the large scar left by the branch's removal, Allen Mason envisioned a way to liven up the tree and bring beauty to that spot.

He enlisted the help of former Junior Sailor, Anne-Kinsey Wash to use her artistic talents to create a drawing of Neptune, with his tail curling under him, holding his trident firmly in hand. Allen then painstakingly tapped along Anne-Kinsey's lines, creating a "tin-punch" design into a copper circle, bringing the design permanently to life. He then gently tapped it over the exposed hole, bringing beauty again. As they looked over the installation, Allen quipped to Anne-Kinsey "Maybe one day you will bring your grandchildren to see this, and say 'I did this'!"

We can't wait to watch the collaboration of these two "artists" along with the tree over the years, to see if it is gently incorporated into the trunk!



MEMBERSHIP



**APPROVED FOR MEMBERSHIP  
AUGUST 2024**



**Mike & Nancy Baker – Kilmarnock, VA** – Mike and Nancy have been sailing together for over 40 years. They recently purchased a home in Kilmarnock after spending 5 years living aboard, traveling and meeting great people along the way.

They look forward to spending time and getting to know like minded neighbors. They are very interested in the “feel” of FBYC as it reminds them of the sailing focus and camaraderie of their prior yacht club in NY. They have visited FBYC several times and on each occasion are introducing themselves around and already making new friends. They will be great new members for FBYC. *Sponsors: Elizabeth Staas & Mark and Joanna Wensell*



**Roland & Patricia Anderson – Deltaville, VA** – The Andersons have sailed the Chesapeake for 30 years. Both learned to sail on small sailboats often with traditional sail rigs. Roland grew up in Virginia Beach where he cruised and sailed the lower Chesapeake in a variety of small boats that include the Windmill, Hampton, Penguin, Mobjack, Albacore and Sunfish. He also has extensive experience and skill in sailing traditional sail boats and handling power boats.

Roland is a valued volunteer of the Deltaville Maritime Museum boat shop, where he has put in time and built new boats as well as been a key to maintaining the F. D. Crockett. They are currently Deltaville residents where Pat is an active board member of the Maritime Museum, the YMCA, the Library and a past Commodore of the Stingray Harbor Yacht Club. They know many of the cruisers at FBYC and they are excited to be part of the FBYC community and contribute to a variety of activities. *Sponsors: Holly Sears & Steve Montgomery*



**David & Jill Bruno – Manakin-Sabot, VA** – The Brunos are in the process of buying a second home in Deltaville. They chose Deltaville because of the sailing and recently purchased a Laser, which Dave is super excited about saying it was as good if

not better than his first Laser when he was 12. Dave was a Collegiate sailor and the family owns a beautiful classic Morris sailboat. Dave & Jill have moved down from CT with their children. While in Connecticut, their children have participated in junior sailing since they were 6 years old and they look forward to getting them involved in dinghy racing in Deltaville. They are excited to get involved in all aspects of the Club and look forward to meeting new friends with whom to share interests. *Sponsors: Richard & Neena Rodgers and Joe & Wendy Roos*



**Tina Menett – Deltaville, VA** - Tina grew up sailing, learning on Lightnings and Sunfish in Palm Beach FL. She took the ASA 101 and 102 course a few years back and finds she enjoys smaller boats than larger ones. She has owned a Saroco 16,

an Ericson 27, a Norseboat 12.5, and now the Stuart Mariner 19. Tina has spent the last 2 plus years at Safe Harbor Stingray Point, mostly managing the business side, but also has learned a lot about physically managing boats up to 60’ at the docks. Tina is an active volunteer on the Middlesex County Rescue Squad and was the co-chair of the Rescue Regattas. In this position, she worked with many members in our Club and the community for common goals. Tina is interested in our Cruising, Racing, & Social programs and sailing in general. Her love of sailing, active volunteering, and friendly, helpful manner will be an asset to the Club. *Sponsors: Mike Karn & Rick & Ginger Peterson*



# IN MEMORIAM

John Martin Buhl Jr.

May 28, 1940 - August 19, 2024



John M Buhl, Jr., 84, of Richmond, Virginia, passed away on August 19th, 2024.

John was born on May 28, 1940, to John M Buhl and Elizabeth J Buhl in Hampton, Virginia. After attending Hampton High School and graduating from Fork Union Military Academy in 1959, John attended the Apprentice School at Newport News Shipyard, graduating in 1962. Later, he attained a business degree from Virginia Commonwealth University and continued his graduate studies at the University of Richmond.

John's career with Newport News Shipyard's Nuclear Field Services Group took him from Virginia to Idaho to New York. Returning to Virginia in 1974, he continued his career with Virginia Power. John held several key positions, including Manager at the Midlothian and East Richmond Districts, finishing his tenure in 2011 working in the corporate headquarters. John transitioned his career to helping his community as a financial planner, working for UBS Paine Webber, and then as a principal at Benchmark Wealth Management, which still serves the community today.

John generously donated his time, volunteered, and served on several boards, including Virginia Voice, All Saints Episcopal Church, Richmond Country Club, Rotary, and the Fork Union Alumni Association. He particularly enjoyed his involvement with Needle's Eye Ministries, developing many deep friendships.

In 1954, John met the love of his life, Nancy James Buhl, in Hampton, Virginia. Their love story culminated in marriage in 1962, and they were blessed with three children: John M Buhl, III, Elizabeth B Fricke, and James Q Buhl.

John found joy and relaxation in his hobbies, which included playing golf, sailing, and spending time at "the river" with his friends and family. He

was a Fishing Bay Yacht Club member and an avid basketball fan, regularly attending University Richmond games.

John is survived by his loving wife, Nancy J Buhl, brother Edward L Buhl (Dana), and children John M Buhl III (Mary), Elizabeth B Fricke (Russell), and James Q Buhl (Samantha). Grandchildren: Mary Catherine McAllister (Ian), Benjamin J Buhl (Anna), Abigail F Laskodi (Colin), Thomas M Fricke, Grace E Fricke, Lilly C Buhl, and Caroline E Buhl. Great-grandchildren, Charles R McAllister, Henry J McAllister, Claire E Buhl, Audrey L. Laskodi.

The Buhl Family would like to thank Rochelle Crawford, Miriam Lopez, Lakewood Manor Staff, At Home Hospice, and all of the family and friends who have supported John and Nancy over the years for their loving care and dedication.

In lieu of flowers, please send donations to one of the following organizations.

## **Alzheimer's Research**

John's grandson, Thomas Fricke, will be running a 50-mile ultra marathon in January of 2025. He will be running in honor of John Buhl for Alzheimer's. Please donate to the GoFundMe page below.

*All proceeds will go to Alzheimer's Research.*

[Gofund.me/9caaed3e](https://gofundme.com/9caaed3e)

## **Benevolent Fund Lakewood Retirement Community**

John and Nancy have been living in Lakewood for the last 8 years

1900 Lauderdale Dr, Richmond, VA, 23238

*In Remembrance of John M. Buhl, Jr*

**REQUIESCAT IN PACE**



# IN MEMORIAM

James Stephen Buis

August 29, 2024



The Honorable James Stephen Buis passed away at home, with family, on August 29, 2024, at the age of 79 after a long battle with cancer. Steve is survived by his wife of forty years, Judith Garrett Buis, his son, Maj John Errett Buis USMC, Megan Stidham Buis, Judy's daughters, Rita Morgan

Stocks (Sam) and Mary Anne Casey, his seven beloved grandchildren Benjamin Thomas Casey, Morgan Aiden Casey, Samuel Mason Stocks, Berkley Noland Stocks, Katherine Ward Stocks, Erin Connolly Buis, and Clara Vawter Buis (of whom he was enormously proud). Steve is also survived by his sister Gretchen Lynn Buis, nephew Hamill Dice Jones III (Susanna), and niece Windsor Jones Betts. He is predeceased by his parents, Dr. Lester James Buis, MD and Isabel Connolly Buis, and his son, SPC James Vawter Buis USA.

Steve was a man of conviction, honor, and determination. As a proud native Virginian, he spent most of his life in Richmond. He graduated from St. Christopher's School in 1963, where he was an outstanding student and three-sport varsity athlete, nicknamed "Radar" for his ability to catch any football, despite his very thick glasses. He went on to graduate from the Virginia Military Institute in 1967. Post graduation, he served with distinction in the U.S. Army. Upon completion of his military service, Steve obtained his Juris Doctor degree from the University of Richmond in 1973, followed by his Master of Laws degree from Southern Methodist University in 1974. Steven and Judy joined the Fishing Bay Yacht Club in 1987.

He began his private law practice in 1974 with the Richmond law firm of Taylor, Hazen and Kauffman. He later practiced many years with the Richmond law firm of Spotts Fain. In 2001, he was appointed

as a judge to the 13<sup>th</sup> Judicial Juvenile and Domestic Relations District Court where he served with dedication, compassion, and commitment until shortly before his death.

Steve and Judy moved to Mathews County in 2004 where Steve quickly became a widely loved and respected "come here" – an affectionate term for those who find their way to the love for the waters of the Chesapeake Bay.

Steve was happiest spending his time with family and friends and his beloved dogs. He also loved hunting, roaming the woods (or anywhere else for that matter), spending time on the water, puttering in his workshop, and passing the hours as a voracious reader.

Steve took a sincere interest in everyone he met – especially young people. He was always eager to engage with and learn from others, having never met a person with whom he could not comfortably engage.

We would like to thank all the wonderful caregivers who provided him with such loving attention during these difficult years – with particular thanks to the staff at the Virginia Cancer Institute.

If so inclined, in lieu of flowers, please honor Steve with a donation to St. Christopher's School, The Steward School, or the Virginia Military Institute.

Services will be held Wednesday, September 4<sup>th</sup> at 11 o'clock at St. Stephen's Episcopal Church, 6000 Grove Avenue, followed by a reception at The Country Club of Virginia.

**REQUIESCAT IN PACE**

## JERE DENNISON LEGACY REGATTA 2024



## JERE DENNISON LEGACY REGATTA BY PHIL WEBB



The 7<sup>th</sup> Annual Jere Dennison Legacy Regatta held on August 3rd was - once again - an outstanding success! There were 20 boats registered in four fleets: Flying Scot (12); Melges15 (3); One Design Portsmouth (2); and Classic Boats (3). As can be true with FBYC racing events, the weather forecast was unpredictable. The winds were “shifty” and “quite

fresh” (a-tongue-in-cheek sailor term for blowing like stink) howling 17 to 20+ knots with higher gusts. This can be overpowering for some one-design boats - particularly with “senior” skippers. Eighteen boats ventured out toward the race course. Some did not make it to *Mr. Roberts* for various reasons. Phil Webb had “equipment problems” on the way out. His outhaul broke and the mainsail rushed back up the boom toward the mast. Webb and crew “limped” back to dock but were determined to get back on the race course because of Webb’s Event Chair status. A “JereRig” was performed and Sea Gull headed out again into the heavy wind conditions. Forgetting about the “JereRig” but remembering that an outhaul needs to be very tight in windy conditions, Webb pulled on the outhaul and BAMM the “JereRig” exploded. Webb’s crew, Louise Moore, was impressed that the “team” was able to get Sea Gull back to dock in the quite windy conditions.

A Melges 15 skipper had a “trying” day also. Lud Kimbrough (with crew Arch) capsized Nostalgia (boat name - no pun intended) twice before the start of the first race. This was enough for Lud to “call it a day” on (AND IN) the water. Certain other boats were forced to return to the dock either before or after the first race due to the “very fresh” and “shifty” wind conditions.

Clark Dennison (Race Chair) and his extremely able Race Committee on board *Mr. Roberts* performed stellar duty. He had tremendous assistance from Mike Toms and crew on the mark/ chase boat!! After an initial postponement to get the race course set up in the rough conditions, and to allow senior skippers to get out to *Mr. Roberts* to compete, Clark was able to run and score two races. After the second race, it became clear that only a few boats might remain on the race course and upright to start another race. So, you guessed it - Time to Party!!

A main feature of Jere’s Regatta is the on-shore cook-out party after the race. With plenty of beer (and water/ soft drinks) flowing, this is where the Ole Salt skippers and their young crews tell the “tall tales” of what happened on the race course today and in bygone days. Those bygone days race stories get embellished with each Annual Jere Dennison Legacy Regatta.

Susan Webb and her outstanding Social Event Team once again performed “yeoman’s duty” in preparing, grilling (hamburgers/ hot dogs), and serving the food delicacies. There were sixty + guests in attendance for this much looked forward to annual event to honor the memory of our friend Jere.

Once again there was the “music of our ole school times” blasting out over the FBYC club speaker. Motown and Carolina Beach music (of course), however, this year the music was modernized for the age of this crowd. Grateful Dead songs resonated to the sailors along with songs from the Animal House movie and yes - the Event Chair’s “perennial favorite” (*Forever Young* by Rod Stewart) may have been heard in the background.

### Skippers receiving First Place Awards were as follows:

#### 60 years and older - all age groups

- Flying Scots: John Wake
- Melges 15: Zyg Krzyzewski
- Portsmouth O.D: Jon Hutchings
- Classic Boats: Joe Roos

#### 70 years and older age group for First Place Vintage Skipper Award

- Flying Scots: Joe Nelson
- Melges 15: None
- Portsmouth O.D.: None
- Classic Boats: Whitey Lipscomb

The much-coveted Jeretol Trophy (alternate spelling of Geritol) was awarded to Joe Roos, one of the young

**JERE DENNISON LEGACY REGATTA 2024**

whippersnappers. This award was sometimes known as the “Geezer Trophy”. Joe won the tie between Roos and Lipscomb. Whitey was overheard to say - “Boy that was close - I’m really happy to lose this tie.” There is a “prescription” for the award; it rotates among fleets each year and cannot be “won” by the same skipper in back-to-back years.

The complete race results can be found on Regatta Network: [regattanetwork.com/event/28345#\\_newsroom+results](http://regattanetwork.com/event/28345#_newsroom+results)  
As a surprise to Clark, Paula Dennison provided a delicious and well decorated birthday cake for Clark. The age on the cake “appeared” to be 25 years (?).



In summary, we raced, partied, and had fun - Jere would have approved!

*P.S. See y'all next year!!*





## NEWPORT TO BERMUDA RACE 2024



On June 21, 2024 at 1430 hours S/V *Nanuq* began the 636 nautical mile Newport to Bermuda Race. For *Nanuq*'s Skipper, Glenn Doncaster, this was his fourth thrash to the onion patch. His first mate (some may argue the actual owner of *Nanuq*), Rebecca Doncaster, logged her second race. This was the first time racing N2B with the newly appointed Arcona 465.

The biennial Newport to Bermuda race is not a simple race. Preparation of the boat, systems, and crew start well over a year before the first warning sounds. The combination of unpredictable weather, distance from land, and the sheer duration of the race make it one of the most challenging blue water races.

*Nanuq*'s quest began like many other sailing adventures. Over a few cocktails in 2023, it was decided that we would make a go of it. 2023 was a year of learning the new Arcona. Participating in multiple buoy races, middle distance races, and the Marblehead to Halifax race - the crew felt it was time. A complicated array of sails with significantly more loads than the former Sabre 426 meant the crew must remain in condition. Racing her requires discipline and attention - all of which we knew we could handle.

Our adventure began over a week earlier. Delivery of *Nanuq* from Deltaville to Newport with a portion of the race crew (all Fishing Bay Yacht Club members) was a fantastic cruise up North. Racing an approaching front we knew would hit south of Long Island, we steered around the leading storms, the wind shifted, continued to build through the night, and finally settled in to complete the

journey into Newport. The crew saw turtles, whales, big waves, small waves, Atlantic City, currents from all directions, and everything in between. Including seeing at least 75 mylar balloons floating ready to foul the foils at any given moment.

Once in Newport, the delivery crew departed - it was time to get *Nanuq* ready for the race. One of the initial preparations was a visit to Ørsted Marine Affairs. There is a significant wind farm development between Martha's Vineyard and Block Island. These blades reach down to 120' off the water and are a mile apart. While these towers sound far enough apart not to pose a risk, they are directly on the rhumb line between Newport and Bermuda. Ørsted provided a forum for sailors to ask questions and a virtual simulator to practice navigating through the wind farms. Although our actual route took us West of the wind farm, we prepared for every contingency. Nothing like going through large obstructions in the ocean at night - not knowing how they are lit, where they are, or what the construction crews are laying or dragging. So yeah - we got that.



The next several days were spent cleaning the boat, blocks, tracks, testing electronic equipment, folding sails, provisioning supplies, studying weather and currents, and running navigation models based on predicted weather information. Based on all of this we knew that early Friday afternoon would be very similar to the 2022 running of the race. A cold front would descend from the north and effectively suck all the wind out of Newport. The boats that could get ahead and away from the front in the ocean stood a chance of not sitting in the doldrums for 8 hours. The start line was also moved an extra mile further into Newport Harbor so the spectators could see the action off Fort Adams, but that added an upwind slog out of the harbor through Rhode Island Sound for the racers.

**NEWPORT TO BERMUDA RACE 2024**

The typical Bermuda race consists of southwest winds from the Bermuda High that dominates the area during the summer months. However, an impending cold front was scheduled to eventually give way to a southwest gradient in the ocean, and then back to an upwind finish into Bermuda. Seeing nearly two days of atypical upwind work ahead of us was not only impacting arrival times, but generating frustration. Sleeping through multi-day, upwind, full speed sailing in the ocean is not conducive for keeping the crew well rested and alert.

Our strategy was set Friday morning - we had a plan and were confident in our data. The race is easy to visualize by dividing it into multiple parts. The first part is the start and exit from Rhode Island Sound into the ocean. The second part is traversing the cool ocean waters up to the entrance of the Gulf Stream. The third is transiting the Gulf Stream. The fourth is sailing through the subtropical climate that follows the Gulf Stream into Bermuda.

**Part 1 - Getting Started**

Honoring exclusion zones, various check-in points, and multicolored buoys made avoiding traffic on the start line even more challenging. We were all excited. The wind was blowing Southwest around 10-15 knots; exactly what we needed to get away from the towering cumulus clouds over land forming with the humid seabreeze and rapidly changing cloud tops forming anvils. The cold front was coming.

The problem was, the front just couldn't decide how fast to arrive. The amount of traffic from multiple fleets and size of the boats forced us into a less than ideal position, left of center, at the start. We had a dying breeze for about 30 minutes - it was getting cooler and cooler until it shut off just past Castle Hill Lighthouse. We got just far enough away from the leading storms to sit in glassy

water and never get wet. We did not, however, get far enough away to get into the ocean and start our trek. The swirling currents, coupled with slapping sails from leftover ocean swells, made it a difficult first 8 hours. We pointed southwest - as if by simply pointing the boat towards where we expected the wind, it would come. By 2100 the wind did come back and we were on our way.

**Part 2 - Get to the Gulf Stream**

We have been watching Gulf Stream meanders since January. This year there was a particularly super-charged meander that if hit just right could lead to a great reward. This meant we had to head West of the rhumb line by 25 nm to get the best effect. The first night and most of the next day was uneventful. We just sailed the boat fast and headed for our virtual mark in the vastness of the ocean. We ate our first delicious dinner and rested well. We quickly got into our shift rotations. The fuller moon was coming up around 2200-2300 hours each night making the first night watch extraordinary.

**Part 3 - Enter and Exit the Gulf Stream**

The Gulf Stream makes its own weather. The warm water at the surface with cooler air aloft makes it ripe for convection and the formation of unwanted storms. However, in our case, the second night we were treated to a full moon, 18-22 knot Southwest breezes, and larger (but manageable) seas. And just like that - we nailed the Gulf Stream entrance. We were seeing boat speeds in the 9 knot range, with speed over ground in the 13.5-14 knot range for several hours. This leg was around 120 nm and our instruments predicted our exit in 12 hours or less. I remember thinking - how do I describe this to someone who doesn't sail or who has never experienced this? It's surreal and I've decided - unless you do it - it cannot be fully understood.

**NEWPORT TO BERMUDA | CRUISING****Part 4 - Exit the Gulf Stream and Get to Bermuda**

Between 0800 and 1000 hours the third day we exited the Gulf Stream. That was an amazing ride and everyone was super excited. There was one more decision we had to make. We knew our positioning against the other boats in our class. We had data that suggested that there was a cold water eddy to the left of the rhumb line. This meant we could potentially pick up the west side of that eddy for an additional 2 knots of push into Bermuda - even for 50 nm that would give us an advantage. One of the last "professional" forecasts we received before we left suggested that the upwind backing shift was exaggerated and would occur below Bermuda with less of an impact for the faster boats. We decided to take the risk. We were behind and we weren't going to do anything by following the boats in front of us. So we went about 15 nm east of the rhumb line to find the magical eddy that was going to solve all our problems. Unfortunately, the data was wrong - there was no eddy. Instead we were faced with confused seas, adverse current, and random wind shifts for the next two days.

**Part 4a - Just Get to Bermuda**

Did I mention that the wind also shifted left and there was no way to "tack away" to get the ladder advantage? We had to go that direction directly upwind. But now we were heading further and further ESE. But...tacking just meant less VMC, going away from Bermuda, higher than 270 degrees, in fact. That was a pickle. Adding insult to injury. We continued to have 2 knots on the nose, random sets of waves, all of which were given special nicknames with their predictable behavior depending on which part of the hull they hit. That was 2 days upwind, slapping, heeled until our next to last tack into the finish.

I am often told when I recount my experiences with this race and others that I'm scaring people away. This might be true, people look at me side-eyed and ask why the heck I do it. I have to admit on my return I wanted to have nothing to do with sailing for a while. After all, spending

nearly a year preparing and not getting the results we all wanted is frustrating and exhausting. But there is something about this challenge that keeps us coming back for more. If it was easy, what would be the point? Once the dust continues to settle and after we unwind a bit more and continue playing back everything we did, we will be that much better. We will be ready for the next challenge. That is why we do this. And the stories we can tell - you have to ask yourself what did you do in your life? And my response is...well one time I sailed directly into the sea only lit by a full moon at 14 knots in pitchy seas and howling winds. What did you do?

**CRUISE TO URBANNA 7/20/24**

Wings left early before the rain started. We rounded Stingray and headed up the Rappahannock. We watched the southern shore and Gwynn's Island disappear into the rain. We enjoyed an overcast motor up the river. We docked at Urbby and greeted the other 5 boats as they came in.

Donning rain slickers, a group proceeded to walk the town, visiting each shop. Along the way, we encountered a complete deluge of rain so ducked into Something Different for an adult beverage. Clearly, the outdoor burger / lobster roll place would not be suitable for dinner, so . . .

Me: Do you take reservations?  
 Waitress: We do not take reservations.  
 Me: We have 14 people.  
 Waitress: We take reservations.

I alerted the 14 in our group to meet on Lucky Star at 17:50 for cocktails and 19:00 for dinner at Something Different. We crowded below in the main salon for revelry and merriment, then a quick walk to dinner. The softshell crabs were fantastic.

We all left for our respective berths in the morning at our leisure.

CRUISING



**CAPTAIN'S CHOICE CRUISE TO MILL CREEK**

John & Mary Galloway planned & executed a fun Captain's Choice cruise to Mill Creek on the weekend of August 10<sup>th</sup> and 11<sup>th</sup>. They went to great lengths to take wind, tide and even the likely post - Debby storm swells into account in picking our destination. A lively gathering at Fannie's occurred on Friday evening and on Saturday five boats headed north for the 21 NM jaunt to Mill Creek. Though there was little wind on Saturday, *Gavina*, *See Nurse*, *Whisper*, *Tender Mercies* and *Lucky Star* all arrived by mid-afternoon. Two of the boats rafted next to *Gavina* and we all enjoyed cocktails and appetizers in their very welcoming cockpit.

Everyone anchored on their own, and a few stayed up late for the Perseid meteor shower, spotting some remarkable shooting stars that night. Wind conditions on Sunday were much more favorable. Those leaving early experienced the best wind and had a fabulous sail back to FBYC.

On the way home a stowaway crash landed on the deck of *Lucky Star* - a dazed Osprey who apparently flew into the rigging. Finally, after recovering his senses, he recognized Stingray Point Light and flew off.



## ADULT SAILING



## A PERFECT DAY ON THE WATER

On August 17<sup>th</sup>, FBYC hosted our third Day Sailing and Training event of the year, sponsored by the Adult Sailing Program. The event drew 18 enthusiastic participants, a mix of members and non-members. Among them were first-time sailors eager to learn, those building on skills from previous clinics or crewing experiences, and several sailors just looking to enjoy a day on the water with fellow enthusiasts.

The day began in the clubhouse, where each sailor shared their background and goals for the day. This set the tone for a day filled with learning and camaraderie.

Experienced instructors then paired up with sailors who requested in-boat coaching, and the group made their way to the Fishing Bay Dock, where the Flying Scots awaited. After a quick orientation and review of basic sailing skills, the sailors embarked on what turned out to be a truly gorgeous day on Fishing Bay and the Piankatank River. With winds from the south at 8 to 12 knots, the conditions were perfect for some exhilarating sailing. As the day progressed, the winds picked up, adding an extra layer of excitement before the sailors returned to the dock.

Back on shore we all enjoyed a spread of food and drinks during a lively social hour, filled with conversations about the day's adventures and plans for future sailing outings. We couldn't have asked for a better day. Everyone was in agreement, FBYC is a special place on the Bay. The sailors were excited and inspired to get out on the water sailing again.

Special thanks go to Tracy Schwarzschild, John Hubbard, Rick Peterson, Mike Karn, Ron Jenkins, Holly Sears, Eleanor Patterson, and Joe Roos for their invaluable support with coaching, on-water assistance, launching, and boat retrieval. Thanks also to Tracy, John, and Rick for lending their boats, and a big shout-out to Robin Rutsky and Rex Booth for organizing a fantastic spread at the social.

It's the dedication of our volunteers that makes events like this possible, helping FBYC share the joys of sailing with more people. *Thank you!*



## FALL ADULT SAILING PROGRAM

Experience the best of small boat sailing this fall! As the days cool down and the water stays warm, there's no better time to get out on the water. The FBYC Adult Sailing Program is here to make sailing accessible for everyone, from beginners to seasoned skippers.

## Program Highlights

- **Annual Club Boat Subscriptions:** Enjoy unlimited seasonal access to the Club Scots for private day sails, racing, and club events. First-year members and boat donors receive complimentary subscriptions, while returning members can subscribe for just \$100 per season.
- **Flying Scot Quick Access:** We've made sailing even more convenient! Most weekends, we have a Flying Scot moored at the Fishing Bay dock, ready for program subscribers to reserve. It's a hassle-free option—no trailer, no time ashore, just pure sailing enjoyment. We also offer Scots for trailer launch.
- **Stay Updated:** Don't miss out on Informal Sails or other activities. Visit the FBYC News and Adult Sailing Pages regularly for the latest updates.

## Get Involved

Ready to dive in? Whether you're interested in participating or lending a hand with the Adult Sailing Program, we'd love to hear from you. Contact Ron Jenkins, Holly Sears or Joe Roos. We're especially excited to connect with new racers eager to join our "Challenger" racing fleet.

Jump into the adventure—fall sailing at FBYC is calling!

## WOMEN'S CLINIC RECAP

## WOMEN ON THE WATER BY JESSICA DEUTSCH

*"Best sailing clinic on the Bay!"*  
(overheard at the Women's Sailing Clinic)



It was a fantastic weekend to have 18 women – both members and non-members, experienced and beginners, and several returning participants - come together for two beautiful days on the water. Coaches Holly Sears and Anne-Kinsey Wash started Saturday morning off with chalk talks for the Racing Fundamentals class and the Sailing Basics class respectively, then both groups got on the water, in eight Flying-Scots, two ILCAs, and one Melges.



In 5-8 knots of breeze, the beginners took off two to a boat, each with an on-the-water instructor and a student in the driver's seat; they covered the points of sail, sail trim, boat speed and got plenty of tiller (extension) time. With the help of Joe Roos on a mark boat, Holly ran a series of start sequences to help racers practice boat handling, timing, and rule situations and then ran a series of short races to get in some tacking and jibing reps. The wind held into the afternoon and the racers completed several more races focusing on start line strategy and mark rounding rules while the beginners practiced steering to points of land and sail trim going around a course.

**Photos provided by Jon Deutsch.** For more photos: [photos.jdeutsch.com/Sailing/2024/2024-FBYC-Womens-Clinic](https://photos.jdeutsch.com/Sailing/2024/2024-FBYC-Womens-Clinic)



The wind was a little lighter on Sunday, starting out of the west at 3 – 6 knots, but everyone hustled to get out on the water and we were lucky to get several hours of instruction, with some beginners even trying their hand on the start line with the racing class. Overall, this lovely group left having improved the most on boat handling and mark roundings, but more importantly they left excited, energized, and grateful for the experience.



Thank you to Rick Peterson, Ron Jenkins, Lud Kimbrough, and Tracy Schwarzschild for lending their boats and their time as on-the-water instructors. Also thank you to Mike Miller, Mike Karn, Jon Deutsch, Andrew Spencer, and Matt Lambert for volunteering as on-the-water instructors and onshore support. Lastly, thank you to Allen Mason, Joe Roos, Josh Almany, Josh Bendura for help launching and retrieving boats. Thanks to event organizers Caroline Patrick and Jess Deutsch.

Special thanks to an anonymous club member who donated a half-day of private sailing lessons to one lucky raffle winner.

The support of volunteers makes this a wonderful event, for members and the larger community with participants coming back year after year. We get more people out on the water because of you – thank you.

## JUNIORS



### JUNIOR RACE TEAM SUMMER RECAP

I hope this finds you well. Tom and I are already back in Argentina and our amazing Jr. Coaches back at school. Best of the wishes to them for this year!

What a fantastic summer it has been! I speak for all the coaches when I say that we did not realize how good it was until we took some days to rest and get our energies back after a very busy couple of months. A season full of lessons, miles on the road, new friends, stronger friendships and hundreds of hours sailing our beloved Chesapeake.

A quick summary of our last events... as opposed to the ILCA team which started the season going big to North Americans, the Optis and C420s waited until late July or early August to have their chance at the big events with both nationals.

Coaches are very proud of how strong our sailors were while racing against the top sailors of their classes, strong winds for the C420s in New Jersey and medium ones for the Optis in Ohio made those events an unforgettable experience. Congratulations sailors for an excellent performance!

After nationals the optis were pretty busy with the Governor's cup at Ware River, which was a fun regatta for the whole family! And then Rock Hall was a waiting game with no luck, no racing for our opti team.

Miles River Yacht Club hosted the next one, C420s won the event from bottom to top! Congratulations!

Finally we visited Oxford for their annual regatta, light winds made it tricky but our sailors prevailed again on the C420; ILCA's and Optimists showed a huge improvement on their skills and especially on their starts, our biggest challenge of the summer.

I can not be more thankful to all of you for the great summer the team has had; the amount of personal (probably holiday) time that parents put into this program does not go unnoticed, THANK YOU! And also a big thank you to the FBYC board and staff, a team that works behind the scenes for this magic to happen.

We are already receiving pictures and videos of some of the sailors who have been sailing this past weekend, which means that our goal of passing the passion of sailing to the future generations is achieved and they (like us) can not stand a weekend away from the water.

Like Tom said a couple weeks ago: The end of the summer should not mean anything else than the end of jellyfish.

Enjoy the fall! Sail fast and see you very soon.

#### Rachid Dalibalta

*FBYC Racing Coach & Director*



JUNIORS



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**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! \$1800/wk, plus \$100 cleaning fee; \$6500/month. Contact Nancy Potts: 860-767-2991 (home), 860-395-6451 (cell), email: [nancy.potts48@gmail.com](mailto:nancy.potts48@gmail.com)

**FOR RENT: Jackson Creek Harbour Condo for Rent** 3 Bdrm Townhouse waterfront condo, 3BR w/ 2 Qns, and 2 Singles or Qn, 2 ½ baths, fully equipped, CATV, Wifi, Pool, Tennis Ct; \$1200/wk. Contact Noel Clinard 804-338-4066.

**FOR RENT: Main House at Rosegill.** 5 BR house on large farm at Urbanna with pool, dock, beach and great walks. High speed internet. Four night minimum rentals through VRBO at [www.vrbo.com/833711](http://www.vrbo.com/833711) or call Strother Scott 804-405-5999

**FOR RENT: Family Tides.** Entire home across from J&W conveniently located just minutes from FBYC. Master BR first floor and open floor plan LR/DR. Dormitory-style BR upstairs, sleeps 4, plus second full bathroom. Wifi and Cable TV. Perfect for your family of 6! Plenty of parking for your boat and cars. Visit us at <https://www.airbnb.com/h/StayAtFamilyTides> or Contact Mark Crews: [Mark@CodeShoppe.Net](mailto:Mark@CodeShoppe.Net) (540) 840-3404

**FOR SALE: "Xenia" Cape Dory Typhoon;** Year: 1979; LOA: 18'6"; Design: Carl Alberg; Hull Color: Awlgrip Forest Green; Outboard: 2012 Yamaha 6.5 HP; Total Refurbish 2012; Trailer custom made 2012. Extras: Mainsail, Jib & Spinnaker included, Pro Sport On-Board, Marine Battery Charger, Radio/Built-in Speakers, Anchor, Lines, New Cushions Inside & Out in 2012. Serious Inquiries Only. Contact: Clark Wallace 843-697-4846 or [clarkiewallace@gmail.com](mailto:clarkiewallace@gmail.com)



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