

From: McCarthy <mcbear@earthlink.net>

To: Southern Bay Racers <mcbear@earthlink.net>

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For additional information contact: Lin McCarthy, (757) 850-4225

Southern Bay Racing News You Can Use #568

SBRNYCU is an independent weekly publication of southern Chesapeake Bay racing happenings. Founded in April, 2000.

Try sailing - it's NOT easy! - Bill Schanen, [SAILING Magazine](#)

THANKSGIVING THIS THURSDAY !

May your stuffing be tasty

May your turkey be plump,

May your potatoes and gravy

Have nary a lump.

May your yams be delicious

And your pies take the prize,

And may your Thanksgiving dinner

Stay off your thighs!

FROSTBITE #4. Another glorious day on the water. Twenty-four (24) boats and crews took to the harbor, PHRF A and B fleets sailing an 11 mile course while PHRF C and Non-Spin went almost 8 miles. **RESULTS: PHRF A (6 boats)** 1.**Phil Briggs**, *Feather*; 2.**Bob Mosby**, *Cyrano*; 3.**Gene Thayer**, *Pterodactyl*. **PHRF B (8 boats)** 1.**Rusty Burshell**, *Cool Change*; 2.**Ben Cuker**, *Callinectes*; 3.**Bob Archer**, *Bad Habit*. **PHRF C (6 boats)** 1.**Pete Wallio**, *Not So Blue*; 2.**Bumps Eberwine**, *Spray*; 3.**Tom Wood**, *Sareda*. **PHRF Non-Spin (4 boats)** 1.**Dave Lively**, *Lively Lady*; 2.**Bob Nunn**, *One O Five*. Principal Race Officer - Brian Deibler, Signal Boat - Jack Pope. **The 5th and final race of the 2011 Frostbite Series is this coming Sunday, November 27th.** Same time; same place. There are no throw-outs in the series scoring, so every race counts. Daily awards will be presented as usual after the race. The Frostbite Series Awards will be presented at the HYC Annual Awards Night , December 6th.

The GABOON! December 4, the Sunday after this coming Sunday, is the 34th Gaboon Race. This is the annual event that marks the official season end of "big boat" racing on the southern Bay. The race is OPEN TO ALL. It's a staggered start race and you must have a valid PHRF rating certificate (or a provisional one) to enter. PHRF Equipment Category 5P is ok (most southern Bay racers have the more stringent 4P, which, of course, is acceptable). PHRF crew number limitations are waived for this race. Skippers, a word to the wise, be sure your insurance policy coverage includes winter sailing. The course is pre-set (all racing is in Hampton Roads harbor) and the start / finish line is between the orange flag staff on the HYC dock and the blue rock on the Hampton University shore. Starting times for individual boats will be posted at the registration table in the HYC Dockside Lounge the day of the race. The earliest starting time possible is 1300 hours. There is a time limit of 1630 (4:30pm). Deadline for entries is 1230 on race day. For additional info and to enter, contact Phil Briggs at (757) 723-5477. The name of the winner of the Gaboon, is engraved on the Spittoon, the first place trophy. Hampton Yacht Club is the sponsor of The Gaboon Race.

It's not unusual for racers from **out of the area** to drop by the Frostbite Series to crew on a fellow southern Bay racer's boat. Yesterday, **Pete Hunter** (*Wairere*) was up from North Carolina to crew on *Lona B* with **Cary Hardesty** and crew. And, **Jerry Latell** (*Chupacabra*), came down from Deltaville/Irvington to sail on *Nanuq* with **Glenn Doncaster** and crew. *Nanuq* is based in the Rappahannock River area and every week her crew and skipper have traveled from "up the road" to race her in the Frostbite PHRF A fleet.

Your PHRF at work. As a follow-up on the PHRF Annual General Meeting, from **Mike Dale**, President of **PHRF of the Chesapeake** comes a brief update on the southern Bay area, CBYRA Region 4. First, for 2012 fleet splits for Region 4, both North and South Divisions, will remain the same as in 2011. Keep the fleet splits in your pocket when you go to talk to the boat broker. Second, if you provide spinnaker information on your rating application, both ratings (spin and non-spin) will be assigned automatically. It is on you to provide required rig/sail dimension information. Handicappers know a lot, they say, but they cannot provide numbers only you have. Third, the requirement that there be at least 2 persons on board during a race, unless specifically exempted by the organizing authority, is added back to the Certification of Compliance form that all PHRF competitors must sign and keep on their boats. This item, aimed solely at safety, was "lost" when the old minimum equipment standards were replaced by the "new" ISAF regulations. So, organizers and racers of single-handed races need to make the proper notations in the proper race documents (NOR, SI, etc.). And, also of note, PHRF of the

Chesapeake will become a founding member of the National Sailing Hall of Fame and plans are in motion for a "distance race" CBYRA High Point competition this year. For details on this information and more, go to the PHRF of the Chesapeake website at www.phrfchesbay.com

Earlier this month the Chesapeake Bay racing community lost Art Libby, 73. He passed from us on November 8th after a brief illness. Art had a long list of sailing and racing accomplishments to his credit: former president of CBYRA; winner of the Pearson 30 Fleet High Point (1998); commodore of AYC, and many, many more. He touched many people in the sailing community and he will be greatly missed. As we reflect on Art's distinguished service-to-sailing resume, it is fitting that now is the time for submissions of nominations for the **2011 ART LIBBY CORINTHIAN SPIRIT AWARD**. This award is presented to the CBYRA Junior Sailor who most exemplifies the Corinthian Spirit in the 420, Laser, or Opti Fleets. Nominations for the award will be accepted and reviewed by a committee which includes members of the Libby family, past winners, and a representative from each of the CBYRA regions. Nominations may be made by a coach, yacht club junior director, parent, or other sailors from CBYRA member clubs. Nominees must be members of CBYRA. Email nominations to office@cbyra.org today. You must include the individual's name, his or her club's name and fleet along with your recommendation.

MURPHY'S LAW: While you are digesting your turkey dinner, ponder this. One of our racers up on the Rapp River writes, "When they give wind direction it is always where it is *coming from*. When they give current direction, it is where it is *going to*! When they show up on the same report (i.e. CBIBS) you really have to think about it. No wonder we get confused! Example - Yesterday wind was 230 degrees, current was 4 degrees!" Cousin Magellan McMurphster says, "Don't spit into the wind and don't expect to float up current." *Yrs Truly, the Racing Beagle*, concludes we have all winter for *thinkin' and drinkin' this over!* /S/ *Murphy the Racing Beagle, the sailing spirit in us all.*

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SOUTHERN BAY RACING NEWS YOU CAN USE, Lin McCarthy, Editor