

**From the Quarterdeck**  
**Jay Buhl, Commodore**



In just a few short weeks the 2005 board terms will be completed. I would like to sincerely thank each and every board member and their

families, for their time, energy and effort put forth during the past year. Board service requires a significant amount of time and commitment both during the week and on the weekends. One of the major reasons Fishing Bay Yacht Club is so successful both on and off shore is due to countless hours donated by generous volunteers.

The 2005 Sailing season was very active and has hopefully offered something for everyone. Fishing Bay Yacht Club is gaining recognition and prominence up and

down the bay as a wonderful location to attend major regattas. This past year we hosted 76 sailing events, and approximately 6 training programs: 21 Offshore, 17 One Design, 17 Junior, and a very active Cruising program with 21 opportunities. Again, volunteerism is at the heart of our successful sailing program.

Last January I outlined 5 Key Objectives we wanted to bring focus to this year and into next. I would like to recap those objectives, and highlight a few accomplishments.

**2005 Five Key Objectives – Champions & Results**

**Club Management & Operations – Champion Allan Heyward**

Our first objective had three components. First, personnel, specifically our Deltaville employee(s). Next, review dollars spent vs. value members receive and update spending controls in all areas of the club with a concentrated focus on problem areas from last year. And finally, provide board members with timely and meaningful financial tools so they can effectively manage their areas of responsibility. **Results:** Dixon Cole, our new club operations manager was hired and brings unique and relevant skill sets to our club dramatically reducing the number of outside contractors required to be hired and thus eliminating associated incremental

expenses. Next, expense approval policies and procedures were written and implemented in late winter / early spring, and before the sailing season and significant club activity began. And finally, our operating budget was input into our check book program “quicken” so spending reports can easily be generated comparing actual expenses to budget and prior year. Certain board members also now have the ability to review spending and financials on-line at any time. Net result of all this hard work is our spending is disciplined, educated, and expense budgets will be achieved or exceeded for the year. With six weeks remaining in our fiscal year we are forecasting our operational budget will beat plan by 37K. Additionally, we will pay over 76K directly to the principal loan balance, which puts the club slightly ahead of our debt reduction target of seven years. Great job Allan, Mason Paul and others.

**Long Range Planning - Champion Strother Scott**

The original objective in January was to finish an outline plan written two years ago by September 2005. A more comprehensive plan format was introduced broadening the scope requiring the use of membership surveys. We therefore extended the “due date” until September 2006 allowing for a much more in depth and useful plan to be developed and one that can be easily updated from year to

From the Quarterdeck.....	pages 1,4
Board Highlights, Membership...	pages 2, 3
Note on Grounds.....	page 3
O.D. Fall Racing.....	page 3
Juniors News.....	page 5
Flying Scot ACC.....	page 6
Indian Summer.....	page 6
Cruising News.....	page 7
History.....	pages 8, 9
Annual Meeting Notice.....	page 10
FBYC Race Results.....	page 11
Long Range Planning Survey...	page 11
Calendar.....	page 12
S.Bay Racing News.....	page 12
Tradewinds.....	page 13
Autumn Races.....	page 15
Commercial Ads.....	pages 14,15,16

## Board Meeting Highlights

October 13, 2005

Meeting called to order at 6:05 p.m. by Commodore Jay Buhl.

### REAR COMMODORE – ALLAN HEYWARD

**DOCKS** – Ric Bauer distributed copies of a proposed Slip/Storage Lease Agreement that will be included with the invoices of all members with boats in slips or dry-sail. Board members were asked to review the Agreement and send comments. Ric also distributed a diagram for the finger pier expansion on the east and middle docks.

**SOCIAL** – The Annual Meeting/Awards Party will be held on November 11 at the Country Club of Virginia. Reservations should be made no later than November 4.

**GROUND**S – Chip Hall advised that the two dead trees on the property would be removed within 2-3 weeks. Fall Clean Up Day is November 19, with December 3 as the back-up date. Chip will use a chain for the time being to keep traffic out of the small boat lot because he does not want to put up a new gate until the roadwork has been completed. The west boundary fence should be completed by the end of the year. Scott Collins advised that Peak Construction would be back to finish up their work on the new property now that the regattas are over.

**LONG RANGE PLANNING** – Strother Scott reported that Deborah Usry has put together a survey to send to the membership. The data obtained will be used by the Long Range Planning Committee in making future plans for the club. Before distribution to the membership, Strother may send the survey to the Board for additional comments.

**FINANCE** – The Finance Committee will hold one more meeting and Mason Chapman will present the budget at the November Board meeting for approval.

**WINTER PROGRAMS** - John Rousmaniere will present a program on February 10 at the Sun-Trust Bank Auditorium. No date has been set for the Bermuda High event.

**PUBLICITY** – Izumi Miller has sent information about various club events to the news media and some articles have been published.

### VICE COMMODORE – LUD H. KIMBROUGH, III

**OFFSHORE DIVISION** – Eric

## MEMBERSHIP

### FINAL APPROVAL:

Mr. & Mrs. Mark B. Hubbard

Mr. & Mrs. Kendall S. Odell

Mr. & Mrs. Leo E. Viens, Jr.

Powers prepared a graph showing offshore fleet participation by Class for a 4-year period, which shows that there has been an increase in overall offshore participation. Allan Heyward advised that a Southern Bay PHRF meeting would be held on October 26 in Hampton. The possible splits for the upcoming year as well as provisional certificates for special events are some of the topics to be discussed.

**ONE DESIGN DIVISION** – Sharon Bauer reported the following participation at recent one design events: Laser Masters – 19 boats; Flying Scot ACC – 35 boats; Fall #1 – 23 boats; Fall #2 – 22 boats; and Fall #3 – 15 boats (Lasers were in Annapolis). Despite bad weather the first day, 23 boats participated in Indian Summer. Sharon held a conference call to discuss the parking layout for small boats. The group reached a consensus but was unable to meet at the club during Indian Summer weekend. Sharon will follow up with the group. Jay advised that the Capitol District Flying Scot Association has asked if FBYC would be interested in hosting the Flying Scot North American Championships in 2007. Jay has asked Noel Clinard and a committee of his choosing to evaluate whether we could host the event.

**CRUISING DIVISION** – There are three more cruises this year – two in October and the Oyster Festival November 5-6, chaired by Tad Thompson.

**JUNIOR DIVISION** – Noel held

(Continued on page 3)

### 2005 FBYC Officers

**Commodore**  
Jay Buhl

**Vice-Commodore**  
Lud Kimbrough

**Rear-Commodore**  
Alan Heyward

**Treasurer**  
Paul W. Howle, III

**Secretary**  
Steve Gillispie

**Log Streamer**  
Vic DeNunzio



(Board Mgt. Highlights; Cont. from page 2)  
another meeting of the Junior Race Team parents in an effort to recruit parents to actively participate. Planning for 2006 is underway. Junior participation was good at the Indian Summer Regatta. It was suggested that the survey prepared by Long Range Planning include a question as to whether the club should continue to host large racing events such as those held the past two years.

**FLEET LT.** – Brooks Zerkel reported that Mr. Roberts would go to Deltaville Boatyard for some work when the season is over and he will evaluate club needs for small boats. Brooks plans to put together a race committee training program for next year.

**TROPHIES** – Voting for the Matthew Fontaine Maury Bowl will be done by e-mail this year. Jim Gillespie will send the list of the nominees to the voting members of the Board.

**NEW BUSINESS** – Jay Buhl presented the following change to the Caroline Collins Perpetual Trophy, which was approved by the Board:

**CHANGE TO THE CAROLINE COLLINS PERPETUAL TROPHY**

APPROVED BY THE FBYC BOARD OCTOBER 13, 2005

CODE: **Underlined** - language that is being added

**CAROLINE COLLINS  
TROPHY**

The Caroline Collins Trophy was presented to Fishing Bay Yacht Club by Commodore Russ Collins in July 1992. This trophy is to be awarded to the Young Lady who has the highest standing in the Junior Regatta's Laser competition. The selection of the recipient will be made by the Junior Regatta Race Committee.

It is the request of the presenter that this trophy always be used to acknowledge outstanding performance by a Young Lady. The class of yacht may be changed by the Board if necessary.

In 1998, the Board changed the class to the Byte fleet. In 2005, the Board voted that the award would be used to acknowledge the outstanding performance by a young lady in the Junior Program with no regard to a particular boat fleet.

***Rationale: This will allow the Junior Regatta Race Committee more leeway in choosing the recipient of this trophy.***

Izumi Miller advised that the Richmond Sail and Power Squadron would like to hold a "Boat Smart" course at the club in the Spring. If the squadron will send some dates and information, the Sailing Events Committee will take their offer into consideration when plans for next year's schedule are being made.

There being no additional business, the meeting was adjourned at 7:30 p.m. ☺

**Note on Grounds**  
Chip Hall, Grounds Chairman  
The club has several areas that need some "loving gardener" touches on a regular basis. If you would like to help out with the care and maintenance of our several "garden" areas, please call or E-mail Chip Hall at:  
804-285-2794 or  
ce.ja.hall@mindspring.

**One Design Fall racing, some perspectives.**

David Hazlehurst

Conditions for One Design racing this Fall have been unusually good with one notable exception, the first day of the Indian Summer Regatta which failed to live up to it's name. Given the exceptional conditions throughout September participation has been good for most fleets, but there is one aspect that deserves special recognition, support for our racing programs by some few regulars. For the Indian Summer regatta we had two US Sailing certified Race Officers arm wrestling for the PRO task which was resolved by the Event Chair taking the job. What a change from prior years when it was an ongoing challenge to recruit PRO's even for one day events. Better yet we have members who have become regulars on mark and chase boats, in many instances using their own boats. For the first day of the Indian Summer Regatta we also had help from three parents, two visiting from Maryland and Pennsylvania and one who has since been elected to membership. Thank you, one and all. Who were the well supported sailors? Most of those who sailed on the Saturday had travelled the day before hoping the forecast was wrong, but determined to make the best of one final opportunity for Fall sailing. And once at Fishing Bay what better way to spend their time than sail. Pride of place goes to the Jacob and Swenson families for providing 4 of the 8 Opti sailors plus two parents sailing their Lasers, with Jacie getting two firsts in the final two races on the Sunday. Overall there were 9 Lasers sailing, 5 full and 4 radial rigs, another milestone. Maybe a sign of better things to come? ☺





*(Quartedeck, Continued from page 1)*

year. (Please review April Log for details of scope of long range plan.) Look for a member survey to be launched electronically in the next 60 – 90 days. Development of the Long Range Plan takes time and patience, and requires the work and corporation of many people. Thank you Strother for leading this effort, there remains significant work for next year.

### **Capital Planning – Champion Waddy Garrett**

Our Club has several significant Capital Expenses on the short term horizon. The Finance Committee meets each fall, attempts to estimate costs and time horizons for major projects. This year our goal was to be a little more scientific in our approach and provide the Finance Committee concrete data from which to plan. For example, we wanted to better understand our bulkhead situation, when they would fail, could we repair in stages and therefore spread the related expenses over time? Other significant capital projects needing consideration include the One Design Dock, and the acquisition of a power boat. We needed to understand if our capital needs could be met given our commitment to eliminate land debt in seven years or less. **Results:** Waddy submitted a report to the Finance Committee that identifies major capital spending the club faces in the next five years, and made a recommendations as to how these expenses can be spread. Next, the Finance Committee will plug Waddy's recommendations into a financial model that follows our debt reduction goals. The Finance Committee will submit a budget for approval at the December meeting

accounting for known capital needs while preserving our goal of eliminating land debt in 7 years or less. Thank you Waddy, and your committee for their detailed report.

### **New Land Development – Champion Chip Hall**

Our goal this year was to complete Phase 1 and 2 of the short range land development plan. Phase 1 included many “do it yourself” tasks with minimum expense to the club. Phase 2 included hiring a contractor to grade the land with considerable expense to the club. Phase 2 was not to be executed until our 2005 revenue became clear. **Results:** Phase 1 and 2 are both complete and we began using the new property in late spring. In addition, a fence was constructed separating our new land and the neighbors' property. Soon we will begin required landscaping work, and finalizing a small boat parking layout plan. The revised plan will be more efficient and user friendly than the original plan, as we now have a years experience using the new land under our belt. Thank you Chip for the many hours spent over the past two years tending to the new land, and the fence looks really great!

### **Sailing Participation – Champion David Hazlehurst**

David focused on several initiatives this past year attempting to increase on the water participation. Specifically to help Off Shore Skippers, on the water crew training was held in April, an “I want to sail list” function was trialed on the web site, and numerous log articles were written during the spring. David also directed the YMCA affiliated learn to sail program. We are also fortunate to see David's smiling face

at the club each weekend encouraging folks to get out on the water.

Throughout the year board members and others regularly ask the question, “How do we increase participation from FBYC members?” “We actually need to figure out if we have a “problem” with participation. A through review of our regular sailing events schedule is required. How many and what type of major events do should we commit to? What type investment in the Junior Program should the club make? Are spring and fall series races the best options? We have historical statistics archived on our web site enabling us to analyze trends by event from year to year. Analyzing trends should provide us insight to determining which events need to be altered as they may not be meeting sailors' needs, or are out of step with today's lifestyle. Continuous focus should remain on participation striving to improve our sailing schedule and reflecting the changing demands on peoples' time.

The Nominating Committee has confirmed board positions for 2006, FBYC will have a strong slate of Flag Officers and board. Several board members are already hard at work preparing for the 2006 sailing, and working on high profile land initiatives. We have an exciting and busy year to look forward to year.

Since this is the last article I will write as Commodore of Fishing Bay Yacht Club, I cannot miss this opportunity to thank my wife Mary, daughter Mary Catherine, and son Benjamin, for allowing me to dedicate a significant amount of time over the past several years to a club that means so much our family. ©

## **FBYC Junior Program Looks Forward to 2006**

Eric Powers

The summer of 2005 saw FBYC juniors experience an explosive level of growth in their enthusiasm for competitive sailing. Much of the credit for the program's success can be attributed to the hard work and dedication of Junior Division Commander Noel Clinard and his hard working staff of volunteer parents and coaches.



***Expert coaching from Juan Carlos Romero last summer had our kids bringing home silver from nearly every event they attended.***

Throughout the summer, head coach Juan Carlos Romero and his assistant Arel English took a small but dedicated group of Optimist juniors to a new level of performance by holding regularly scheduled classroom sessions and on the water practices. Young sailors had ample opportunities to test their new-found skills under Juan and Arel's guidance at numerous regional regattas around the Bay including the Optimist Junior Olympics held at FBYC and the Optimist Nationals held at Norfolk Yacht and Country Club. Several kids participating in the program had never sailed in competitive events, but through careful training and encouragement, have now found a new summer sport they'll want to return to year after year. By summer's end, the FBYC race team had attended 13 away events in addition to several regattas held in our own waters. Aside from the numerous awards

they received for their performance, much of the fun they experienced came from the sense of friendship and camaraderie they developed with their teammates and competitors as they traveled to various race venues around the Bay. Parents joined the fun as well, traveling with the team to some of the best sailing destinations on the Bay and beyond.

This coming year, we hope to build on our success by continuing to promote a love of sailing through expert instruction and a chance to develop confidence on the water through competitive sailing or through just messing about in boats. Several key aspects of the upcoming program will include:

- Professional coaching for all levels of the program,
- Regularly scheduled practice sessions throughout most of the week,
- Opportunities to travel to regional regattas with a coach throughout the summer,
- Special clinics designed to develop skill levels and enthusiasm for all levels of young sailors, and

Opportunities for children to develop friendships with their classmates and team mates through ongoing participation and organized social events.

All of these offerings will build on the strengths of our previous program but with a renewed effort to promote sailors at all levels from Optimist Green Fleet to 420 and Laser Fleets. However, as in the

past, the backbone of the program will come from parental support to insure kids get to and from events safely and are supported while on the water. This may sound like a challenge, but most parents will find a great sense of enjoyment and satisfaction in seeing our team develop and compete successfully. If we all pitch in, we can make this work.

Throughout the planning stages this winter and into the spring and summer, the Junior Division Commander will be soliciting the help of parents to help plan, organize and run practice sessions, clinics and travel events. In short, the success of the program will depend in large part on level of support offered by parents to meet our program goals. To this end, volunteers are needed for several key positions including Junior Week registrar, Program Scheduling and Coordination, Program Communications/Webmaster, Team Wear Sales and Event Planning. Any parents interested in assisting the Division Commander for these functions should contact Eric Powers at 804-706-1427 or email him at [ne-reid1@verizon.net](mailto:ne-reid1@verizon.net). A meeting will be held later this fall to provide an opportunity for parents to receive more information and offer their support. ©



***Juniors Racing Optis Around the Marks***

## **Flying Scot Atlantic Coast Championship**

Debbie Cycotte

The Second Annual Flying Scot Atlantic Coast Championship was held this past weekend at the Fishing Bay Yacht Club. Thirty-five boats came from New Jersey, Maryland, Virginia, and North Carolina to compete in the five race series. Near perfect conditions - both on the water and off made for a very memorable weekend. Saturday's three races were held in conditions that made for some exciting racing with winds up to 20 knots. Sunday's two races saw about 10 knots for a calmer pace.

In the twenty-three boat Championship Division, David and Allyson Neff from the Selby Bay Sailing Center in Maryland, continued their winning ways to take top honors for their second ACC title, Capitol District Championship, and the newly established Capitol District Traveling Trophy. John Luard and Jim Worth from the Mommouth Boat Club in New Jersey finished in second overall after winning both of Sunday's races. The District Governors claimed the next two spots: Carolina Governor Tom Lawton and Trish Scardina from the Lake Norman Yacht Club in North Carolina edged out Capitol Governor Hans Noordanus and Richard Dynes from

Lake of the Woods Sailing Club in Virginia by one point. Top FBYC Scot was John Hubbard in fifth overall. John had his son (and upcoming young sailor) Ellis and Mike Miller crewing. In the twelve boat Challenger Fleet, Frank Birdsall and Ryan Jayne of the RRYC won the series. Three Fishing Bay Scots followed with Phil Webb and Owen Davidson in second, Mike Karn and Jay Buhl one point behind for third, and Ric and Sharon Bauer in fourth. Another RRYC boat, Tom Richardson and Glen Oxford took fifth.

Many thanks goes to PRO Brooks Zerker and his capable Race Committee team for providing great race management. Head Judge Burton Howell and his group is also to be

commended for their work.

Other highlights of the regatta was outstanding food.....Chef Alain Vincey and Chef Fred provided an awesome dinner on Saturday Night that will be long remembered. Chef Julia McNeill did an equally fabulous job with the breakfast both days. Bagpiper Dave Hershier provided us with some wonderful Scottish tunes for the evening's entertainment. Tom Martin of Legend Brewery came with some of his special beer that was quickly consumed by the thirsty sailors. All of these moments have been captured by some great photography from the talented FBYC sailor Jon Deutsch. Please see the link to view these pictures or place orders. Among the group of sailors attending was FSSA President Glen Shaffer from New Jersey and FSSA Commodore Bill Ross from North Carolina.

I would like to thank the many people that worked so hard to make this event a success AND to all the competitors who came to make this such a fun regatta! New friends were made and old ones renewed for a lifelong friendship. ☺

## **The Indian Summer Regatta**

*Izumi Miller*

The Indian Summer Regatta is a 2 day One Design Event, which welcomes Juniors, and is sponsored by and held at the Fishing Bay Yacht Club. This year it was held October 8-9, 2005. The twenty-three boats, which participated, saw a spectacular race on a wet, misty, cool weekend. This regatta is sanctioned for



CBYRA High Point Awards in the Junior division for certain classes.



The race results are as follows: In Flying Scott with 2 boats, 1st place went to David Lee and 2nd place went to Rick Bauer. In Front Runner with 4 boats, they placed as follows: 1st place – Chris Rouzie; 2nd place – Lee Farinholt; 3rd place – Matt Braun; and 4th place – Chris Schmidt. In the Laser Division with 5 boats, 1 st place went to Brendan Gay; 2nd place went to Tyler Obara, 3rd place went to Jacie Swenson, 4th place went to Bob Danforth, and 5th place went to James Jacob. In the Laser Radial Division with 4 boats, 1st place went to Danielle Belloza, 2nd place went to Jon Deutsch, 3rd place went to Mary Bush, and 4th place went to Matthew Hubbard. 5 boats participated in the Optimist Division with the following results: 1st place – John Andril, 2nd place – Kyle Swenson, 3rd place – Alex Jacob, and 4 th place – Katie Andril, and 5th place went to Kendell Swenson. The Optimist Green Division saw 3 boats; and had the following winners: 1st place – Erin Jacob, 2nd place – Mai Toms, and 3rd place – Aidan Toms. ☺





# Cruising News Oct., 2005



stayed light all night. Sunday morning was gorgeous and most boats departed by 0900. The return trip was pleasant except for about 2 hours of motoring into a 20 knot northerly—a great ending to a wonderful fall cruise. ☺

**Upcoming Cruises**  
**Urbanna Oyster**  
**Festival Cruise**  
**November 4-6, 2005**  
Cruise Chairs  
Sue and Tad  
Thompson

## **Fair Winds and Following Seas** **October 15<sup>th</sup>-16<sup>th</sup>** Waddy Garrett

Six boats departed from FBYC between 1000 and 1200 on 10/15 in 15 to 20 knots of NW wind bound for the East River off Mobjack Bay. The weather ordered by cruise leaders Connie and Waddy Garrett left absolutely nothing to be desired – it was perfect. The fortunate cruisers were Sheila and Gordon Nelson aboard *CELEBRATION*, Jane and Vic DeNunzio aboard *AMERICAN PIE*, Nancy and Sam Stoakley aboard *REFLECTIONS*, Kate and Tony Sadowski and guests Fred and Bunny Kovner *MISS KATE*, Sue and Tad Thompson aboard *SWIM CALL*, Connie and Waddy Garrett and Wayland Rennie and Elizabeth McGeorge aboard *RUNNING TIDE*. The group logged a total of 376 nm on this well-planned fall cruise.

After a superb sail, all anchored on the west side of the East River near the Green Light “9” in a light westerly breeze. The lovely home of Judy and Steve Buis on the East side of the river in Weston Creek river was our cocktail and dinner venue. Steve and Judy ferried many of us to their dock on the Danny A., a beautiful wooden boat named for the long time Club member, Danny Austin. Three couples (Carolyn and Joe Schott, Alta and Allan Bowers, Stella and Charlie Jones) drove to the Buis’ and are in contention for the famed “Auto-Cruiser” award.

Connie prepared the main course and all others chipped in with delicious additions to a wonderful meal.

A splendid full moon added to the special ambiance. The breeze

This is the last cruise of the season and we’ll have Parades and Bands as our welcoming committee.

We plan to depart Jackson Creek on Friday around 1330. Arrive Urbanna Creek in time for the Fireman's Parade at around 1800. Dinner on your own at the festival where food is in abundance: from oyster stew to turkey legs and 'bloomin' onions. Saturday is more of the same plus the local parade at 1400. Saturday evening we can organize cocktails and a cookout on the lawn at Bob Montague's "Little Sandwich" overlooking the harbor.

In Urbanna Creek you can drop the hook or rent a slip. The town has constructed a new dingy dock and marina facility on the right just inside the creek (where the Windows Restaurant was located). For more information or a slip call the Town of Urbanna at 804-758-2613.

Please register online at [fbyc.net](http://fbyc.net) and email Tad Thompson, [tuckahotad@aol.com](mailto:tuckahotad@aol.com), with your anticipated time of arrival, and interest in rafting up or meeting at the “Little Sandwich” on Saturday for cocktails. Contact Tad at 804 784 3493 or by cell phone 804-240-4993 if you have questions or suggestions for the cruise. ☺



Not Exactly FBYC History...

## Two and a Half Days before the Mast

Jere Dennison

Your Historian was blessed to be included in a mostly FBYC guest crew to deliver the 122' schooner *Virginia* from Deltaville - where she had been on station in Fishing Bay during our Stingray Point Regatta - to Richmond over a two and a half day period following Labor Day. Our host was Brent Halsey, FBYC member and Trustee of the Marine Heritage Foundation that owns and operates the *Virginia*. Besides Brent and me, the other guest crewmembers were: Jamie Meyer, Winston Williams, Preston Smith, Parke Smith, Kenny Sailor, Doug Dorsey, John Halsey, Matt Braun, Dabney Overton, and Chip Hall. Brent had initially invited members of his former racing crew aboard for the voyage, but two, Chip Hall and myself, were the beneficiaries of late cancellations by two of the original crew. (Chip received a truly "last minute" invitation when his morning shower was interrupted by an urgent call just 15 minutes prior to the scheduled departure at 0900 Tuesday morning.)



Upon boarding the schooner, we were read the "Articles of War" which governed crew behavior (always back down the companionway steps; remove your hat at meals; follow safety procedures; no grog until the anchor's down; etc.) by the extraordinarily competent First Mate Dana, introduced to the permanent crew, and then invited to pick our bunks in the main cabin. There are a total of 12 commodious bunks; six on each side stacked two high. (If one is astute, he is able to claim one of the coveted top bunks that are slightly larger than the bottom versions due to the outward flair of the hull with an opening port for a ventilated view.) Each bunk has a privacy curtain for modesty protection and sound reduction.

Commanding the center of the passenger cabin is a large mess table with a long bench astride each side. All meals prepared by Chef Keith will be consumed here. The galley, two heads, and the permanent crew quarters are located forward. Aft are the engine room, pilothouse with state-of-the-art electronics, and Captain's cabin. The engine room accommodates two 205 HP diesel engines. But what really gets your attention below is the delicious aroma produced by the wood used in constructing the hull and its gleaming interior.



We were lucky with the weather for the first day's run to Newport News. The late-summer cold front that had dominated the Stingray Point Regatta weekend with blustery winds continued into Tuesday with 20 to 25 knots from the northeast under fair skies. One word can describe these conditions for the fair-hulled *Virginia*: PERFECT! Off Cherry Point, all hands assisted in raising the huge gaff-rigged mainsail and foresail...huffing and puffing without the benefit of winches just like in the olden days. The jib and staysail were set and we were off and screaming downwind on a broad reach at 9.5 to 10 knots with a bone in our teeth. Even with high Chesapeake following seas, the *Virginia's* wood deck felt as stable underfoot as the deck of the *Queen Mary*. Had she been fitted with her full complement of sails that would have added a main topsail, fore topsail, and jib topsail to her sail area, there is no doubt that *Virginia* could have achieved her theoretical hull speed of almost 12 knots.

As we neared Hampton Roads in the mid-afternoon, Captain Nicholas Alley had a decision to make. He had never jibed the *Virginia* in these windy conditions and was contemplating a chicken jibe by wearing ship to avoid any chance of damage to the rig. Persuaded by the crew's insistence, we would jibe. Jibing a schooner of 157 tons displacement with gyrating telephone poles for booms and gaffs is a serious maneuver anytime, but especially in heavy air. The first order of business is to trim the headsails, then the foresail, and finally the mainsail tight amidships. Then throw over the helm and pray her stern turns through the wind. Excruciatingly *Virginia* began to rotate westward toward Fort



(History, Continued from page 8)



Monroe. Finally we were able to ease the sheets on starboard tack, and the schooner blasted up the lower James to an overnight anchorage in the shadow of Newport News Shipbuilding for dining and carousing about the decks until late into the evening.

The next morning we awoke early to scrub the decks, weigh the 500-pound fisherman anchor (mercifully accomplished with an electric windlass), and get underway for an 0800 opening of the James River Bridge during rush hour. With a mast height over 110' and a 60' vertical bridge clearance in its lowered position, the skipper had booked the opening in advance. Long lines of vehicles filled with frustrated commuters congested the lanes on each side of the bridge as

the *Virginia* meandered under the raised span. But what a beautiful sight they must have had to compensate them for the inconvenience they were suffering.

Clearing the bridge, it was clear that our sailing experience was over. The winds had lightened and became contrary. We would motor the final two legs of the trip up the James. Still gorgeous weather, we viewed the Ghost Fleet near Jamestown and climbed the ratlines. Later, as we approached the Benjamin Harrison Bridge at Hopewell, a speedboat altered course to hail the *Virginia*. It was captained by a male with two shapely females as cargo. As they sped by waving, the crew returned their gestures with gusto. Thereupon the bikini-clad females acknowledged our enthusiasm with, umm, a special salute revealing certain non-sunburned portions of their torsos.



Awhile later in the afternoon we anchored in a narrow offshoot of the James near Curles Neck in water that was barely deeper at low tide than our 12' draft. As the day had grown hot, some swam and drank adult beverages. A sun awning was hoisted over the foresail boom, and we awaited the coolness of the evening. The last dinner aboard was punctuated with several toasts, many thanking Brent for making our memorable trip possible. In a more solemn toast, Brent expressed his gratitude to Parke Smith, on leave from duty in Iraq with the Marine Corp, for his service to our country. This was a poignant moment for all of us since we knew Parke would be returning to the war zone next spring after some additional training.

The final half-day of the voyage was non-eventful as we snaked our way up the narrowing waterway to Intermediate Terminal in the shadow of Richmond's Church Hill. The highlight of this leg was passing Jimmy Deans manse on the James with his monogrammed lawn. No public tours for *Virginia* were scheduled, and hence no large welcoming throng greeted us at the end of our journey to the Capitol City. Although tours were initially contemplated, the *Virginia* was not yet equipped with a proper gangway to allow safe public access to the vessel from the concrete bulkhead that towered over our deck at the terminal. Ascending an aluminum house ladder to disembark in downtown Richmond was an anticlimactic end to a fabulous trip.



You too can experience the shipboard delights of an early 20<sup>th</sup> century schooner. The *Virginia* is scheduling each year a number of cruises around the Chesapeake Bay. Check out [www.schoonervirginia.org](http://www.schoonervirginia.org) for available dates and the modest fees for an unforgettable trip. ☺



## Annual Awards Party and Annual Meeting

Friday, November 11, 2005

Country Club of Virginia

6031 St. Andrews Lane

6:30 PM - Check-in & Cocktails

7:00 PM – Annual Meeting & Cocktails

7:45 – Dinner & Awards

Registration for the event will be online at [www.fbyc.net](http://www.fbyc.net) . You may pay for the event by credit card or mail your check with the form below to:

Nancy C. Lipscomb, 303 Cheswick Lane, Richmond, VA 23229

**Cost of the event:**

Member \$45

Non-member \$55

Junior (12 & under) \$15

Cash Bar

**Menu:**

Seasonal Mixed Green Salad

Herb Stuffed Chicken Breast

Special Ice Cream Pie

Two Drink Tickets included

All registrations must be received by Friday, November 4, 2005. To assure adequate accommodations for the event, there will be a late fee of \$15 for adults and \$5 for Juniors per ticket for any registrations received after November 4<sup>th</sup>.

No tickets will be sold on the day of the event. **Please make checks payable to FBYC.**

Come enjoy this annual event with friends and family. A slide show of sailing adventures during Junior Week will be shown continuously during cocktail hour.

### Annual Awards Party – Registration Form

(Use if you do not register online. Mail to Nancy C. Lipscomb, 303 Cheswick Lane, Richmond, VA 23229)

Name : \_\_\_\_\_ # \_\_\_\_\_ Members \$ \_\_\_\_\_

# \_\_\_\_\_ Non-members \$ \_\_\_\_\_ # \_\_\_\_\_ Juniors \$ \_\_\_\_\_ Total Amount of Check \$ \_\_\_\_\_

### Notice of Annual Meeting

The Annual Meeting of Fishing Bay Yacht Club will be held on Friday, November 11, 2005, at the Country Club of Virginia, Richmond, VA, in conjunction with the Annual Awards Party. Even if you plan to attend the meeting, all boat owners who have a boat enrolled in the Club's Yacht Register (only one partner for jointly-owned boats) should complete and mail or fax the Proxy to:

**Fishing Bay Yacht Club**

**P.O. Box 29186**

**Richmond, VA 23242**

**Fax (804) 741-2728**

**One Proxy per Family**

### PROXY – 2005 FBYC ANNUAL MEETING

The undersigned hereby constitutes and appoints R. Noel Clinard or William C. Spencer to serve as my proxy agent, with full power of substitution, to vote on my behalf with respect to all matters submitted to a vote of the members at the Annual Meeting of the Fishing Bay Yacht Club called for Friday, November 11, 2005, at the Country Club of Virginia in Richmond, VA, and at any adjournments thereof, and to exercise such rights as the undersigned would possess if present at such meeting.

NAME OF YACHT: \_\_\_\_\_ DATE: \_\_\_\_\_

OWNER: \_\_\_\_\_



## Race Results

Submitted by Izumi Miller

**On August 20**, 8 boats participated with the **Smith Point Regatta** sponsored by Fishing Bay Yacht Club. Around noon, they set sail beginning in relatively light winds, 5-10 knots, and 90 plus degree weather, and headed toward Smith Point Light. As the afternoon wore on the winds picked up speed, 15 – 20 knots. Even later, the boats crashed into 2-3 foot swells. Once going around Smith Point and home bound, the boats sailed as close as they dared to the shore to offset the effect of forceful currents. The wind hit them directly on their nose causing them to sail their farthest reach position. The boat made their way through a starry night with a bright moon. At the finish mark, Brad Squires aboard the committee boat, Mr. Roberts, waited and watched for their return. The first boats made it across the mark in time for the race to be declared as such. Brad waited and watched as one by one the boats crossed the mark. Finally at shortly before 3:00 in the morning, the masts of the last few boats appeared on the horizon. The last boat crossed the mark at 3:00. The results were: in PHRF A (3 boats), 1<sup>st</sup> place – Brad Davis on Blade Runner, 2<sup>nd</sup> place – David Clark on Corryvreckan, and 3<sup>rd</sup> place – Allan Heyward on La Maga; in PHRF B/C (2 boats), 1<sup>st</sup> place – Brad Miller on Schiehallion and 2<sup>nd</sup> place Rennie Alley on Trilogy; and in PHRF Non-Spin (3 boats), 1<sup>st</sup> place – Stephen Radcliffe on Enterprise, 2<sup>nd</sup> place – Ric Bauer on Desperado, and 3<sup>rd</sup> place George Burke on Reveille.

**The Fall Series** sponsored by Fishing Bay -- 28 boats competed in 4 divisions on September the 18<sup>th</sup>. The race results are as follows: In the Front Runner Division with 9 boats, 1<sup>st</sup> place Chris Rouzie, No Name; 2<sup>nd</sup> place – Joseph Williams, Sling Blade; and 3<sup>rd</sup> place – Matt Braun, Go Tippy. In the Flying Scott Divi-

sion with 6 boats, 1<sup>st</sup> place – John Hubbard, Fathom Knot; 2<sup>nd</sup> place – Mike Schmidt, Doubloon; 3<sup>rd</sup> place – Richard Bauer, Hot Scot; and 4<sup>th</sup> place – Len Guenther, Wind Dancer Lasers. In Laser with 9 boats, 1<sup>st</sup> place – Dan Herlihy; 2<sup>nd</sup> place – Rob Whittemore, Silver Bullet; 3<sup>rd</sup> place – Bill Warren; and 4<sup>th</sup> place Alain Vincey, Dixie Frog. In Mob-jack with 2 boats, 1<sup>st</sup> place – Jerry Deservine and 2<sup>nd</sup> place – Case Whittemore – Eli Banana.

**The Long Distance Series Wolf Trap Race** sponsored by Fishing Bay Yacht Club took place September 17-18. The Wolf Trap Race consists of a fixed course distance race for the PHRF Spinnaker, MORC and Non-Spinnaker fleets. The course lies between the Piankankank River and the Wolf Trap Lighthouse. That particular weekend saw 1'-2' waves and 10 knot winds. In MORC (1 boat), William Wirt in Pleione earned 1<sup>st</sup> place. In Non-Spin with 3 boats, Stephen Radcliffe in Enterprise gained 1<sup>st</sup>; Sam Mitcheson in Double Eagle won 2<sup>nd</sup>; and Rick Bauer in Desperado won 3<sup>rd</sup>. In PHRF A, Leroi Lissenden in Voodoo Chile got 1<sup>st</sup> place, Rob Whittet in Wavelength got 2<sup>nd</sup>, Allan Heyward in La Maga placed 3<sup>rd</sup>, and Eric Powers in Ne-reid placed 4<sup>th</sup>.

5 boats participated in PHRF BC. 1<sup>st</sup> place went to Mike Dale in Jugger-naut; 2<sup>nd</sup> place went to David Hinckle in Elancer; 3<sup>rd</sup> place went to Wayland Rennie in Trilogy; and 4<sup>th</sup> place went to Brad Miller in Schiehallion.

### From the Publicity Chair

We would love to send articles about Fishing Bay and the activities participated in and the awards won by the membership. If you would like us to send such articles to your home town newspaper or magazine or e-media, please send us the name of the publication or e-media, its address, an email address for news

or calendar articles and a contact name with a phone number. These can usually be found in a text box toward the beginning of the publication. Please send the information to: Izumi Miller at [izumimiller@gmail.com](mailto:izumimiller@gmail.com) or 31185 Miller's Crossing Road, Hanover, VA 23069.

The Lull Season fast approaches. A time when the weather is freezing cold and the boats are in dry dock. Why not take some of this time to write an article about a momentous occasion you had this summer during one of the events – regattas, cruises, art shows, socials, etc. – held at Fishing Bay and send it to Izumi Miller at [izumimiller@gmail.com](mailto:izumimiller@gmail.com). Announcing the first ever Fishing Bay Yacht Club Writer's Contest. The article needs to include is an event sponsored by Fishing Bay Yacht Club and the use of Fishing Bay's name and be about something eventful which happened during it. I have read some articulate and fascinating articles in The Log and on Fishing Bay's Website. Of course, if you win, we will need a release as we will be trying to get it published in a few publications. Take some time to reflect and write and don't forget to send the article to me attached to the entry form. ☺

### Survey Coming Soon to your Inbox

Reminder - please look for an email from Mary Spencer or me which will ask you to go to a Zoomerang web site, where there will be a Survey from Long Range Planning. And if you want a paper copy, please let Strother Scott know. We want to hear everybody's opinions.

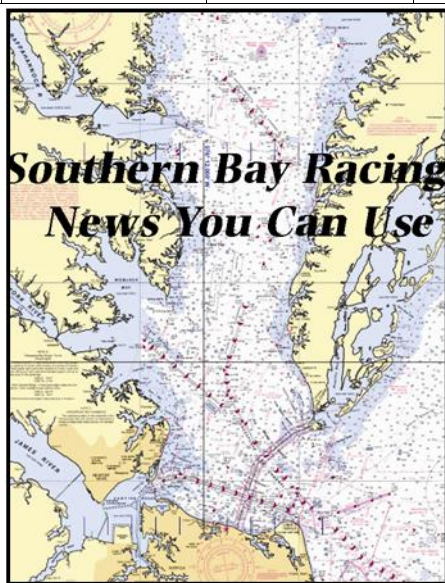
Phone:804-780-3271

Cell 804-405-5999

email<[sscott@bbandtcm.com](mailto:sscott@bbandtcm.com)

# November 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 Cruising- Oyster Festival
6 Cruising — Oyster Festival Offshore-Autumn Race 1	7	8	9	10 Board Meeting	11 Annual Meeting and Annual Awards Party	12 Offshore-Autumn Race 2
13	14	15	16 Wed. Night Dinner	17	18	19
20	21	22	23	24 Thanksgiving Day	25	26
27	28	29	30			



By McCarthy

They raced 17 miles in 15-25 knots from the Northwest in the **Fishing Bay Yacht Club Fall Series Medium Distance Race** on Saturday. And, the tough sail handling continued after the boats got back to the piers on Jackson Creek. Stiff NW breezes, being what they are, made folding and stowing spinnakers a chal-

lenge even on land. **FLEET WINNERS:** PHRF A: **Leroi Lissenden**, Voodoo Chile. PHRF B: **Mike Dale**, Juggernaut. PHRF C: **Brad Miller**, Schehellion. PHRF Non-Spin: **Barfield, Smith**, Checko. Meanwhile the J/24 fleet did 4 short windward-leeward races and **Mark Wensell's** Mojo took top honors. PRO: Tom Roberts.

## TURKEY SHOOT OVERALL WINNER IS.....

**LEE WILLIAMS, POE BIRD**, a Raven 24. Lee is the first skipper to win the Turkey Shoot three times. Lee, along with his crew, will compete in the National Hospice Alliance Championship Regatta in Annapolis this coming Spring. Two glorious autumn days of racing on the southern Chesapeake Bay. Eighty-five classy classic boats and wooden boats and unusual boats filled the Rappahannock River between the Corrotoman and Carter's Creek. And, the 2005 regatta raised more than \$30,000 for northern neck hospice services on both sides of the River.

## Imagine! Sets Records and Wins 2005 GCBSR.

Mike Bagley's Imagine!, a 76 foot gaff-rigged schooner, built in Albany, New York, and home ported in Annapolis, beat all comers down the Bay, crossing the finish line in 12 hours 57 minutes and 51 seconds. In so doing, she set a record for quickest trip ever in the Great Chesapeake Bay Schooner Race and her corrected time (7:48:05) was a record as well. Imagine! won her class (Class A) by the largest margin and, therefore, won the overall trophy. Our southern Bay beauty, Virginia, finished second in her class (Class AA); she took 14 hours, 15 minutes, and 11 seconds to come the distance. Here are the winners by class: AA: Liberty Clipper (Boston, MA), **Greg Muzzy**; A: Imagine! (Annapolis), **Mike Bagley**; B: Adventurer 65 (Norwalk, CT), **Mark Faulstick**; C: Resolute (Annapolis), **John Slade**. Virginia Race Chairman - Larry Bryant; Maryland Race Chairman - Nan Nawrocki. Scoring - Bill Mellen. ☺



# Tradewinds

## BURGEEES For Sale

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Large 16" x 24"	\$ 26
X-Large 24" x 36"	\$ 62

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**For Rent:** Windmill Point Beach Front Condominium available for rent. Incredible views of the Rappahannock River, Chesapeake Bay, sunsets and Windmill Point Marina. Condominium offers 2 bed rooms, 2 full baths, swimming pool and full access to the beach. Only 25 minutes from FBYC by car or power boat. Currently available Junior Week. \$850.00 per week.

Call Michael Calkins at (804) 387-9711 or (804) 285-2744.

**For Rent:** Waterfront Naples, Florida condo, all amenities, walk to 5th Avenue and beach. Reserve now for next winter. \$3,000. mo. Mary Buxton 804-758-3287 or email to

mbuxton@oasonline.com.

**Older Opti For Sale:** Sail No. 1974, with some damage to bow that has been fully repaired. Great price. Perfect for a new user for Junior Week. Must sell: \$400 Call Murray Wright at 804-783-1103; or email to [mwright@wrightrobinson.com](mailto:mwright@wrightrobinson.com)

**For Rent: Small 1 bedroom** bungalow apartment. \$300 per week or \$600 per month. Call Paul Howle. Cell: 804-240-7933.

**For Sale: Inflatable** West Marine 7 1/2' red rubber inflatable with folding



plywood floor and motor mount rated at two h.p.. Lightly used; still in great shape: \$100.00 dollars. Contact Bob Graham @ 804-282-7407 evenings.

**Babysitters:** Babysitters available in the Deltaville area. Experienced & responsible 17 year old twin girls-Sophie & Peyton Curdts. Call 804-776-9589. Parents: Bill & Blair Curdts.

### For Sale: Ornamental Grasses.

Locally grown, hardy varieties. Perfect for sea-scapes. Available in early spring. Call Bob Kates at 804-776-6950 or [fma@oonl.com](mailto:fma@oonl.com) for more information.

**For Sale: Dinghy.** One well used inflatable dinghy and 5 hp Evinrude motor. Foot pump, oars, gas can come with it. Call Ric @ 804-644-0049 or 804-769-4293

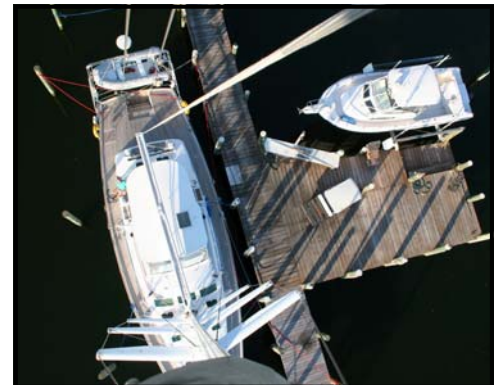
**For Rent: Two adj. Condos** at Jackson Crk Hbr.(connect. or sep.): Upstairs Waterfront Flat (Unit 14): Massive deck overlooks Jcksn Crk.: 2 BDRM with Qn. and Twns., plus Qn. Murph/bed, 2 Bthrm (\$1,050 wk.). Adjacent Townhse (Unit 12): 3 BDRM with Qn., 4 Bks., 2 Twns. (\$1,050 wk.). Both connected (\$1800 wk.). 4 wk. term for the wkly. cost of 3 (in season). Dock, Pool, Tennis. Ct., Wshr/Dryr, Gas Grill, Cent. A/C and CATV. Trans. slips avail. from Assn. Much lower monthly rates off season (Oct-May) (avail. now). Townhse not generally avail. Jr. Week. Call Noel Clinard (804) 285-0299(H), (804) 788- 8594(O) or e-mail [nclinard@hunton.com](mailto:nclinard@hunton.com).

**For Sale: Trailex TX-200** aluminum Laser/Sunfish trailer. Needs repair. \$50.00. e-mail Brad Squires for details, [bsquires@tni.net](mailto:bsquires@tni.net).

**For Rent: Hilton Head-Sea Pines Oceanfront:** Newly re-build from

ground up in Turtle Lane on Sea Pines Gold Coast. Nifty beach decks, pool and extensive features. Available year round. Contact Nancy Brubaker for photos and details. [msnwb@yahoo.com](mailto:msnwb@yahoo.com) (804) 776-7182.

**For Sale: S2 7.9 Grand Slam** \$9,900. Very Well Equipped - Retractable Keel - Outboard Engine. Phone Bill Bowie: 757-565-6148, 757-253-1259, or 804-642-6507.



View From 80' Above Water

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Tradewinds is for the exclusive use of members. Ads are run for 3 months and can be renewed by request. **NO COMMERCIAL ADS ARE ALLOWED.**

**The deadline for The Log is the 20<sup>th</sup>.** Items received after the 20<sup>th</sup> may not be published in the next month. All Articles Welcome!

## Mill Hill North River Estate

Mill Hill was once part of 17th century Toddsbury Plantation in Gloucester. Situated on 2.23 acres with 610 feet of water frontage, Mill Hill is a rare property bordered on two sides by the North River and Toddsbury Creek and on the front by farm and forest land in historic easements. These features create an expanse of privacy and beauty. Mill Hill consists of an original colonial frame, 1½-story cottage and more recent 1½-story addition. A brick, 1-story addition is attached by a hyphen, as well. Totally restored, including modern conveniences, this home offers 3,062 sq. ft. and features a foyer to dining room, first floor master bedroom with sitting room and full bath and 2 additional upstairs bedrooms with hall bathroom. Additional foyer leads to powder room and kitchen/river room. Upstairs room above kitchen provides space for office, play room or hobby room. Guest cottage, garage, large workshop and storage shed. Pier with boatlift and jet ski lift. Boathouse with ramp and storage.

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**AUTUMN RACES**  
**NOVEMBER 6 & 12, 2005**

**DESCRIPTION** These regattas sponsored by Fishing Bay Yacht Club will consist of a minimum of four races sailed on two (2) race days, Sunday, November 6, and Saturday, November 12. All races will be held inside Fishing Bay unless specified otherwise by the race committee.

**Registration** Online registration will be available at [www.fbyc.net](http://www.fbyc.net).

**PROGRAM** Awards will be presented and refreshments will be provided by FBYC after each day's races.

**Classes** Starts will be offered for PHRF SPIN, MORC, and PHRF Non-SPIN

**Warning Signal** The warning signal for the first boat will be at 1100 hours.

**COURSES** The courses will be Round the buoys using drop marks in Fishing Bay.

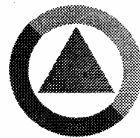
**TIME LIMITS** If one boat in a class finishes within two (2) hours after the start for that class, then the race will be valid for all boats in that class.

**SCORING** The winner in each class shall be the boat that finishes first in that class. The score for this race day will not be combined with any other race days.

**CBYRA SANCTION** These race days are not sanctioned events for CBYRA High Point awards.

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