

## From the Quarterdeck Jay Buhl, Commodore



The statement "July was an incredibly busy month at our club," is most certainly an understatement. Numerous Junior activities, Leuke-

mia weekend, Schooner of Virginia, One Design Long Distance Race, 4<sup>th</sup> of July picnic, a couple of Summer Seabreeze races, and a couple of Offshore Long Distance races kept the club and countless volunteers very very busy. July comes close to being the heart of Fishing Yacht Club's 2005 sailing season.

The Junior Division began planning in late 2004 for activities during the months of June and July which required countless volunteers and intense planning and preparation. Two weekends of Opti Kids, Junior Week with 125+ sailors, Junior Olympics with 106 boats, and a Race Team including 420 and Opti sailors that traveled to: Hampton

Yacht Club twice, Annapolis Yacht Club, Severn Sailing Association, and Norfolk Yacht and Country Club for Opti Nationals. There are many volunteers who contributed to a successful month of junior sailing and the club sincerely thanks each and every one of you for your time and effort. Special thanks and gratitude goes to the Junior Division Staff and coaches for continuing to raise the bar of the Junior Program. They have built nice momentum among our junior sailors that will carry us forward into future years. *Thank you and job well done!*

The Leukemia Cup was also a huge success this year. Over 55 sponsors, more than 80 volunteers, and more than 55 boats participated in this event. Final fund raising figures are not available at the time of this writing, but we fully expect to break last years' record of \$150,000. Special thanks go to Judy Buis and Carolyn Schmalenberger co chairs of the event, and also to their entire committee. We also extend special thanks to the volunteers and sponsors. The Leukemia Cup race, the Friday night Auction, and Saturday night Banquet all are gaining significant popularity within the Deltaville Community and we certainly welcome the community's growing participation. With the enthusiasm and momentum achieved this year, we fully expect next year to be even more successful. *Thank you everyone who made this event an enormous success!*

We had a very special treat during

the Leukemia Cup weekend as the Schooner of Virginia anchored in Fishing Bay and was available for tours Saturday afternoon. The Schooner of Virginia also contributed to the Leukemia cause as a trip was raffled during the Friday night auction, and donations we accepted as part of entrance during Saturday afternoon tours. Special thanks to the Schooner's crew and Captain Glover for bringing her to Fishing Bay.

And finally, special thanks to Brent Halsey, Jim Rogers, and Norwood Davis for hosting a breakfast on the Schooner of Virginia Saturday morning. Pictures of the Schooner of Virginia, Junior week, Leukemia Cup, and Junior Olympics, can all be found on the web site.

I have received requests/complaints from several members regarding a couple of rules that are being broken regularly and feel a friendly reminder is due. Thank everyone in advance for abiding by and helping to enforce our rules.

### **Rule & Policy Reminders**

- **Dog Rule.** Please consult page 81 rule number 8 found in the Sailing Events Book. During the last two months I have received many complaints regarding this rule being broken. We will likely begin sending written warning notices to future offenders. (Remember, dog poop and folding sails are not a good combination)
- **Jet Skis.** Please consult page 81 rule number 13 found in the Sailing Events Book. The club

*(Continued on page 3)*

Fom the Quarterdeck .....	pages 1, 3
Board Highlights, Membership.....	pages 2, 3
Memoriam.....	page 2
Laser News.....	page 3
July 3rd Review.....	page 3
Cruising News.....	pages 4,5,6
Southern Bay Racing News.....	page 6
Junior Page.....	page 7
History.....	pages 8,9,10,11
Road Relocation Map.....	page 11
Calendar.....	page 12
Cruise Regatta.....	page 12
Tradewinds.....	page 13
Commercial Ads.....	pages 12,14,15, 16

## Board Meeting Highlights

July 14, 2005

Meeting called to order at 6:00 p.m. by Commodore Jay Buhl.

### REAR COMMODORE – ALLAN HEYWARD

**HOUSE** – John Koedel advised an electrical supply would be extended to the barn. Also, children are using the upstairs room in the clubhouse unsupervised, which is against Club Rules. There have been complaints about members allowing their dogs

on club property and even into the clubhouse. The large ice bucket donated by the Turners for use by the Wednesday Night group has disappeared. In addition, a large coffee urn and a bagel slicer are missing.

**DOCKS** – Ric Bauer reported that the hoist capacitor and on/off panel were replaced, repairs to the bulkhead are in progress, electrical repairs on the docks have been made and the pump-out is still working. With the help of some volunteer slipholders, work on the finger piers should take place in the near future. David Hazlehurst suggested that the club consider a length limit for boats berthed in club slips.

**GROUND** – Chip Hall advised that the fence around the pool is in poor condition and some repairs have been made that should last until it can be replaced during the next work phase on the new land. Chip and Dixon are working with the lifeguards to be sure they understand all of their job duties. Chip distributed drawings of two proposals. The first showed the areas where most of the pine trees would be removed for the new roadway, new plantings added to meet governmental requirements, additional plantings to complete landscaping, and the location of the proposed fence between the club and the Jacob properties. The second showed how the cleared area would look after the new road is built, where trees would be planted, and where the fence between the club and the Jacob properties would be located. Our zoning permit for the new land requires us to build a fence or landscape buffer between the club and the property of any neighbor who requests that we do so. We are also required by the County to plant 12 new trees by April 2006 as part of the zoning permit but we are not required to plant the remaining proposed trees on a fixed schedule. The Board ap-



**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

### MEMBERSHIP

**MEMBERSHIP REINSTATED:**  
Mr. & Mrs. William F. Bowie

**DEATH:**  
Mrs. Jacqueline B. Davis

### IN MEMORIAM

**JACQUELINE BASS DAVIS**  
4/6/56 – 7/13/05

Jacqueline Bass Davis of 12 Tow Path Lane South, Richmond, VA, 23221, died on July 13, 2005. Her husband, J. Bradley Davis, and two sons, Brad Jr. and Harrison, survive her. Jackie and Brad have been members of Fishing Bay Yacht Club since December 1998. Jackie had served as a volunteer at the Richmond Animal League and members wishing to make a memorial gift may do so by donating to the League at 11401 International Drive, Richmond, VA, 23226.

proved capital expenditures for the fence and for new trees/landscaping, with the work to be started in the next 60-90 days.

**LONG RANGE PLANNING** – Strother Scott will hold a Long Range Planning meeting on July 28.

**PUBLICITY** – Jay Buhl reported that Kelly O’Toole has resigned from the Board. Allan Heyward will begin a search for a replacement and recommendations would be appreciated.

**OPERATIONS MANAGER** – Dixon has obtained a quote for removal of the two dead oak trees, one in the drysail lot and one near Fannie’s House. The quote does not include stump removal. Dixon, Chip Hall, Allan Heyward, and Scott Collins will meet at the club July 16 to discuss the new property problem areas.

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

**OFFSHORE DIVISION** – Eric

(Continued on page 3)

(Board Mgt. Highlights; Cont. from page 2)  
Powers reported that 60 boats participated in the Leukemia Cup Regatta. Alex Alvis stated there were rating problems, however, because some racers who did not have previous ratings for their boats contested the courtesy ratings they were given. Alex, Eric Powers and Mayo Tabb (PHRF Handicapper) are trying to resolve the concerns but state that in the future the club must insist that the Leukemia Society, which handles all of the boat registrations, provide us with all of the boat information needed to come up with proper PHRF ratings.

**ONE DESIGN DIVISION** – Sharon Bauer reported that 24 boats participated in the Long Distance Race. As soon as the drainage problems have been taken care of on the new property, small boat parking should be plentiful. Scott Collins advised that some racers have had to re-register for one-design events because of problems with downloading registrations.

**PROTEST** – Mayo Tabb will publish a new PHRF rating list.

**CBYRA** – Tom Roberts advised that CBYRA-type regattas held in the Annapolis area have been successful and CBYRA is interested in promoting races in other areas. The Women's Chesapeake Bay Challenge Race is coming up. CBYRA would like for the Junior Division to have regional representation.

Lud Kimbrough expressed his appreciation to the leaders and volunteers who have put on so many successful events so far this year based on excellent planning and a good level of volunteerism. Word from the Schooner *Virginia* is that they appreciated the warm reception from FBYC.

There being no additional business, the meeting was adjourned at 7:45 p.m. ■

(Quarterdeck; Continued from page 1)  
does not allow the use of its ramp for the launch or retrieval of Jet Skis. Members will need to find an alternative ramp for use. ■

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### **FBYC Laser Fleet News**

Jon Deutsch

The FBYC Laser fleet is growing again. The fleet had its best turnout in years for the first Summer Sea Breeze Regatta on July 16 with a total of 12 boats on the water, with five new and/or renewed Laser sailors among them. Ric Anderson, Tim Feehan and Tad Thompson were there for both the pre-race clinic and the follow-on sailing. Eric Powers was there for the racing, as was Dan Herlihy our 420 coach in 2003.

Thanks to Jere and Clark Dennison, Jon Deutsch, James Jacob, Brad Squires and Alain Vincey for helping to make the rigging clinic successful, especially Brad and Jon, since they got there at 11am to sweat in the 90 degree sun while rigging.

The only challenge to the day was the wrongly-named breeze. It was more aptly tagged the "Cumulo nimbus thunderstorm fuel breeze". After one race that saw winds from about 270 degrees of the compass and varying in intensity from 1 to 16 knots, we thought we might avoid a storm. As we were just about to start a second race thunder came from up the Piankatank and boats headed so quickly for the exits you would have thought it was quitting time at the DMV. Just enough racing to spawn some need for refreshment ashore. Complete results are posted at [www.fbyc.net](http://www.fbyc.net).

The other good news about participation is that Quentin Jenkins is the latest Junior to join the Laser fleet and has already shown his transom at two away regattas. Hopefully other young sailors will join him and they will be welcomed with

open arms by the seasoned Laser racers.

The club owns three Lasers which are available for first time users, and can be sailed with both radial and 4.7 rigs. With 65 Lasers enrolled there is a good chance some members will be willing to sell a boat to an aspiring racer for less than \$2M, about half the price of a new boat.

The Laser fleet is looking forward to getting more boats and more Juniors on the water for the next Summer Seabreeze on Jul 30th and at the Annual Regatta on 13-14 August. If you need help contact the FBYC Laser Fleet Captain, Jon Deutsch, either by e-mail or cell phone. ■

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### **FBYC "JULY 4" PICNIC ON JULY 3<sup>RD</sup> WAS "A BLAST"**

Ed O'Connor

The July 3<sup>rd</sup> picnic at the clubhouse was well attended by over a hundred members, family and friends. The club provided plenty of hamburgers, cheeseburgers, hotdogs, ICE CREAM, ICE POPS and drinks. Members brought an amazing assortment of side dishes and desserts. The weather was great and a good time was had by all. Diane and I hosted the event and enjoyed the planning, shopping and cooking but, a hearty "THANKS" must be given to Julia McNeal, who provided invaluable assistance with food preparation, Dixon Cole who set up the facilities for us and provided all those things we couldn't find, and last, but not least, to the clean up crew of Allen and Alta Bower, David and Cathy Clark and Izumi Miller. As a follow up to Sunday's event, we had enough leftovers to provide lunch for a bunch of folks on Monday. The only down side to the event is that "if I ever see a BBQ grill again, it will be too soon ..." ■

## Maine Rendezvous

Vic DeNunzio

“American Pie” with John Koedel, Charlie Clough and Vic DeNunzio left home at 0745 Wed., July 6<sup>th</sup>. The trip from Deltaville to Newport was a mixed bag with one spectacular day of sailing from VA Beach towards New England—a day which is the sailing equivalent of a hole-in-one. But on Thursday, an unexpected shift of the wind and seas to the NE made the 2<sup>nd</sup> day a rough ride. Our plan was to go straight through to Portland, ME, but the forecast was for improving weather with winds going to the West and SW on Saturday as the remnants of TD “Cindy” headed out to sea. On Friday afternoon, we stopped in Newport in a cold, rainy fog, and had a very quiet night as the weather worked itself out. We departed Newport at 0600 for Portland, ME (167 nm) in the fog but by noon we were through the Cape Cod Canal and had a cool westerly breeze and bright sunshine. By nightfall, the wind died to 5-10 knots SW and we motored the remaining distance to Portland arriving at 0400 Sunday, July 10<sup>th</sup>. John left Portland for Boston and his flight home on Monday. His plane was delayed many hours due to Hurricane Dennis’s effect on weather in the south. It appears we are off to an interesting Hurricane season.

Jane and Judy Clough met us in Portland, and we left Portland Monday for 2 days in Booth Bay Harbor, then on to Tennants Harbor, where “American Pie” linked up with “Running Tide”. “Running Tide” has been North since late June. Tennants Harbor has a very quaint Inn, the East Wind Inn, which has a fine restaurant where we enjoyed an excellent dinner. The East Wind Inn has 3 moorings (probably designed for 40’ boats) and “Running Tide” and “American Pie” were separated by a 63’ Cali-

(Continued on page 5)



### St. Mary’s Cruise Stella Jones

On Friday, July 1<sup>st</sup>, St. Mary’s, Maryland was “the hot place” to be for FBYC cruisers – literally. Temperatures soared into the mid 90s and cruisers gravitated to the boats whose generators provided the AC. More than 30 people gathered for hors d’oeuvres and drinks before the 7:00 PM concert on the lawn at St. Mary’s College. We enjoyed an outstanding concert by the Chesapeake Bay orchestra and wonderful fireworks synchronized to the 1812 Overture. After this superb performance, many of the group participated in a sing-along on American Pie. Ed O’Connor supplied music and lyrics as well as a hot guitar.

brating at the 4<sup>th</sup> of July Concert. FBYC participants included *Magic* (Allen & Alta Bower), *Reflections*, (Sam & Nancy Stoakley and guests Harry and Geri Bybee), *American Pie* (Vic & Jane DeNunzio and guests Ed and Diane O’Connor), *Obsession* (Joe & Carolyn Schott), *Celebration* (Gordon & Sheila Nelson), *Miss Kate* (Tony & Kate Sakowski and several guests), *Nugget* (Charlie & Stella Jones) and new FBYC members Ted & Myra Bennett on *Pharos*.

On Saturday, the group split up with some going to Solomons and others heading south to Reedville. The cruisers in Reedville were on hand for the colorful parade and concert by the Navy Band. Sailing home was a delight with winds



Seven Fishing Bay boats made the cruise and were joined by four boats from the Hampton Yacht Club. With guests on board many boats, it was a festive group cele-

blowing 15 knots from the East. The concert was so popular, there was talk of making it an annual event and lots of talk about purchasing generators. ■

*(Cruising News; Continued from page 4)*  
formian motor yacht. The night was calm and the tides moved our 3 boats around in very confused directions creating something like a pin ball game between our boats as we bumped and bounced around. No damage was done and the next morning we were off to Cradle Cove, on Seven Hundred Acre Island, and then to Camden for a fabulous lobster dinner at Tom and Grey Payne's home on Friday evening. FBYC members present were Tom and Grey Payne, Waddy and Connie Garrett, Charlie and Stella Jones, Charlie and Judy Clough, and Vic and Jane DeNunzio. Ernie and Connie Rose, ex-FBYC members also attended. On Saturday, "Running Tide" headed for Castine and "American Pie" stayed in Camden to meet our Son, daughter-in-law and two grandchildren who will be cruising with us for several days. Several FBYC cruisers have expressed an interest in a Maine Cruise in 2006. If the rest of our cruise is like the past week, my guess is that we will be back, also. ■

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### **Cruise to the Western Branch of the Corrotoman River**

**June 11-12, 2005**

Gordon and Sheila Nelson

The weather turned out to be great and most boats were able to sail at least up to the Rappahannock River Bridge and then motor on up the Corrotoman River for a distance of about 21 miles each way, with a final destination of an anchorage off of Sheila and Nelson Gordon's cottage.

First to arrive were John and Kara Koedel and two children plus one. Next to arrive but not in order were John and Fay Koedel, Jr., Alan and Alta Bower, George and Lyons Burke, John and Martha Mitchell (friends from Regent Point), Joe and Carolyn Schott and Dick and

Jean Cole. After appetizers of steamed crabs everybody cooked their own on the grill and shared a side dish. The weather was again great for the return trip. ■

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### **Delmarva Circumnavigation Cruise**

Joe Schott

June 18—July 3, 2005

At 5:30 a. m. on June 18, 2005, Celebration, Desperado, and Obsession left the club docks exactly as planned for a trip around the Delmarva. The only thing missing was the

"wind." We were able to do some sailing going up the ocean to Cape May. About 20 miles from Cape May, the wind piped up to 30 knots from the northeast and Desperado reefed down and went for a "serious" sail as they were low on fuel and were experiencing overheating issues. The sunset over the ocean was spectacular!

After spending a day in Cape May for sightseeing, we headed for Chesapeake City the next morning. This destination was a no-go as the entrance has shoaled in, so we anchored in the Sassafras – a long day – 92 miles.

Desperado headed south the next morning to Annapolis, Oxford, Solomon's, and St. Mary's. Celebration and Obsession headed for Rock Hall, Gibson Island, Annapolis, Wye River, back-door to St. Michaels, Oxford, Solomon's, St. Mary's and Reedville. After the first two legs, we enjoyed leisurely sails, short days, pleasant anchorages, and "great" cocktail hours. **"It doesn't get any better than that!"**

While in Oxford, we stayed at the Tred Avon Yacht Club. The club manager graciously invited us to their Wednesday night cocktail party that evening. We were excited as we thought we would meet new people and get a better feel for

the people of Oxford. To our dismay, **NO ONE** spoke to us! Sheila Nelson tried to engage a couple of people in conversation, but was abruptly shut off. We left with a poor impression of this yacht club. A lesson gained by this experience is to not let our visitors receive the same inhospitable reception. We should make sure that we welcome our visitors and make them feel a part of us. I believe we currently do extend this hospitality and hope that we never lose this attribute at our club.

Desperado logged 433.58 miles, Celebration 540.13 miles, and Obsession 530.31 miles

In summary, we had a good, relaxing trip and we wish more members could have joined us. ■

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### **UPCOMING CRUISING EVENTS**

**Sept. 17-18, Sat.-Sun.**

**Cape Charles Cruise**

**Chairperson: Jamie Stalnak**

Cape Charles. You'll be surprised by all the changes that the town and area have undergone in recent years.

Will depart Sat. morning (after skippers coordinated VHF call in at 9am Channel 9) for Cape Charles and the new Bay Creek Marina Resort, [www.baycreek.net](http://www.baycreek.net).

Individuals should make their own slip reservations. (757 331 8101) and advise the dock master you're from FBYC ( Jamey Stalnak will hope to book a block of slips in advance if possible but you'll need to call the dock master to be sure). Preferably, you should register online at [www.baycreek.net](http://www.baycreek.net) by going to the marina section and completing the form.

Anchoring is not great in this relatively small body of water. Drinks on the dock at 5:30 fol-  
*(Continued on page 6)*

(Continued from page 5)

lowed by dinner ashore at one of the new restaurants at the facility. Jamey Stalnaker needs a dinner reservation head count by Sept. 3.

Email [jstalnaker@wilsav.com](mailto:jstalnaker@wilsav.com) or call in evening 757-481-6113. ■

**Sept. 18-25, Sun.-Sun.  
FALL MIDDLE-BAY ONE  
WEEK CRUISE**

Chairpersons:

Jane and Vic DeNunzio

This cruise will begin in Cape Charles on Sunday, September 18<sup>th</sup> and visit destinations in the mid-bay area. Cruisers who cannot participate in the Cape Charles Cruise can catch up with the fleet at our first stop – Onancock. Cruisers who cannot do the whole week can do either or both weekend portions (Cape Charles 9/17-9-18 or Reedville 9/23-9/25). Our tentative agenda is as follows but may be modified:

- Sunday, 9/18: Cape Charles to Onancock; 40 nm. Stay at Onancock until Tuesday.
- Tuesday 9/20: Onancock to Crisfield; 23 nm
- Wednesday 9/21: Crisfield to Solomons; 40 nm. Stay at Solomons until Friday.
- Friday 9/23: Solomons to Reedville; 40 nm. Stay at Reedville until Sunday.

Sunday 9/25: Reedville to Home; 20 nm.

We will plan to eat out at some excellent restaurants in Onancock and Solomons and possibly Crisfield. We will plan a crab feast in Reedville. Activities can be arranged for Onancock and Solomons such as touring old homes, etc.

Register online at the FBYC website or contact Vic DeNunzio:

[vdenuzio@erols.com](mailto:vdenuzio@erols.com) or  
**Home Phone: 804-794-1286** or  
**Cell Phone: 804-776-0822.** ■

**Oct. 15-16, Sat.-Sun.  
“Fair Winds and  
Following Seas” Cruise:**

**Oct. 22-23, Sat.-Sun  
Little Bay**

**It’s a Family Affair!  
Marie Klok Crump**



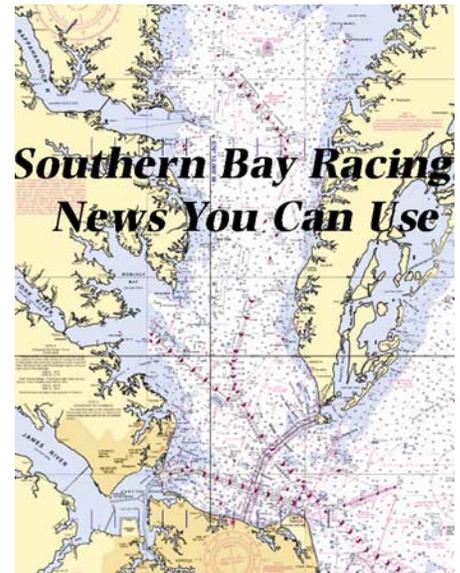
FBYC members Marie Klok Crump and Will Crump repeated their feat from last month by winning the area ABC semi-finals in the Prince of Wales Trophy in Annapolis, MD. The POW is the US National Match Racing Championship which is raced annually as a cup system. Will and Marie were joined by Marie’s brother, Thomas Klok in both the qualifying victory in Hampton, VA last month as well as the semi-final victory this weekend in Annapolis.

The team raced a consistent event winning 7 out of 10 matches with plenty of close racing. Finishing second was Geoff Ewenson followed by Dan Wittig in third. Dan and team finished second in the Hampton qualifier.

The family trio has now earned one of the 8 berths in the final event to be held in Newport Beach, CA in September. The Annapolis semifinal was raced in privately owned J/24’s and the finals in California will be raced in Governors Cup 21. ■

**SILENCE IS GOLDEN!**

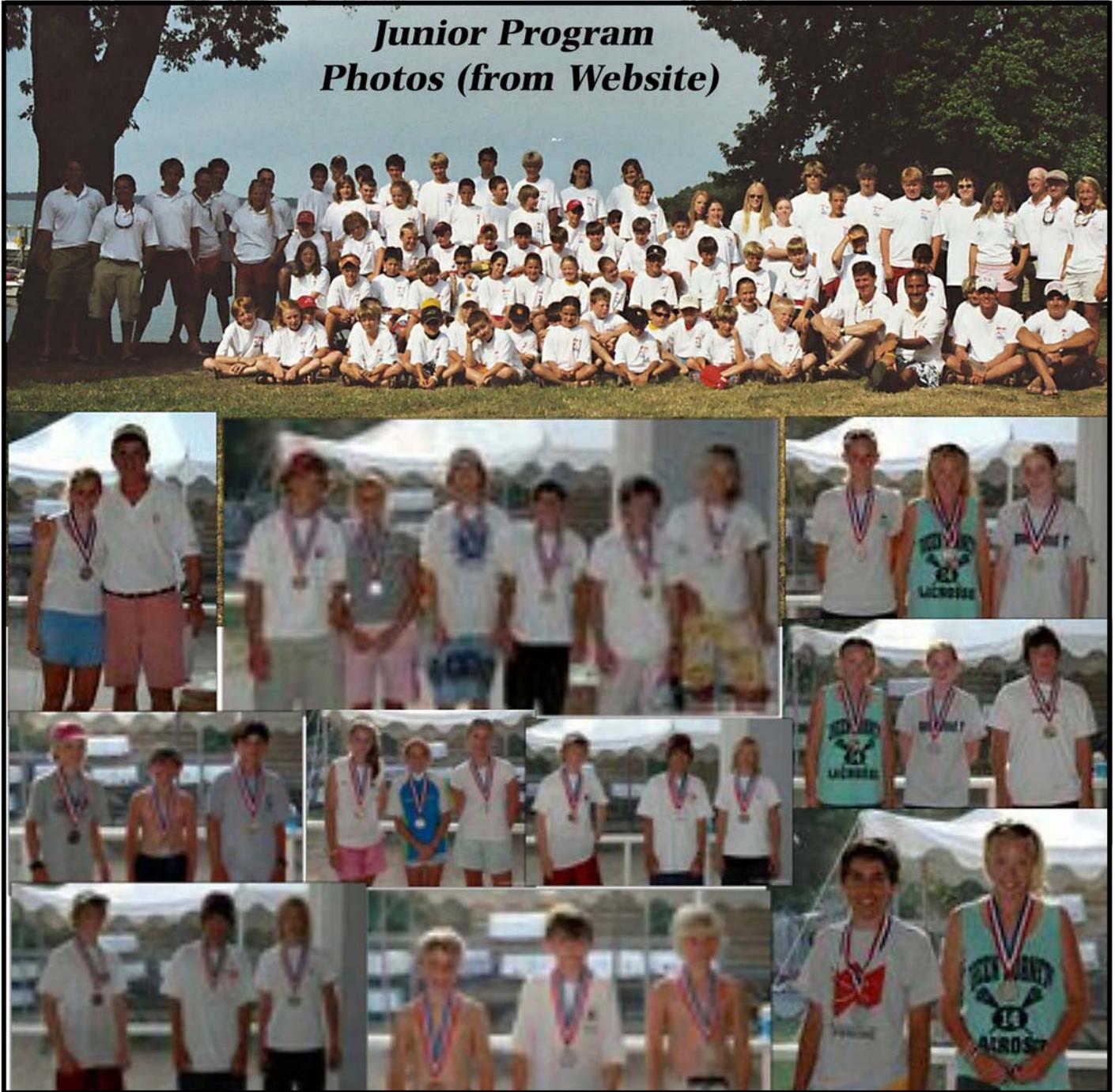
The Silent Auction alone at the Leukemia Cup raised more than \$40,000. Regatta officials say that even though the final count is not complete yet, the funds raised by the event will exceed easily the 2004 \$170,000. ■



**SOUTHERN CHESAPEAKE  
BAY LEUKEMIA CUP  
REGATTA:**

**Voodoo Chile, Insatiable, The Red Dragon, and Jaguar tops in PHRF fleets.** 60 entries supported the Fishing Bay YC / Stingray Point Marina sponsored Leukemia Cup Regatta Saturday. Most fleets got in two races. At the same time in adjacent waters, the schooner Virginia paid a call and did plenty of tour business while the kids did the Bay Open and the Junior Olympics. Sailing chaos of the best kind! RESULTS: PHRF A (6 boats): 1.Voodoo Chile, **Leroi Lissenden**; 2.La Maga, **Dabney Overton**; 3.Chilcoot, **Alex Alvis**. PHRF B (6 boats): 1.Insatiable, **Mike Karn**; 2.Elancer, **Dave Hinckle**; 3.Trilogy, **Wayland Rennie**. PHRF C/D (4 boats): 1.The Red Dragon, **Jerry Latell**; 2.Stardancer, **John Blais**. PHRF Non-Spin: (4 boats): 1.Jaguar, **Mac Butler**; 2.Enterprise, **Stephen Radcliffe**. CLASSIC - Fin (5 boats): 1.Zephyr, **Joseph Dennison**; 2.Nutcracker, **Dick Cole**. CLASSIC - Full (9 boats): 1.Joss, **Bob Golembicki**; 2.Joie de Vie, **Russ Seltzer**; 3.Tempest, **Ray Cook**. CRUISING (26 boats): 1.Survivor, **Mike Stephens**; Kyknos, **Chris Schott**; 3.Cross Winds, **Paul Cross**. PRO: John Beery. ■

## *Junior Program Photos (from Website)*



### **AYC JUNIOR REGATTA**

Yesterday the FBYC junior race team sent four 420's, three Optis, and one Laser Radial (along with two coaches, three motorboats, and about ten parents) to the Annapolis YC Junior Regatta. Quentin Jenkins had a first place finish in one race. On the day, he ended up with a 3<sup>rd</sup> in class after about seven races.

In the 420's, Alex O'Toole and

Sophie Massie sailed the best of the FBYC boats, yet the competition was very numerous and tough. They finished about the middle of the 18 boat fleet. The rest of the FBYC sailors, Kathryn Clinard and Lina Scott, Annie MacKinnon and Sara Hargrove, and Mark Alderman and Billy Carwile finished in that order but all within a point or two of each other. As Annie said later - "there are a lot of really good sailors at this regatta".

Madelaine Alderman, Ben Buhl, and Austin Powers all had a great day in the very large Optimist Fleets.

Early reports from Hampton Yacht Club are that our team who attended the Virginia State Optimist Championships returned laden with silver. If you do not believe it, take a look at our Coach Juan Carlos Romeros and 4 of his competitors.

## FBYC History...

### Wolf Trap, Force 10

#### Part II

Jere Dennison

*On September 20, 2004, our offshore racing fleet experienced unpredicted gale force winds during the club's annual long-distance race around Wolf Trap Light located south of Gwynn's Island and north of Mobjack Bay. Many of our yachts were clearly in jeopardy, some were able to finish the race and others abandoned. What follows are some of the accounts of this storm which was one of the most challenging events in the history of FBYC racing on Chesapeake Bay. This month we will read stories from two of yachts finishing the race; in future issues we will publish stories by three that did not, along with an account of one our cruisers on his way to Onancock in the same horrendous conditions.*

#### ***Nereid's Story***

By Eric Powers

(*Nereid is a 40' Tartan 40*)

Like most folks, we had been warily watching the remnants of Tropical Depression Ivan as he looped and turned through the southeast. At the time we made our race/no race decision, things looked pretty unsettled but the remnants of Ivan's low pressure system looked like it would pass in a weakened state to our south. The morning of the race called for southeast winds 20-25 knots with 4-5 foot seas and a 50 percent chance of showers. Not ideal, but we'd certainly gone out in worse.

We left the dock at the usual time (behind schedule) but made it out to the race course a little before 1000. The south-southeast wind looked to be as-advertised, complete with lumpy seas out of the southeast. There were four of us on the boat: myself (skipper), Jim Morrison, Jan Monnier and Mike Fehn. My nine-year old son Austin stayed back at the club to sail his Opti with the coaches and some of the other juniors. I felt pretty good about our crew. Jim and myself were now seasoned veterans of the 2004 Annapolis-St. Georges Bermuda Ocean Race aboard *Nereid* and Jan and Mike were very experienced sailors, not to mention US Army officers with more than a little training in coping with adversity.

The R/C was already busy with setting the starting line when we reached the race course but a sudden wind shift from the northwest forced them to reset the line so that we would run a short upwind leg from the vicinity of Piankatank day mark #5 west-northwest to #6 just east of Stove Point. I'll be the first to admit that this sudden wind shift was not expected, and we would have done well to rethink our weather situation and get a fresh forecast. However, without giving it much more than a shrug, we repositioned ourselves for the start along with the other seven boats in our non-spin fleet.

The new wind wasn't much stronger than the old but it was gustier, making it hard to judge the line and time our start. A strong puff hit just as we approached the line sandwiched between *Tatiana* and *Desperado* forced us over early although we didn't come around for another minute or so. At

least three of us went back to the line and restarted in what was already a building wind.

Once we restarted and rounded #6, we cracked off onto a reach towards the mouth of the river. The course put the wind well aft and it continued to come around more northerly as we exited the river off the northeast tip of Gwynn's Island. Although many our non-spin competitors sailed a higher course and put well out from the mouth of the River, we elected to turn southeast as soon as possible to get the wind just off our port quarter so we could set our whisker pole and run as short a course as possible towards the 1MH buoy nearly seven miles downwind. Shehallion followed suit and shadowed us even closer inshore. The downwind leg to the 1MH buoy was peaceful with only occasional gusts up into the upper teens along with misty rain showers to dampen conditions in the cockpit. Our conversation was dominated by talk of work and other gossip rather than the possibility of building conditions. We broke out the sandwiches and drinks and settled into what looked to be a speedy trip to Wolf Trap Light. The rest of our non-spin brethren's decision to sail high and further east seemed to look good for us so we relaxed as we headed for what we knew would be a jibe point a mile or two southeast of the 1MH buoy. I probably wasn't a worried as I should have been about bringing the jib to starboard to head for the lighthouse at around 1230 that afternoon. The wind had built some and came around more northerly. Mike and I went forward to man the pole while Jan steered and Jim manned the sheets in the cockpit. With everything pulling hard, we knew it would be a hairy maneuver but we laid our plan and set to work. We got the jib over but the piston on the outboard end jammed and things went awry on the foredeck. We thought we had things back under control and were trimming the sheet when the inboard pole fitting exploded with Mike standing next to it. With the pole flailing about, Mike hit the deck. Under his oilies, I couldn't be sure what I'd find when I lifted him from the deck. I thought for an instant he wasn't moving and things looked really bleak until Mike came up holding his head, which wasn't bleeding and he said he'd be okay. I knew he'd taken a good one to the head but he seemed to be functioning and continued to assist me with getting the jib back under control.

By the time we had things straightened out with the pole, the wind had come around just east of north and increased to over 20 knots. We gave up on setting a replacement pole and focused instead on making sure Mike was okay and heading straight for Wolf Trap Light, which was by now only a few miles to the southwest of us. As we approached the light, much of the spinnaker fleet was converging at the mark ahead of us. Several of our non-spin colleagues weren't far behind us, and we began to plan our rounding at the mark. I estimate it was around 1400 hours when we rounded but was too busy to write the exact time

*(Continued on page 9)*

(Continued from page 8)

down.

We boiled down to the lighthouse, which was now the dead leeward mark on a broad starboard reach. With the wind now gusting over 25 we knew we'd have our work cut out for us to jibe Neredid around onto a port tack to head back to the northeast for the long slog upwind back to the finish line over 12 miles to windward. As boats around us rounded the mark, it became clear that we had all bitten off more than we could chew.

I'm sure each boat has its own story of gear failures, seasick crew, torn sails, and near crew overboard drills but from what we could see going on around us, most everyone had their hands full. By now the wind speed seemed to be ramping up higher, and the visibility declined to less than a mile with each passing rain squall. The seas, which by now were building over six feet, were becoming steep and choppy against a foul current. Over the next hour, we continued to



slog our way upwind under a partially rolled up jib and a single reef in the main. We made good progress but as the wind and seas continued to build, things got more uncomfortable. With each passing gusts,

which were now reaching into the low 40's, we were becoming increasingly overpowered but by spilling the main and luffing up in the stronger gusts we could still make good speed. We watched as several boats around us struggled with broken outhauls and sheets but there was little we could do to help. At this stage, getting close to one of the other boats was especially dangerous. Moreover, Mike had become increasingly seasick and was now hanging over the side most of the time. We were a little concerned over the possibility of a concussion. Jan and Jim were doing an admirable job of sticking to their tasks of trimming and hiking. At one point after a tack, with Jan cranking the genoa sheet, the boat gave a lurch and was pinned down by an incredible blast of wind. The lee rail went completely under and the only thing keeping Jan on the boat was a quick snatch in the back of the life jacket by Jim and myself.

As we approached the 1MH buoy around 1500 we crossed paths with many spin and non-spin boats still struggling, some with broken gear. By now some boats had taken to motoring north straight into the teeth of the gale. As the still building seas approached the shoaling waters off Hole-In-The-Wall, the swells refracted shoreward, making each eastward tack a bone rattling rollercoaster ride. In these conditions Neredid's bow would rise skyward over each oncoming wave and then descend into the narrow trough beyond to totally submerge into the face of the next wave. Foaming walls of water bulldozed the decks and occasionally half-

filled the cockpit. North of 1MH, the winds increased into the mid to upper 40's and the rain and spray were driven so hard it hurt to look to windward. Only between squalls could we see the shadow of Gwynn's island to our west.

At about 1630 we saw the wind gust to 54 knots off the northeast tip of Gwynns Island. The seas were now well over six feet. We pulled in the second reef in time to see the luff of the main split in two places. We found later that the jib had ripped along the leech as well but there was nothing to do but press on. I felt we would be faster under sail than trying to power into such winds and seas.

As we headed into the mouth of the River, the waves had become so large and steep that they were breaking heavy as they approached the shoaling water north of Gwynns Island. After taking a pounding by several of these, we decided to head back north to tack up and around #3 which was part of the course anyway to avoid the breaking seas as we entered the river. Once we rounded the mark and headed up the river, the seas abated and we fetched the finish line around 1730. The wind was still so strong and gusty, we didn't bother trying to motor into it until we tacked up to the mouth of Jackson Creek.

It wasn't until we reached the dock and heard the reports of missing and distressed boats in our fleet that we came to realize the weight of the situation. The wind at the docks was still gusting into the upper 30s that evening and I suspect it continued to increase further out on the Bay that night. We spent the rest of the evening assisting the R/C determine the location and conditions of the other boats. As it turned out, we were the only boat in our fleet that finished the race.

### **Juggernaut's Story**

By Mike Dale

(Juggernaut is a 27' 6" J-27)

On September 18, 2003 Hurricane Isabel hit our little piece of paradise with what is now called the "storm of the century." September 18, 2004 was the date of the now infamous FBYC Wolf Trap Race. Maybe I'll visit the mountains on September 18, 2005.

I checked five different weather sources on the morning of September 18, 2004. Hurricane Ivan, downgraded to Tropical Storm Ivan, was making his second trip up the east coast. Still inland, Ivan was supposed to continue tracking to the northeast, remaining inland until reaching the New Jersey/New York area. The worst of the five forecasts I read called for winds to build to 30 knots in the late afternoon. I figured that we would be finished before the worst weather ever developed.

While backing out of my slip, before the bow actually cleared the outside pilings, the four raging horses in my outboard motor screamed: the shear pin had sheared. Was my little Suzuki trying to warn me? Was I smart enough to listen? The man on the bow yelled back to me, "I think I can still catch the piling, want me to grab it?"

(Continued on page 10)

*(History; Continued from page 9)*

“No. Let’s just get the main up. What the hell, it’s a sailboat!” I replied. So, still sliding backwards with just the momentum of the outboard’s brief effort, we cleared the tight area behind the West dock, hoisted the main and proceeded down Jackson Creek. Before reaching the “dog leg,” we took the outboard off of the transom and stowed it below. Dale had replaced the shear pin before we reached the starting area. The shear pin incident was merely a hiccup in our usual routine as we always stow the outboard when racing in order to get weight out of the stern.

There were five of us on board that day: Dale Moser, a regular, eight-year Juggernaut crewmember; Stew Wolfe, a Flying Scot sailor from GRSA who had been on board Juggernaut once before; Eric Wolfe, Stew’s son, first time on board; Don Barfield, half of the Smith/Barfield Syndicate from the MacGregor 26, Checko, and me, Mike Dale, owner/skipper of Juggernaut.

Considering the forecast and the fact that the majority of the crew was unfamiliar with the boat, I decided to approach the Wolf Trap Race very conservatively. Even though the wind at the start was probably only around 10 knots, we decided to go with a full main and #3 genny. We didn’t have the crew to fly the chute and I really didn’t want to have to change down after getting out of the calm lee that the starting area occupied. We were slow as we headed out into the Bay, but we were very much in control. As we proceeded east, it wasn’t long before we passed Shamrock and witnessed what I assume was the first casualty of the day: Shamrock’s spinnaker shredded after hitting the water. The wind and wave action continued to build. I looked to starboard and saw Wavelength gyrating and silently patted myself on the back for taking the conservative (chicken?) approach. I later found that it wasn’t the weather that caused Wavelength’s problems, but that the spinnaker guy had accidentally been released.

As the wind and waves continued to build, Juggernaut really came to life. By the time Wolf Trap Lighthouse came into view, we were surfing from wave to wave at a steady 11.7 knots. The wind was far enough aft at this time that the #3 was useless, but we’d need it again once we got around Wolf Trap to head home. As we flew toward the lighthouse, Eric looked at me and said, “This isn’t too bad.”

“No, this is great,” I replied, “but just wait until we’re heading back into this mess.” We hadn’t been around Wolf Trap five minutes before Eric said, “I see what you mean.”

We were taking a beating as we headed north, and it seemed that we couldn’t be making any headway. But, as we continued to beat our way up toward “1MH,” Wolf Trap Light, reassuringly, continued to get smaller and smaller, fading into the gray.

After clearing “1MH,” Chilcoat and Shenanigan, both of whom had been outside of us, off our starboard bow, dis-

appeared while we attempted to concentrate and work our way through the growing waves. We later learned that they had turned around and sailed south to seek shelter in Mob-jack Bay. By this time, the anemometer was reading in the low to mid 40’s and the Spectra starboard genoa halyard parted at the sheave. I guess it was time to reduce sail anyway. Eric, the youngest and most agile on board, crawled to the bow, pulled the #3 the rest of the way to the deck, passed it back through the rest of the crew and it was stuffed below, through the companionway.

We continued beating along the northeast shore of Gwynns Island into what must have been 10’ – 12’ waves. We sailed to starboard around Double Eagle, who had started motoring toward “home.” After we were past Double Eagle, the next boat we saw was Nereid, approximately 75 yards to port. I couldn’t help but think how nice it must have been on board that nice, solid 40 footer. After all, Juggernaut was the lightest, and second smallest of the 20 boats that ventured out.

The confused wave pattern definitely got the best of us on one tack. I called the tack and all of us moved from port to starboard, but as the boat was passing head-to-wind, a wave caught the bow and threw us back onto port, trapping all five of us on the low side of the boat. A gust caught the hull and we were pinned at a 75 to 80 degree heel for about 15 seconds. Eventually we recovered, were able to climb back up to the weather rail and continue sailing. It was strange dropping behind waves and being completely unable to see any part of Nereid or her rig.

I could finally see the light at the end of the tunnel. It looked like Jackson Creek was a couple of miles dead ahead. I had a decision to make: bear away to round the final mark of the course, G3, then tack to the finish, or call it quits and sail straight for Jackson Creek. For hours, foremost in my mind had been getting those four other guys on board with me back safely. I couldn’t shake the thought that if the genoa halyard, which had only been used about a half-dozen times, had parted, how many more tacks were left in the main halyard, which had seen much, much more use. If the main halyard let go, we were in trouble. It was too rough to get the outboard out of the cabin and back onto the mount. Even if we could have, my little Suzuki would not have been up to the task of pushing Juggernaut into those conditions. We still had another genoa halyard, but Juggernaut does not sail well under just a jib. I told Dale to raise Mr. Roberts on the radio and inform them that we would be withdrawing and sailing straight for the creek.

I sensed disappointment among a few of the crewmembers at my decision, but as we sailed into the slick calm just outside the entrance to Jackson Creek, a fresh enthusiasm replaced the disappointment as well as the tension that had built over the previous seven hours. After hours of being thrown from and through the waves, and flushed with the warm Bay water, we were home and safe. I brought the boat into the wind, and she just sat there, finally level again. We dropped the main and gathered it sufficiently so that we

(History; Continued from page 10)

could secure it to the boom. The outboard was passed up through the companionway and I secured it to the stern mount, hooked up the fuel line and gave the pull cord a tug. What a beautiful sound. She started on the first try and we motored slowly through the dogleg and back to the Club. Once we secure back in the slip, I inspected the main halyard: it was chafed halfway through. I guess we could have taken the extra tacks and finished the race.

After removing the wet sails and sorting through the heap in the middle of the cabin where everything in the boat had landed, I found that the porta-potti had broken from its

mount and was upside down on the opposite side of the cabin from where it started. Thank heaven it's so inconveniently placed that it's never used.

The total loss to Juggernaut consisted of damaged batten pockets and broken/lost battens in the main and #3 (\$308.00 to repair/replace), parts to repair and remount portapotti (\$45.00) and the broken Spectra halyard (replaced with wire/rope halyard which I already had). Most important though is that no one was lost or injured.

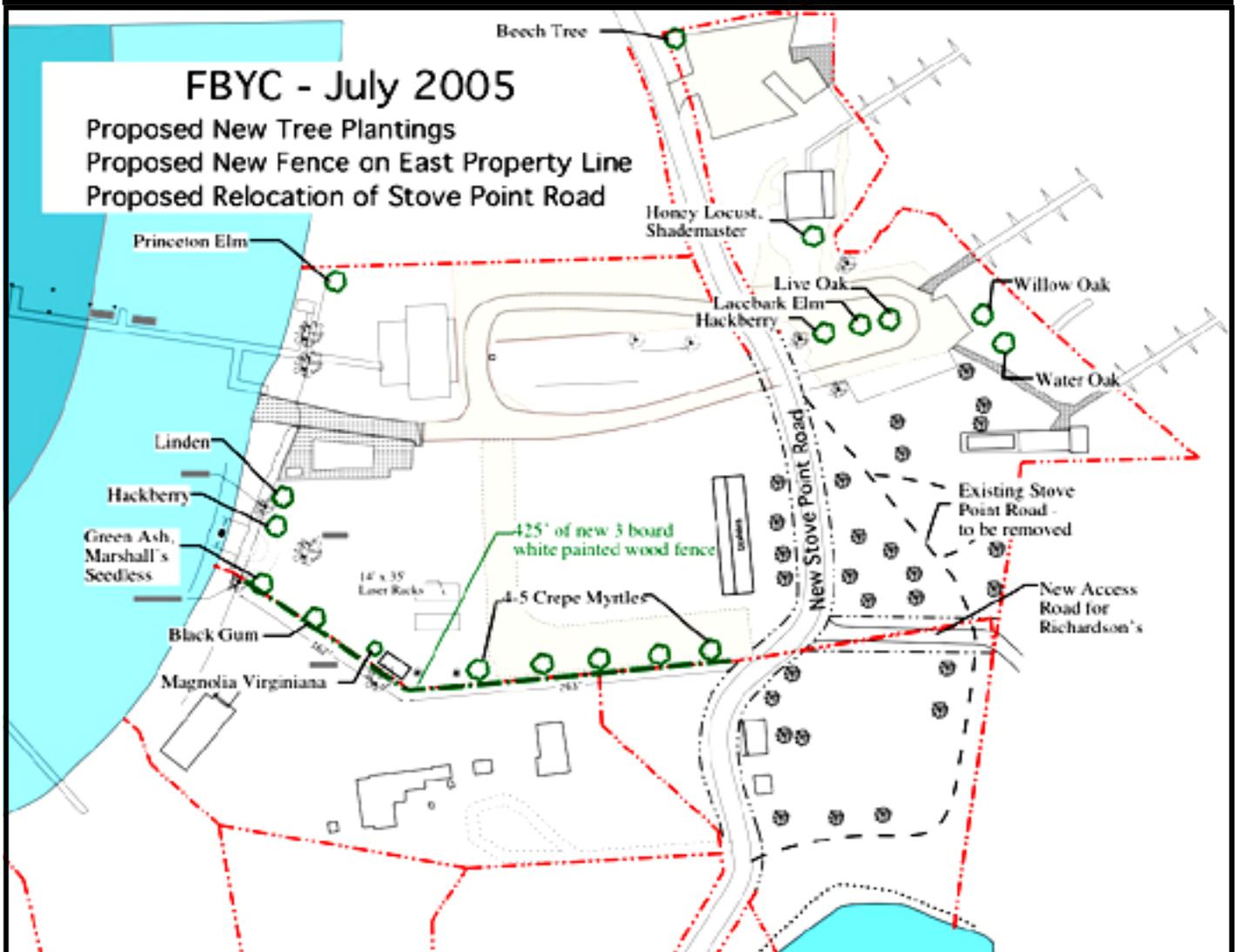
Juggernaut was back on the line one week later for Day 2 of the Fall Series and, along with Dale Moser, both Stew and Eric Wolfe have become regular crewmembers. Don

Barfield is still sailing Checko.

Looking back, I ask myself a couple of questions. Knowing how the race turned out, would I do it over again? No. The risk to the crew and boat in those conditions was too great. Am I glad that I did it? I think yes. Through the experience, I gained a greater respect and appreciation for the abilities of my little boat.

And, maybe, just one final question could be posed. Should NOAA consider trading in just one Doppler radar for a few old Suzuki 4 hp outboards to help with their forecasting? ■

## IMPORTANT CHANGES BEING MADE TO FBYC PROPERTY



# August 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 Wed. Night Dinner	4 Junior Regatta	5	6 Cruise Regatta
7 O.D.-Womens 420	8	9	10 Wed. Night Dinner	11	12	13 O.D.-66th Annual Regata
14 O.D.-66th Annual Regata	15	16	17 Wed. Night Dinner	18 J-24 Match Races	19	20 Kid's Cruise Long Dist. Series Smith Pt. Race
21 Kid's Cruise Dog Days Junior Event Smith Pt. Race	22	23	24 Wed. Night Dinner	25	26	27
28 One Design—Fall Series 1	29	30	31 Wed. Night Dinner			

## Annual Cruising Regatta

George Burke

### Notice to all members

The Annual Cruising Regatta will be held Saturday, August 6th. All cruisers and offshore racers and their families are encouraged to participate in FBYC's only "compassionate competition" event (all other offshore races having fallen into the category of "Dog-Eat-Dog"). A skipper's meeting will start at 9am in Fannie's House with a staggered start race initiated at 10:30am. This race usually finishes by 4pm and will be followed at 6:30pm by dinner in the main clubhouse on Fishing Bay and a brief awards ceremony. Cost for dinner, which includes beer or wine and soft drinks, is \$20 for adults and \$10 for children under 15. Because the unique and diabolical rating system for this race requires filling out a questionnaire, race participants are urged to complete their applications and notify us of the number of attendees for dinner by the **DEADLINE of July 27th**.

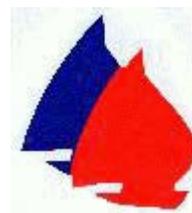
### For race handicap applications and registration for the dinner:

Please use the FBYC website, or contact George or Lyons Burke: **by email: burkeg@paraccess.com**, by telephone 804-359-1187, or by old-fashion US mail at 22 Maxwell Rd, Richmond, Va, 23226. ■

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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.

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mbuxton@oasionline.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.

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### **For Sale: Ornamental Grasses,**

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**For Sale: Optimist-** Great boat for the FBYC junior program. Good condition and ready to sail. \$1000. Call 804-550-3682 or cell phone 804-241-2670 or email to [ohalderman@comcast.net](mailto:ohalderman@comcast.net).

**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

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**For Sale: LASER.** Great shape, almost new sail, trailer included. Located on Stove Point for easy viewing. Call or email to set a time to come by to see it. Price: \$2,600. Nancy Arnold [nbc1027@hotmail.com](mailto:nbc1027@hotmail.com). 804-776-8282.

**For Sale: Laser Hull #148869.** Grey with Purple trim. New Sail 2005. Dry and in excellent condition. Rigged for competition (old rig). Dolly and trailer included. \$3,000. Contact Brad Squires 757-229-3960 or [bsquires@tni.net](mailto:bsquires@tni.net)

**For Sale: House.** Three bedroom, two bath, with fireplace, modernized kitchen, and large screened in porch overlooking Berryville lake just north of Piankatank River. House is set on 12 ft pilings providing a nice breeze from the river and lake, and expansive storage under the house. The house is positioned nicely on a three quarter acre lot which is located 1 mile from Fishing Bay Yacht Club. For more information call John Buhl at 804-339-5438.

**Missplaced/Lost/Stolen: from the FBYC Optimist Rack on June 25<sup>th</sup>.** A used gray canvas Optimist Hull cover with green longitudinal cushioned pads, labeled "Chatterbox". If you have any information about this cover, please contact Mike Toms at 540.748.0174 or [mtoms@aol.com](mailto:mtoms@aol.com).

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## **HOUSE REPORT**

John Koedel

I have two items to report. First, the Wednesday night group gave the club a very nice cork covered large ice bucket last year. It seems to have taken a walk. They need it, so it would be very nice if it reappeared no questions ask. Secondly, it is the clubs stated goal to teach children to sail and enjoy the sport. We are doing a great job it this but we need your help at controlling the children. They are consistently on the second floor of the Club House unsupervised. This has resulted in some damage and considerable trash. To refresh your memory about children at the club please check the Sailing Events book page 81 paragraphs #2 and #7. We want the children to have fun at the Club, but in a responsible way. Thanks.

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