



FROM THE QUARTERDECK

NOVEMBER 2014



FINISH LINE

Well, kids, it's been a quick year, or at least it feels that way now. In Fishing Bay's seventy-fifth year, I think we did a pretty fair job of celebrating who we are and how far we have come. Our Board and committees planned the work and we worked the plan.

This year we were able to turn around membership declines, run new inclusive events with fun socials, grow a new one design fleet with 10 boats from scratch, and memorialize in print how we became who we are today. We did all this and hosted three regional invitational regattas on top of our normal sailing program. Pretty impressive for an all-volunteer club!!!!

For all the fun and success we have had this year, there are still opportunities for improvement. We will have seventy five members who have belonged less than a year by the end of November - this represents north of 20% of our total membership. In the coming year we will need to do all that we can to assimilate these folks into the life and culture of Fishing Bay. For all the success of signature and invitational sailing events, our fleet series races, especially on the one design side, are lacking. Quite simply, our one design members are not buying what we are selling. A solution must be found. We will need to continue to develop our leadership bench and recruit new talent for our committees, board and flag. There needs to be continued transparency in our nominating process. The good news is we have an incredibly talented community, and this should be low hanging fruit when attention is brought to bear on these problems.

It has been an honor for me to serve this year. We have a community that will not let their commodore fail. Words cannot express my appreciation for the hard work and excellence done by you all this year, but I would be remiss if I did not recognize the exceptional efforts of a select few. Doug Anderson, in his third year as Club Secretary, Membership Chair, AND Chair of the membership initiatives task force, held 16 or 17 membership meetings—frankly I lost count. Doug became the face of FBYC to those

interested in joining. His fingerprints were all over the smooth transition of the new club Executive Secretary this year. Jere Dennison singlehandedly collected, organized, and published an entertaining history of Fishing Bay Yacht Club. He was a tireless advocate for the project, helping the Board to see just how critical it was. His effort is a gift that will continue to give for many years to come. Do you have your copy yet? Finally, Rick Klein was a PRO for three of our major events this year: AOD, Flying Scot ACCs, and Laser Masters. Rick would tell you recognition is due to the talented team that helps him run these events, but I will point out that if things go south, competitors only remember the principal race officer's name.

In September, Fishing Bay hosted the Flying Scot Atlantic Coast Championships for thirty five boats. It was by all accounts, an excellent event because of the vision and hard work of the following folks, many of whom served in multiple ways: **SPONSORS:** Debbie Cycotte and Rob Whittemore **Chairs:** Noel Clinard and Debbie Cycotte **On the water/ behind the scenes (from visitor lodging to registration to race committee, scoring, web, and more):** Len Guenther, Rob Whittemore. **PRO** Rick Klein, Kathy Klein, Cathy Clark, David Clark, John Beery, Ruthanna Jenkins, Ron Jenkins, Donna Alvis, Alex Alvis, Jeff Cahill, Mike Dale, Noel Clinard, Case Whittemore, David Jenning, Jim Snowa, Mark Sledge, Lud Kimbrough, Brooks Zerkel, Lisa Radke, Art Radke,; John and Sharon Wake, Noel Clinard, Phil and Susan Webb, Bob and Lisa Fleck, Chip and Jane Hall, Jon Deustch, Strother Scott, Dixon Cole **Social (bartending, miscellaneous munchies, Saturday night dinner, Sunday breakfast):** Chef Alain Vincey, Mike Toms, Jerry Desvernine, Ruthanna Jenkins, Ron Jenkins, Jim Lytle, Phil Webb, Sharon Wake, Ron Jenkins, Sharon and Ric Bauer, Carolyn Schott, Ann Wickwire, Betsy Murphy, Jerry Latell, Mike Miller, Sharon Wake, Barb Guenther, Len Guenther, Lud Kimbrough, Blake Kimbrough, Rick Klein, Mary Catherine Buhl, Mary and Jay Buhl, Mike Dale, Rob Whittemore, Diane O'Connor, Margie Goettle

When you see any of these folks around, stop and say hello. And see what you can do to help next time!

- **John. B Wake Jr.**

BOARD REPORT - October 2014

Selected highlights from the October board meeting

MEMBERSHIP: Currently a total of 74 new members for this year. There are three membership meetings scheduled for November due to all the candidates.

SOCIAL CHAIR – Commodore's Ball registration is open and organizing committee is in full-swing with preparations. Closing Day Oyster Roast is November 8.

GROUNDS CHAIR –

- Pool: The pool has been closed & covered for the season.
- Water System: A combination lock will be added to the holding tank. The automatic shutdown system has enabled us to detect and fix 2 leaks.
- Jr. Shed: Maintenance, including paint and shingles, is being done or scheduled.
- Barn: Install is scheduled for next month to replace rotten subfloor in the lockers and stalls.
- Shoreline: A rough clear has been done on shoreline between pool & grass ramp. Additional pruning will be done on Fall Project Day.
- General: Watch your email for notice of Fall Cleanup Day, renamed this year to Fall Project Day.

MEMBER AT LARGE- The nominating committee is well on their way to finalizing the 2015 Board and will be ready for the Annual Meeting.

WEB MASTER - All our web site info is being backed up nightly at Amazon O3 - at a very minimal expense.

New Event Registration Form – This new form was rolled out in the last month

OFFSHORE DIV. CDR. – Saturday, November 8th is the Annual FBYC Closing Day Oyster Roast. This event is open to ALL. This year we will be presenting various awards to both the offshore and one-design fleets. There is NO charge for this event. Please bring a side dish to share.

ONE DESIGN DIV. CDR – There is a pressing need to address the small boat parking situation. This will be discussed further at the next meeting.

CRUISING DIV. LT. CDR. –History Cruise to Hampton Roads was wonderful (see Log article) with every detail seen to. For 2015 the Cruising Division would like to schedule another "Suddenly Alone" session. Crew Training participants have asked for the opportunity to "try out" cruising – members tasked Cruising Division with coming

up with some ideas on how to give these interested participants an opportunity to give cruising a try.

JUNIOR DIV. CDR. –

- *Fall Race Team-* The Fall Race Team has been extremely successful, with approximately 12 juniors participating at various times. The team travelled to the USODA Southeastern Championships in September, where they were highly successful. One of our sailors finished 2nd out of 126 sailors, and another won the Sportsmanship Award. The team sails through November.
- *High School Sailing-* The team is expected to complete their schedule later this month and return the boats and equipment to the club.
- *2015 Hiring Committee-* A hiring committee has begun the process of identifying candidates for 2015
- *2015 Junior Division Schedule-* Doug and Mark will attend CBYRA's Junior Division scheduling meeting

FLEET LT. - Transfer/registration for the Parker is in progress; insurance is in place. Mike would like to get a training/sign-out program for the boat. Small boats are being de-commissioned and a schedule is being developed for the other boats.

Closing Day Regatta & Oyster Roast



**Bring a side dish to share.
Register to race, or just
come to shuck oysters!**

**Main Clubhouse
Immediately following
the race.**



SAVE THE DATE

COMMODORE'S BALL 2014

Around the Corner...
Bringing back the Motown band
for an event not to be missed!

THE 15TH OF NOVEMBER

All members and guests welcome
Commonwealth Club, Richmond VA

MEMBERSHIP

MEMBERSHIP



Mr. Borna Kazerooni (Borna):

A graduate of the University of Virginia and an employee of the Commonwealth of Virginia, Borna is in his second season aboard *Shenanigan* as mast man and jib trimmer. He day sails several small boats including Flying Scots, Lasers and J-70's. He is very interested in learning, not only about the art of sailing, but also about the science and the "how things work" aspect of it. Borna looks forward to becoming part of the camaraderie and positive community of FBYC.



Ms. Jessica Hardin (Jess):

A graduate of the University of Virginia, Jessica was part of their sailing team from 2006 to 2010. Jessica had never sailed before joining the team, but was able to learn quickly. She helped grow the team through a student leadership position and fell in love with the excitement and competitive spirit of racing as well as the community that came with it. Since moving back to the Richmond area, she has been looking for a similar community of sailors with a good balance of competition and social activities, ages, and experience ...and she believes that FBYC has it all!



Mr. Hudnall Davis (Hud):

For the past six years, Hud has been sailing aboard *Shenanigan*. Over that time he has sailed almost all the positions on the boat, spending most of his time at fore deck, but also as mast man, pit and trimmer. Prior to that he sailed with Mike Dale for several years and also crewed on *Breaker* and *Pterodactyl* out of Hampton Yacht Club. Hud is also an active member of the U.S. Coast Guard Auxiliary. Over the years Hud has volunteered his time and effort to FBYC wherever needed.

Mr. and Mrs. Michael Binns (Michael and Debbie): Michael has been a loyal and valuable crew member aboard *Trilogy* for the past five sailing seasons.



The founder and owner of a successful local business for the past 25 years, Michael is looking forward to retiring and having more time to commit to sailing both as a racer and cruiser.



Mr. and Mrs. James Wilson (Jim and Diane):

Both Diane and Jim were born on the water; she in Norfolk, VA as the daughter of a career Navy man and he in the San Francisco area as the son of a naval architect. The Wilsons have been sailing together since 1981 when they started with a Catalina 22. In 2005 they purchased their current boat, a Catalina 400, when they found they were cruising with mostly larger boats. The Wilsons have chartered in the Bay, the Florida Keys and the Virgin Islands; however, most of their experience has been in the southern bay. Jim has raced as crew on a number of different boats and he has served on the race committees. Former members at Yankee Point Yacht Club, Diane served on the board of directors and as Rear Commodore while Jim also served on the board and as Commodore.



Mr. and Mrs. John McDonald (Sandy and Vanna):

Vanna has enjoyed sailing since she was 14 sailing on her family's 22' Westerly. Sailing is her passion and she looks forward to being with other sailors, learning more about sailing and possibly teaching sailing classes to beginners. Both she and Sandy look forward to enjoying the social aspect of FBYC.



Ms. Susan A. Kessler (Sue):

Sue has crewed on racing sailboats at FBYC since 1991. She is a member of the Hampton Yacht Club but she spends a lot of time in Deltaville. Previously crew aboard *Nogotippy*, she currently is a regular crew member on *E.L.E.* and *Afterthought*.

JUNIOR

FALL OPTI RACE TEAM SHINES!***USODA Opti Southeastern's***

The weekend of September 19th and 20th, four of our Fall Opti Race Team members and coach David Tunncliffe travelled to Lake Altoona, Atlanta, for the United States Optimist Dinghy Association Southeastern Championships.

There were a total of 126 competitors, many of whom sail with professionally-run teams from the top junior programs from across the country. Our kids were fantastic! When the dust settled, Boyd Bragg finished second overall and first in Red Fleet! Ian Street finished 15th overall and 7th in Red; John Vail finished 43rd overall and 22nd in Blue, and Reese Bragg was the 23rd Girl! I cannot stress how impressive all of these finishes were, especially since many of the competitors came from Florida where most of the top kids have fulltime pro coaching and are homeschooled to allow time to train.

In addition to the great finishes, Ian was awarded the Friendship Award. One of the competitors from another team was extremely upset when he scored an OCS, which effectively eliminated him. Ian settled the sailor down and convinced him to continue the regatta. The RC rewarded him for his leadership and sportsmanship. This is the third time this year that one of our sailors has been recognized in this way! Many competitors and their families were impressed with our team, and complimented our parents. At the end of the regatta, after the awards, Coach David had all of our sailors personally thank the RC and on-the-water judges for their hard work.

USODA Atlantic Coast Championships

The weekend of October 11 and 12, the team travelled with coach David to Brant Island Yacht Club, New Jersey,



Reese Bragg looks impressed with the Atlanta Yacht Club!

for the Opti ACCs. Conditions were windy, cold and rainy! Our team performed wonderfully against some of the top Opti sailors in the Northeast, and all of our sailors stuck it out in the brutal conditions. There were 223 Opti sailors from across the country, and many were unable to finish races due to the conditions, with many capsizes. Our sailors had outstanding results: Boyd Bragg 67; Ian Street 73; John Vail 88; Gannon Troutman 117; Will Street 163; and Reese Bragg 164.

**J70 WORLDS**

Team Nostalgia and Team Full Monty were proud to carry the FBYC burgee to Newport, RI for the first J70 Worlds held September 9-13 in a fleet of 86 boats from 14 countries. Four of the five days of racing were conducted in Rhode Island Sound several miles offshore. In a 23-foot boat that far offshore, the conditions we raced in had us thinking Perfect Storm, especially when we saw the seas were big enough to hide the signal boat.

RACING



Our *Nostalgia* crew was Blake (skipper), Julia (bow), and Lud Kimbrough (spinnaker trim), with Rob Whittemore on jib trim and tactics. *Full Monty's* crew was Latane Montague (skipper), with Chris Kennedy, Denis Hope-Ross, and Ted Lepich. FBYC members Len Gunther and Carrie Russell also crewed in the event aboard Ron Thompson's *Noname*, hailing from Hampton.

The format for the event was two days of qualifying races in order to divide Gold and Silver fleets, followed by three days' racing for Gold and Silver. Day One presented epic Newport conditions: 20-knot winds, 5-7 foot seas, and readings of 14.5 knots on the speedo planing and surfing downwind. As long as we could consistently finish in the top half of the 43 boats, we would qualify for gold fleet. We got a 20 and an 18 in the first two races, but the third race we caught a huge wad of grass on our keel and wound up finishing 41st. Major education. Thanks to the debrief sessions conducted by North Sails, we learned to change our jib leads and crew weight location in such conditions.

Day Two saw slightly lighter conditions, but still planing breeze. We started well with a 7th place, but the second and final race of the day we found ourselves on the wrong side of a shift and scored a 35th, putting us four points out of the Gold fleet, a big disappointment to us even though we are aware we are racing 84 of the world's best, most of whom have professionals on board. Both of the other Southern Bay boats were in the Silver fleet as well, so the camaraderie was good.

The first day of the Silver fleet competition (Day 4) saw winds of 12-18 knots, once again providing lots of downwind entertainment. We broached only twice during the event, which was actually pretty good (but not satisfying), having learned on Day 1 we needed a longer boom vang so it could be released from far aft in the boat when we moved weight back for planing.

We scored a 16th and 9th, leaving us in a 3-way tie for second in Silver. On the second day of competition, the PRO took the Silver fleet up Narragansett Bay for the only day of inside racing, using the northerly to position the fleet with a great racecourse. The conditions were much more like the Chesapeake – more frequent and larger wind shifts, small chop – and all three boats from Southern Bay finished in the top ten. *Nostalgia* had her only bullet in that race, driven by great upwind tactics called by Rob, and was firmly in third place after the only race of the day.

Day Five returned the fleet to the ocean with 12-17 knot winds and 3-5 foot seas combined with chop, making for another day of slamming upwind and sheet-pumping to surf downwind. We found ourselves on the wrong side of some shifts in a very tight-packed fleet (two boatlengths often meant five places at mark roundings). With a final 12th place we took home 4th overall in Silver, many lessons learned, and of course many new friendships. *Full Monty* finished 14th, a great showing for the short period of time Latane has been racing the boat, and *Noname* finished 30th overall. In Corinthian scoring, *Nostalgia* was 3rd, *Full Monty* 7th, and *Noname* 17th out of 28 amateur teams.



RACING



FLYING SCOT ATLANTIC COAST CHAMPIONSHIP

The Flying Scot Atlantic Coast Championship/Capitol District Championship was held on September 20 & 21 at Fishing Bay Yacht Club. Congratulations to David Neff and Jason Hair from Selby Bay, MD for winning both the ACCs and Capitol District Championships. Chris Herman and his son, Gabriel, from Winston-Salem, NC won the Challenger Division. AND a big thank you to Team FBYC who helped make this event such a success.

It was a great weekend for the Flying Scot Atlantic Coast Championship for 35 Flying Scot sailors competing in the two day regatta. Saturday's races were started with wind about 12 kts but dropping to 7 kts later on. Four races were held on Saturday with the final race sailed in wind up to about 14 kts. There were four general recalls (three of them under ZFP) as later in the day there was more current pushing the boats over the line.

Saturday evening the sailors were treated to kegs of Legend Beer donated by Ullman, Mad and Quantum Sailmakers. This was followed by a spectacular dinner created by Chef

Alain Vincey with crabcakes and steaks and attended by 105 sailors and guests. After dinner there was a raffle for door prizes donated by many local merchants and our Flying Scot builder.

The fifth and final race was held on Sunday morning in about 10 - 12 kts. The regatta could not have been accomplished without our wonderful race committee - many thanks to PRO Rick Klein and his incredible team of RC volunteers. Chief Judge was Brooks Zerkel. A big thank you to ALL of the FBYC volunteers who helped make this event such a success.

Congratulations to all the winners!



RACING

CUT CHANNEL RACE

by Paul Wash



Ned trying out for the foredeck union.

This year's Cut Channel Race was one of most memorable races we have done onboard Cheeky Monkey. It always seems the fondest memories are ones that are unplanned. Our participation in the Cut Channel Race was uncertain until that Saturday morning. The weather was clear and winds were in the upper teens. We only had three adult crew and our two children: Ned, 6, and Anne-Kinsey, 10. Short-handing

an S2 7.9 is not terribly difficult on a distance race, but ensuring the safety of two children (the youngest of whom had never raced before) was a concern. Ned has been day sailing on Cheeky Monkey since he was three but never raced. Anne-Kinsey, on the other hand, has been racing with us for two years even on distance races. She is our "chute squirrel," meticulously feeding and re-packing the spinnaker for sets and douses. She is able to hold her own. The question was what to do about the little monkey who normally is jumping, running, popping his head through hatches, and is "starving" every ten minutes? Sailing in a 27.5 nm race is completely different story. We debated and luckily picked up another two crew members, so we decided we could handle this.

By 1100 we were on the course ready to go. The winds had died down to the lower teens and our #1 genny was hoisted. We took the start a bit conservatively, sending the kids below while we got going. We had the conversation with Ned that this was a "race" and it was "serious," no room for horseplay or other "kid-like" behavior. The first leg was uneventful. And as we rounded the first mark of the weather leg, we realized that we were going to be beating in the chop for the next several hours. The heeling of the boat and the pounding of the waves wasn't a concern. The kids enjoy that part. But, would they enjoy it for several hours?

As we made way closer to the Eastern Shore, the winds started picking up and we started exceeding the range for

the #1. Nothing to worry about – only a few miles left and then we would crack off for a reach back North. The waves built with the outgoing tide against the wind. Everyone was hiking hard – including the kids. Just one of the many great images etched into my memory from that day.

We sent Ned down below to retrieve water for everyone, never any complaints, just getting the job done and then right back up on the rail. We finally reached the mark where we would turn North and reach up through the Cut Channel. The boat settled down, everyone was able to spread out to keep the boat balanced and flat. The kids stretched their legs and relaxed a bit while with sandwiches and chips. A fast ride up and a spinnaker set to get back across the Bay. Anne-Kinsey was called into action and delivered.

On the other side we made our final approach into the finish. We crossed the finish and received first place for the day in PHRF C. The first thing Ned and Anne-Kinsey asked was, "Can we go up front now?" After a total of 44.6 nm hiking on the rail, checking for traffic on the low side, and anything else that was asked, we all said sure...but don't fall off the boat!

For all our concern about the well-being of the kids, they handled the race without ANY issues at all. There was no "horseplay" or other frowned upon "kid-like" behavior. I was so impressed with their ability to handle the conditions and the value they added. Not only did they sail well, they were all smiles and excitement. They really loved being out there.



Smiles after the race.

I started thinking, if we didn't sail in the Cut Channel race because we were worried it would be too much for them, just think about all the experiences they would've missed that day. So as a parent, a sailor, and racer, my advice is get your kids out there early. Let them share in the experience; I am convinced there is

no better way to bring them closer and I think you will be pleasantly surprised with the results!

A CRUISE OF DISCOVERY

As new members of Fishing Bay Yacht Club, my husband, John, and I signed up with the Cruising Division for their "Southern Bay History Cruise," and were introduced not only to new passages and landfalls but to also to a fun collection of sailors and new friends. Thanks to George and Frances Sadler for leading!

The Cruising Division has a well-earned reputation for enjoying seriously good food, and the week did not disappoint. From the opening night happy hour and chili dinner to the appetizers at happy hours before we participated in delightful dinners ashore or aboard, the whole week was a food highlight!

Fortunately, this was backed up by some serious walking during our tours ashore in Jamestown, Newport News, and Norfolk, covering historic forts and fascinating museum exhibits, and walking the decks of historic vessels both original and reproduced.

Another highlight of the cruise was visiting the Mariner's Museum in Newport News. To cap it all off, we were given a private showing of materials just donated by the winning America's Cup Oracle team, stashed away in the museum's warehouse awaiting exhibition. What a rush to see up close the technology that gave Oracle the winning edge during the Cup Races that mesmerized us last year with their heart-stopping excitement!

On day 6, as we sailed up the Elizabeth River to the Waterside Marina in Norfolk, we were met by a pod of at least two dozen dolphins – all having a fine time herding fish for their lunch. The impressive size of the ships at Norfolk Naval Station, and the even larger USS Wisconsin at the Nauticus museum, served to remind us how far we have come from those small wooden ships that landed at Jamestown 400 years ago, and also how much of this country's history is focused around the Chesapeake Bay. Just how important the strategic harbors of the Hampton Roads area still are to our nation's security was also profoundly obvious.

Our final day ashore we spent touring the Chrysler Museum after a short cruise to the Norfolk Yacht and Country Club, a gorgeous club featuring its own fitness center, steam and sauna rooms and indoor pool. The newly refurbished museum is first-rate, and an overland trip to spend more time there is definitely in my future.

Our last night at the NYCC put the final polish on a splendid week, as we sat in the dining hall surrounded by new friends we had the good fortune to get to know over the course of the cruise. John and I eagerly listened to our companions' stories of cruising grounds stretching around the world. What better place to hear these stories than boat-hopping or hanging out dockside with this friendly group! We hope to garner more of this knowledge as we plan our future cruises. In the meantime, destinations closer to home call, and we gathered info on many worthwhile and "new to us" Chesapeake ports of call provided by this savvy group.

On turning into the Jackson Creek at the end of the cruise, I expressed to John that I felt a sense of home-coming for the first time since leaving Alexandria last spring. We encourage all who are thinking about getting involved in Club cruising to discover just how fun the voyage can be at FBYC! ~ By Mary Galloway, aboard *Southern Cross*

MIDDLESEX YMCA A VITAL PART OF THE COMMUNITY

The opening of the Middlesex YMCA in Hartfield several years ago was a huge milestone for the Deltaville community. Created by local residents, the Middlesex Family YMCA provides a welcoming place where people of all ages and walks of life gather to build a stronger community. All programs are designed to develop positive values, self-esteem, and an ethic of service. Many parents rely on the Y to welcome their children after school so they can meet their work obligations. It is also a great place to work out, which I use regularly. The annual YMCA Sailing Program helps FBYC achieve its mission of bringing the sport of sailing to others, and has resulted in many great new members for FBYC.

The Middlesex Y kicked off a capital campaign this year with a goal of raising \$2.45 Million to construct a new multi-purpose building and to expand the wellness center. Over \$600,000 in outright gifts has been received thus far, but there is still a long way to go.

Please join me, Lud Kimbrough, in donating generously to this great cause. Your tax-deductible gift or pledge may be sent to the YMCA Capital Campaign, P.O. Box 524, Hartfield, VA 23071. Your contribution means more than you know. Thank you.

HISTORIC
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on the Piankatank



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FOR SALE - 1990 Grady-White 22' "True Lies". Incredibly reliable, Yamaha 200 2-stroke. Cuddy cabin, curtains. Asking \$9,500. Contact Lud Kimbrough at lkimbrough@truenorthcustom.com

FOR SALE - *Back Porch*. 1981 Pearson Flyer, lightest hull on the Bay Improvements made in the last 7 years include (but not limited to) new diesel engine, new electrical system, new upholstery, and good sail inventory. The boat has been wintered on land and professionally attended to each season. \$7500 or best offer. Contact Kenney Cobb at kenney.cobb@verizon.net or 804-301-0241

FOR SALE - 1988 Hunter 26.5. Well maintained cruiser/racer/daysailer that I have owned for 22 years. Fresh antifouling paint in June 2014. Electric start Tohatsu engine (new in 2011) with controls in cockpit. North mainsail and 155% genoa new in 2011. Full spinnaker gear. Pictures and details at: <http://www.sailboatlistings.com/view/44899>. Asking \$7000. Contact John Galloway at 804-824-2107 or galloway.johnp@gmail.com.

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

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