



## FROM THE QUARTERDECK



Welcome to 2007. The docks are nearly empty, the festive lights are gone, and even the hardy Laser fleet is not much in evidence, but the countdown to Opening Day has begun. Eric Powers has found a second coach and is putting the finishing touches on the junior sailing program. Well underway, but still to be done are the finalization of the 2007 Yearbook and Sailing Events Book, and final planning for the spring seminars and training events. It's not too late to volunteer to help train race committees or make your feelings known to Ric Bauer, Elizabeth Staas or any of the Division Commanders about changes you'd like to see made to the sailing instructions, cruising book, or Notices of Race.

It's shaping up to be a great year to be sailing at Fishing Bay. Make that a great year to be part of FBYC. Mark your calendars now for the Great Shallop Race the weekend of August 24th, 2007. A weekend of activities tied to the 400th Anniversary of Jamestown will culminate in sailing and rowing races (row upwind, sail down, in August – sound familiar?) in Fishing Bay between several of the replicas of John Smith's shallop, including the dark horse favorite built at the Deltaville Maritime Museum. FBYC will be the host for the race and several of the accompanying events, so there is plenty of opportunity to get involved. In particular, there is a rumor that a press gang is out "recruiting" FBYC sailors and oars(wo)men to crew the hometown entry.

The number of U. S. Sailing certified race officers in the membership has continued to grow over the last few years. The number of members who have qualified but procrastinated on following through on applying for certification and need a refresher (a number which, sadly, includes your Commodore) is even larger. As we continue to raise the level of racing at FBYC we need more people trained and active in race management. It is not only a matter of increasing the knowledge and ability of our race committees: Thorough understanding of race management is a boon to every racing skipper. This February, FBYC members won't even have to travel to Hampton to get the training necessary to get the goods on Race Management under the current Racing Rules. On Saturday, February 17, the U.S Sailing Race Management course is coming to us. It will be held at the main clubhouse starting at 0800, and led by John McCarthy and Brooks Zerkel. Those passing the test given at the end of the day will have satisfied the training requirement for U.S. Sailing Club Race Officer certification. Sign up soon, either on the U. S. Sailing web site ([www.ussailing.org](http://www.ussailing.org)) or by calling Lin McCarthy at (757) 850-4225, because it is the only course offered in our area this spring and may sell out.

Safety considerations and equipment for cruising boats and boats racing in the "big boat" handicap fleets is always a timely subject. As anyone who raced Wolf Trap a couple of years ago, or has been caught in a blow off the New Jersey Coast, can attest, being in sight of land is not the same as being in the pool in your backyard. The subject is assuming greater significance for racers as PHRF reexamines the safety equipment requirements for boats racing in PHRF and CBYRA sanctioned events on the Chesapeake. On April 14, 2007, FBYC will put on a full day seminar devoted to the subject entitled Safety & Seamanship: A Primer for Bay Sailors, which will include on-water and hands-on demonstrations. We are fortunate to have, so far, secured the services of Sheila McCurdy, who has been involved with the U.S. Sailing Safety at Sea and Suddenly Alone seminars, as moderator and speaker, as well as speakers Dr. Jim Barton, an emergency room physician and ships surgeon on the (new) Godspeed's transatlantic trip, and Jim Campbell, an expert on Coast Guard Sea-Air Rescue. We continue to add to this all star cast. Stay tuned and save the date.

Keep an eye out, too, for the Winter Programs Charles Lytton has lined up for us: Gary Jobson in early March, and the Bermuda High Party. And when the phone rings in January, VOLUNTEER. 2007 has the potential to be a great year on the water, but it takes all of us to make it happen.

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DATE	EVENT*	LINK
Sat, Jan 27	Sailing Workshop (0900 - 1530)	<a href="#">Jan 07 Sailing Workshop</a>
Sat, Feb 3	CBYRA Region 4 Awards at FBYC - at 1700 - dinner at 1800	<a href="#">CBYRA Region 4 awards</a>

## FBYC BOARD MEETING HIGHLIGHTS

December 14, 2006

Meeting called to order at 6:05 p.m. by Commodore Allan Heyward.

### REAR COMMODORE – R. NOEL CLINARD

**SECRETARY** – The following Resolutions were presented by the Secretary and approved by the Board:

**RESOLUTION** to open and inspect the contents of the Safe Deposit Box at First Market Bank.

**RESOLUTION** to vote into Honorary Membership the Fishing Bay Yacht Club's Deltaville neighbors – Mr. & Mrs. Ronald S.

Hall, Mr. William R. Moseley, Mrs. Edith Moseley, Mr. Edward E. Ralston, and Mr. J. B. Richardson - and to provide them with membership cards.

**RESOLUTION** to vote into membership 22 children who will have reached 10 years of age by January 1, 2007.

**HOUSE** – Wes Jones has obtained bids for painting some areas of the main clubhouse. His key tracking system is working but there are a few keys that still need to be returned.

**SOCIAL** – Mike Calkins has social chairs lined up for all

of the major events in 2007.

– There were approximately 25 volunteers for Clean-Up Day, which was organized by Chip Hall. Mayo Tabb and David Lee are attempting to get Virginia Power to re-set the 5000-volt switch box. Dixon has completed winterizing the facilities, water on the docks is off, and the pump-out system is not available for use until further notice.

**MEMBER-AT-LARGE** – Lud Kimbrough reported that Bob Kates is the event chair for “The 400th Anniversary Shallop Rendezvous” that will be held at Fishing Bay Yacht Club on August 25 and 26. The Deltaville Maritime Museum, along with two other museums that have built replicas of the John Smith boats, will have their boats at the club. Explorer, built by Deltaville Maritime Museum, will be there. Godspeed will come up from Jamestown. A regatta will be held for the John Smith replica boats along with interactive displays and tours.

**WEBMASTER** – Strother Scott announced that volunteer sheets for each adult member would be included with the annual billing. A link called My FBYC is now on the web site. Members will be able to enter or change their volunteer preferences at this site. Strother reported some progress relating to members being able to go to the web site to see which mailing lists they are on.

**WINTER PROGRAMS** – The Bermuda High party is planned for February 24 at Charles and Carol home. Gary Jobson will speak on March 16 at a site still to be determined.

**PUBLICITY** – Valerie is working on an article for Virginia Living Magazine.

### VICE COMMODORE – RICHARD A. BAUER, JR.

**FLEET CAPTAIN** – Jay Buhl discussed the many training seminars that will be scheduled for 2007 even though dates are still in question for a number of them. Some of the seminars being planned are for race management, protest committee training, Sailing Rules, crew training, Mr. Roberts and mark boat training, and possibly some electronics training for GPS and radar use.

**JUNIOR DIVISION** – Diego Ravecca, has been hired as the Head Coach for 2007. Luis Canuto, also from Argentina, has been hired as the Assistant Junior Coach. Luis is a Laser Radial specialist. Eric Powers would like to talk with anyone who is interested in the Learn-2-Sail coaching job. Eric met with Dan Hayes of Christ Church School and they are working on coordinating the summer schedules and programs of the club and the school.

**FLEET LT.** – All boats are out of the water and Mr. Roberts has undergone some scheduled maintenance. Mike Dale purchased some horns for the boats as well as three depth gauges.

**TROPHIES** – Brooks Zerker is reviewing the charters for some of the perpetual trophies to determine if recipient designations should be changed for any of them.

**CBYRA DELEGATE** – Tom Roberts advised that our schedule has been coordinated with the Southern Bay schedule. On February 3, the CBYRA Awards Dinner will be held at the club. Tom has the presentation he prepared on using JavaScore and will be glad to share it with anyone who would like to learn how to use the system.

**PARTICIPATION** – David Hazlehurst reported that his records showed there were at least 200 people who never helped with any volunteer job in 2006. He will have a proposal at the next meeting about how we can get more members to volunteer their time.

**NEW BUSINESS** – David Hazlehurst asked about powerboats that have been left in the small boat parking lot. Boat owners are asked to remove their boats because the club does not rent space for powerboats.

There being no additional business, the meeting was adjourned at 7:15 p.m.

## 2007 OFFICERS

Commodore  
Allan M. Heyward, Jr



VICE COMMODORE  
Richard A. Bauer, Jr.



REAR COMMODORE  
R. Noel Clinard



SECRETARY  
C. Stephenson Gillispie, Jr.



TREASURER  
Charles E. Hall



LOG STREAMER  
James Morrison



### Resignations:

- Mr. & Mrs. Francis L. Church; Mr. Jamie A. Stalnaker



## The Road To the Flying Scot NAC: No.1

By Noel Clinard, FS NAC Event Chair

This is the first of a series of articles marking the road to the Flying Scot North American Championship, to be held June 24-27, 2007, at FBYC. This Fall's effort has been addressed to "official" race management issues, including the Racing Format as drafted for the Notice of Race ("NOR"), and the planning for the non-racing parts of the event, including meals, apparel sales, design of an event logo and other marketing matters. A crystallization of these efforts is reflected in the final NOR and Registration Form which, by definition, should speak for themselves. Copies of these documents are printed in this issue of the Log, are now posted on the Club's site [www.fbyc.net](http://www.fbyc.net) and the Flying Scot Sailing Association site [www.fssa.com](http://www.fssa.com), and will appear in January in the Class magazine Scots-n-Water.



Bauers flying on a Flying Scot



### **Paid Coach in Training Position:**

*FBYC is looking for a responsible Coach in Training to assist with our 2007 Junior Program from mid June till early August. CIT will assist Head and Assistant Coaches with teaching beginner level students basic sailing at FBYC. No travel required. Other responsibilities will include assisting Club Manager with maintenance and operations. Applicants must be at least 18 years old, have a valid drivers license and experience with Optimist dinghies. Access to local housing required during the week. Those interested should contact FBYC Junior Division Commander Eric Powers at 804-798-6525.*

Many thanks to our Principal Race Officer ("PRO") John McCarthy, the Event Race Committee, the Flying Scot National Championship Committee, Hans Noordanus our Flying Scot Capitol District Governor, and our own Commodore and Vice Commodore, Allen Heyward and Ric Bauer, for their assistance and patience in finalizing these seminal documents.

One item not apparent on the face of these documents is the location of the various meals. The Sunday night Reception and Tuesday night Picnic Supper will be at FBYC, the Tuesday night Board of Governors Dinner will be at Ekhard's restaurant in Topping, the Monday night Dinner will

be at Christ Church School, and the Closing Dinner, Annual Meeting and Awards will be at the new state of the art dining facility at Beth Page Resort in Urbanna. Also, note the exciting custom apparel alternatives provided for this unique event, which will be available for viewing soon on [www.fbyc.net](http://www.fbyc.net). Additional signposts on the exciting road to the NAC will appear in the Log each month. First Warning!

**2007 Flying Scot® Sailing Association North American Championships**  
**Fishing Bay Yacht Club ("FBYC"), Deltaville, VA 23043**  
**June 24-27, 2007**

**Registration Form**

(On Line Registration, Meal and Apparel Purchases also available at: [www.fbyc.net](http://www.fbyc.net))

Skipper: \_\_\_\_\_ Age: \_\_\_\_\_ Male: \_\_\_\_\_ Female: \_\_\_\_\_  
 Crew: \_\_\_\_\_ Age: \_\_\_\_\_ Male: \_\_\_\_\_ Female: \_\_\_\_\_  
 Crew: \_\_\_\_\_ Age: \_\_\_\_\_ Male: \_\_\_\_\_ Female: \_\_\_\_\_  
 Skipper's Address: \_\_\_\_\_ Cell phone: \_\_\_\_\_ E-mail Address: \_\_\_\_\_  
 Home phone: \_\_\_\_\_ Emergency Contact: \_\_\_\_\_  
 Emergency Contact: \_\_\_\_\_ Emergency Contact Phone(s): \_\_\_\_\_  
 Sail No: \_\_\_\_\_ US Sailing (USSA) Member#: \_\_\_\_\_  
 FSSA Fleet #: \_\_\_\_\_ Home Club: \_\_\_\_\_

**Perpetual Trophy Criteria:** Please check all that apply.

Club Boat \_\_\_\_\_ Junior Championship \_\_\_\_\_ Borrowed Boat (Jr. Only) \_\_\_\_\_  
 First time NAC participant \_\_\_\_\_ Women's Championship \_\_\_\_\_  
 Masters (skipper 55+) \_\_\_\_\_ Chartered Boat \_\_\_\_\_  
 Husband and Wife on board with one as skipper \_\_\_\_\_  
 All on board are members of one family, and at least one female is included \_\_\_\_\_  
 Father and Son on board with one as the skipper \_\_\_\_\_

**Division Election:** Skippers shall make their election between the Championship and Challenger Divisions upon registering. **There will be no Division qualifying series in the NAC** due to the shortening of the 2007 event to accommodate the Flying Scot 50<sup>th</sup> Anniversary celebration. Class Bylaws Article B-IX(5) have been altered by the Board of Governors (see Notice of Race for details). Entrants may elect either the Championship or Challenger Division, except that any past North American or Midwinter Championship or Challenger Division winner shall sail in the Championship Division.

Please elect the Division you wish to participate in: Championship \_\_\_\_\_ Challenger \_\_\_\_\_

**Registration and Measuring will be at FBYC or nearby in Deltaville, VA 23043:** Competitors will be advised of registration and measuring locations upon arrival. Registration and Measuring hours are 0800 to 1700 on Sunday, June 24, 2007. Registration and Measuring for Women's and Junior events must be completed by 1200 Sunday to accommodate First Warning at 1300.

**Launching, Dry/Wet Sail Preference:** Preliminary launch preference for site planning (not guaranteed) See [www.fbyc.net](http://www.fbyc.net) for more information on available launch sites. Check one:  
 Daily Ramp \_\_\_\_\_, Daily Hoist \_\_\_\_\_, Daily (but no preference) \_\_\_\_\_, Ramp/Wet Sailed \_\_\_\_\_, Hoist/Wet Sailed \_\_\_\_\_

**Fees:**

<b>Registration</b>	<b>USSA Member</b>	<b>Non-USSA Member</b>
FS NAC	\$155	\$165
Women's and Junior	\$25	\$35
Late Registration: Entries in person, mailed or made on-line after June 1, 2007	\$180	\$190
FS NAC	\$35	\$45
Women's and Junior		

**T-Shirts:** (Two T-shirts per boat are included in Registration Fee; extras available @ \$15)  
 Insert # and size S, M, L, XL, XXL, (-2 included) = \_\_\_ extra T-shirts @ \$15

**Other Special 2007 NAC Apparel:** Go to: [www.fbyc.net](http://www.fbyc.net) to see design/size/color/logo details  
 S/S Polo: Men's S, M, L, XL, XXL, Ladies' XS, S, M, L, XL = \_\_\_ @ \$35\* \$ \_\_\_  
 Circle color: Wht, Navy, Lt Blu, Yellow Circle color: Wht, Navy, Lt, Blu, Yellow

"Black Watch" Tartan Flying Scot Belt by YRI: Insert: Men's waist \_\_\_\_\_, Ladies' waist \_\_\_\_\_ (actual inches)  
 Circle type: Men's (Leather tab or D-Ring) Ladies' (Leather tab or D-Ring) = \_\_\_ @ \$30\* \$ \_\_\_  
*Belts to be sized two inches larger than actual waist measurement in inches*  
 \*for polo or belt orders before March 1, 2007, reduce by \$5 per item\*

Flying Scot® Classic Custom Ties by vineyard vines® in two designs (FS Drawing and NAC Logo)  
 Circle design: FS Tie (Red) or FS 2007 NAC Logo Tie (Yellow) = \_\_\_ @ \$65 \$ \_\_\_

**Flying Scot® Sailing Association 2007 NOTICE OF RACE**  
**FLYING SCOT®**  
**NORTH AMERICAN CHAMPIONSHIP**  
**June 24 - 27, 2007 - Fishing Bay Yacht Club - Deltaville, Virginia**

1. **Rules:** This regatta will be governed by the rules as defined by the 2005-2008 Racing Rules of Sailing (RRS). This is a category A event. Each boat shall send a representative to the Competitors Meeting.

2. **Eligibility requirements** are as follows:

3. **The North American Championship (NAC)** is open to Active, Life, Junior, Club, and Family Members. The FSSA Constitution defines each category. Skippers shall make an election between the Championship and Challenger Divisions upon registering.

**A. RACING FORMAT**

- Due to the 2007 NAC being shortened to accommodate the Flying Scot 50<sup>th</sup> Anniversary Celebration, Class By-Laws Article B-IX (5) is changed as follows: (a) There will be no Qualifying Series; (b) Rather, the makeup of the Championship and Challenger Divisions will be based on each skipper's division preference as indicated upon registration. A space will be provided on the Registration Form for that purpose. Exception: Any North American, or Midwinter, Championship or Challenger Division winner shall sail in the Championship Division.
- If 60 or fewer boats elect to race in the Championship Division, a 6 race format will be used.
- If more than 60 boats elect the Championship Division, a double round-robin format will be used in which all boats, Championship and Challenger, will be divided into four fleets, A - B - C - D. Six races will be scheduled, two each day. If all 6 races are completed, each fleet will have raced every other fleet twice.

4. Fleet assignments will be made by the Organizing Authority and approved by the National Championship Committee with every effort being made to equalize talent among the fleets. The Sailing Instructions will define the round-robin rotations.

5. Each Division, Championship and Challenger, will be scored separately in accordance with the Low-Point System of Appendix A. All completed races will be scored. Three races shall be completed to constitute a regatta.

**REMINDER:** FSSA dues and Club Boat registration fees must be paid by May 25, 2007. Junior and Women's Championship member dues may be paid at registration.

**Junior Championship:** The Skipper must be seventeen (17) or under, and not the skipper (18) during the year of competition. The crew must be the Skipper's immediate family (father, Skipper, or must be grandparents, brother and sisters). Junior Championship skippers must be Active, Life, Club, Family, or Junior members. At least five boats must be registered in the Junior Championship by June 11, 2007, for this championship to be held.

**Women's Championship:** All skippers shall be female and have Active, Life, Family, or Club membership status. All crew must be female. At least five boats must be registered in the Women's Championship by June 11, 2007, for this championship to be held.

**Pre-registration** may be by mail using the form available either in Scots N Water or on-line at [www.fbyc.net](http://www.fbyc.net) or in person at the regatta site beginning Sunday, June 24, 2007 from 0800 to 1700. Registration for the Junior and Women's Championships must be completed by 1200 on June 24, 2007. Registration for all other divisions should be completed by 1700 on June 24, 2007, unless other arrangements have been made with the registration committee.

**Sailing Instructions will be available to registrants at the completion of registration.**

7. **Measurement:** Sails may be selectively measured, and boats may be selectively weighed. All boats will be checked for required safety equipment to be sure they are in working order. Other measurements may be made at the discretion of the Measurement Committee. Club boats and sails will be measured completely. The measurement location will be communicated to competitors upon arrival. Masts should not be stepped until arrival at the launching site.

**8. Fees:**

Registration:	USSA Member	Non-USSA Member
FS NAC	\$155	\$165
Women's	\$25	\$35
Junior	\$25	\$35
Late Registration: Entries mailed or made on line after June 1, 2007	\$180	\$190
FS NAC	\$35	\$45
Women's		
Junior		

Two tee-shirts are included for each competing boat, and meals and lodging are extra. Additional tee-shirts and a variety of additional apparel and accessories will be available at [www.fbyc.net](http://www.fbyc.net) and at the regatta site. Several meals are planned including a free Continental breakfast each racing day (Please see registration form for further details).

**9. Schedule:**

a. **Women's and Junior Championships:** Sunday June 24, 2007. The first Warning Signal is scheduled for 1300. There are three races scheduled of which one must be completed to constitute a Championship.

b. **Championship and Challenger Series:** (1) Racing will be Monday, Tuesday, and Wednesday with a first Warning Signal scheduled for 1100 each day; (2) If 60 or fewer boats elect the Championship Division, a total of 6 races will be scheduled with 3 scheduled on Monday, Tuesday, and Wednesday and 3 on Wednesday. Depending on the schedule subject to change; (3) If more than 60 boats elect the Championship Division, there will be 6 races scheduled on two each day. This schedule too is subject to change depending on conditions; and (4) No Warning Signal will be made after 1400 on Wednesday.

10. **Courses to be sailed:** Courses will be designated in the Sailing Instructions. Courses to be sailed are illustrated in the Racing Rules of Sailing on Pages 117-119. For those unfamiliar with the "Tapezoid," instructional information will be available at the Competitors Meeting.

11. **Wet and Dry sailing:** Wet and dry sailing by ramp or hoist will be asked their preference for wet or dry and ramp or hoist launching and, subject to availability, assigned to one launch alternative. Extra lines and fenders are recommended for rafting together on available moorings and piers. For wet sailed boats not moored at piers, launch drivers are hailed via VHF during available hours.

12. **Lodging and other local activities:** Details regarding lodging options are available on the NAC event website at [www.fbyc.net](http://www.fbyc.net) by clicking the NAC Logo, and then by clicking on "Special Accommodations" in the left margin.

## FBYC History...

### *This Was Willard Ransom*

by: Jere Dennison

In the October Log, I related to you the surprising circumstance of receiving a tattered FBYC burgee from Dave Ransom of Falls Church, Virginia with a note attached identifying the owner as his Father, who had died in a nursing home at age 91 and had been a loyal long time member of our yacht club. The burgee attached to a varnished pigstick was subsequently hung in the flag gallery on the second floor of the clubhouse. Nonetheless, there remained a mystery: no one here remembered Will Ransom. Research indicated that he was an absentee member of some 40 years from 1949-1989. Except for some possible early visits during the construc-



Dave Ransom

My sailing life with my mother and father began on a "Tangier Island Road Cart,"

tion of our first clubhouse on Fishing Bay, he and his family had moved from Richmond, never to return during those 40 years. Just who was Will Ransom and why had he maintained his membership without out-

availing himself of our facilities for those many years? His son Dave agreed to provide us with a written account of his Dad and his love affair with sailing on domestic and international waters, all the while flying FBYC colors.

Who was Will Ransom? (From a Sailing Point of View): A Son Explains

a small, wooden day-sailor, out of Weems, Va., probably about 1947. That would have made me six and my brother, Tim, about three. Other than falling off the dock, what I remember most about that trip was sailing alone with Dad while Tim took his nap.

It must have been pretty tame for Dad, who had learned to sail on boyhood vacations to Nantucket and then cruised with a group of grad-school buddies in New England waters.

Mom had sailed as a girl, too, given friends and relatives on Narragansett and Buzzard Bays and vacations in Quissett, a little harbor around the corner from Woods Hole. The two of them sailed while courting.

As a family, we never really sailed the Chesapeake after that one summer in Weems, though Mom and Dad later brought boats up and down the Inland Waterway.

Instead, we spent two summers sailing a small gaff-rigged wooden sloop, the "Susan," out of Quissett, then started cruising in various "Amanthas," broad, family-friendly cut-

## There's A New Jeanneau Dealer on the Chesapeake Bay

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# THE LOG

ters, chartered from a boat yard in New Bedford, Mass.

As we grew older, we graduated to larger, more challenging boats, usually yawls. During those times, we flew the Fishing Bay burgee. We'd joined the yacht club some time after the summer at Weems. I remember the dock, the club house abuilding, and swimming on a beach around behind. By then, we were used to summing in the Tidewater and watching out for the stinging nettles, usually without much luck.

At various times, my brother and I were Southerners in New England, so the burgee said something about us. And even when we lived in Buffalo, we weren't New Englanders. Folks often inquired about the burgee and were amazed. "Virginia? You came all that way?" Well, no, the stern usually bore the name of a harbor in Rhode Island or Massachusetts.

The banter was one use for the burgee. The other was to get us yacht-club privileges. We could blow for the launch in Newport, Edgartown, or Nantucket, for instance, use the showers, do our laundry, eat at the yacht-club restaurant

We were on the water two or three weeks every summer from the time we were small fry in Weems through high school, and then Tim and I cruised with folks individually in college and grad school. Tim and I both came aboard one year in Sweden, a cruise on which we met lifelong Swedish friends our age and which Mom and Dad wrote up for "Yachting." They also sailed the Greek islands one summer, flying the burgee in both Sweden and Greece.

Dad took early retirement at 58. He and Mom began taking care of charter boats in Florida, then crewed for people who needed an extra hand, most of them less experienced sailors. They brought a newly made bark out of a boat yard near Yarmouth, Nova Scotia. When the owner proved unable, Dad was the one who threw the Coast Guard a line after the steering gear carried away in a storm. They also sometimes chartered on their own and brought along crew or went aboard boats as paying

guests of the owners, sailing a good deal of the Caribbean that way.

Finally they found a Rhode Island man who wanted his yawl taken south to the Bahamas in the fall and brought north again in the spring. He used it for a month or two in the summer, less in the winter, and Mom and Dad stayed aboard most of the rest of the time. Tim and I spent one Christmas aboard in Florida. I spent another in Man-o-War Key, in the Bahamas.

Though Dad's great love was varnishing decks, he had made a specialty of repairing marine toilets. The Man-o-War boatyard employed him at that valuable task, though he had no work papers for the Bahamas. That connection got him an invitation to help build the wooden boat Man-o-War entered in the inter-island race one year.

With a few exceptions, my Ransom sailing stories come from my sailing years only, including the time when, as a small boy, I let the leeward stay go on the "Susan" and we banged into a small Herreshoff. The strongest memories are of "lee-rail-under" tacks with a stiff breeze on a good sunny day, followed by legs of surprisingly stable – and much hotter – running before the wind.

For me, probably the most significant time was a turn at the wheel in a heavy sea, rounding from Buzzards Bay to Narragansett Bay late one afternoon in the open ocean, tacking with a strong breeze blowing – and enjoying it with a sudden exhilaration that came as a surprise. Sailing every summer when it's your Dad's idea does not go over well, sometimes, when you are a teenager.

There were other such fine moments. Once, in a thunder storm sailing north from Boston, navigating by compass and trying to find the buoy that marks some very low islands (rocks), we hit our marker on the nose! Great shouting and big smiles.

Another time the engine conked out as we were crossing from Quissett to Marion in a good, stiff wind, and I was at the wheel while Dad was below trying to fix the engine. Comes a major gust! Lee rail under! Throw her up into the wind! Dad rushes up from

the cabin. "What's happening?" Mom: "It's okay. Davies's got it under control."

There was a similar moment for my brother. Tacking out of the narrow opening to Edgartown Harbor one bright morning Tim at the wheel, Dad and I were putting up the jib so we could climb up the wind and get out cleanly. Oops, over goes the winch handle. "What do I do!" yells my brother. "Sail!" yells my Dad. So Tim got us across the bar.

Once, when I was older, with visiting Swedes aboard, we came back to Edgartown from Nantucket in heavy weather. It was probably not something that they had experienced before, since the waters in the Swedish archipelagos are well sheltered. Dad and I reefed the main while slamming up and down on short, shallow-water waves. The Swedes were amazed. We just had fun.

Not everything always went as planned, of course. There was the time in Maine when, sailing through a fog with a big genny flying and using a chart that seemed to cover a whole lot more waters than it actually did, we suddenly found ourselves in the middle of a small-boat race. "Looks mighty pretty," we heard from the committee boat. "But, if I were you, I'd get the genny down and go five degrees to starboard."

"Do it!" Dad yelled. Tim and I got the genny down lickety split while he veered to starboard. As the fog opened, we found ourselves coming through the opening to a jetty into the inner harbor. Dad bought the man from the committee boat a drink.

Then there was the mutiny. Tacking up Maine's narrow Eggemogan Reach against the tide, Tim and I were working the winches, alternately loosing and strapping in a big genny each time we came about and getting exhausted in the process. Finally, I turned and told Dad, "This is a mutiny! Pay off and go down wind! Mom, make lunch!" And surprise, surprise, they did! That was the same cruise that he and I got up early one fresh morning, and with the lightest hint of a breeze, quietly sailed off the anchor and out of the harbor while the others slept.

On our cruises, we generally carried a sailing dingy, a "Puddle Duck" made by fac-

ulty from St. George's School in Middletown, R. I. It was great for after-dinner sailing, something I enjoyed immensely, if only to get off by myself for awhile. But on one trip to Nantucket, Dad wanted to show me the harbor where he'd learned to sail, so we both took off in the "Puddle Duck," down wind. Then tacked back. And tacked. And tacked. And tacked. "Tide's coming in," said Dad in disgust. "we're not getting anywhere."

I'd learned to be a long sufferer in such matters. We'd just tack all day until we got back to the boat. But suddenly we were heading for shore! And he was jumping out of the boat! And disappearing behind a bollard! Once he was zipped up, we walked the dingy up the shoreline until we could take a broad reach to the boat. Dads get human bit by bit as you get older.

But they stay "Dad." One year in his 80s, I booked us an afternoon on a long, sleek, owner-operated sloop in Puget Sound, and after they realized we knew what we were doing, they put Dad at the wheel – and were surprised at his on-the-nose sailing. I wasn't surprised. This was Will Ransom, in his 80s or not!

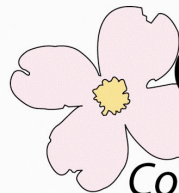
Dad's granddaughter, my brother's daughter, Cordy, learned to sail in college, then crewed for some years on one of the great old schooners that take kids for six weeks or more in the Caribbean and up and down the East Coasts. Got her second-mate's ticket. Met her husband, Mike, aboard. For her birthday one summer, I gave us all an afternoon's sail on a rented sloop, and before we were out of the harbor, tacking in a still breeze, she already had her younger brother, Lucas, first time out, at the tiller.

Coming back, I made an offhand remark to Mike, that, if Dad were along, he'd sail in without using the engine. As we came in, waiting to be told to drop the sails, I realized the order wasn't going to come. By this time, the rental agent is on the dock worriedly pacing back and forth. Mike rounds up cleanly alongside Cordy and I step ashore with our dock lines. No problem.

Which is how I told the story to Dad in the nursing home shortly before he died at

almost 91. We went to see "Master and Commander" on that trip. He'd read all the O'Briens many times over. It was the first movie he'd been to in 20 years or more. He enjoyed it. I did, too. I enjoyed it all.

Accompanying Dave Ransom's story about his Dad was a photocopy of a seven page article that appeared in the June, 1968 Yachting Magazine. It was written by Will Ransom and his wife Allie and titled "A Smorgasbord of Islands," about their family vacation on a chartered wooden ketch amongst Sweden's Baltic archipelagoes. The first page of the article pictures the ketch at anchor in a peaceful cove with the FBYC burgee flying proudly at the truck of the mainmast. A certain paragraph within the story even cites our burgee by name: Departure under sail the next morning, headed generally east, was under blue skies and a fresh wind from the northeast. In accord with local custom, the Swedish flag was at the mizzen truck, the U.S. ensign at the starboard spreader, and our Fishing Bay (Va.) YC burgee at the mainmast truck. While the magazine article is too lengthy to reprint in the Log, it will be available in the Austin Library for those interested in reading an excellent article on cruising in Scandinavia that is still relevant almost 40 years later!



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# THE LOG

## 2007 FBYC SAILING SCHEDULE

Fishing Bay Yacht Club 2007 Sailing Events Schedule - Final as of 2006-12-05						
Day	Date	Offshore	One Design	Junior	Cruising	Notes
Sun	Mar-11					Daylight Savings begins
Sat	Mar-31	Spring Clean-up Day	Spring Clean-up Day	Spring Clean-up Day	Spring Clean-up Day	
Sun	Apr-1	Crew Training	Crew Training			
Sat	Apr-7	Crew Training			Cruising Events TBD	
Sun	Apr-8	Easter	Easter	Easter	Easter	
Fri	Apr-13					
Sat	Apr-14	Tune-up Race/Crew Training/RC Training/Safety Seminar				
Sun	Apr-15	Mr. Roberts Training	Mr. Roberts Training			
Sat	Apr-21	Opening Day Regatta	Opening Day	Opening Day	Opening Day	LOW One Design
Sun	Apr-22	Spring Series				
Sat	Apr-28		Stew Pot Regatta/Spring Series	Stew Pot Regatta/Spring Series		AYC NOOD
Sun	Apr-29	Spring Series				AYC NOOD
Sat	May-5	Spring Series				
Sun	May-6		Salsa Bowl/Spring Series	Salsa Bowl/Spring Series		
Sat	May-12	Spring Series				
Sun	May-13	Mothers Day	Mothers Day	Mothers Day	Mothers Day	Mothers Day
Sat	May-19		Piankatank Regatta/Spring Series	Piankatank Regatta/Spring Series		RRYC Spring Series
Sun	May-20					
Sat	May-26	Long Dist Series - Urbanna			FBYC to Rosegill	
Sun	May-27	RRYC Race(s)				Party at RRYC
Mon	May-28	Memorial Day	Memorial Day	Memorial Day	Memorial Day	Memorial Day
	May-31					Full Moon (Blue Moon)
Friday	Jun-1					Southern Bay Race Week
Sat	Jun-2		Bay Breeze Regatta/Spring Series	Bay Breeze Regatta/Spring Series		Southern Bay Race Week
Sun	Jun-3					Southern Bay Race Week
Fri	Jun-8	Art on Fishing Bay - LC	Art on Fishing Bay - LC	Art on Fishing Bay - LC	Art on Fishing Bay - LC	Art on Fishing Bay - LC
Sat	Jun-9	June Long Distance Race				Harborfest
Sun	Jun-10			Opti Kids		Harborfest
Sat	Jun-16			Opti Kids		
Sun	Jun-17	Fathers Day	Father's Day	Opti Kids	Father's Day	Father's Day
Mon-Fri	Jun 18-22	Junior Week	Junior Week	Junior Week	Junior Week	
Tue	Jun-19		Parents Race - Laser 420			
Thur	Jun-21			Leukemia Sail-a-thon		
Sat	Jun-23			Junior Regatta		Cock Island Race BBSA and SM
Sun	Jun-24		FS Nas			
Mon-Wed	Jun 25-27		FS Nas			
Fri	Jun-29			HYC Junior Regatta		
Sat	Jun-30	Moonlight Long Distance Race			Full Moon	HYC Annual OD Regatta
Sun	Jul-1		OD Sail against SIDS			HYC Annual OD Regatta
Wed	Jul-4		Long Distance Race	Annapolis YC Junior Regatta		
Fri	Jul-6	Leukemia Reception				
Sat	Jul-7	Leukemia Cup			Leukemia Cup	
Sun	Jul-8	Leukemia Cup			Leukemia Cup	
Fri	Jul-13					Overnight sail/race to Solomons
Sat	Jul-14		Summer Seabreeze (1 pm)			
Sun	Jul-15					
Sat	Jul-21	Cruise Regatta	Team Race(Away or home)		Cruise Regatta	
Sun	Jul-22	Screwpile Sun 22-Tue 24				Screwpile Sun 22-Tue 24
Fri	Jul-27			Rappahannock YC Junior ?		
Sat	Jul-28		Summer Seabreeze (1 pm)			BBSA One Design
Sun	Jul-29					Full Moon
Thur	Aug-2			Junior Regatta		
Sat	Aug-4		Team Race(Away or home)			WRYC Gov. Cup (One Design)
Sun	Aug-5					WRYC Gov. Cup (One Design)
Sat	Aug-11		68th Annual Regatta	68th Annual Regatta		Oxford Regatta
Sun	Aug-12		68th Annual Regatta	68th Annual Regatta		Oxford Regatta
Sat	Aug-18					
Sun	Aug-19			Dog Days Junior		
Sat	Aug-25	Smith Point LD				
Sun	Aug-26		Full Moon Regatta			Full Moon Aug 28
Fri	Aug-31	Stingray Point Regatta			Stingray Point Regatta	
Sat	Sep-1	Stingray Point Regatta			Stingray Point Regatta	Annapolis Race Week/NY&CC A
Sun	Sep-2	Stingray Point Regatta			Stingray Point Regatta	Annapolis Race Week/NY&CC A
Sat	Sep-8		Laser Masters			
Sun	Sep-9		Laser Masters			
Sat	Sep-15	Long Dist Series - Wolf Trap				
Sun	Sep-16		Stove Point Regatta/Fall Series			
Sat	Sep-22		Fall Regatta/Fall Series			SMSA Small Boat
Sun	Sep-23	Fall Series				SMSA Small Boat
Sat	Sep-29	Fall Series/J24 Invitational				Full Moon Sept 26
Sun	Sep-30	J24 Invitational				
Sat	Oct-6		Indian Summer	Indian Summer		Turkey Shoot- Annapolis Boat Sh
Sun	Oct-7					Turkey Shoot- Annapolis Boat Sh
Sat	Oct-13		Deltaville Regatta/Fall Series			
Sun	Oct-14	Fall Series				
Sat	Oct-20	Fall Series				
Sun	Oct-21		'Chilly Chili Regatta/ Fall Series			
Fri	Oct-26					Full Moon
Sat	Oct-27	Staggered Start Race/Oyster Roast			Staggered Start Race	
Sun	Oct-28					
Wed	Oct-31	Halloween	Halloween	Halloween	Halloween	Halloween
Sat	Nov-4	Autumn Races				Oyster Festival - Urbanna
Sun	Nov-5	Frostbite				
Fri	Nov-9	Annual Party	Annual Party	Annual Party	Annual Party	





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**For Sale:** 2-OPTIs by McLaughlin; sail numbers 2809 and 680, Great for the young sailor(s) in your family! good condition and ready to go for \$700.00 and \$800.00. Wintered near Fishing Bay at a private home. Please call: 804-241-2104 to speak with Carrie or Mark.

**Fore Sale:** 27' Mariah G&S '88 "Insatiable" Custom MORC/PHRF racer. Drysailed only. Good condition & race ready. Nexus Speedo, GPS, Wind, Depth. Yanmar 8HP Diesel Overhauled 2004. Extensive sails. Stereo/CD. Triad trailer new 2002. Exceptional race record including Chesapeake Bay, Key West, Block Island, SORC. \$22,500. Contact Mike 804-387-4673 e-mail [morc@earthlink.net](mailto:morc@earthlink.net)

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**For Sale:** 1989 Tartan 31 "Magic". Dark Blue Awlgrip hull. Premier Yanmar Engine 27 hp-low hours. Central AC. Full Canvas plus Custom Awning. Spinnaker with pole. Many extras and upgrades. Excellent condition,. Cruise ready. Contact Allen Bower 757-428-0733 or email [Bower1977@msn.com](mailto:Bower1977@msn.com).

**For Sale:** "Queen Mary," 36 ft. Alden Trawler; traditional all wood cabin,teak decks, berths and baths fore and aft, wonderful, comfortable, handsome yacht for cruising down the river in style. See at Urbanna Harbor, slip 34, call 804-758-3287.

**For Sale:** "VOODOO CHILE". Bill Tripp design/Carroll Marine 33' hotrod. Sails easily to PHRF 81. Light displacement (5800 lb.), surfs at 14kn downwind, cooks upwind at 6.4kn. This is a race boat, but has 6' headroom, lifting keel (4'6" up/7'4"dn), and lots of fresh sails. Anything close to \$40k starts winning you silver. Leroi 874-1146 for info.

**For Sale:** Opti - Garage kept and very good condition. Located in Norfolk and will provide pictures upon request. \$900.00. Contact Andy Weaver at 757-855-9001 or [cawjr@cox.net](mailto:cawjr@cox.net).

**For Sail:** J 24, 1983. Located in Del-taville. Good condition. Sails are in good condition -Main, two headsails, and a chute. Phone 804-514-5691.

**For Sale:** Mobjack 334 with blue hull and white interior is in fair condition, rigged, and ready to go. Trailer is in fair condition. Sails original with boat. Extras are included. \$1,000. Contact Chris Tompkins. Home: (804) 288-1717.

**For Sale:** Laser 152219. Built in '94 or '95. Excellent condition. Hull is airtight. Sailed very seldom. (3 times in 6 last six years). 2 sails, one in excellent condition. Ready to race. Includes trailer. \$2,300 firm. Contact Ric Anderson 804-794-4721 or email [ricandersonva@comcast.net](mailto:ricandersonva@comcast.net).

**For Sale:** Flying Scot hull # 1141 for sale. Sound throughout. White deck & hull , on galvanized trailer. Many racing upgrades. Asking \$3,500. Located 30 minutes from FBYC. Call Ron Jenkins 434-975-6347 or email [ronjenkins1@juno.com](mailto:ronjenkins1@juno.com) --photo/equipment list available by email.

**For Sale:** Good condition dual axle J-24 trailer for \$1500. Travels well and includes spare tire. Call Skip Hope 252-377-7012 or 252-482-1133 (night) or [whopec@easternrad.com](mailto:whopec@easternrad.com).

**For Sale:** 3.5 HP 2 stroke Nissan out-board for \$500. Recently serviced, low hours, good condition. Contact Skip Hope 252-377-7012 or 252-482-1133 (night) or [whopec@easternrad.com](mailto:whopec@easternrad.com).

**For Sale:** Opti - 1991 Vanguard Opti "Laser Beam" Comes with a practice sail and a racing sail, 4969. \$900. Contact Mary Buhl at 360-0760 or [Marybuhl@aol.com](mailto:Marybuhl@aol.com).

**For Sale:** Sailing Dinghy for sale: 8' fiberglass dinghy, "Atlantic" style. Has 2 water tight compartments. Can be swamped but not sink. Rows beautifully with its two long wooden oars. Has stainless plate on transom for outboard. Fun to sail. Has a 2 part mast, boom, mahogany rudder & centerboard, wood tiller, halyard, sheet line, and approximately 36 Sqft sail. Has long towing painter. Boat currently named Jigger. Asking \$750. John Koedel III (804) 288-1565 or [jgkoedel@yahoo.com](mailto:jgkoedel@yahoo.com) . Pictures available electronically.

**To place an ad or submit an article, please contact:**

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