



Jim Polatty The Day-to-Day Guy

a Rear Admiral from the Navy. I guess that all puts more perspective on Jim's comment about "Too busy surfing."

It was, however, not all surfing. He did graduate from Old Dominion with an BS in Mechanical Engineering in 1982. After school, he worked for a European company for a few years and actually wore the traditional white shirt, tie and pocket clip full of pens and pencils. That, for someone that has fallen in love with the Outer Banks, wasn't going to cut it. In '85 he found himself in the OBX. Davis had two 47s already on the floor and was just going into production with the 61, currently in the mold stage. Larry Smith was Buddy's partner at the time and Jim thought this could be a place where he could contribute, grow, have a great time — and surf.

Jim's idea of this interview went like this — "I spent 14 years with Buddy Davis."

Now no one that has been in boatbuilding for almost twenty years and has a family lineage that is sort of like who's who in the business of Navy and boatbuilding can get away with "I spent 14 years with Buddy Davis." Granted, Jim is a bit tight-lipped with information about his life, but I promised him that I wouldn't leave his office until he was a bit more forthcoming. So, he added some more. "Well, I was once considered a VP of Davis Boat Works." Boy, is this ever going to be a long day. "Want a soda?" Yeh! I guess Jim was getting dry from all the talking he was doing!

OK. New tact. "Where did you grow up?" "Norfolk." "Navy?" "Yah." "Were you in the Navy?" "Nah. Too busy surfing." "Is that what attracted you to the Outer Banks?" "Yah."

Boy, now we're getting somewhere.

Perhaps, especially if you were in the Navy, you have run across the name Polatty. Perhaps, you never got the connection with Jim because you had to salute and refer to them as Admiral Polatty.

Jim's grandfather, David Polatty, lied about his age in 1910 and joined the Navy. Jim thinks his grandfather was actually 14 at the time but birth records were less critical in those days and there was perhaps a fire, or flood, or something. Who would have guessed that a new seaman recruit would, fifty-two years later, cap a career as a Rear Admiral.

Jim's dad, David Polatty, Jr., didn't start off a seaman. Instead, he had the fortune to attend Annapolis and got out in 1941. I guess no one needs to remind you about December 7, and David Polatty, Jr. spent the next years as a line officer. Yes, he made it through WW II only to succumb to cancer in 1978.

Jim's brother, also David Polatty, just retired

Giving up a good job as a professional engineer in '85 to live on the Outer Banks was a decision definitely not made for financial reasons. His starting with Davis was as a draftsman — not exactly at the top of the Corporate ladder. In '86, or '87, his engineering background paid off and he was provided the opportunity for starting the engineering department. Davis yachts were really cranking on the 47 by then with five stations producing one every eight days — or about 30-some per year. The early Davis boats were not known for their comprehensive production documentation and Jim's help was very much needed.

Fourteen years later in 1999, Jim hooked-up with Jim Sculley and as they say, the rest is history. I think there is one thing that a lot of boat folks are happy about — Jim didn't join the Navy.

Specifications: Sculley 60, Hull #04

LOA:	60'
Beam:	17' 6"
Draft:	5' 6"
Hull:	Cold Molded
Disp:	65,000 Lbs.
Fuel:	1,500 Gallons
Water:	200 Gallons
Engines:	2 x 1480hp Diesels
	Detroit MTU/DDC 12V2000
Max Speed:	38 Knots @2350
Cruise:	34 Knots @ 2100
Fighting Chair:	Release Marine

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