

Broad Bay Banter

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BROAD BAY SAILING ASSOCIATION
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June 2008

Comodore's Corner

The temperature is rising fast and sailors are scrambling to ready their boats. Well, at least those who are getting a late start.

With the rising cost of fuel, the scuttlebutt is that quite a few power boats are going to curtail some of their cruises, while sailors are talking about all the places they are going this summer. I find this humorous after getting flack from my power boat friends about how long it takes for us to get there. Half the fun is getting there, the other half is having the money left to spend when you get there. So enjoy yourselves. We may find the only boats on the bay will be under sail.

A long overdue event has occurred. BBSA has finally been incorporated! Yahoo. Many, many thanks to Bill Drinkwater for his time and effort in spearheading this. Bill has said he will even keep up on the maintenance of the corporation.

Jim Williams and company have been working diligently on preparations for the Cape Charles Cup Race. We have added something new! When we get to Cape Charles there will be host boats that will be handing out refreshments provided by BBSA for an hour or so, prior to dinner. This will be a great way to start the party and a chance to meet fellow sailors. If you are interested in being a host boat, please contact me at jpattenaude@cox.net

CC Cup sponsors are getting a good amount of exposure from this popular regatta. This would be an excellent opportunity if you know anyone who would like to advertise their business. Sponsors will receive recognition and there are various sponsorship levels to choose from. Please contact Jim Williams at BBSA@cox.net for additional information.

There will be no meeting in June due to cruise week.

Our next meeting is July 15th at ODU for the expired flare shoot off!

Commodore,
Jerry Pattenaude

Racing News

by Scott Almond
racing@broadbaysailing.org

BBSA's first CBYRA-sanctioned race of the year had a great turnout and cooperation by Mother Nature. Big thanks to Jerry Pattenaude for the use of his Grady-White (which is 4 sale!) as the Cape Henry Cup race committee boat! Thirty-five boats, including 18 BBSA members, competed in the May 17th event. The full results are posted on our website:
<http://www.broadbaysailing.org/downloads/files/results/405.pdf>

The top BBSA finishers were:

PHRF B

2nd Place – FIVE SPEED - Eric Schwab

3rd Place – CRUSADER - Ed Darling

PHRF C

1st Place – BOW MOVEMENT - Martin Casey

PHRF N

2nd Place – BLACK WIDOW - Leo Wardrup

3rd Place – MARGARITA - Harry Tenney

Cruising

2nd Place – MARIAH - Doug and Judy Rose

3rd Place – WHISPER - Larry Bryant

Ten BBSA members (Butch Patterson, Graham Field, Mike Veraldi, Carey Hardesty, Martin Casey, Harry Tenney, Leo Wardrup, Walter Boatwright, John Bergman, and Robert Hausmann) entered their boats in the very competitive Southern Bay Race Week held during the first weekend in June. Congratulations go out to **John and Mary Bergman** - BAY DREAMER II for finishing 1st Overall in the Cruising Fleet. Also deserving recognition are **Mike Veraldi** - QUICKY for 3rd Place in the J/24 fleet and **Walter Boatwright** - PUFF CARD for 3rd Place in the Non-Spin A fleet. Nice job, guys!

CRUISING NEWS

From all reports the Memorial Day Cruise was really great! The weather couldn't have been better. It isn't often that we get three good days in a row. Hats off to Phil & Ginger Harrison and John & Mary Bergman for a well planned cruise.

The One Week Cruise Schedule coordinators are Don & Jewel Snyder. Please contact them at 464-9300 or email donsgermanwerks@netzero.net if you plan on doing this cruise or part of this cruise. The schedule is as follows:

Saturday - June 21st - Cape Charles - City Marina - Call to reserve slip - 757-331-2357

Sunday - June 22nd - Jackson Creek - Anchor Out or Marina.

Monday – June 23rd - Corrottoman River - Anchor Out.

Tuesday - June 24th - Urbana - Anchor Out or Marina.

Wednesday - June 25th - Indian Creek - Indian Creek Y & C. C. - Eat at the club. DRESS CODE ENFORCED. CALL DON SNYDER FOR DETAILS ABOUT AVAILABILITY OF SLIPS.

Thursday - June 26th - Broad Creek - Dozier's Regatta Pt. Yachting Center - Call to reserve slip.

Friday - June 27th - Severn River - Anchor Out.

Saturday - June 28th - Back Creek Anchor Out.

Sunday - June 29th - Home

Please contact Don Snyder if you plan to go and if you plan to race the Cock Island Race

The schedule for the two week cruise follows: (please note that the one week cruise, the two week cruise and the 4th of July cruise overlap. There will be days when all three cruises join up)

Charlie and Kathie Roberts are the points of contact. 497-5783 chassail@infionline.net

June 20-July 6 – Two Week Cruise

Friday, June 20 - Jackson Creek/Deltaville Marina 804.776.9812 Cook Out/Anchor

Saturday, June 21 – Dozier's Regatta Point 804.776.8400 Cook Out

Sunday, June 22 - Corrottoman River Anchor - Isham Pick Place

Monday, June 23 - Corrottoman River Anchor - Snyder Cruise**

Tuesday, June 24 - Urbanna Yachting Center or Anchor 804.758.2342 - Snyder Cruise**

Wednesday, June 25 - Tides /Carter Creek 804.438.4418 Dining Room*

Thursday, June 26 - Tides /Carter Creek 804.438.6400 Commodore's Lounge

Friday, June 27 - Indian Creek Y&CC 497-5783 / Charlie*
Saturday, June 28 - Crisfield/Somers Cove 800.967.3474 Waterman's*
Sunday, June 29 - Crisfield/Somers Cove 410.968.0925 Captain's Galley
Monday, June 30 - Dozier's Regatta Point 804.776.8400 Cook Out
Tuesday, July 1 - Dozier's Regatta Point 804.776.8400 Cook Out
Wednesday, July 2 - Cape Charles/ Bay Creek 331.8101 Aqua's/ Charlie*
Thursday, July 3 - York River Yacht Haven 804.642.2156 River's Inn / Charlie
Friday, July 4 - East River/Put- In Creek Anchor - Williams/451-1765***
Saturday, July 5 - Perrin River/Crown Point 804.642.6177 - Williams***
Sunday, July 6 - Home

This cruise was prepared by Frits & Sancy Isham, Jim & Bev Borberg, Doug & Judy Rose and Charlie and Kathie Roberts.

The July 4th Cruise is sponsored by John & Susan Williams 451-1765
susanswilliams@cox.net.

Friday - July 4th - Put In Creek East River Mobjack Bay.
Saturday - July 5th - Crown Pointe Marina Perrin River 804-642-6177.
Sunday - July 6th - Home

July 12 -13th - Open for Volunteers
July 19th - BBSA/PBC Little Bay Challenge
July 26 - 27th - Open for Volunteers
August 2nd - BBSA Little Creek Cup
August 9 -10th - Open for Volunteers
August 16 -17th Cruise to Warwick Yacht Club - Frits & Sancy Isham - 595-4860
george.isham@cox.net. Details will be published at later date.
August 23 -24th - BBSA Cape Charles Cup
August 30 - Sept 1st - Labor Day Cruise - Sergio Diehl - 635-1846 sergio.diehl@cox.net. Details Pending
September 6 -7th - Open for Volunteers
September 13 -14th - Great Bridge Locks Cruise - Dave & Mickey Miller - 481-7249
dmiller183@cox.net - Details will be published at a later date.
September 20 - 21st - Open for Volunteers
September 27 -28th - BBSA Neptune Regatta
October 4th - Willoughby Memorial Regatta
October 15 -19th - Great Chesapeake Bay Schooner Race.

If you have any suggestions or concerns regarding the cruising schedules, Please contact us at (757) 481-7249 or dmiller183@cox.net. Your support is greatly appreciated. Hope to see you on the water.

Dave & Mickey Miller

BBSA SUMMER CRUISE TO NEW ENGLAND

Sam and Carol Morgan
Rhumboogie

Hot! Hot! Hot! It will be hot on the Bay this summer. What better time to cruise to New England and enjoy the sights and culinary delights (lobster and clams), and the cooler weather.

We are planning a BBSA Cruise to New England this summer, beginning in mid-July on a weather window to Block Island, with plans to be in Newport Harbor for the Newport Bucket, July 18-20. From there we will work our way through New England, with numerous stops, including Mystic, Cape Cod, Nantucket, Martha's Vineyard, Plymouth, Boston Harbor, Marblehead, Salem, and culminating in Gloucester, MA for the annual Gloucester Schooner Festival, where the Schooner Virginia will defend her win of last year, on Labor Day weekend. Then we would work our way back to Block Island to stage our

return to Norfolk. Our schedule is flexible, and we encourage you to do all of it, or the part that fits your schedule.

Please email us (srmorgan11@aol.com) your interest in joining us for the cruise, and we will have a cruise planning session and party sometime in June.

Deliverance!

Doug Rose

Nope, it's not a movie with banjo pickin', it's moving a 50 footer up the coast from Ft. Lauderdale to Norfolk, and that's what we did.

The day after the Cape Henry Cup, Judy and I hopped on South West Airlines heading to Ft. Lauderdale, where we rendezvoused with Sam and Carol Morgan and Rhumboogie, their 50 foot Catalina. After a pleasant dinner and a good sleep, we got aboard Monday morning and by 10:30 we had passed under the 17th street bridge, cleared the Port Everglades breakwater, and headed north northeast to grab the edge of the Gulf Stream and be on our way home. We had a mostly favorable weather report from the weather router, and only a chance of Northerly winds off Hatteras later in the week, so things were looking good for a fast trip.

With four of us onboard, roller furling main sail and jib, and a healthy autopilot, we settled into a four and three watch system that kept one person on watch, backup at hand, and plenty of off watch time to read, sleep and eat. Motor sailing was the order of the day, as winds were fairly light, but the stream was giving us a couple of knots boost and we made good time up the coast of Florida. The plan was, given good sailing wind, to continue north in the body of the Gulf Stream until a point east of Frying Pan Shoals. Then a decision would be made whether to bear off to the northeast and shape a course to round Cape Hatteras, or head slightly northwest and make for Beaufort, NC. All would depend on the weather.

Things were going well thru out the day and well into the night until about 2 or 3 in the morning when the engine suddenly stopped. No alarms, no nothing...just stopped. Everything looked OK with the engine, but when we opened the dip stick port in the fuel tank and dropped in the fuel level stick, I could hear it bonk on the bottom of the tank. Where did 50 gallons of fuel go in 17 hours of motor sailing? That became the question of the day as we switched to the other tank, bled the fuel system and started off again. Clues to the fuel mystery would show up in the next few days, but on Tuesday morning we needed to rethink our plan. Without better wind it would be impossible to reach Beaufort on the other 50 gallon tank of fuel, so we made the decision to head to Charleston and started to take every opportunity to sail more and motor less. Fortunately, the wind picked up on Tuesday, taking the load off the engine and we were able to throttle back from 2200 RPM to a slow tick over of 1200 RPM, keeping the batteries up and the autopilot happy. Later that evening the wind built into the high 20s and low 30s and the engine got a rest, but the arms of the helmsperson got a workout. The close together seas built to 8 to 10 feet behind us and kept us busy, as being caught by a wave on the quarter slewed the stern around and the rolling began. Reefing the main sail to about 60% helped stabilize things and by the early watch Wednesday morning the wind was back to a reasonable level, the sails were full and we were reeling off the miles toward Charleston. Later that afternoon found us tied to the fuel dock at City Marina in Charleston, where we fueled up, had a shower and a good level dinner, gawked at all the mega yachts and spent the night. Sure enough the first tank was dry, and the second tank only took the equivalent of a half gallon of fuel per hour of motoring, courtesy of better wind and less engine load.

Thursday morning and we were on our way again, this time headed to Beaufort, NC. A weather system was due to hit the waters off Cape Hatteras with north winds over the weekend, and we felt it was prudent to avoid that area with strong northerlies against the Gulf Stream. But, we wanted to position ourselves in Beaufort to be ready to make the jump around the Cape when the weather favored us, so off we went. Charleston to Beaufort was an easy day and a half jump, out around Frying Pan Shoal and back in toward Beaufort. Good weather and a beautiful night, with no clouds and excellent star visibility. Late Friday afternoon and we were coming in the inlet to Beaufort, heading for a slip at town dock.

Beaufort turned out to be a fun place to spend Saturday and Sunday of Memorial day weekend.

Unbelievable small boat traffic off the docks both days provided entertainment, supplemented by dockside bands during the evening, art shows, fresh bread from a local restaurant, the Maritime Museum, the Coast Guard busting wayward boaters, pirates, ancient grave yards to poke thru, a trip up the mast to fix the Windex (why always me?), and you name it.

By Sunday evening the wind had backed to the South west, and as soon as we could see on Monday morning, we were on our way out the Beaufort channel and heading for Cape Lookout. Even though we were early, we weren't alone, as literally dozens of sport fishing boats were charging out of Morehead City and heading for the Gulf Stream and the final day of the Memorial Day fishing tournament. After rocking and rolling in their wakes, we settled in for the final leg of the trip. An uneventful day, and by six or seven in the evening we were about ten or twelve miles south of the clearly visible Cape Hatteras light house and on a course to round the cape outside of the Diamond Shoals light tower. This huge tower looks like an off shore drilling rig sitting well outside of Diamond Shoals, but it's abandoned and marked only by a small buoy to seaward. Kind of spooky sitting out there unlit and all alone.

With the onset of evening the wind began to build from the WSW and again we started to reel off the miles, reaching up the coast toward Virginia Beach, ticking off the lighthouses as we went.... Hatteras, Bodie Island, Currituck and finally Cape Henry on Tuesday morning. With a brisk SW wind we cut close under the lee of Cape Henry and headed into the bay, weaving thru numerous ships anchored in Lynnhaven Roads and thru the bridge tunnel opening. We headed to Hampton YC where Rhumboogie will stay until its time to head for New England in June. By one o'clock we were having lunch in the bar and trying not to rock around on our chairs.

D. Rose

Ships Store, Beverly Borberg, 460-1051; bevborberg@yahoo.com

If you want a Burgee, I generally have them at the meetings and will also mail them. If bought directly from me, the Burgees cost \$18, but will cost \$19 if mailed. They look great on boats, especially at BBSA functions, so let's try to be close to a 100% Burgee club.

Sunshine Chairman

As Sunshine Chairman, I am responsible for extending greetings, sympathy, or congratulations on behalf of Broad Bay Sailing. As I cannot possibly be aware of all that is happening within our membership, please help me to respond if someone is in need of some "sunshine". My phone number is (757) 497-5783 or e-mail will reach me at chassail@infionline.net. Many thanks for your help. Kathie Roberts

Membership News:

We Welcome these new Willoughby Racers to BBSA membership:

**HAUSMANN, ROBERT F. (BOB)
SUSAN**

332 JULE DRIVE, CHESAPEAKE, VA 23322
482-7606(H) 676-8182(C) bobinski1@cox.net,
MORTGAGE BANKING
CATALINA 30 -4811 - "BOBINSKI"

**MERRICK, MARK
SHERYL**

820 MAPLE FOREST COURT, CHESAPEAKE, VA 23322
548-6761(H) 836-1164(O) 746-2406(C) merrickm65@cox.net,
HUNTER 37 - "MOONWIND"

SCHWAB, ERIC M.

3701 ORANGE STREET, NORFOLK, VA 23513
401-339-2957(C) ericschwab@cox.net,
NAVAL AVIATOR
LINDENBURG 28 - "FIVE SPEED"

Kim and George Cerillo have a new boat, Amel 53 - "Indecent ", which is at Baypoint Marina.

E-mail from Keith Carson

We've had so many people ask us if we are now living in Amsterdam. Would you please consider running the following update in the Banter.

Keith Carson and Marci Brown Update: Our move to Europe has been postponed for a couple of reasons. First, we have to do a little more work to make sure the US operation of the company can run without us. And then, we've found that Residency Permit process in Europe takes far longer than we anticipated. However, we are moving ahead with the European subsidiary for the company, which will now be located in Barcelona, Spain, and not Amsterdam. We have made arrangements for office, and even lab, space with a company we've known for many years, and we have a good working relationship with the University of Barcelona. In addition, the business community wants us to locate there. While we love being in Amsterdam, Barcelona is much warmer and sunnier, plus it offers a great home port for Mediterranean sailing.

We are going to Amsterdam in late June for one of our conferences, and will then spend a couple of weeks in Barcelona to set up the office. We'll officially start the process for residency permits, which would then allow us to apply for health insurance, which folks our ages can't do without. Otherwise, we'll be in Hampton Roads when we're not traveling once or twice a month for business.

"Checks in the Mail," our Catalina 38, is now located at the end of C Dock at Bay Point Marina, and we're staying on her about half the time we're in town. We're making some repairs but plan to have her ready for the Cape Charles Cup. Our Morgan 24, "Mutha-O-Pearl," is still at Willoughby Bay Marina, and we will be racing her on Thursday nights plus other races in the Hampton Roads Harbor.

Keith L. Carson