

Broad Bay Banter

Published spasmodically by the
BROAD BAY SAILING ASSOCIATION
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DECEMBER 2004

THE 46th ANNUAL CHANGE OF COMMAND and AWARDS PRESENTATION DINNER

FRIDAY, JANUARY 28TH

DUCK-IN BEACH CLUB

Sea stories will be told during the **cocktail hour** (cash bar) **from 1900, with dinner at 2000**, followed by the Change of Command and Awards Presentation.

Entrees for dinner will be

***FILET MIGNON** - WELL-SEASONED, TENDER, MOIST AND JUICY. SERVED WITH A ROASTED GARLIC DEMIGLACE **or**

***HONEY PEPPERCORN ENCRUSTED SALMON** - FRESH SALMON RUBBED WITH CRACKED PEPPER, BRUSHED WITH HONEY, OVEN ROASTED AND SERVED WITH A BUERRE BLANC SAUCE **or**

***CHICKEN FLORENTINE** - BONELESS BREAST STUFFED WITH SAUTEED SPINACH, MUSHROOMS, GARLIC AND FETA CHEESE, FINISHED WITH HOLLANDISE SAUCE.

ALL ENTREES INCLUDE A MIXED GREEN GARDEN SALAD, POTATOES, SEASONAL VEGETABLES, DINNER ROLLS, COFFEE, TEA, AND DESERT.

The price for dinner is \$28.00 per person with gratuities and taxes included. There will be a **Cash Bar**. Suggested dress: **Coat and Tie**.

The reservation form, combined with your membership renewal form, has been mailed seperately. Please mail your reservation form and check by Friday, January 21.

DUCK-IN IS AT LESNER BRIDGE ON SHORE DRIVE, VIRGINIA BEACH

20 The Year Past 04

2004 CRUISE SEASON WRAP-UP

Hoist your mental anchor, and drift back to 1967, where Clint Eastwood struggled in "The good, the bad, and the ugly". Kinda reminds me of this year's cruising season.....enjoying the good cruises, struggling with the bad ones and the ugly weather. It's hard to believe that more than 50% of this year's weekend cruises never took place because of ugly weather, and another 20% were marginal at best. That only leaves 30% for the good cruises! But hey, they were good.

Good dinner at the Surf Rider early on, good afternoon cookout at Bay Point Marina with nice attendance. Good full moon raft up in Back River during August....and a good time exploring the many unknown locations on the Potomac River during cruise week. Places like "Good Eats" cafe, St Clements Island museum, Olverson's, Cobb Island (Cobb Island?? You had to be there), Cole Point Plantation...

This year's cruises are only memories now, but next year beckons just around the corner. Its not even Christmas yet, but I'm thinking about the great cruising to come. See you out there.

Doug and Judy - Mariah

FLEET RACING

As we finish up the last few sips of hot-buttered rum, BBSA can look back on a successful racing season. Five major regattas, including two that were CBYRA sanctioned, took place throughout the year. After 2 years of high winds, foul weather, and cancelled races, 33 boats turned out in May for this year's light-air edition of the Cape Henry Cup. June brought a new regatta to this year's schedule as 14 boats enjoyed a racing weekend to Cape Charles and back for the inaugural Cape Charles Cup. The annual Little Bay Challenge drew 33 boats followed by a great party put on by the Portsmouth Boat Club. In August, BBSA hosted the 9th Annual Little Creek Cup, a race to benefit the St. Jude Children's Research Hospital. Racers enjoyed a fun-filled weekend while "Sailing for a Cure!" BBSA sponsored another new race this year in September as 21 boats sailed in the inaugural Neptune's Atlantic Regatta.

Next year's schedule has been ironed out and we'll publish the full racing schedule in the next *Banter*. Our own regatta dates are in this issue. It's never too early to start planning and recruiting (crew and otherwise)... speaking of which, we'll be recruiting help for the race committees soon... Race or be drafted!

To keep the racing mind sharp, there will be a Racing Rules Seminar on January 29th, which will be hosted by the Norfolk Yacht and Country Club. The all day event (9:00am-3:00pm) costs only \$15 and includes lunch and refreshments. For more information, contact John or Lin McCarthy at 850-4225.

Thanks for an outstanding season... see you next year!

By Scott Almond

WILLOUGHBY RACERS

The Willoughby Racers finished up another fine season, which included three series' and two weekend regattas. This year's fleet had 30 boats registered with around 25 showing up each week at the starting line. The series' winners:

Spinnaker Fleet

Spring Series - *BOWMOVEMENT* - Catalina 27 - Martin Casey

Summer Series - *WHAM BAM* - Andrews 27 - Bill Bounds

Fall Series - *GLORY DAYS* - Cal 39 - Mike Nestor

Non-Spinnaker 1 Fleet

Spring Series - *FRESH AIR* - Mariner 36 - John Williams

Summer Series - *WOLFF TRAP* - Tartan 33 - Scott Wolff

Fall Series - *PUFF CARD* - Tartan 37 - Walter Boatwright

Non-Spinnaker 2 Fleet

Spring Series - *DOG DAY AFT'NOON* - S2 7.3 - Mike and Natalie Butler

Summer Series - *SCARLOTT WATERS* - Catalina 27 - Fred Scarlott and Steve Waters

Fall Series - *MIDNIGHT SURRENDER* - Cal 2-29 - Don DeLoatch

Next year's first race will be Thursday, April 14th. Start sanding now and stay tuned for more information... see you next year!

By Scott Almond

SHARKS HOST SUCCESSFUL CHAMPIONSHIP

JERRY PATTENAUDE TAKES THE SHARK CLASS TRIPLE CROWN

The Shark Nationals were held at First Landing State Park in Va. Beach this year. It was sponsored in part by BBSA. We had sailors come from as far away as Miami, Michigan, upstate New York, Ohio, California, & Washington State, so along with the local contingent we had a pretty good representation of the country.

The championship is held during the week with a practice race on Tuesday and then 2 races on each of the following 3 days, for a total of six races that count. The weather was beautiful but the forecast called for hurricane Charlie to arrive on Friday so we changed the schedule of events to allow 3 races on Wednesday and 3 on Thursday. It turned out to be a

good call. The top 3 BBSA members were 1st place Jerry Pattenau, 11th place Tim Hund, 12th place John Cobb.

None of this can happen without the support of our sailing friends. Larry Bryant of Portsmouth Boat Club was our race chairman and George Treiber graciously offered his beautiful catamaran as our committee boat along with being part of the committee. Tim Hund's son, Andrew, ran the safety / mark setting boat and fortunately only had to rescue one boat when a shroud gave way.

We have had rave reviews for this location and the way it was put together. The normal rotation is three years so we expect to be hosting it again in 2007.

This has been a great year for me because I won the triple crown of Shark sailing. I have accomplished what only one other person has done in over 40 years of Shark sailing. That other person was Catamaran Sailor- Hall of Famer, Tom Linton. This requires winning the Midwinter National regatta held in Key Largo, Fl. around January, then the Nationals in August, and finally the CMOR (Canadaigua Multihull Open Regatta) in upstate New York around Sept., all in the same calendar year.

Jerry Pattenau

BBSA SAILORS FIRST, SECOND, AND FOURTH AT MOBJACK NATIONALS.

The 45th Mobjack National Nationals, hosted by Fishing Bay Yacht Club, took place in August on the Piankatank River in Fishing and Godfrey Bays just south of Deltaville. Jim Rice, of BBSA, and crew Pete Wallio maintained their lead over defending champion Trey Smith, also BBSA, and crew Jordan Winteringham. This makes the 4th time Jim and Pete have earned the National Championship together as a team. Although Trey and Jordan beat Jim and Pete in the last two races, they could not overcome the lead Jim and Pete had set up earlier. Len Guenther, BBSA, with daughter Heidi as crew, finished fourth.

Jim and Pete scored two firsts, four seconds, and a third for a low point score of 13 points. Trey and Jordan scored three firsts followed by a second, two thirds, and a fourth for 15 points. Seventeen boats competed with skippers aged 15 to 85. The races were sailed in a brisk southwest wind for two days and a puffy but beautiful last day. Highlights of the regatta were having more races completed than at any previous Nationals due to a change in the bylaws, beautiful sailing conditions, and well managed races run by the Race Committee of John and Lin McCarthy.



JIM ON STARBOARD

TREY ON PORT

Note:

As teenagers Trey Smith, Jordan Winteringham, and Mark Arnold were BBSA's hotshot - cutthroat Sunfish sailors, competing against each other and around the bay. When they weren't racing Sunfish they were crewing in Mobjacks for their fathers Sonny, Henry, and Dave, and nourished their love for Mobjack Sailing. (ed)

20 The Year Ahead 05

BBSA OFFICERS AND COMMITTEE CHAIRMEN FOR 2005

The following officers were elected at the November BBSA meeting. They will be inducted at the annual BBSA dinner.

COMMODORE	JIM WILLIAMS
VICE COMMODORE	JUDY ROSE
REAR COMMODORE	MIKE NESTOR
FLEET CAPTAIN, PHRF RACING	SCOTT ALMOND
FLEET CAPTAIN, ONE DESIGN RACING	JEAN and JERRY PATTENAUDE
FLEET CAPTAIN, CRUISING	DOUG ROSE
SECRETARY and PUBLISHER, BROAD BAY BANTER	JOHN BERGMAN
TREASURER	JACK HUENERBERG

Commodore-elect Williams has announced committee chairmen for the new year.

PHRF REPRESENTATIVE and DELEGATE to THE CHESAPEAKE BAY YACHT RACING ASSOCIATION	RANDY PUGH
SUNSHINE COMMITTEE	JUDY ROSE
SHIP'S STORE CUSTODIAN	BEV BORBERG
LITTLE CREEK SAILING ASSOCIATION REPRESENTATIVE	JOHN BERGMAN
WILLOUGHBY RACERS REPRESENTATIVE	SCOTT ALMOND

BBSA PHRF AND ONE-DESIGN EVENTS - 2005

April 14 - Thu	Willoughby Racers Thursday Night Racing begins
April 27- Wed	Little Creek Sailing Association Wednesday Night Racing begins
May 21 - Sat	Cape Henry Cup
Jun 18 -19 Sat/Sun	Cape Charles Cup
June 25 - Sat	Broad Bay Regatta (One Design)
July 16 - Sat	Little Bay Challenge
July 30 - Sat	Richard B. Johnston Memorial Regatta (One Design)
August 6 - Sat	Little Creek Cup
Sep 24 - Sat	Neptune Atlantic Race

NEW CBYRA REGION 4 OFFICERS

Tom Roberts, a Mobjack sailor of Fishing Bay Yacht Club, has replaced Lin McCarthy as CBYRA Vice President for Region 4, the Southern Bay. Tom is also the scheduler for One Design (dingy) regattas on the Southern Bay.

Lin, who has held the VP job for the past three years in addition to publishing the weekly Southern Bay Racing News You Can Use (SBRNYCU), is the scheduler for Southern Bay big boat sailing.

RANDY TAKES THE HELM OF PHRF

Randy Pugh has taken on the big job of President of PHRF of the Chesapeake, Inc. Randy remains BBSA's delegate to PHRF.

CBYRA ANNUAL MEETING

Randy Pugh, our delegate to the Chesapeake Bay Yacht Racing Association, attended the annual meeting of CBYRA at Gibson Island Yacht Club on December 4th.

In addition to the committee and regional reports, information of general interest was passed along and acted on. Here is a brief summary:

New members of the Executive Committee were elected:

President - Todd Lochner
Executive Vice President - Dick Emmett
Secretary - Gil Renault
US Sailing Representative - Joe Krolak

A proposal to raise CBYRA dues by \$5 in three categories was passed. Club level goes to \$155, adult level to \$35, and family level to \$45. Associate level and junior level remain at \$20 and \$10 respectively.

Discussion of US Sailing's policy to charge for issuance of new sail numbers: US Sailing has begun to charge \$100 for new numbers. Until now the authority to issue new sail numbers (free of charge) was delegated by USSA to CBYRA and CBYRA has issued them free of charge as a service to CBYRA members. USSA now proposes to charge CBYRA \$25 for each sail number issued, asking CBYRA to charge \$100 and forward the \$25 to USSA. CBYRA voted to go back to USSA to say that CBYRA will collect \$25 for US Sailing but wishes not to charge members the additional \$75.

A report was given on the status of an alternative (to PHRF) rating system - IRC. Racers will see this on a trial basis in 2005 at some of the larger regattas.

There was a discussion of the rewrite/update of the CBYRA By-Laws.

CBYRA supports certain regattas each year, Request deadlines for such support have been changed. Preliminary requests (without supporting documentation) are due by March 30th, and the requesting organization has until two months prior to the event to provide required documentation and details.

2005 RACING RULES and RACE MANAGEMENT SEMINARS, CLINICS, and WORKSHOPS SCHEDULED FOR THE SOUTHERN BAY:

**January 29 Southern Bay Racing News Seminar Norfolk, VA hosted by Norfolk Yacht & CC
9:00am - 3:00pm - at Norfolk Yacht & Country Club, Hampton Boulevard, Norfolk, VA. OPEN TO ALL.**

This seminar is designed around teaching of concepts rather than memorization of rules. Skippers and crew of all ability levels are welcome and will benefit from the interactive discussion. John McCarthy is the lead instructor. John is a US SAILING Approved Course Instructor as well as a Certified Judge and Advanced Race Management Officer. Cost: \$15 includes lunch and refreshments during registration and morning and afternoon breaks. (Registration opens at 8:15am.) Make checks payable to the host club, NYCC, and mail to: 7001 Hampton Blvd, Norfolk, VA 23505. For additional information please contact: John or Lin at (757) 850-4225.

Send with check to: NYCC, 7001 Hampton Blvd., Norfolk, VA 23505 [ATTN: Shannon]

Racing Rules Seminar, January 29, 2005

Name: _____

Address: _____

Telephone: [home] _____ [work] _____

**February 12 Racing Rules Seminar Lancaster, VA hosted by Yankee Point YC
Southern Bay Racing News Seminar**

\$15 includes lunch and break refreshments - OPEN TO ALL - one day

February 26 US SAILING Basic Race Management Course Irvington, VA

hosted Rappahannock River YC - OPEN TO ALL - one day

meets requirement for USSA Certified Club Race Officer - test (optional), lunch, and break refreshments included in fee (\$15).

- March 12 Racing Rules and Race Management Seminar Richmond, VA hosted by
Fishing Bay YC Southern Bay Racing News Seminar**
\$15 includes lunch and break refreshments - OPEN TO ALL - 2 separate half-day sessions
- April 2 CCV - HYC Race Management Workshop Hampton, VA hosted by
Hampton YC FREE - OPEN TO ALL - half day**
- April TBA CCV Racing Rules Clinic location TBA**
-

INTRODUCING OUR COMMODORE-ELECT

From Vice Commodore Jim Williams

As heir-apparent to Mike Nestor's Commodore Crown I thought it might be a good idea to provide a little background information about myself. Traditionally, the new commodore is a long-time member who knows almost everyone in the club, even those who participate infrequently. In my case, I know many members quite well, but there are many more that I am looking forward to meeting or getting to know better. For those who have heard these stories five times already, I apologize. For those who haven't, here's a long-winded explanation of how I got here.

My wife Barbara and I moved to Norfolk from Atlanta in 2001, just before the terrorists' attack. I retired from being an IT Project Manager for Verizon Wireless after 25 years of service. I now occasionally consult in the field of project management, and still hold my Project Management Professional certification, but mostly I work on our 23 year-old boat and 91 year-old home. Barbara retired from a project management role at Lucent Technologies. She has embarked on a new career as an artist, specializing in painting in oil and acrylics. We have been married for almost 14 years, and have three grown children between us.

My sailing career began in Mission Bay (near San Diego) in 1977 when I walked past a boat rental company that offered lessons. After a half-hour lesson I was sailing a Lido 14 on my own, learning how to blow tacks and gybe unexpectedly. After terrifying myself for a sufficient time, I returned the boat to the rental dock and (much to my surprise) performed a perfect "eggshell" landing. I was hooked.

It wasn't long before I realized that it would be cheaper to buy a boat than to run to San Diego every weekend to rent one. After scouring the Los Angeles Times classified sections for weeks, I finally found "my" boat – a 1960's fiberglass-over-plywood model called a Sydney LOA 17. I really learned to sail on that boat, and even sailed her to Catalina Island, 26 miles across the sea (as the song says) several times. She was usually the smallest boat in the anchorage, and she was the only boat that one stepped down into from the water taxi.

By the end of my second year I was REALLY hooked. I happened by a Macgregor dealer on a fine Sunday afternoon, and was admiring the new 25. Compared to the LOA it seemed like a floating palace. A salesman saw me on the lot, and two hours later I walked away, contract in hand. Boat, trailer, motor, head, Coast Guard gear, pop-top and sails, all for about \$10,000. I told the salesman that I was only interested in close-by cruising, but he insisted that participating in the Tuesday night Venture-Macgregor one-design races was the fastest way to become a better sailor. He was right. I will never forget the thrill that I got when I finally beat another boat, and was no longer a certain last-place finisher. After getting a steady crew, properly preparing the boat, practicing whenever I could and reading everything on competitive sailing that I could get my hands on, we actually won races occasionally, and two years after that became THE boat to beat. By 1988 we were winning almost all of our one-design races (in a not-so-competitive fleet), and I decided to move up in class to steepen the learning curve.

The boat I selected was the hot one-design in Southern California at the time, a Martin 242. These 24-foot hot rods were the predecessors to modern sport boats. They were very light, had large mains, small roller-furling genoas, and oversize spinnakers. They were 12 seconds per mile faster than a J24, were

more accommodating, and were easier to sail. We won our first one-design race, part of the So Cal Midwinter Regatta. Unfortunately, we retreated to the middle of the fleet in the next two races and did not place in the final standings. Shortly after the Midwinters, I got an unexpected but substantial promotion. To Phoenix. No ocean. Incredibly, I found racing on two nearby lakes, Pleasant and Roosevelt, and trailered the Martin to the desert. After two years of racing PHRF against the likes of Santana 20s, and Ranger 23s and S2 6.9s with mixed results, I was transferred to Dallas.

We decided to sell the Martin before the move, but soon found that we really missed sailing. We chartered on Lake Texoma (home of the Valiant sailboat factory), but it wasn't the same as having our own boat. We lived a couple of hours from the lake, so we knew that we needed a boat with more room below, but I was just not ready for an all-out cruiser.

Barbara and I both liked the lines of the old Sparkman-Stephens designed Catalina 38, and I appreciated its performance characteristics. There were plenty of them for sale in Southern California, so we flew out to get one. We had a great time, stayed on the (original) Queen Mary, and found our current boat, Checks in the Mail, a 1982 Catalina 38. We had her trucked to Lake Texoma and rediscovered the joys of weekend cruising on this big lake. There were only a handful of races on the lake each year, so almost everyone was truly a "racer-cruiser." We had a great time, but the summers were way too hot and the winters were way too cold.

In 1995 Barbara and I both got great jobs in Atlanta. I became a full-time project manager and Barbara became a globe trotter with offices in Atlanta, Miami and South America. We were looking forward to racing and cruising in Lake Lanier, but unfortunately we arrived at the same time as a multiyear drought that made much of the lake off limits to us and out 6' 10" draft. We did some corporate team building and picnicking on the boat, but didn't use her nearly as much as we had hoped. In 2001, Barbara and I were both offered early retirement incentives and we both decided to pull the plug on our careers. Unfortunately the drought had also pulled the plug on the lake, and none of the marinas could get a Travel Lift into water that was deep enough pull our boat. We were getting nervous with our retirement dates approaching, but a late-spring storm brought upstream flooding, refilling the lake just enough for us to get our boat out of the water.

We had already decided that we wanted to retire to Southern Virginia. We looked at places in the Northern Neck and Eastern Shore areas, but couldn't find what we wanted. Meanwhile our Atlanta house sold much quicker than we had anticipated and we needed to find a place fast. The Ghent area of Norfolk caught our eye, and we were able to find a vacant house that we both liked. We moved, sent the boat to Cobb's for a new bottom, then started racing with BBSA, CCV and HYC in 2002.

During our hiatus from racing, the United States Yacht Racing Union had become US Sailing and the rule book had been completely rewritten. I spent a busy winter trying to understand the new rules and how to apply them tactically. I have spent much of the time since then trying to remember how to sail competitively. I have found that the best thing about sailing here is the people. We have built a terrific crew, and we enjoy and respect our competition. I am amazed at how tough-nosed competitors can be on the race course, and then enjoy handshakes, adult beverages and sea stories with each other after the day's racing is done.

After I got a season of racing under my belt, I volunteered to take a more active role with BBSA's Willoughby Racers in 2003. This was a very pleasurable experience – terrific people, great venue and exciting racing. My main contributions were to perform a major rewrite of the Thursday Night Racing Notice of Race and Sailing Instructions, present a (largely plagiarized) "Rules at the Start" clinic, and act as a Series Captain. In late 2003, Mike asked me to be his Vice Commodore for 2004, and I was honored to accept his nomination.

Next month I'll review (at much less length) some of what I learned as Vice Commodore, where I believe we should be heading, and what each of us can do to help. Until then, I wish you warm breezes and following seas.

Jim

THE REGATTA THAT ENDED WITH A SPLASH

There was a Mobjack party on the last Saturday of 1973. It was also a Force 5 and Sunfish party since the adult Mobjackers sailed Force 5s and their kids/crews sailed Sunfish.

FLASH - BANG - a brilliant idea! "Let's have a regatta on New Years Day on the newly dug (and rather brown) Lake Trashmore, the borrow pit for Mount Trashmore".

"Let's call it the **TRASHBOWL REGATTA**".

A visit on Sunday afternoon, which interrupted the director of Virginia Beach Parks and Recreation's playoff football game, resulted in "go sail - have fun". On Tuesday, New Years Day, six Force 5s and a like number of Sunfish - plus Clorox bottles for marks - showed up in late morning at Mount Trashmore on a beautiful 60 degree day. By the time the boats were rigged by skippers in full wet suits, dry suits, shorty wet suits, and just normal sailing clothes, a cold front came through making it a true frostbite regatta.

The next thirteen years averaged about twenty boats, including a fleet of El Toros, in all kinds of weather. There was even a committee boat - a john boat - and a one man race committee. Even had TV coverage. Trophies were trash - there's a lot work involved in making a trashy trophy. The trashiest, however, was simple - a decal applied to a can of "Billy Beer." For those too young to know, Billy Carter, the presidents brother, was not really a teetotaler. He had a beer named after him and it was considered quite trashy. An ideal trashy trophy.

In the mid 1980's participation diminished to the point that on a miserable New Year's Day, 1987, one Force 5 skipper showed up - with a sailboard!

Young Danny MacLean, a recent graduate of the Merchant Marine Academy and its sailing team, and both a Mobjack and Force 5 National Champion arrived in a buddy's van to see what was going on. Not much, but wait... Danny parked the van near the phone booth which happened to be at the head of the Trashmore ramp. While making a call to his sister, no doubt telling her to hold his dinner, and looking out of the window of the booth, he watched the van roll down the ramp. With that SPLASH the run of fourteen Trashbowl Regattas was history. It was fun while it lasted!

When last we heard, Danny was second officer on tankers, working six months of the year, and either sailing near his home in Seattle or playing golf in Thailand during the remaining time. Typical Danny!

20 Happy New Year 05