

Broad Bay Banter

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Commodore's Corner

By Jim Williams

ALL HANDS ON DECK!!! BBSA NEEDS YOU! The second annual Neptune's Atlantic Regatta will be held on Saturday, October 1. This is BBSA's regatta, and benefits the charities associated with the Virginia Beach Neptune Festival, a nonprofit 401-c-3 organization. As with many new charity events, we are looking for ways to substantially increase the contributions above last year's inaugural event.

That's where you come in. There are several ways you can help us raise money for this important event. Here are a few ideas.

First, you can enter. Last year I entered the race, even though I knew that I would be on race committee and couldn't sail. It was worth the money! The value of the tee shirts and beer / food tickets far exceeded the entry fee, plus we got a nice canvas bag with plenty of stuff, from trash to trinkets. Entry is \$50 before September 12th and \$75 thereafter.

Second, you can donate items for our silent auction, to be held at the post-race party. You can donate goods or services from your business. For example, the Pilot Schooner Virginia has donated two numbered prints of the beautiful vessel, regularly selling for \$200. Also, Barbara is donating an original impressionistic-style oil painting of a boat of the winning bidder's choice. Have something nautical that you don't want any more? Here's the place to donate it. Have access to some special nautical platform? Share it. One item we'll be bidding on is a sunset cruise on Mike and Eva's beautiful new boat, Tayana 55 "Tell Tales". (Forget I said that – this one's MINE!)

Third, you can bid on the auction items even if you can't attend the auction. We'll get a complete description of all the items being auctioned, and procedures for proxy bidding if you can't make it to the party, out to the BBSA membership email list shortly before the race.

Fourth, you can contribute money. Just make your check payable to BBSA, and write that it is for the Neptune's Atlantic Regatta.

Now that I've gotten THAT off my chest, I have another important item. It seems that an increasing number of our member families have more than one email account. Sometimes the Captain fails to forward important messages (such as the Banter) to the Admiral, and vice versa. If both you and your spouse have email addresses and would like to get the Banter in each box, just let Jack know. (broadbaysailing@cox.net) For an unlimited time only, we are offering this at no additional charge! If you don't want to receive separate copies, please make sure that you share the Banter so those calendars are kept synchronized. Also, if you have an email address but don't much use it, feel free to ask to get put back on the mailed-copy distribution list. Finally, please invite the folks you sail with to join us at our meetings. We have had some great programs this year, and it would have been nice to have had more attendance.

Finally, a couple of personal notes. Our new grandson Gray was born the same day as our August BBSA meeting. We visited him in Red Bank, New Jersey the following weekend. Everyone is doing fine, even grandmom and granddad.

We are also getting a "new" boat. On October 23rd, my neighbor and former NYCC Junior sailor Will Roberts and I will complete the purchase of a Hobie 33. The boat is named "Mauri Pro Sailing", but will be renamed when we close the deal. You can see the boat at the following:

http://pg.photos.yahoo.com/ph/captainjimc38/album?.dir=64a0&.src=ph&.store=&.prodid=&.done=http%3a//pg.photos.yahoo.com/ph/captainjimc38/my_photos

You should be able to just click on the link without typing the whole danged thing. Let me know if you have trouble.

The Hobie 33 is light, weighing in at 4,000 pounds, and has a narrow 8 foot beam. It has a fractional rig that allows "shifting gears" in changing conditions to be more effective, and standard class rules allow for an oversized (by PHRF standards) spinnaker and spinnaker pole.

Probably the most unique features of the 33 are its lifting keel and stowable outboard. The keel is held in place by four large nuts. It can be retracted by removing the nuts and lifting it straight up, using an electric winch. Once up, the keel is secured in place with wedges and props. The 33's outboard extends through the bottom of the boat, just in front of the rudder. It can be retracted into the hull, and a fiberglass plug is inserted in its place to reduce turbulence over the bottom. This allows for the convenience and light weight of an outboard without the cavitation problems that are often experienced, even with long shaft outboards.

If you know anyone who wants to buy a storied Catalina 38, let me know.

Wow, this was a long Commodore's Corner, even by my standards! Thanks for suffering through the whole thing. That's about it until the 20th. Hope to see you at the meeting!

Jim

September Meeting - Tuesday the 20th

Our next meeting will be held on Tuesday, September 20th at Pancho Villa's of New York, 1069 Laskin Road, Virginia Beach (just east of Birdneck Road). The meeting will begin at 7:30 and the program at 8:00. Most folks arrive around 6:30 for dinner, but you are welcome to dine before, during or after the official activities. Commodore Jim Williams will be speaking about little-known crannies of the Florida Keys. Assuming we can keep him sober long enough to make the presentation, this should be very enjoyable.

The October meeting will be our traditional fall pot luck dinner at the ODU sailing center. We are still firming up the date, but October 18 looks like the choice.

BBSA's National Class Champions

Trey Smith - Mobjacks

On Sunday August 21 the final two races were held for the 46th Mobjack National Championship at Ware River Yacht Club. Racing took place on Ware River, just off of Mobjack Bay, the namesake of the boat and Class Association. Trey Smith (BBSA) with crew Jordan Wintringham, both of Virginia Beach, VA, took a 1st and 4th place in Sunday's races to cement their lead and win the Regatta and National Championship. This makes the 4th time Trey has earned the National Championship, 3rd time with Jordan as crew. Tracy and Joe Kubinec of California, MD finished in second place by a mere 3 points. That was their highest finish ever.

Jim Rice (BBSA) and Pete Wallio of Newport News, defending National Champion came in third followed by Mark Arnold and crew Matt Frank (both BBSA), both of Chesapeake, VA, who trailed Jim and Pete by a single point in third and also claimed the Senior National Champion Award. In Fourth was Len Guenther of Chesapeake, VA with his son Josh as crew. The racers enjoyed great competition and expert regatta race management by Rick Klein assisted by Mike Dale, Tom Arthur and others. Each race consisted of a Windward-Leeward two lap race or a gold cup, a 5-leg race (triangle / windward / leeward) with each windward leg approximately $\frac{3}{4}$ mile or more in length. 15 boats competed. Friday brought heavy rain but good wind and cooler temperatures. Saturday the fleet was thankful for a friendly sea breeze that filled in after a delay on shore. Sunday however was beautiful with clear skies and a southerly breeze.

Jordan as a teen raced his Sunfish against Trey and Mark in an intensive competition. All three crewed in Mobjacks with their fathers Henry, Sonny, and Dave, respectively. Pete as a former BBSA member raced 505s. The Guenther family have dropped their BBSA membership after Len retired from the Coast Guard. They now represent Fishing Bay Yacht Club.



Jerry Pattenaude - Sharks

Under light and variable conditions at the Canandaigua (NY) Yacht Club, August 10th thru 12th, Jerry Pattenaude won his fourth American Shark Association National Championship. Jerry was defending his 2004 Championship earned on Chesapeake Bay off Cape Henry. With him was his long time crew, ex BBSA member and Shark skipper Joe Lieberman. The win was impressive with finishes of 1,8,1,1,1,5 for 9 points after dropping the 8. The second place skipper had 16 points after dropping his own 8th place finish .Jerry has also won four Shark Mid-winter championships.



Unusual trophies

"The keeper trophies were fossilized shark teeth dating to 15 million years ago. Small trophies were given to the winner of each race .These were fossilized shark teeth approx. 2" long were wrapped with silver wire and hung from a leather strap to create a necklace. The overall winners were also presented with shark teeth, but a much larger 5-1/2" long, displayed in a triangular shaped jewel box. Imagine the size of the shark! These are unique trophies that the association was able to get a great deal on because the brother in law of one of our members was diving in a river in the Carolina's and found a vein of them". (Jerry)

Debbie Koelliker Bruesewitz -- T-10

August 11-14, South Shore Yacht Club, Milwaukee

"Thankfully flat seas and windless conditions greeted sailors as they shook out the cobwebs Sunday morning. The rough seas of past days would have surely taken their toll after a long Saturday night party highlighted by a rousing rendition of, "Oh Lord Won't you buy me a better T10", by Rick Anderson and the coveted Forespar Carbon Fiber spinnaker pole raffle.

As competitors motored out, a good sailing breeze filled in from the North. As boats jockeyed for the perfect start, it quickly became apparent that a strong current was throwing-off timing as two general recalls delayed the day's only race. They say, "the third time a charm" and that rang true again today as the last race finally started after the race committee made racers aware of the drift.

Yesterday's co-leaders, Nuts and Contumacious (Debbie and husband Scott), match raced for overall first place while others just tried to finish strong. Nuts took an early lead but was unable to cover as Contumacious overtook and passed. Once ahead, Scott and Debbie Bruesewitz managed to stay in front to secure their first T10 North American Championship with an astonishing 55 points".

Debbie, who is still a BBSA member and was BBSA Commodore in 2003, was the regatta chairman.

Racing News

The fall season ushers in some of the best sailing weather of the year and with it plenty of racing opportunities. BBSA, in conjunction with the Neptune Festival, sponsors the Neptune's Atlantic Regatta (CBYRA-sanctioned Race #423) which is held on October 1st. This exciting race starts in the vicinity of Little Creek Inlet and finishes at the Virginia Beach oceanfront. Postmark your entries by Monday, September 12 to take advantage of the \$25 discount on the entry fee. The notice of race and the sailing instructions are posted in the downloads area of our website. Use the links below:

<http://www.broadbaysailing.org/downloads/files/2005-5NeptunesAtlanticRegattaNotice.pdf>

<http://www.broadbaysailing.org/downloads/files/bbsasailinginstructionsnaversion1.pdf>

Upcoming dates of which to be aware:

Sept. 18, 25 & Oct. 9 - CCV Fall Series - www.ccvracing.org

October 1 - Neptune's Atlantic Regatta - CBYRA Race #423 - (BBSA Distance Racing Series #5)

October 22 - 'Round the Lights Race - CBYRA Race #426 (BBSA Distance Racing Series #6) -

<http://opcyc.tripod.com/>

For information, notices of race, and/or questions regarding any of the above, please check our website (www.broadbaysailing.org) or contact me directly.

Scott Almond

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Racing Fleet Captain

Cruising News

by Bev and Jim Borberg

Future Cruises

September 17/18 planned by Chris and Bill Beach

After this cruise we will have seen all of Mobjack Bay. On Saturday we will anchor in Black Water Creek off the North River. There is a marina nearby where you can get ice. **Bill and Chris have a conflict on this date and they will not be able to go so let Bev or Jim Borberg know if you plan to make this cruise. If the weather is not favorable for going up the Bay, the destination will be changed.**

Past Cruises

Salt Ponds Cruise August 20-21, 2005

6 boats, Dreamtime (Bev and Jim Borberg), Anejo (Megan and Scott Almond), Marigot (Jewel and Down Snyder), Interim (Paul Starosa and Nora Robertson), Celerity (Jo and Bruce Clarke), and Wind Walker (Kathie and Charlie Roberts) enjoyed a surprisingly pleasant cruise to the Salt Ponds in the August heat. The NE breeze provided heat relief for some boats Saturday and a sailing opportunity for others. The 2 marina pools offered "cooling off" in the later afternoon (along with the Tiki bar, of course).

Drinks on Dreamtime and dinner at the restaurant allowed ample time for good fellowship and story exchange. The full moon, clear sky and continued breeze ended the day positively. One enterprising soul even arose at 4:00 a.m. to observe Mars! Sunday, most of us were able to sail home (at least part of the way) and were glad we made the cruise.

Labor Day Cruise as seen from Mariah September 3-5, 2005

Saturday morning Judy and I loaded some food and clothes and headed to Little Creek to depart for York River Yacht Haven and this year's Labor Day Cruise. We were just about to cast off the dock lines at 10:00 AM when we heard a VHF call from Don Snyder on Marigot. Don had just left Salt Ponds inlet and was making good about 80 degrees sailing into a stiff northerly, and then Jim Borberg on Dreamtime chimed in that he was just crossing the Thimble Shoals channel and it was a "little rough". After ten or eleven years of cruising with Jim, you know when he says its a little rough, you better tuck in a reef, so that's what we did as we motored out the Little Creek channel. After powering thru the normal north wind chaos at the mouth of Little Creek inlet, we shut off the engine, rolled out the 155 genoa to about 125% and hardened up on the starboard tack to see what we could do. With 20 or 21 knots of apparent wind across the deck we drove our way northwest, skirted around Thimbles Shoals lighthouse and after awhile found ourselves coming in at the Salt Ponds channel markers. We flipped over to port tack for about half an hour before going back to starboard tack and closing the shore at Back River. One more tack out on port and we got a lucky break and could hold starboard tack up the auxiliary channel to green #5 where we eased off the wind and cut across the top side of the flats toward Tue Marshes. The wind eased now so we shook out the reef and rolled the genoa out all the way for an easy slide up the York River. True to form, within two miles of Sarah's Creek we were motoring in calm winds with the sails furled. Sliding into our slip in York River Yacht Haven we greeted Jim and Bev Borberg on Dreamtime, Don and Jewel Snyder on Marigot, Frits and Sancy Isham with Rhumba and Art and Marie Quarnstrum on Qll. Already lounging at the swimming pool, having arrived the day before, were Sonny Smith who brought his latest bright red Restless VIII, John and Mary Bergman on Bay Dreamer, Phil and Ginger Harrison on Foxy Lady, and Paul Starosta and Nora Robertson on Interim.

After a shower and cocktails on the dock, we were joined by Bill and Chris Beach for the usual great dinner at the Rivers Inn restaurant. Bill and Chris, who have handed the keys of Beach Magic to its new owners, arrived by car. Word is they are hot on the trail of a power cat, and shouldn't be bootless for long.

Sunday morning brought clear skies, but the Stars and Stripes were streaming straight out on the flagpoles, and the forecast was for strong winds Sunday and stronger winds Monday. Those in the group that had already been out two days chose to head for the barn, and they were joined by Qll and Marigot.

Mariah, Rhumba and Dreamtime elected to continue on to the Ware River in Mobjack Bay and we got under way about 10:00. We motored and motor sailed into a NE wind driving straight up the York River until we were able to turn North into Swash channel and enter Mobjack Bay. Once in Mobjack we had a better slant on the wind, and we rolled out the genoa for a nice sail up to and into the Ware River. Given the northeast wind, we continued past our normal anchorage on the port hand, and went another mile or two where we dropped the hook in a protected ten feet of water. We had a relaxing evening of socializing and dinner before breaking off for a pleasant evening. The wind dropped to zephyrs and the sky didn't have a cloud all night. Though Saturday night was the new moon, strange unexplained howling was heard across the anchorage.

Monday morning saw Rhumba and Dreamtime up and away at seven and Mariah got underway about eight. By the time we reached the mouth of the Ware, we were motoring into 15 knots from the NNE, so we rolled out the genoa to 125% and took off down Mobjack Bay. A very comfortable sail until we cleared the lee of New Point Comfort, where the seas started to build and the wind piped up even more. Approaching York Spit light, we cracked off for the course to Little Creek entrance buoy. Now we were broad reaching, the steam gauge was reading a steady 22 to 24 knots apparent, and Mariah was getting a nice surf now and then on the bigger waves.

When we were three or four miles off Salt Ponds, Mariah had a lengthy visit from a group of dolphins that must have numbered at least 25. They surrounded the boat, playing in the bow wave and leaping from the face of the larger waves to have a look at Mariah and us. After some 15 minutes of this, recess was over and they all vanished. The word on the waterfront is that Rhumba also saw some aerial displays, but it was flying dinghies, not dolphins.

By 1300 Mariah slid between the breakwaters at Little Creek entrance and pulled into her slip to end a good three days of fall cruising.

Doug and Judy Rose on Mariah