



Broad Bay Banter

Published **spasmodically** by the
BROAD BAY SAILING ASSOCIATION
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April 2012

Quick Find:	Pg
Commodore's Corner	2
Racing News	3
Cruising News	5
Upcoming Events	7
Membership News	8

COMMODORE'S CORNER

Spring is back and so are more sailing opportunities. Little Creek and Willoughby racers are back in action and the first cruise, (Waterside Cinco de Mayo), is approaching. Not everything on the winter/spring maintenance list is done but getting underway helps force the completion of the items that must be done. Make sure you have all the right safety gear and that the boat is safely ready to go.

The April meeting will be delayed this year. We will have our annual trip on the American Rover on Tuesday May 1st. Boarding starts at 1845 and we are underway at 1900, (6:45 and 7:00PM). We have been guests of Capt. Brook Smith for over fifteen years now and we cannot thank him enough for his and the American Rover's crew for their generosity. Brook is the son of our Sonny Smith.

Please bring a dish (snack/appetizer) to share. Drinks will be available on board to purchase. Even though we are guests of Capt. Smith, the crew will be hard at work tending to our comfort, safety, and fun. As in past years, we will be taking a collection at the end of the cruise to show our appreciation to them for this great event.

I look forward to seeing everyone on the Rover.

See you on the Bay

Chip Jones

RACING NEWS

PHRF Racing News by Scott Almond

racing@broadbaysailing.org

The 2012 Southern Bay racing calendar has been posted on the lower right hand corner of our homepage. The first big boat races of the season are happening right now. Little Creek started their Wednesday night races on April 4th and Willoughby started their races the next day. The Notices of Race for all of our PHRF/big-boat races have been posted in the PHRF Notices of Race area of the Downloads section of our website <http://www.broadbaysailing.org/downloads/index.asp>. Also posted is information for the Willoughby Racers Thursday Night Race Series.

The Cape Henry Cup/May Pot Luck Dinner and Awards Presentation

The Cape Henry Cup Race will be sailed on Saturday, May 19th. This is the first of four CBYRA-sanctioned races sponsored by BBSA this year and Race #2 in the Southern Bay Distance Racing Series (SBDRS). All members are urged to participate in this race which was first sailed in May 1974. The \$25 entry fee is **WAIVED** for BBSA members. Registration for members couldn't be easier. Go to our website (link below) and use the online registration! On the following Tuesday, the 22nd, one of our famous pot luck dinners will feature the presentation of the Cape Henry Cup and the other awards for the race. The meeting will be held at the Old Dominion University Sailing Center. Mark your calendars for both of these events. Details on the dinner will be found in the May Banter. The Notice of Race is already posted on the BBSA website and the Sailing Instructions will soon be posted as well.

Upcoming dates of which to be aware:

23 April - Early Bird Deadline for Southern Bay Race Week - www.blacksealcup.com

29 April - Spring Series #3 - Race #1 in the SBDRS - www.ccvracing.org

4 May - Entries due for 60th Down the Bay Race - <http://www.hamptonyc.com/downthebay/>

19 May - Cape Henry Cup - Race #2 in the SBDRS - www.broadbaysailing.org

Racing Calendar (to date):

BBSA Race Schedule 2012			
Date	Theme / Agenda	Location	Whom
19 May	Cape Henry Cup		Scott Almond
1-3 Jun	Southern Bay Race Week	HYC	HYC
30 Jun	Broad Bay Regatta	Broad Bay	Carey Hardesty
14 Jul	Little Bay Challenge	Willoughby Bay	Scott Almond
28 Jul	Richard B Johnson Memorial Regatta		Carey Hardesty
18-19 Aug	Cape Charles Cup		Hank Giffin
29 Sep	Neptune Regatta	Virginia Beach	Scott Almond
9-13 Oct	Schooner Race	Portsmouth	George Treiber
13 Oct	Willoughby Memorial Regatta	Willoughby Bay	Dave Hughes
3 Nov	Willoughby Hot Buttered Rum Race	Willoughby Bay	Dave Hughes

CRUISING NEWS

Cinco de Mayo Cruise celebrating the first cruise of the season – May 5-6, 2012

I haven't heard from too many people yet, so come on get in the cruising sprit and join us in our Kick Off Cruise. I am repeating, but it is important for me to know if you are attending the dockside party (we want Jim to have made enough Goombay Smash) and if you are attending this and dinner at Kinkaid's (need a count for reservations)

Come by boat or car to Waterside. We will have a dockside party (Come looking a little Mexican!) in front of Dreamtime and then dinner at Kinkaid's restaurant. Jim will make tentative reservations for 10 slips at Waterside. Each individual must make his own reservation and say that you are with BBSA. They will probably hold these reservations until April 28, after that the slips are open to everyone.

Reservations for Kinkaid's must be given to me by April 28. PLEASE tell me how many will attend the dockside party, and also the number for dinner at Kinkaid's.

GOOD WEATHER CRUISE – The party will begin on the Waterside dock at 4:30. We will serve Jim's usual signature drink Goombay Smash (rum and juices). The party on the dock will end about 6:00 and then we will walk to Kinkaid's at MacArthur Center for dinner. The reservations are for 7:00 in the name of BBSA.

BAD WEATHER CRUISE – We will meet at Kinkaid's at 7:00. Some of our cruising friends have had great adventures this winter, so they can share them with us.

Hope to see you all at the party – Bev Borberg, bevborberg@yahoo.com, 460 1051

Jazz Festival on July 21st at Town Point Park. From Sergio Diehl: The plan would be to sail down to Waterside on Saturday. Sergio has blocked a few slips for BBSA (he, of course, has made his reservation for that evening). There are no special rules, such as they do for the other festivals or extra fees for the evening of 21 July. The Jazz festival does not start until 5:00 PM so there should be plenty of time to get there. If there is a group of us we can set aside a space on the lawn where we can enjoy the music and picnic. Contact Sergio by e-mail sergio.diehl@cox.net or by phone 1.757.635.1846. For a preview of what is happening on the 21st of July, click on this link <http://www.festevents.org/mini-site/jazz-music-festival>

Summer Cruise – This is another reminder for the summer cruise. Details of planned stops were in last month's banter. The goal of this year's cruise is to have short distances between stops so that there is plenty of time for sailing and enjoying your favorite liquid refreshment(s) once either anchored or docked at the marina.

Please call Sergio Diehl, (757) 635-1846, or e-mail Sergio.diehl@cox.net, if you are interested in joining up for this summer's cruise. Please provide your boat specifications so that he may provide a heads up to all of the Marina's as well as make your berthing assignment at Indian Creek Yacht & Country Club.

Cruising Calendar (to date):

Date(s)	Title	Destination	Host
13-15 Apr	Informal Initial Cruise	Hampton YC	Paul Starosta
5-6 May	Cinco de Mayo Cruise	Waterside	Jim & Bev Borberg
26-28 May	Memorial Day Weekend Cruise	East River	Philip Harrison
22 Jun-8 Jul	2 week cruise	Various	Sergio Diehl
21-22 Jul	Jazz Festival at Waterside	Waterside	Sergio Diehl
4-5 Aug	Cruise to Warwick YCC	Warwick YCC	Frits Isham
1-? Sep	Labor Day Cruise	TBD	Bucky Harrison
3-9 Sep	Dinner Cruise	TBD	Charlie Roberts
15-17 Sep	Yorktown Cruise	River Walk Landing	LeMoine & Chip Jones
20-21 Oct	Cruise to Back River	Back River	Ronda & Karl Shulenburg

UPCOMING EVENTS (that I am aware of):

May 1, 2012: Members Meeting. Time: 1845 (6:45pm) to board the American Rover at Waterside Marina. 7:00pm departure and return by 9:00pm. Potluck with cash bar.

OPSAIL 2012 – On the horizon lays a historic American milestone, an extraordinary occasion for the United States of America and the Commonwealth of Virginia... the Bicentennial of the War of 1812, the writing of the Star Spangled Banner, planned together with the spectacle of OpSail 2012.

From June 1-12, 2012, the Port of Virginia will once again host an impressive fleet of tall ships, navy and military war ships representing the world. OpSail 2012 Virginia is planned to illuminate the community with spectacle and festivity, and will place our Commonwealth front and center on the world stage.

Events will range from the traditional Parades of Sail, ship tours, spectacular fireworks, concerts and festivals and include: (For a complete list of these events, please visit the OpSail 2012 website, www.opsail2012virginia.com)

OPSAIL 2012 Call for Volunteers – Many opportunities are available if you are interested please visit the OpSail website, www.opsail2012virginia.com, where you can view a complete list of volunteer positions.

MEMBERSHIP NEWS

Sunshine Chair News: As BBSA's Sunshine Chairman, my responsibility is to convey congratulations, sympathy, condolences, get-well wishes, etc. to members or their close relatives when the occasion arises. I am happy to do this, but I need the help of all the membership for this to be effective. So, if you hear of someone in need of any of the above, please let me know. You can reach me at (757) 497-5783 or e-mail chassail@infionline.net. Many thanks for your assistance.

Kathie Roberts

Ship's Store News: Bev Borberg, 460-1051, e-mail: bevborberg@yahoo.com
Almost time to be out on our boats, so check your Burgee and see if it is in good condition. The Curries were flying their Burgee while down, I think in the Virgin Islands, and met a long ago BBSA member who used to belong to our Club and recognized the flag. So in addition to flying a "good" Burgee sometimes fun and unexpected things happen because of them. I will not have the Burgee bag with me at the Rover meeting, but will have them at the next meeting. If you want one in a hurry, just call and we can arrange a pick up at my house. The price is \$20.

BoatU.S. Membership:

BBSA Membership Group ID for BoatU.S. Insurance: **GA81617S**

BBSA members who have their boat insurance with BoatU.S. should be sure they are getting the 50% annual BoatU.S membership discount by using the BBSA Group ID number, GA81617S. If you are not a BoatU.S. member but would like to obtain an application or find out the benefits of a BoatU.S. membership, you may contact Membership Services at 1-800-395-2628 or www.boatus.com for a BoatU.S. Membership application. Those joining for the first time can also receive a 50% discount by mentioning our Cooperating Group ID number GA81617S.

We welcome these new members into the BBSA family:

GOODMAN, E. RANDY (RANDY)

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CHARLENE'S occupation: VA BEACH PUBLIC SCHOOLS, TRANSPORTATION

HUNTER 30T - "KALEIDOSCOPE"

News from Mike and Eva Dailey "Cruising the Caribbean"

Yes...it has been almost 2 months since you have heard from us....we are on "Island Time" and it has been wonderful. We have had several visitors...including charters, since last you heard. Marcia & David Hughes, our 2011 BBSA Commodore and wife, and Deanna & Fred Summs spent 10 days with us the beginning of February. We covered both the USVI & BVI....sailing, snorkeling, hiking, eating, drinking, partying and making tales to be told. We snorkeled Caneel Bay and Leinster on St John: had pain killers at the soggy dollar and danced at Foxy's on Jost Van Dyke: Snorkeled the Caves and went to Pirates on Norman (Dave & Fred continued on to Willie T's.....they will have to tell you their "story".) We went to the Baths and Bitter End for the Super Bowl at Virgin Gorda, and celebrated Mike's birthday at Marina Cay. We ended at Charlotte Amelie on St. Thomas. Then we had Mickey and Dave Miller, also BBSA members, and Noel Simmons and Mike Inman for the next week. More adventures....some of the same places including the Anaberg Ruins on St. John...yes, we do like history. And needless to say...what goes on in the islands, stays in the islands. We have tried showing everyone all our favorite spots and discovering new ones at the same time. Mike's brother Charlie and his wife Jane came for a week...and we continued more of the same. Only this time, Eva allowed Charlie in the galley to help with breakfast occasionally and Charlie, along with Dave Hughes, are allowed on Mike's grill. It was a "Nestor outing". And speaking of Nestors.....Nick and Sara Nestor had their first ...Elizabeth Grace....Feb 7th...missing Mike's birthday by 5 minutes. We are looking forward to seeing her when we get home.

I must mention Sue & Jim Curry from BBSA on Sea Doc. We have really enjoyed their company and miss them while they are in St. Martin. Jim plays a mean bag pipe.....I have pictures....we know what is under his kilt...can't tell but...love the color purple.

We also had an overnight charter with 4 young people from Kentucky.....they requested a trip to Norman Island. What nice folks. And we actually have a couple of cruise ship day charters coming up. So the next couple month will be busy with several week charters that we have also have. We are very excited about that. Better late than never. Takes time to build any business and we seem to be catching on here now. Hopefully, if we come back next winter, it will start from here.

We also participated in the Black Seal Regatta from Trellis Bay to Anegada. We are bringing a copy of the Notice of Race for Scott Almond.....they include....1. NO Protests....2. you bump another boat or it's dingy and both boats are out.....and you are out if you hit the committee boat 3. you can leave your engine on at the start in case you need it to avoid a collision. Other than that there are no rules....just to have fun. We gave our best...coming in the top 2/3's on the race there on Saturday....Sunday was a party lay day....we took the opportunity to rent a scooter to see the island...it is equivalent to Tangier Island....if you've seen Tangier...you've seen Anageda.....we only had one wipe out on a sandy turn...neither of us were hurt...Mike did draw a drop of blood...but nothing that needed attention. There was a dingy race.....we did not participate...only watched...our hp was too large thank goodness.....every dingy lined up...started with a horn and went FULL THROTTLE...until the next horn....then turned around to come back to the starting line.....it was amazing that no one collided badly....need to mention that the area was VERY shallow...causing some dinghies to go aground or turn into another dingy to avoid running aground...The winner well deserved his bottle of Back Seal. Need also to mention that we meet former sailors from Hampton, Liz and John Ford of Wild Rose. Mike raced against him in Hampton in the 80's....they left in 86 with their 2 young boys to sail around the world landing in St. John after 5 years.

So.....we will write again before we head home the end of April. We hope to be home mid May to Virginia Beach and our family and friends. We are looking forward to it and already have some work lined up when we get home. Looks like we may move back into the Croatan house for the summer...tenants gave their notice and are moving out the end of April. It may be hard to adjust to land living, but are looking forward to a larger shower.

We understand that the winter has been mild back home....we are happy for you that it has been. We are really looking forward to seeing you all when we get back.

Eva & Mike

News from Jim and Susan Currie “Caribbean Adventure: 4th Installment”

I left off in my previous blog that we were in Virgin Gorda and ready to sail to St Martin. However by Monday 13th Feb the weather report got worse and not only are there 10-12 ft swells coming from the north in the Anegada Passage but also ESE winds. This means that the wind will be on our nose if we sailed the 82 miles across the Anegada Passage to St Martin. We decide to postpone our departure and sailed back to Lameshur Bay in the USVIs, where we can anchor comfortably in north swells.

By the 15th the weather was improving and we headed back to Virgin Gorda. The weather report was promising for a Thursday night crossing so we headed up to our anchorage off Prickly Pear Island in Virgin Gorda to prepare for our departure. However the north swells made it a rather uncomfortable night. On Thursday morning the NOAA weather report confirmed that the swell was now only 4-6 ft and the wind out of the NE at 14-17 kts. Filled up with diesel at Leverick Bay Marina and headed out to St Martin at 4:00PM. Had a great overnight sail to St Martin and arrived in time for the bridge opening at 9:30AM as we were going to anchor in the lagoon in Simpson Bay. We had finally arrived in the Leeward Islands.

However, it was not all plain sailing and we did experience a problem during the passage. We heard loud metallic banging noises from inside the mast ever time we crashed over a large wave, whereas smaller waves had no effect. I contacted a rigging company in Simpson Bay lagoon (rkg rigging) and they requested I bring my boat around to their dock on the Monday morning for an inspection. They anticipated the problem as being a loose conduit inside the mast and to fix it would mean the mast coming down. However, when they looked inside the mast through the halyard exit points they found no problem with the conduit. I mentioned that the boom vang was a bit loose at the tang connection to the boom and it was immediately obvious this was the probable cause of the problem. In very large waves the boom would lift clear of the tang connection and as it came down it sent a shock wave down the vang into the foot of the mast. This could have resulted in a very serious problem if it had not been spotted early. They replaced all 12 aluminum rivets with Monel ones on the tang connection to the boom and this appears to have solved the problem. They also re-tensioned all the rigging which was very slack, in particular the backstay.

Simpson Bay lagoon is an interesting place as it is home to numerous mega-yachts and hundreds of small cruising yachts. It is not the place to swim as many of the European yachts have no holding tanks and many just jettison their waste directly overboard. We experienced a few problems with our holding tank but managed to perform some temporary repairs and did not empty any waste into the lagoon. Everywhere on the lagoon is accessible by dinghy and that is just as well as there are few sidewalks and the roads are jammed packed with cars. It is the place to party as there are bars everywhere and most stay open until the wee small hours. The lagoon is just a large inland lake and is separated down the middle between the Dutch and the French sides of the island. There are no actual markings and you have to guess where the dividing line is located. The French side of the lagoon is much busier with anchored yachts than the Dutch side as the Dutch charge several times more to anchor on their side. Needless to say we anchored in the Dutch side along with all the mega-yachts and other rich people!! The crime in the French side is however much higher and several dinghy's were stolen during our stay in the lagoon. In one case the owner found his dinghy tied to the back of another yacht but the occupants said they found it and demanded a ransom from the owner for its return. He had to pay them or do without a dinghy. Not sure if I would have been so understanding! The speed limit in the lagoon is 5kts but I have to believe that this is the minimum speed as most ribs were cruising along at 25kts through the anchorage. Not only do we have one of the smallest boats we also have the smallest dinghy with only 3.5 HP outboard. I would be very happy to do 5 kts.

If you remember from my previous writings we have had several escapades with boats dragging their anchors. Sure enough it happened again. This time it looked much more serious as the boat in question, Alacazam was heading straight for a rocky breakwater at the end of the airport runway and again there was nobody on board as we had seen the owners leave about 1 hour earlier. I quickly dinghy'd to an adjacent boat and asked for help. It was an American boat but the owner appeared uninterested and it took one of his guests a Belgian named Ben to come to the rescue. There was no secondary anchor on board Alacazam, so I went back to Sea Doc and collected my Fortress anchor and 200 ft of nylon rode.

They were both brand new as I had purchased them before leaving Virginia to act as my stern anchor. This was a great opportunity to try it out. I used my dinghy to set the anchor and brought it back to Alacazam for Ben to attach the rode to a cleat. To our relief the yacht stopped dragging. The owners Dick and Mary returned in about 1 hour and safely re-anchored. They had been anchored in that spot for about one week and why it had decided to move that day was a mystery. One possibility is that the anchor chain was tripped by a passing boat or dinghy. We found out later from Dick and Mary that Alacazam was built by them and is made from cedar wood and weighs only 9 tons, which is very light for a 38 ft boat. They had sailed it across the pond in 2002 and berthed it during hurricane season in Grenada. They come originally from the UK and now live in Plymouth, Devon. The boat was constructed in Poole, Dorset. We became friends with Dick and Mary and found out he is a writer for the Royal Yachting Association (RYA) and has just published an RYA training booklet "Offshore Sailing". The sailboat on the front cover is Alacazam. I must have a look at the anchoring section! Another good deed in paradise and for my endeavours I received an honourable mention on the cruisers net the next morning.

As we were docking our dinghy at the St Maarten Yacht Club a voice behind us asked if we were members of the BBSA. The stranger had noticed the VA markings on our dinghy. It was Wally Palolari another BBSA member who had just flown in to participate in the Heineken Cup Regatta. We heard later via Southern Bay Racing News that he placed first in his class. Well done Wally.

The night before we left St Maarten we had a close encounter with a dinghy. At about 2:00AM I was sitting in the cockpit and was aware of a dinghy driving erratically and heading straight for Sea Doc. The occupants appeared to be the worse from drink and only at the very last second did someone see the boat which made a dramatic turn just missing us. You may be wondering what I was doing in the cockpit at 2:00AM in the morning. I was awakened from my sleep by very loud music from a night club. The music stopped and a very loud DJ was shouting at the top of his voice something about a contest. The participants were all girls, Lisa from Belgium, Nina from Sweden and Louisa from St Martin. The prize was \$1000 but I am not sure what the contest was judging, I leave that to the imagination.

Although numerous boats were coming to St Maarten for the regatta just as many, us included were leaving to avoid the partying etc. We registered to leave St Maarten on 1st March and when we were in the immigration building we bumped into Lynne from Popeye the power boat that was next to us in Crown Bay Marina when we first arrived in St Thomas. They are the people who invited us to St Kitts, but they had come to St Maartin for the regatta but re-iterated their invitation to St Kitts. We were heading for St Barts and confirmed we would come to St Kitts the following week.

We left the lagoon via the lifting bridge at the 9:00AM on 1st March along with about 30 other boats. A large mega-yacht Hurricane Run was in front of us and was so slow that the bridge keeper told them to hurry up on at least 5 occasions. The bottleneck it created was particularly bad on the sailboats who were attempting to navigate through a narrow channel in high winds and fickle currents. Several yachts made their feelings clear to the crew of Hurricane Run as they passed. The sail to St Barts, about 12 miles, was very lively in 20-25 kt winds and 10 ft swells. We attempted to raise the main but when we had our vang repaired they tied the reefing lines together to gain access to the boom end and this prevented the halyard from raising the main. We finally gave up in the heavy seas and set a reefed jib. We arrived around 1:30PM in Gustavia and managed to anchor in a very crowded anchorage. We cleared in at the Captainery and then walked into town to have a civilised cup of coffee in a typical French bar/restaurant. I knew St Barts was expensive but each cup was \$9.00 each, ouch! Needless to say that establishment is off our list. Gustavia is a beautiful harbour with mega-yachts tied up Med style to the docks and restaurants and bars all around the waterfront. The water in the anchorage is turquoise blue and even in 30 feet of water the bottom is clear. The island however is not typical of the West Indies and has a decidedly French Riviera feel. St Barths is definitely the place to see and be seen. The anchorage just outside the harbour is rather rolly although it was very windy when we were there.

The next morning we woke up with some voices nearby but did not know what was going on. When I went on deck a large fuel ship was directly approaching us down the channel and most of the boats around us had disappeared. They apparently had been moved by the harbour patrol but they had left us even though we were well into the fairway out beyond the green buoys which we could not see when we

anchored because of other boats. The tanker passed quite close then did a 180 deg turn to come in stern on to a large buoy.

After this near miss I headed into town in the dinghy to have a run around the harbour, but on my way in I hit a green turtle. I was travelling very slowly at the time (the 3kt speed limit in the harbor) and the turtle did not appear hurt. I checked my propellers but they were OK. A near miss for the turtle and the outboard. Our friends Dick and Mary in Alacazam appeared the next day and we met up for a few sundowners in one of the more down to earth bars frequented by cruisers. After 4 nights anchoring in Gustavia we decided to head round to Anse de Colombier a marine reserve just round the corner from Gustavia. We picked up a free mooring buoy and for the next 4 days enjoyed the attractions of this beautiful bay. The wind had picked up and for 4 days it blew at around 20-25kts with large seas. When we had enquired with the marine reserve authorities regarding mooring buoys they told us we can use them during the day with just one rope attached to the ball, but for an overnight stay we were expected to dive down and attach a second line to the ring on the concrete base on the sea bed. Needless to say we did not attempt this and it appeared nobody else did. It was 20-30 feet deep and Susan does not like to get her hair wet, so that was that. Alacazam appeared the next night and we enjoyed Dick and Mary's company for a few days. They were going to head south when the weather improved calling at Guadalupe first and then island hop all the way to Grenada. After I had told Dick about my encounter with the turtle he mentioned that he once accidentally dropped an anchor on top of a black swan in a river in the UK. The swan appeared to have no after effects. Killing a swan in the UK is a capital offence!

One evening we went round to Alacazam for sundowners but when we got there Dick told us he had been hit by a Moorings cat with a pro skipper on board. Alacazam was moored in the corner of the anchorage nearest the rocks and how a cat came round them and hit them is anybody's guess. The skipper said one of his engines failed and he spun round when he put on full power. A surveyor was being flown out to assess the damage and arrived the next day in Gustavia. We later heard that there was no structural damage and that Alacazam was now in Dominica.

Went back to Gustavia to clear out for the Saturday and get some provisions. On our way back to Colombier we put up the main to pull out the reefing lines. I had gone to the mast to pull out the reefs to make it easier to raise the main. However one of the ropes must have gone around the handle of the toilet hatch which we had left open and as Susan used the electric winch to raise the halyard the reefing line pulled out the handle and broke the acrylic hatch cover. What a Bummer! Did some temporary repairs and returned to Anse de Colombier to moor for the night. The swells were coming in and it was a very rolly night but we both slept well.

We left for Nevis early the next morning and had a pleasant 10 hour sail past St Kitts and into the largest mooring buoy field I have ever seen. They have laid out 100 moorings just outside Charlestown the capital of Nevis and they are free once you have paid registration, immigration and environmental taxes. These are not excessive and we had a very nice week in Nevis.

Nevis has a rainforest inhabited by green-back monkeys which were brought over by the first settlers. It has a large mountain in the middle, 3200 ft, but most Nevisians live in the flat area around the coast. There are several very up market old plantation houses which have been converted into guest houses and restaurants and we decided to visit one of the best known ones Golden Rock. There is a small museum in Charlestown which has an exhibit for Alexander Hamilton as he was born in the island and Lord Nelson who was married on the island.

Ashore on the dock we bumped into Dick and Sherry from Michigan, who have a 48 ft Halberg Rassy, Trillium. We shared a taxi ride with them to Golden Rock and then went walkabout up to the rain forest. Did not make it all the way to the top but got a fair way up. Had a great lunch in the restaurant beside the pool with great views of Antigua, Monserrat and Redonda. We also saw a family of monkeys on the taxi ride back. Back on the boat we saw a Sunsail 40 ft drop a line and catch it around its propeller. It managed to drop its anchor, but how it miss one of the moored boats is a mystery. A diver managed to cut the line free. That evening we were invited over to Trillium for sundowners.

As the anchorage was very sheltered I decided to do some work on the boat. One of the forepeak windows needed re-seating and I started to cut away the sealing compound from around the window from the outside. I suddenly noticed I was taking out the wrong window. The galley side window and the fore-cabin side-window are identical. Took out the correct window and cleaned out all the old sealant. I had 2 new tubes of 3M 4200 but when they were opened they had obviously passed their sell by date and had hardened in the tube. Luckily I had an open tube of Life Seal, which I had previously thrown into the garbage as I suspected it was hard, but found to my surprise it was OK and had just enough to seal the window back in place. I was lucky on this occasion as there are no marine shops on Nevis.

Nevis was as far south as we reached as it was time to head north again. We had planned to return via Sint Eustatius (Statia) and then St Maartin (to get the hatch repaired) but when we reached Statia we kept going and sailed directly to the BVIs, a 26 hour overnight trip. The winds were great and we had one of our best sails ever. Sailing on the same tack for over 100 miles at around 6 kts is a great experience. Arrived in Virgin Gorda Sound in the early hours and went straight to the marina to get our laundry done. It is not all fun and laughter for us cruisers. The Leeward Islands were now behind us and the last part of our adventure was about to start.

BBSA Officers for 2012

Commodore	Chip Jones
Vice Commodore	Ronda Borberg-Shulenburg
Rear Commodore	David Hughes
Secretary	Karl Shulenburg
Treasurer	Jack Huenerberg
Racing Fleet Captain	Scott Almond
Cruising Fleet Captain	Bucky Harrison
One Design Fleet Captain	Carey Hardesty
PHRF Representative	Randy Pugh
Chesapeake Bay Yacht Racing Delegate	Randy Pugh
Little Creek Sailing Associations Representative	John Bergman
Willoughby Racers Representative	David Hughes
Ship's Store Custodian	Bev Borberg
Sunshine Committee	Kathie Roberts



Broad Bay Banter

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**April 2012
Cruising Update**

Memorial Day Weekend Cruise 2012 (May 26, 27, and 28):

We have been invited to visit Jack and Debbie Ainslie's beautiful new home on the East river over Memorial Day weekend.

Sail up on Saturday, arrive in the afternoon, socialize, and tour the property and oyster farming operation.

Sunday enjoy horseshoes and croquet under the shade of Pecan, Black Walnut, and Cedar trees. Cookout out in the late afternoon.

Monday sail back home.

(Note of caution about playing croquet with some members. At least one could make a comfortable living playing. I won't mention any names, but his initials are Jim Borberg)

There is a very inviting hammock, a large deck with patio furniture and umbrellas, picnic tables, an outdoor shower, lovely views of the East river, and much more including young apple, fig, berry, river birch, and many other ornamentals. Strawberry bed, tomato plants, cucumber, lettuce, etc.

The destination location is Miles creek on the East river, across from Willis Wharf. Miles creek is easily recognized by the two sailboats at the pier on the right side of the entrance.

There is a 6 ½ feet of draft at the end of Jack's pier an hour before and after high tide. Entrance requires local knowledge. There is good anchorage in the East river just outside of Miles creek. Only a short dinghy ride to Jack's dock. You will see Jack's Mainship, Ouzo, in the covered lift at the end of his pier. I have been in/out of Miles creek once and bumped both ways. My boat draws 5' 3".

Please e-mail or call to let us know if you plan to attend so we can get a rough head count. Thanks and we look forward to seeing you there.

Phil and Ginger Harrison
pharrison2@verizon.net
460-5075

Cinco de Mayo Cruise celebrating the first cruise of the season – May 5-6, 2012

I haven't heard from too many people yet, so come on get in the cruising sprit and join us in our Kick Off Cruise. I am repeating, but it is important for me to know if you are attending the dockside party (we want Jim to have made enough Goombay Smash) and if you are attending this and dinner at Kinkaid's (need a count for reservations)

Come by boat or car to Waterside. We will have a dockside party (Come looking a little Mexican!) in front of Dreamtime and then dinner at Kinkaid's restaurant. Jim will make tentative reservations for 10 slips at Waterside. Each individual must make his own reservation and say that you are with BBSA. They will probably hold these reservations until April 28, after that the slips are open to everyone.

Reservations for Kinkaid's must be given to me by April 28. PLEASE tell me how many will attend the dockside party, and also the number for dinner at Kinkaid's.

GOOD WEATHER CRUISE – The party will begin on the Waterside dock at 4:30. We will serve Jim’s usual signature drink Goombay Smash (rum and juices). The party on the dock will end about 6:00 and then we will walk to Kinkaid’s at MacArthur Center for dinner. The reservations are for 7:00 in the name of BBSA.

BAD WEATHER CRUISE – We will meet at Kinkaid’s at 7:00. Some of our cruising friends have had great adventures this winter, so they can share them with us.

Hope to see you all at the party – Bev Borberg, bevborberg@yahoo.com, 460 1051

Cruising Calendar (to date):

Date(s)	Title	Destination	Host
5-6 May	Cinco de Mayo Cruise	Waterside	Jim & Bev Borberg
26-28 May	Memorial Day Weekend Cruise	East River	Philip Harrison
22 Jun-8 Jul	2 week cruise	Various	Sergio Diehl
21-22 Jul	Jazz Festival at Waterside	Waterside	Sergio Diehl
4-5 Aug	Cruise to Warwick YCC	Warwick YCC	Frits Isham
1-? Sep	Labor Day Cruise	TBD	Bucky Harrison
3-9 Sep	Dinner Cruise	TBD	Charlie Roberts
15-17 Sep	Yorktown Cruise	River Walk Landing	LeMoine & Chip Jones
20-21 Oct	Cruise to Back River	Back River	Ronda & Karl Shulenburg