



Broad Bay Banter

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

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COMMODORE'S CORNER

There was a good turnout for the May meeting and Cape Henry Cup awards at ODU. The ODU sailing team was unable to attend as they were preparing for Nationals. In this Banter is a thank you note for BBSA's continued support of the ODU sailing team.

Many boats made the trip to East River for the Memorial Day weekend cruise. It was a great weekend with good weather and great friends. Thanks to Phil and Ginger Harrison for setting up the trip, to Roy and Irene Weisert for the use of their dock, deck and house and thanks to Jack and Debbie Ainslie for opening up their home for the Sunday activities. The croquet and corn hole matches were competitive.

Southern Bay Race week had an unwelcomed visitor that prevented the continuation of the event. Thankfully no one was hurt. Included in this Banter is a "Southern Bay Racing News You Can Use" about this year's SBRW. As we enjoy sailing we are out in the weather that can change rapidly and can be severe. Stay ever vigilant and be safe.

The Broad Bay Regatta is this month. The Little Bay Challenge and Richard B. Johnson Memorial Regatta are coming up next month.

As this Banter is sent out many of us are participating in OPSAIL 2012. It is a great opportunity to see the tall ships and meet the people that sail them.

The two-week cruise gets underway June 22nd and as the planned cruising grounds are not too far, it provides many opportunities to join the group even if you can only make a day or two.

Reminder: there is no BBSA meeting this month.

Get out and enjoy sailing. Sail safe!

Chip

PHRF Racing News

by Scott Almond

racing@broadbaysailing.org

More-than-healthy breezes and a good dose of sunshine graced BBSA's first CBYRA-sanctioned race of the year, The Cape Henry Cup. Because of the unseasonably high winds, we decided to move the playground inside the Hampton Roads harbor where 29 of the 37 registered boats came out to play. Big thanks to John McCarthy for providing as stable a platform in the northeast rollers as can be expected. Thanks also to Paul Sells, Aimee Joseph, Paul's friend, Liz, and my Dad, Hank Almond, for helping me on the race committee while trying to keep their breakfast down. Fifteen BBSA members competed in the event.

Here are our top finishers:

PHRF B

3rd Place - INDEPENDENCE - Graham Field

PHRF N

1st Place – BLACK WIDOW - Leo Wardrup

2nd Place - TURBO'S TUB - M.D. Riley

3rd Place - JAMMIN - David Hughes

Cruising

1st Place - ARIA - James Wright and 2012 Cape Henry Cup Winner

3rd Place - LEVANTE - Rick Perkins

The full results are posted on our website:

<http://www.broadbaysailing.org/downloads/files/results/2012chcresults.pdf>

Five crazy BBSA skippers (Dave Wilbar, John Wandling, Vicki Zimmerman, Hank Giffin, and Bob Howell) and yours truly beat their way down the bay (AGAIN!) for the 63rd Down the Bay Race for the Virginia Cruising Cup on Memorial Day Weekend. When will we EVER learn (that it will ALWAYS be upwind)?? Full results are posted at

http://www.yachtscoring.com/event_results_detail.cfm?Race_Number=1&eID=240 .

Thirty-one BBSA members (Martin Casey, Christian Schaumlöffel, Dave Wilbar, Butch Patterson, Larry Boone, Jack Hall, Ben Ritger, Graham Field, Don DeLoatch, Kathy Barber, Leo Wardrup, Walter Boatwright, Tony Thornton, John Wandling, Tim Dull, Richard Basye, Bob Howell, Bob Hausmann, David Hughes, Sonny Smith, John and Mary Bergman, Kent Utley, Larry Baun, Rick Perkins, Chip Jones, Randy Goodman, Hank Giffin, Vicki Zimmerman, M.D. Riley, and Larry Bryant) entered their boats in the very competitive Southern Bay Race Week held during the first weekend in June. In the tornado-shortened event, congratulations go out to Leo Wardrup - BLACK WIDOW for 2nd Place and Walt Boatwright for 3rd Place in the PHRF N Fleet. Full results are posted at www.blacksealcup.com . Our very own John McCarthy was the Principal Race Officer for the regatta. A recount of the weather events following the first day of racing is included below in Lin McCarthy's SBRNYCU #594. I would personally like to commend the Naval Academy Midshipmen, who were racing in the regatta, as I witnessed their tireless work in helping the cleanup effort not only at the Hampton Yacht Club, but at many of the surrounding homes in the neighborhood. Pictures of the damage have been posted on the BBSA Facebook page.

Online registration for the PBC/BBSA Little Bay Challenge is now up on our website... the entry fee for this race is pretty attractive: \$0.00!! Come on out... your team (BBSA, LCSA, or WR) needs you!

Also on the not-so-distant horizon is BBSA's signature event of the summer, The Cape Charles Cup. Send in your registration now to avoid the late fee. Hooded sweatshirts are available by special order this year. See details elsewhere in this Banter. Notice of Race and Official Entry Form are available at www.CCCup.net.

Some upcoming dates of which to be aware:

June 30 - Broad Bay Regatta - One Design/Dinghy www.broadbaysailing.org

July 14 - PBC / BBSA Little Bay Challenge www.broadbaysailing.org

July 24 - Last day for early entry fee (\$95) for the Cape Charles Cup www.CCCup.net

July 28 - BBSA Richard B. Johnston Memorial Regatta - One Design/Dinghy
www.broadbaysailing.org

August 18th-19th – Cape Charles Cup – CBYRA-Sanctioned Races #419-420 (Races #5 and #6 in the SBDRS) www.CCCup.net

For questions about these or any races, please do not hesitate to contact me.

Southern Bay Racing News You Can Use #594

SBRNYCU is an independent weekly publication of southern Chesapeake Bay racing happenings. Founded in April, 2000.

Try sailing - it's NOT easy! - Bill Schanen, SAILING Magazine

SOUTHERN BAY RACE WEEK 2012 - Everything was fine . . . until the tornado hit. SBRW 2012 got off to a great start: Thursday night skippers meeting, Friday a day of perfect racing, awards presentation at the regatta headquarters Hampton Yacht Club and then . . . the tornado cut a swath through adjoining neighborhoods, slammed HYC, and spun along the Hampton waterfront. By early Saturday morning it was crystal clear that there was no way to support further regatta activities. Mercifully, no one was killed or reported seriously injured. Literally seconds before the beast hit, racers, volunteers, the band and friends were evacuated by the alert HYC and security staff from the tent into the interior halls of the clubhouse. The extra large party tent and all that was in it, save the people, was gone in a flash. There are many, many photos of the property damage and the funnel cloud itself on Hampton Roads area electronic news outlet sites, Facebook, etc. Racers, visiting and local, friends, HYC members and community residents have demonstrated massive generosity and understanding of the situation during the cleanup and recovery. The overwhelming feeling is one of relief that so many were spared. Boats and buildings can and will be fixed, and significant progress is already being made. Thank you to all who have called and emailed their concern and support. It is greatly appreciated.

Southern Bay Racing News You Can Use will resume regular publication Monday, June 11.

MURPHY'S LAW: We are all thankful we are all here to recover. There is nothing more to say.
/S/ Murphy the Racing Beagle, the sailing spirit in us all.



Broad Bay Sailing Association

Presents the Ninth Annual

Cape Charles Cup

Saturday & Sunday – August 18th-19th, 2012

THE cruising event for serious racers!

THE racing event for serious cruisers!

Cape Charles Cup is the only “destination” weekend sailboat race in the Southern Chesapeake Bay. With nearly 90 entries there is plenty of competition and our party in Cape Charles is truly memorable. Join us and find out what all the excitement is about!



BOTH races are part of the Chesapeake Bay Distance Racing Series!

Friday – Finger food, beer, wine and sea stories begin at 1800 at Bay Point Marina on Little Creek. PRO John McCarthy’s Skippers’ Meeting starts at 1830 SHARP!

Saturday – Race from Little Creek to Cape Charles. First gun at 1000. Post-race party at Bay Creek Marina.

Sunday - Race back across the Bay, finishing off Buckroe. First gun at 1000.

Entry Fee - \$95.00 if received by July 24th, \$120 if received later. Entries received by July 24th will have a picture of the boat and/or crew included in the Cape Charles Cup yearbook. (Send picture to CCCup@broadbaysailing.org by 7/24/12.) Entry fee includes registration, hat, tee shirt, four Saturday dinner tickets, skipper’s bag, and our famous PARTIES!

Extra stuff – Great Cape Charles Cup tee shirts (long and short sleeve versions), Skipper’s Bags and extra dinner tickets are available for purchase on the entry form.

Info/Questions/Sponsorships Contact – Hank Giffin at 757-375-1491 or CCCup@broadbaysailing.org .



ENTRY - The entry form can be obtained with the **complete Notice of Race** is available at www.CCCup.net . Sailing Instructions will be posted there by July 24th.

Classes – PHRF: A, B, C, and separate Nonspin classes for single and double headsails. (Current PHRF valid rating required) One or more Cruising Classes and a

Multihull Class with committee-assigned handicaps.

Anyone Can Win – PHRF Nonspinnaker participants will receive an 18 sec/mi handicap bonus for Cape Charles Cup PHRF Division Trophy calculations.

Time - First Flag: 1000 hours both days.

Prizes - Daily class awards based on number of entries. Cape Charles Cups for the best total corrected time in PHRF, Cruising and Multihull divisions (13 boat minimum). Keeper trophies are traditional big brass Weems and Plath yacht lamps, plus winning boats’ names on the perpetual trophy.

Berthing – Call Bay Creek Marina for slip reservations at (757) 331-8101. You must be entered to obtain a slip – please allow 3 business days after entering before you call for reservations. Let them know when you make your reservation if you prefer to be in the Party or Family section.

Southern Chesapeake Leukemia Cup Regatta:

Leukemia Cup Early Registration Deadline Approaches

All sailors are reminded that early-bird registration for the 14th Annual Southern Chesapeake Leukemia Cup Regatta to be held in Deltaville over the weekend of July 6 - 8 closes on June 15. After this date, the registration fee increases by \$25 and regrettably the names of participating yachts cannot be included on the commemorative Regatta T-shirt. It's easy to register, and it's all online at www.leukemicup.org/va.

The sensational news this year is that the Southern Bay Leukemia Cup Regatta has been voted Best Regatta on the Bay by the readers of "Chesapeake Bay Magazine." We invite everyone to come and experience two days of racing at the Fishing Bay Yacht Club and two nights of exciting activities at Stingray Point Marina which includes an appearance by sailing celebrity Gary Jobson, silent and live auctions, food and refreshments, and musical entertainment. All the details can be found online.

While the Regatta is CBYRA sanctioned, it is important to note that an official PHRF rating is only required to race in the Offshore Divisions. Our largest racing contingent is the Cruising Division where other offshore sailboats, even those skippered by novices, are assigned a competitive rating by our team of experienced handicappers and can participate in a lower key racing format which the whole family can enjoy.

All proceeds from Regatta events, a portion of which may be tax deductible, assist the Leukemia & Lymphoma Society in its mission: to cure leukemia, lymphoma, Hodgkin's disease and myeloma and improve the quality of life of patients and their families. For more information on The Leukemia Cup Regatta activities, contact Debbie Bridwell, Senior Campaign Manager, 804-673-5690 or Debbie.Bridwell@lls.org or visit www.leukemicup.org/va.

Racing Calendar (to date):

BBSA Race Schedule 2012			
Date	Theme / Agenda	Location	Whom
30 Jun	Broad Bay Regatta	Lafayette River at ODU	Carey Hardesty
14 Jul	Little Bay Challenge	Willoughby Bay	Scott Almond
28 Jul	Richard B Johnson Memorial Regatta	Lafayette River at ODU	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

Summer Cruise – The start of this year’s cruise is fast approaching, and all the plans with reservations blocked out at all of the marinas. The plans this year are to have a sailing cruise, where each day’s mileage has been kept short, so that we may all get underway long after the sun has climbed above the horizon and with even the smallest trace of wind we can sail to the next destination in plenty of time for cocktails. The desire was to split the evenings between idyllic anchorages and marinas and yet make it as flexible as possible so each of us could decide on whether we would move on or spend a second day and still regain the group. The 2012 schedule is provided below, please go ahead and contact each marina and make your individual reservation, letting them know of course that you will be with the BBSA Group. The one exception is Indian Creek Yacht and Country Club, where I will be taking care of the docking assignments, and it is extremely important that you confirm with me that you will be going to the club as I have only a very small number of slips and it looks like a large number of boats. Depending on the total number of boats and slips, some of us may have to anchor and dinghy into the club for dinner.

Leg	Date	Location	Dist	Anchor/Marina	Phone #
0	Friday, June 22	Hampton	9	Town Docks, HYC, Anchor	
1	Saturday, June 23	Cape Charles	23	City Docks	(757) 331-2357
2	Sunday, June 24	Poquoson River	21	Anchor	
3	Monday, June 25	Ware River	32	Anchor	
4	Tuesday, June 26	Deltaville	32	Doziers	(804) 776-6711
5	Wednesday, June 27	Carter Creek	10	Tides Inn	(804) 438-4418
6	Thursday, June 28	Urbana	8	Doziers	(804) 758-0000
7	Friday, June 29	Anti-Poison Creek	21	Anchor	
8	Saturday, June 30	ICY&CC	6	ICY&CC	(804) 435-3414
9	Sunday, July 01	Dividing Creek	9	Anchor - Vicinity of Kroft Dinghy Dock	
10	Monday, July 02	Mill Creek	14	Anchor	
11	Tuesday, July 03	Onancock	28	Town Dock	(757) 787-7911
12	Wednesday, July 04	Reedville	28	Anchor	
13	Thursday, July 05	Corrotoman	31	Yankee Pt	(804) 462-7018
14	Friday, July 06	Jackson Creek	18	Anchor	
15	Saturday, July 07	York River Yacht Haven	32	York River Yacht Haven	(804) 642-2156
16	Sunday, July 08, 2012	Home	27		

Please call, 635-1846, or e-mail Sergio Diehl, Sergio.diehl@cox.net, if you are interested in joining us this summer and let me know what your plans are, as well as your boat specifications so that I may provide a heads up to all of the Marina’s as well as make your berthing assignment at Indian Creek Yacht & Country Club. I look forward to seeing you on the cruise.

Norfolk Jazz Festival – 21-22 July:

I am also planning a second cruise to coincide with the Norfolk Jazz Festival on July 21st at Town Point Park. The plan would be to sail down to Waterside on Saturday. I have blocked a few slips for BBSA. 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 (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>

Post Event Review – Memorial Day Cruise

Cruising Calendar (to date):

Date(s)	Title	Destination	Host
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

A Few Words on Boating Safety from Randy Pugh (BBSA PHRF Representative and Chesapeake Bay Yacht Racing Delegate):

Safety:

With the recent accidents that have happened with sailing and sailboats I thought as your rep. to PHRF & CBYRA I would relay a few of my thoughts to you. First, as SGT. Phil Esterhouse used to say to the police officers at the end of muster each day on the TV show "Hill Street Blues" "BE CAREFUL OUT THERE". I think this is very important to keep in mind as we take to the waters.

I just had my boat safety checked by the Coast Guard. Although I passed after a reinspection I was amazed to find that four [4] of my PFD's failed inspection. Just a little thing but if I had needed them I and my crew would have been in trouble.

At night if you are out it is a good idea to wear a PFD. US Sailing has recommended for all night racing that you wear it. The light weight ones that inflate when you go overboard are fine.

I also point out to you that none of us are getting any younger, although we don't like to hear it or admit it. I would recommend that you take a CPR class as well as practice a man overboard drill.

Although I don't get to attend many of the meetings of BBSA a good meeting might be a CPR class. I had one when I was Commodore and it proved to be popular meeting and well attended.

These are just a few of my thoughts for all of us for the coming season. Enjoy the summer and above all "BE CAREFUL OUT THERE.'

Regards to all,

Randy Pugh

MEMBERSHIP NEWS

Ship's Store News: Bev Borberg, 460-1051, e-mail: bevborberg@yahoo.com

Burgees:

Burgees will be available for sale at the July meeting for \$20. However, arrangements can be made to have one picked up at my house, or I can mail a Burgee for \$21.

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

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.

New Members to the BBSA Family:

DARLING, EDWARD (ED)

MARY JANE (MJ)

MEAGAN '94, ALESHA '97

3308 MIDDLE PLANTATION QUAY, VIRGINIA BEACH, VA 23452

498-4024 375-6539(C)

mailnsul@yahoo.com,

CONTROL TOWER WATCH STANDER, VIRGINIA PILOT ASSOCIATION

MJ's occupation: COMPUTER HEALTHCARE

SMITH, SHERWOOD (WOODY)

JOAN

CHILDREN: 3 - 2003, 2005, 2009

524 BOISSEVAIN AVE., NORFOLK, VA 23507

627-1825 355-2966(C)

sherwoodsmith@yahoo.com,

DIRECTOR OF CONSULTING FOR SW COMPANY, SAS

C&C 36 - 31713 - "INCONSEAVABLE"

CANTRELL, KIMBERLY M.

8926 SEMMES AVE., NORFOLK, VA 23503

261-4249(O), 832--641-0669(C)

Joankimbe@yahoo.com,

NURSE, SENTARA

COLUMBIA 30 - 74/1830 - "SERENITY"

A Thank You from Mike Nestor and Eva Dailey:

Friends & Fellow Sailors -

Thank you very much for your gift. It will go a long way in replacing items lost on Tell Tales. What we've received in the way of friendship and support during this time has been overwhelming and most cherished. We are two very lucky people to be here.

We look forward to spending more time with many of you on land - but also on the water.

Thank you again.

Sincerely
Eva & Mike

A Thank You from the ODU Sailing Team:



Dear Chip,

ODU Sailing wanted to thank you for the Broad Bay Sailing Association's continuous support. This is an opportune time, as we set off for Nationals in Austin, Texas. We greatly appreciate it!

Wish us luck, and Happy Sailing,

Cara Varolotis
Nate Bundy
Chad Hartz

The Last Installment of the Currie's Caribbean Adventure:

Caribbean Adventure 5th email

This is the final leg of our adventure and perhaps the most exciting.

First on the agenda when we returned from the Leeward Islands was to fix the hatch. Needless to say the manufacturer had stopped producing this particular model and we had to order the latest design that had the closest specification to our hatch opening. Although I had measured the opening several times it was with trepidation when I dropped in the replacement. To my amazement it fitted perfectly, apart from the fixing holes in the deck which did not align with the holes in the hatch. This was not a problem and to date the hatch has worked well and not leaked. We enjoyed several days cruising around our favorite spots before our younger daughter Laura joined us for a week. We were now fully familiar with all the islands and took great pleasure in showing her around. The weather that week was great and we had fun snorkeling, swimming and walking. When Laura left another three friends from NJ, joined us and again the weather and locations did not disappoint. However, during this time we experienced a problem with the engine. Motoring one day I increased the engine revs to increase our speed and black smoke plumed out from the exhaust and also from the engine compartment. I immediately called my trusted mechanic Chris at Crown Bay marina who confirmed my own diagnosis that the turbocharger had failed. We continued cruising with our guests, limiting the engine revs to below 1500 RPM until Chris had ordered a rebuild kit. On the way back to Crown Bay marina to get the turbocharger fixed we hit the only day there was no appreciable wind and what there was, was in our face. We crippled back at about 1-2 kts and only just managed to get back to a slip. The turbocharger was removed and rebuilt in quick time which amazed me as I thought it would be difficult to remove. The exhaust elbow that mixes water and exhaust gases however was found to be cracked and it was unlikely that we could find a direct replacement because of its age. This is where we had a piece of luck. John Travolta's sailboat, yes the film star John Travolta, Ella Bleu (named after his daughter) was having its engine replaced (same manufacturer but a higher HP) and the exhaust elbow should fit on my engine. Chris phoned the yacht captain who was now in California and got permission to remove the elbow from Ella Blue. The elbow fitted but we had to cut away a piece of the engine compartment to fit it into the tight space. The engine works great except that it dances a bit when we play the music "Stayin' Alive"!! During the work Chris accidentally stood on the raw water inlet valve to the engine and broke off the connection. We fitted a new valve within minutes and removed the water from the bilge.

During one of our many stopovers in St John's we were walking along the beach in Francis Bay, when we saw a manta ray (it was enormous) gliding through the shallows. Several people waded out and shook its wing. It was completely docile and continued for several hours back and forth along the beach. With the clear water of the bay I decided to clean the bottom of the boat and soon found myself surrounded by hundreds of fish feeding on the scrapings off the hull. As our departure date got closer the weather began to get more humid and we realized summer was fast approaching.

All good things must come to an end and on Wednesday afternoon April 25th, Susan left for the airport and me, the captain Jon Scott and our two Crew, Joe and Nev sailed out of Crown Bay marina for the last time and headed for Georgetown, Exumas the first leg on the trip home. We had decided to do the journey home in 2 legs as this was the safest way to go north and also to

break up the journey. The 5 day trip to Georgetown covered a distance of 680 nm and we passed by Puerto Rico, Dominican Republic, Turks and Caicos Islands and finally the islands of the Bahamas. The only problem during the trip was the engine was not charging the battery bank. A broken wire on the alternator was the culprit and a new wire solved the problem. On the Friday we were all relaxing in the cockpit when we suddenly realized that a plane was heading straight for the boat. At first I thought it was going to ditch in the sea as close to the boat as possible. However at the very last second it turned away and we saw it was a US Coastguard plane giving us a very close once over. We were now close to Silver Bank the breeding ground of the humpback whale. Not a sign of one was to be seen even with perfect conditions for observing them.

We arrived at Georgetown on Monday around 11:00am in what can only be described as typical Scottish weather. Low clouds, torrential rain and high winds. As I was changing out of my wet weather gear for some dry clothing I heard a Scottish voice on the radio from another boat anchored nearby. After a bit of cajoling by the rest of the crew I contacted the boat in question, 'Sam the Skull', (what sane person would name their boat with such a dark name, like something out of Norse mythology), and spoke to the lady of the boat Barbara Anderson. After a bit of banter with a fellow Scot, the family come from Arran in the Firth of Clyde, which is one of the most majestic settings in the world, I signed off by making a sarcastic comment on the Bahamian weather by saying I was going to get out my bagpipes and go on deck as the weather was so pleasant. At that point Barbara almost choked as she asked me if I actually had a set of pipes on board, which of course I had. Her son's wedding was scheduled for the next day on a beach across from Georgetown. I immediately agreed to play and got the rest of crew invited as guests. The Bahamas produced a day fit for the wedding and with as much booze as one could drink with fresh lobster to eat via the barbecue we all had a great time. The bride almost broke into tears as she approached in her water taxi when she saw a piper waiting to pipe her onto the beach. The wedding reception although small in numbers was a great advert for Scotland. When the sun went down and we had finished drinking, eating and singing we headed off to our respective dinghies. Some of the crew had difficulty making it into the dinghy and even more problems getting back out and onto Sea Doc. Needless to say everyone had a great time with the Scottish hospitality and quite a hangover for the 2nd leg of our trip home. I also found out that the name 'Sam the Skull' is a Glasgow pub song about a bruiser cat and you can hear it on the internet. As we were at the wedding reception I got a phone call from Susan with some bad news. Our friends Mike and Eva had run aground on an uncharted reef about 10 miles north of Georgetown and their 55 foot Tayana, 'Tell Tales' had been lost. They managed to activate their EPIRB and abandon ship into the life raft, where they were rescued 2 hours later by another yacht. They must have run aground only hours after we entered Georgetown harbor the previous day during the very bad storm. We had spent so many great times with Mike and Eva during our six months in the Caribbean that it was difficult to accept their loss and that Tell Tales was gone. They had been live-aboards on their boat for 2 years in Virginia Beach, and therefore had lost everything when the boat was lost. This tragedy reminds one of the high risks involved in offshore sailing.

We tied up at the town dock the next morning to get last minute supplies and diesel and also to get the Commander Weather report for the trip north. The weather report was good up until Saturday, when a large depression forming off Newfoundland would travel south and produce NE winds of 30-35 kts off Cape Hatteras. This low would continue from early Sunday through Tuesday. We were expected to reach Cape Hatteras on Sunday. We fuelled up and left the dock

but discovered some idiot had anchored in the small access channel directly in front of the dock. We ran aground trying to get around them and at this point I lost my temper a little. The female on board made some remark about a German and he was only going ashore for about 30 minutes. There was so much anchoring room outside of the channel that if the German had been present on board I would have gladly given him a ducking and probably a 'Glasgow Handshake', but luckily for him he was not. After several attempts we refloated and headed north in perfect winds doing around 7 kts, passing by the Eleuthera Islands and then the Abocos Islands. The 1st two days of the trip were done in ideal sailing conditions, sunny and 15-20 kts of wind. In one 24 hr period we covered 162 nm. One interesting feature of the trip was that we were receiving VHF radio reports from as far away as Jacksonville Florida, about 125 nm. In fact we were getting channel 16 reports from Charleston, SC and Wilmington, NC during the early days. The highlight of the trip was a large family of small dolphins, about 12 in total, playing around the boat. I sat at the bow and witnessed an exhibition of acrobatics that was second to none. The variety of their moves and interactions was fascinating and they were jumping out of the water at every opportunity. Getting a picture of this was difficult as you did not know when or where they would do their next trick. In the end I just snapped away until I got one (see attachment). The next day I finally saw a whale. It breached twice before disappearing below the waves.

Early on Saturday morning Jon our captain was visually checking the rigging when he made a loud groan and uttered the words...Oh No! I knew at once this was not a good omen. One of the intermediate shrouds on the port side was unraveling its wire near the first spreader. As we were on Port tack we immediately dropped the main to reduce the force on the mast and damaged shroud. Sunday night was rather tense and unsettling as we motor-sailed with the jib. When we obtained the NOAA report late on Saturday our worst fears were realized, there would be storm force NE winds in our face if we tried to get around Cape Hatteras. As Sunday morning broke the winds came around to the NE and increased up to 30 kts. We raised the main with two reefs set as we were now on a Starboard tack and the shroud was under no tension. We attempted to head for Beaufort, NC but the wind was too strong and Sea Doc was pushed towards Cape Fear. By Sunday night we had managed to enter Masonboro inlet at Wrightsville Beach, NC and found an empty slip at the Marina. The weather report for the next two days was similar to Sundays and we decided to call it a day and head home to Virginia by car. Susan came to collect us and we left Sea Doc at the marina until we had the opportunity to return and sail her back to Norfolk.

Had planned to leave Wrightsville Beach on Monday 21st May but the first hurricane/tropical storm of the year, Alberto formed off the Carolinas and we decided to delay our departure. The shroud had been replaced and Sea Doc was ready for her final leg home. We finally left on Wednesday the 23rd and had relatively good weather except for a couple of severe thunderstorms which we managed to skirt around with the help of our radar. These thunderstorms were massive and included hail the size of quarters and winds up to 60 MPH. The trip took 48 hours and covered a distance of 262 nm, which was a record for Susan as she had only previously performed a 24 hour passage. We saw a number of dolphins playing with our bow wave, these were the 'flipper' variety of dolphin made famous in the TV program of that name. We also saw many flying fish, a very grand sunset, a nuclear submarine and several navy ships. The Friday morning broke with light winds and heavy drizzle but soon the sun reappeared and we entered our slip at Bay Point marina in perfect weather conditions.

What did we learn from our experience?

Firstly, to devote more time to preparing the boat for an ocean passage.

Secondly, to be less critical of fellow cruisers and

Thirdly to absolutely confirm the accuracy of the initials for BOAT...BRING OUT ANOTHER THOUSAND.

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