



Broad Bay Sailing Association Info

(Not Banter)

BROAD BAY SAILING ASSOCIATION

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RACING INFO



US SAILING One Day Race Management Seminar

hosted by

HAMPTON YACHT CLUB

Sunday, February 16, 2014

US SAILING One Day Race Management Seminar

Hosted by HAMPTON YACHT CLUB, Hampton, VA

Sunday, February 16, 2014

This seminar is sponsored by the US Sailing and hosted by Hampton Yacht Club. It is designed for people who have some race committee experience, but newcomers are also welcome. The seminar will be held at Hampton Yacht Club, 4707 Victoria Blvd., Hampton, VA 23669. The seminar will begin at 0800 and end at 1730.

The topics covered include: RC objectives, RC responsibilities, sailing instructions, RC jobs, RC equipment, setting the course, starting system, starting penalties, before the start, during the race, finishing, and scoring. The changes in *The Racing Rules of Sailing 2013-2016* that affect race management will be discussed.

The principal instructor for the seminar is John McCarthy. John is a US Sailing National Judge, Regional Race Officer and certified seminar instructor.

Cost for the course is \$60 and includes seminar materials, morning coffee and pastries, lunch, and break refreshments throughout the day. You MUST be a member of US SAILING to attend the seminar. If you are not yet a member of US SAILING, you will be able to join on-line prior to registering for the seminar.

All registrations must be made at the US SAILING on-line site. Click here

http://raceadmin.ussailing.org/Race_Officers/CertificationTraining/Race_Officer_Seminars/Seminar_Calendar.htm, scroll to the seminar (listed by date, Feb 16, 2014, at Hampton Yacht Club), click on "Enroll Now" and follow the prompts. Early registration is recommended as the number of spaces is strictly limited.

Additional Information about this seminar and seminar polices is available on the US Sailing website:

http://raceadmin.ussailing.org/Course_Calendars/Seminar_Prerequisites.htm

For information or assistance in registering, contact Lin McCarthy, (757)850-4225 or mcbear@earthlink.net

Other info provided by Lin McCarthy:

*****Saturday, February 22, 2014, NEAR SHORE SAFETY AT SEA SEMINAR** – at The Mariners’ Museum, Newport News, Virginia. Organized and led by Capt. Henry E. Marx, the seminar will include topics such as “Formula for Disaster”, “Pumps and Steering Gear Emergencies”, “Crew Over-Board and Rescue”, “Medical Care and Prevention”, “Bay Weather”, and “Life Raft Inflation & Abandon Ship”. For information on costs and other details please contact Capt. Marx at 203-487-0775 or 203-554-3981 (cell) or The Mariners’ Museum.

*****Saturday, March 8, 2014, US SAILING ONE DAY JUDGE SEMINAR** - This seminar and the included test are required for initial certification as a US Sailing **CLUB JUDGE**, but it will be helpful to anyone interested in understanding the process. The objectives of the One Day Judge Program are to improve the quality, consistency, and fairness of protest hearings and results, at the club level. Topics will include deriving a set of facts from testimony, managing a hearing with proper procedures, applying applicable rules, and arriving at conclusions and a decision. An optional test and debrief will be conducted at the end of the day and is applicable to those who wish to be certified as a CLUB JUDGE. Some protest committee experience is helpful, but not required. The course will be led by John McCarthy, US Sailing National Judge, Regional Race Officer, and certified course instructor. Cost for the course is \$60 and includes seminar materials, morning coffee and pastries, lunch, and break refreshments throughout the day. You **MUST** be a member of US SAILING to attend the seminar. And, all registrations must be made at the US SAILING on-line site. Click here

http://raceadmin.ussailing.org/Judges/Seminar_Calendar.htm scroll to the seminar (listed by date, March 8, 2014, at Hampton Yacht Club), click on “Enroll Now” and follow the prompts. If you are not yet a member of US SAILING, you will be able to join on-line prior to registering for the seminar. Early registration is recommended as the number of spaces is strictly limited. For additional information or assistance in registering, please contact Lin McCarthy at (757) 850-4225.

*****SOUTHERN BAY RACE WEEK 2014 reminder: You may go ON LINE to enter and/or pay your entry fee and you can get additional regatta info at www.yachtscoring.com.** Also, the preliminary NOR is posted already for racers’ convenience. If you prefer to use a PAPER ENTRY FORM for SBRW 2014, go to www.yachtscoring.com, click on Additional Event Documents, print the form, fill it in, and mail it to the address shown. If you have any difficulties entering, please **DO CONTACT** Lin McCarthy at (757) 850-4225 or email mcbear@earthlink.net At SBRW our racers are the top priority.

MEMBERSHIP INFO

Membership Renewal and Annual Banquet:

By now you should have received the membership renewal and annual banquet form. This year we are going to do it a little differently than in previous years. As before please select whether you will be attending the banquet along with your choice of meal. Additionally the form includes both the registration for the Little Creek Racers Association and or Willoughby Racers. I hope this will make it easier for everyone making the process a little more streamlined and efficient. As in prior years please return the form to me by email or mail along with an appropriate check prior to the banquet in order to provide Norfolk Yacht & Country Club the dinner requirements.

Thank you, Sergio

Here is a link to the BBSA web page where you can submit your membership renewal and annual banquet payment via PayPal:

<http://www.broadbaysailing.org/renew/index.asp>

There is also a link in the above link to the .pdf for the annual BBSA Membership Application (sorry if this sounds confusing, it is the best wording I could come up with).

Donation to Sail Nauticus (from Hank Giffin):

BBSA donated \$5000 to the Sail Nauticus program which mostly came from the raffle/auction and T-Shirt sales from the Cape Charles Cup. Sail Nauticus is a Norfolk based non-profit organization committed to positively inspiring, instructing, and impacting Hampton Roads kids through the use of sailing and maritime sciences. Thanks to all BBSA sailors who participated in the CCC.

Annual Banquet:

January 18th 2014 at the Norfolk Yacht and Country Club. **Details on next page.**

Boat for sale: Independence

Graham Field is selling his boat, Independence, for **\$14,000**. She is an Islander 36. More information appeared in the November and December banquets. If you would like to see it again, please contact me (Karl Shulenburg) at the editor email address on the front page and I will send it to you.

BROAD BAY SAILING ASSOCIATION

55th ANNUAL DINNER, CHANGE OF COMMAND, and AWARDS PRESENTATION

SATURDAY, JANUARY 18, 2014, at NORFOLK YACHT AND COUNTRY CLUB

Sea stories will be told during the cocktail hour (cash bar) at 6:30pm,

Dinner at 7:30pm,

Followed by the Change of Command and Awards Presentations.

Then,

Music and Dancing.

Entrees for dinner will be:

Veal Marsala

or

Virginia Crab Cakes

A Vegetarian Dish will be available for those who cannot eat meat or fish

Entrees will be served with Caesar Salad, Vegetables, Dinner Rolls, and Tea or Coffee.

Dessert will be Chocolate Cake

The price, including gratuities and taxes, is \$42.50 per person (\$85.00 per couple).

Suggested dress: Coat and Tie

**Norfolk Yacht and Country Club is located on Hampton Boulevard immediately North of
the Lafayette River**

**A combination banquet reservation, membership renewal, and registration for Little
Creek Sailing Association and Willoughby Racers form will be e-mailed to BBSA
members just after Christmas.**

The second installment from the Currie's on their Caribbean adventures.

Sea Doc 2

Spent 17-19 Nov at Fort Louis marina getting the boat ready for traveling south. Our UK sailors Josi and John had a few days R&R on shore and then we provisioned the boat for our trip. On Monday night Jim played the bagpipes and got a very good reception from the 4 Swiss men on the cat berthed behind us. They had been to the Basle International Tattoo and were big fans of the bagpipes. Then a Canadian sailor came over whose ancestors were McLeod's from Skye. As a youth he had played the drums in the Edinburgh Tattoo and could not believe his ears when he heard the pipes. He was now retired but had been some big wig in Canadian security. Forming a pipe band in the islands was not out of the question!!

The hurricane south of Bermuda was producing large N swells even into the marina. We left the marina on Wednesday 20 Nov and anchored in Baie de Friar on the west coast of St Martin. Very roilly conditions and it was impossible to land the dinghy on the beach due to the swell. We decided to set sail for St Bart's as the weather forecast was favorable NE winds 15-20 kts. This was a 24nm sail. The first leg around the southern tip of St Martin was perfect but then we hit E or ESE winds of 25-30 kts right on the nose. A very bumpy sail across to St Bart's where we found a nice anchorage just outside the harbor of Gustavia. We spent 5 nights at anchor, rather roilly at times again due to a NE swell. It was at this time our friends decided to call it a day and flew back from St Martin to NY and then the UK. They left us with a new nautical term "No alcohol until the sun is over the forearm" much better than the yardarm!!!! Conditions were still rather wet and windy so we decided to head to the Virgin Islands where there is more protection from wind and swells. Spent Tues night in the Baie de Colombier and set sail for St Thomas at 3:00 PM on the Wed, a distance of 120 nm. The wind forecast was ENE at 20-25 kts. This should give us wind on the back quarter. The daylight leg was fast and reasonable comfortable but as darkness settled the wind came more from astern and frequent squalls and thunderstorms provided gusts up to 40 kts. The wind was now right on our stern and we dropped the main at this time. We had small and large squalls during the night but we motored the remaining way into St Thomas, where we arrived at 10:30AM on the Thursday morning. Glad to be in St Thomas.

The weather in the Virgin Islands continued to wet and very windy. We anchored in Charlotte Amalie Bay and restocked our supplies with the cheap produce of the USVIs. On the Saturday night we were treated to monsoon type rain which lasted for several hours. The good side was that there were no apparent leaks in the windows or hatches and we could have a bath in the dinghy the next morning. On the Monday we decided to perform all our tasks for the week. A quick dinghy ride into Crown Bay marina we used the laundry facilities and filled up the LPG cylinder and also got gas for the outboard. On Tuesday we set sail for Francis Bay on St John's and hooked onto a mooring ball for several days. The weather was very wet during this period and we are now experts on rainbows and storm cloud formations. We were getting a little cabin fever and decided to take the boat into Honeymoon Bay and walk the trail to Cruz Bay. Big mistake. The path was treacherous and more like a running river. We did meet up with a party of volunteers who were opening the trail by cutting down the vegetation. We did make it to Cruz Bay but the rain did not stop until early afternoon. We decided to take a taxi back to Caneel Bay and walk the easy flat path back to Honeymoon Bay and our dinghy.

That night a large party cat took the mooring next to us at around dusk. They partied until 4:00AM with loud music, nudity (some fascination with taking photos of bare bums), profanity, loud singing to mainly 70's music and a large amount of drinking. They even disappeared in their rib for a time in complete darkness with a good supply of beer on board. I did manage to get some sleep but Susan was not so lucky. I thought of ways to get revenge by playing my bagpipes at 6:00AM, just as they were going to sleep but the future commodore of BBSA does not indulge in such pettiness, but I was sorely tempted.

The holiday camp at Maho Bay was now officially closed as the owner could not extend his 36 year lease of the land. The land has now been sold to a private individual and there is no information on their plans for the future. Our favorite restaurant Tree Tops is therefore no more. It will be sadly missed.

The following day was mainly sunny and we spent some time on the gorgeous beach at Francis Bay. Swimming from the beach I was suddenly engulfed in thousands of small silver fish which were quickly being eaten by larger fish in a feeding frenzy. Then along came the pelicans who fed on the larger fish. It seemed all too easy to get a decent fish meal.

Left Francis Bay for Cane Garden Bay, Tortola. Still very windy with frequent showers. According to the NOAA marine weather there was a possibility of a weather window on Wed 10 Dec to sail to St Martin. The conditions were still not good as the wind was 18-22 knots from the E. We attempted to sail up the outside of Tortola to test the conditions on the Tuesday but quickly decided that it was impossible as the wind was now 25-30kts. We headed into Jost Van Dyke for a few painkillers at FOXY's instead. We decided at this point to berth the boat in Tortola for the Christmas week and fly to St Martin to pick up our flights to New Jersey.

Needed more supplies so headed back to the supermarkets at Charlotte Amalie. It was Friday the 13th and the town was having its Christmas festival. Several bands played in the streets and a flotilla of yachts with Christmas lights circumnavigated the harbor. All the yachts at anchor had a good vantage point to view the festivities. Unfortunately at around 10:30PM a squall hit the town and the festivities were brought to an abrupt end. The weather continues to be wet and windy and we decided to head up to Virgin Gorda for a few days before leaving the boat in Village Cay marina, Tortola for our flights back to the USA for Christmas with the kids. However during the close reach up Drakes Channel we noticed the port spreader was not at the correct angle. We headed into Road Town and a rigger confirmed the insert in the spreader was broken. Getting a spare could prove difficult. We will update you on the repairs in the next installment.

Wishing all our friends a very happy Christmas and a prosperous New Year.

Susan and Jim