



Banter

Published *spasmodically* by the
BROAD BAY SAILING ASSOCIATION

1417 SHOVELLER AVENUE, VIRGINIA BEACH, VIRGINIA - 23454

June 2017

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Website link: [Broad Bay Sailing Association](#)

COMMODORE'S CORNER

Jean Pattenauade, commodore@broadbaysailing.org

Our May general membership meeting was well attended! Many members and crews showed up for the Cape Henry Cup awards presentation and to enjoy sea stories with friends. We presented a check for \$ 1,000.00 to the ODU Sailing Team. They are appreciative of our donation and this will help keep their sailing program strong.

Harborfest and the Parade of Sail will be happening this year on June 10th. John Scott, on Summer Wine, will be the cruise leader. There are many boats on the water for this event and much to do on shore, so please consider joining us.

There will be no June general membership meeting because cruisers will be on the water for the 2 week cruise. Our next meeting will be July 18th at the Bold Mariner Brewery. We will have a guest speaker, who is a naval engineer, to discuss prop design etc.. Please plan on joining us, there will be plenty of beer and a food truck for your dining pleasure.

The Memorial Day cruise, I heard through the grape vine, was a lot of fun! We have many more on the calendar, and Jerry and I are looking forward to joining in the fun as much as our time allows.

June 24th will be the BBSA One Design Regatta at ODU Sailing Center. If you have a small boat and would like to join in, please see the details in this Banter. There will be an open class for fleets with less than the needed to constitute a class. Art Quarnstrom called and has volunteered to be the grill meister for this event, Judy and Bill Pardee has volunteered their brand new boat for the race committee and John McCarthy will be the PRO. We are thankful that we have a group of members that volunteer their weekends so others can play.

"Members without a boat cruise" July 29th – If you do not have a boat, but would like to join our cruisers for an enjoyable day on the water, this is your opportunity! I have a list of boats that have volunteered to bring extra passengers along. We will set sail to hospital point, anchor, have lunch with our favorite beverages then head back to the dock. Racers that have boats, but are not cruise ready can also sign up. The more the merrier! Please contact me at jean@leofjohnscontractor.com or 543-3029 to let me know if you are interested in joining us.

The 2018 BVI winter cruise is happening! We have boats signed up and some even have their airline reservations made. Please see the announcement in this month's Banter for details.

Happy Sailing!!

Jean

RACING NEWS

Scott Almond, racing@broadbaysailing.org

Jerry Pattenau, onedesign@broadbaysailing.org

Another June and another pleasant surprise as I just learned that our very own Jack Clayton is offshore once again; this time racing in the 21st Bermuda One-Two Yacht Race [<http://www.bermuda1-2.org/>], which started on June 2nd. The first leg of the race (to Bermuda) is raced single-handed (Jack has to steer AND make coffee at the same time?!?!). The 2nd leg is double-handed back to Newport and starts on June 15. You can track Jack's progress using the 'Tracker Map' link from the above website. Great stuff, Jack! GODSPEED!!

On May 20th, 24 boats, including 11 BBSA skippers, braved the small craft advisory forecast for a spin around the lower Bay in BBSA's first big race of the summer. Congratulations to Jay Thompson and his crew on RESTLESS for winning the PHRF N fleet and the Cape Henry Cup for the second year in a row! The race started in respectable 10-12 knot breezes, but (quickly?!) increased to 15-20 knots as the first 6 boats to finish beat us (the race committee) to the finish line on the beach of Ft. Monroe (RRS34!). Holy Triangle Course with No Upwind Leg, Batman!! Big thanks to our race committee: Joe Lieberman (signal boat captain), Don Larsson (morning and afternoon crew), Steve Carter (morning crew), Helene Monsigneur (morning crew), Dickie Cole (morning crew), Hank Almond (afternoon crew), and Mike McGraw (afternoon crew). The LAST boat, sailing over 27 miles, crossed the finish line at 2pm! A total of 32 boats entered, 24 boats started, and all 24 finished. Here are BBSA's top finishers (full results are posted on our website):

PHRF A:

3rd Place - SPECIAL K - Don DeLoatch

4th Place - SITELLA - Ian Hill

PHRF B:

1st Place - BLUE GHOST - Guy Sorensen

2nd Place - BLACK WIDOW - Copeland, Gade, Girardin

PHRF N:

1st Place - RESTLESS - Jay Thompson - Winner of the Cape Henry Cup

2nd Place - MYRAGE - Christian Schaumlöffel

Cruising:

2nd Place - TROUBLE - Alan Moore/John Atkinson

BBSA was, once again, well represented (22 boats out of 96!) in the area's premier big-boat racing competition of the summer, Southern Bay Race Week, which was held the weekend after Memorial Day. This year's event didn't disappoint with good breeze and plenty of sunshine to go around! Congratulations go out to Mike Veraldi (QUICKY) for 1st place in the J/24 fleet and Jay Thompson (RESTLESS) for 3rd place in the PHRF N fleet, as well as Dave Bettis (SURELY BOO) and Bob Howell (PEGASUS) for 1st and 2nd places, respectively, in Cruising A, and Kent Utley (MORTAR OFFER), for 2nd place in Cruising B! Full results can be viewed at <https://yachtscoring.com/emenu.cfm?eID=3016> .

The most prestigious international sports trophy (aside from the International Catalina 25 F [foiling] World Championships) is currently up for grabs in Bermuda in the 35th America's Cup. At this time, Oracle Team USA is waiting to see who they will face in the finals, which start Saturday, June 17th. Live action of the challenger matches can be streamed daily at nbcsports.com and replays can be watched anytime.

Registration and Notice of Race will be posted soon for this year's Broad Bay Sailing Championship for the Bold Mariner Cup. BBSA's inaugural intramural race last summer was a big hit and is scheduled this year for Saturday, July 8th.

Registration is underway for BBSA's signature event of the summer, the Leo Wardrup Memorial Cape Charles Cup to be held August 19-20. Easy online entry and payment, including registration, t-shirts, and Saturday party ticket purchasing are all available at www.CCCup.net. Sign up now before the late fee kicks in. You don't want to miss this highlight of the summer!

Upcoming dates of which to be aware:

24 June – Broad Bay Regatta (one design/dinghy) - www.broadbaysailing.org

8 July – Broad Bay Sailing Championship for the Bold Mariner Cup

19-20 August – Leo Wardrup Memorial Cape Charles Cup - www.CCCup.net

30 September – Neptune's Atlantic Regatta

Cape Henry Cup Results:

Class	Winner	Second	Third
Cruising	Climax	Trouble	Lisette
PHRF NS (1HS)	Restless	Myrage	Baserunner
PHRF C	Callinectes	Excelsior	
PHRF B	Blue Ghost	Black Widow	Rumble
PHRF A	Solstice	Danger Paws	Sitella

Cape Henry Cup Winner: Restless – Jay Thompson

Little Creek Sailing Association Wednesday Races:littlecreek@broadbaysailing.org

Series/Race	Spinnaker Winner	NS-1 Winner	NS-2 Winner
1/5	No Race		
2/1	Black Widow	Restless	Kaleidoscope
2/2	Elixir	Restless	Kaleidoscope
2/3	Elixir	Baserunner	Kaleidoscope

Willoughby Racers Thursday Races:willoughbyracers@broadbaysailing.org Check our website<http://www.broadbaysailing.org/racing/willoughby.asp> and our Willoughby Racers Facebook page for updates and more information.

Series/Race	Spinnaker Winner	NS-1 Winner	NS-2 Winner
Spring/5	No Race		
Spring/6	Melantho 2	Amara	Oh Sheet
Spring/7	Melantho 2	Encounter	Oh Sheet
Summer/1	No Race		

Bold Mariner Cup (called the Broad Bay Sailing Championship last year):

This year's "intramural" competition between Willoughby Racers and LCSA has a sponsor! Bold Mariner Brewery has jumped aboard to sponsor this event. Racers from both clubs will be racing for the Bold Mariner Cup. Last year's inaugural race was won by Willoughby Racers so LCSA is looking to even the score! The event will be July 8th. The awards presentation will be held at the Bold Mariner Brewery, date to be determined. More details as they become available.

From Mitch at ODU about the Opti Nationals:

ODU is hosting the 2017 Optimist Nationals and expect over 350 sailors July 24-Aug 3. We are looking for many local volunteers. We will need some help from Broad Bay members. Please forward this link to your membership. <http://www.bigbluesailingacademy.com/2017usodanationals/howtovolunteer.html>

BROAD BAY DINGHY REGATTA

Saturday, JUNE 24, 2017

ODU SAILING CENTER



PRO: John McCarthy

All dinghy classes invited; Multi hulls, sunfish, lasers, Comets, Hamptons, etc... 3 boats will constitute a class.

Skippers meeting: 9:30.

Start time: 11:00 AM.

Racing will be back to back. We will get in as many races as we can and be off the water by 3:30.

Beer and food to follow at ODU Sailing Center. There are showers for our use in the sailing center.

Fleet captains, please contact race chairman Jerry Pattenau with estimated number of participants at jerry@leofjohnscontractor.com or 543-3029 so we can ensure enough food and drink.

BBSA members no entry fee, all others \$ 10.00 entry fee single handed boats, \$ 20.00 double handed boats to help defray party costs.

Let's go sailing and have some fun!

CRUISING NEWS

Sergio Diehl, cruising@broadbaysailing.org

BBSA Cruisers

At the time of this writing, our season is finally underway and the first cruise, Kentucky Derby Cruise to Waterside, was a resounding success and even the weather cooperated a little bit. We still have many cruises planned for the remainder of the year, more specifically in June there are three long cruises planned, Summer Sailstice and Harborfest. Please take a few minutes to RSVP to the Cruise Captains to assist with their planning as well as start making your reservations as slips on the weekends start filling up. Thank you, Sergio.

Kentucky Derby Cruise, 6-7 May

Jim and Bev Borberg had another great Kick Off Cruise at their boat Dreamtime. And though the winds were howling Friday and Saturday, about 30 plus people arrived for the festivities. Some came by boat



and some by car. We had as usual fantastic appetizers, Goombay Smash concocted by Capt.

Jim, and crazy hats. Sergio Diehl and Misty Smith were the winners of the hat contest. Sergio wore a hot pink hat, and looked so so "cute". Bets were made and after singing My Old Kentucky Home before the race we all gathered at various TVs to cheer our horses on in that famous 2-minute race. After the party began to wind down, some people went into town and some had dinner on various boats. We all have the cruising "fever" now and are just waiting for the next one.

Jim and Bev Borberg
S/V Dreamtime

Upcoming June Cruises

Sail Norfolk/Norfolk Harborfest, 9-11 June

If you missed the deadline to sign up for the Harborfest docking there is another option; anchor out at Hospital Point for the weekend and dingy to waterside. I will plan a dingy raft up on both Friday and Saturday evenings for our nightly social and cocktails, then we all can decide to go into town for dinner or enjoy the festival. We will rendezvous in the vicinity of Naval Station pier #9 at 1000 for our transit and Parade of Sail to Norfolk's Waterside. Please RSVP via email to me at flyingblueeyes@hotmail.com

Capt. John Scott
S/V Summer Wine

Summer Cruise 17 June – 5 July

It is not too early to finalize your plans for the first of three two week cruises. The first will depart on 17 June and slowly wind our way north to Annapolis and St. Michaels and culminating in Cape Charles for the 4th of July celebration. Additionally, our Summer Sailstice Celebration will occur on Saturday 24 June, along with cruisers around the world, which will include sundowners and a progressive dinner in a quiet anchorage. Please RSVP ((757) 635-1846, or Sergio.diehl@cox.net) as soon as possible about joining the cruise and letting me know whether you will join for all or parts of the cruise. All are welcome.

Day	Date	Day	Mileage	Where	Mooring	Phone #	Miscellaneous
0	16-Jun	Friday		Hampton Yacht Club			Happy Hour Gathering & Sea Stories at the Gazebo
1	17-Jun	Saturday	41	Jackson Creek	Vicinity of Fishing Bay YC	Anchor	
2	18-Jun	Sunday	22	Reedville	Vicinity of Crazy Crab	Anchor	
3	19-Jun	Monday	41	Zahniser's Yacht Center	Solomons	Marina	(410) 326-2166
4	20-Jun	Tuesday	9	St. Leonard Creek	Vicinity of Vera's	Anchor	
5	21-Jun	Wednesday	38	Herrington Harbor South	Herring Bay	Marina	(800) 213-9438 Reservations via Dockwa. https://dockwa.com (note under special request that you are part of BBSA/HYC)
6	22-Jun	Thursday	18	Annapolis Yacht Basin	Annapolis	Marina	(410) 263-3544 Mooring Balls are an Option
7	23-Jun	Friday	0	Annapolis Yacht Basin	Annapolis	Marina	
8	24-Jun	Saturday	11	South River/Harness Creek	Vicinity of Quiet Waters Park	Anchor	804-402-1181 Sailstice Progressive Dinner Please contact Mary
9	25-Jun	Sunday	22	Wye River	Vicinity of Wye Island	Anchor	
10	26-Jun	Monday	6	St Michaels Marina	St Michaels	Marina	(800) 678-8980
11	27-Jun	Tuesday	44	Zahniser's Yacht Center	Solomons	Marina	(410) 326-2166
12	28-Jun	Wednesday	35	Horseshoe Bend	St. Mary River	Anchor	Anchor in the Vicinity of College.
13	29-Jun	Thursday	0	Horseshoe Bend	St. Mary River	Anchor	St. Mary's Yachting Center (option for a Marina)
14	30-Jun	Friday	9	Point Look Out Marina	St. Inigoes Creek	Marina	(301) 872-5000
15	1-Jul	Saturday	33	Indian Creek Yacht Club	Indian Creek	Marina	
16	2-Jul	Sunday	11	Doziers Regatta Pt.	Deltaville	Marina	(804) 776-6711
17	3-Jul	Monday	27	Cape Charles City Docks	Cape Charles	Marina	(757) 331-2357
18	4-Jul	Tuesday	0	Cape Charles City Docks	Cape Charles	Marina	
19	5-Jul	Wednesday	24	Home			

Sergio & Misty
S/V Modus Vivendi



BBSA & HYC Summer Sailstice Progressive Dinner

When: Saturday, June 24th, 2017

Where: Anchored in Willoughby Bay or Harness Creek (near Annapolis on the Summer Cruise)

How: In order to participate you have to RSVP to host one of the 4 courses.

The Plan: Three boats will raft up for the Cocktail & Appetizers course; this is where you will acquire your schedule for the rest of the courses. Connie Motley will hand at your schedule in Willoughby Bay & Mary Greblunas will hand out your schedule in Harness Creek. Boat mates will be together on their boat for the course they are hosting, but are not guaranteed to be together for every course. This is a great way to meet new people. There will be 8-12 people total per boat for the Soup or/and Salad course. There will be 6-8 people total per boat for the Entrée course. Dessert will be on one of two catamarans. Remember there are four courses. (Entrée should be more like a large tapa along with a side dish.) Don't forget to pair something to drink with your courses.)

Please RSVP: Mary Greblunas 804-402-1181 marygreblunas@yahoo.com

To win Prizes: Go to the Summer Sailstice website and sign up on the BBSA & HYC Summer Sailstice page if you plan to sail anytime June 24th or 25th

<http://www.summersailstice.com/event/bbsa-hyc-summer-sailstice-progressive-dinner-0>

About Summer Sailstice: Summer Sailstice is the global celebration of sailing, held annually on the weekend closest to the summer solstice. This international event was founded in 2001 to unite the sailing community in a global celebration of sailing to generate positive publicity, comradery and participation. Every year, Summer Sailstice connects over 18,000 sailors all over the world—from cruisers to racers to recreational—to revel in a day of sailing. Summer Sailstice has expanded to include participants from across the Americas to Asia and Europe. For more information, please visit www.SummerSailstice.com

DelMarVa Cruise 23 June – 4 July

Hampton has long been acknowledged as a spring board for rallies to offshore locations and points up and down the East Coast. Hampton, has become an important point of origin and /or stop for cruising rallies. Located just inside the mouth of the Chesapeake Bay, Hampton figures to be the starting point for the Caribbean 1500, the Salty Dawg Rally, along with the 1500 Bahama leg.

As such, Hampton will be the jumping off point for the local DelMarVa Cruise. The 10-day cruise will take sailors from Hampton, offshore to Cape May, NJ, up the Delaware River, through the C&D canal with a jaunt down the Chesapeake Bay, back home to Hampton. Starting in Hampton allows for the offshore leg of the cruise to commence in the best weather window for departure into Cape May, NJ.

There will be overnight visits in Cape May, NJ, Chesapeake City, DE, Annapolis, and Deltaville, to allow the cruisers to enjoy the local flavor of our host cities and towns.

This cruise will allow for skippers to work out watch rotations and procedures during the offshore leg of the trip that can be used as a shakedown for much longer offshore sailing excursions. Early in our time sailing, most of us have dreamt of blue water sailing, out of sight of land, with clear blue water under our keels. The offshore leg to Cape May allows us to experience this thrill, some for the first time.

The Bay portion of the cruise, the home stretch permits the fleet to sail in the shallow waters of the Bay, enjoying the numerous overnight spots along the way, such as Annapolis, the Tiki Bar at Solomon's, and the hometown hospitality of Deltaville Yachting Center.

A few boats of the fleet consist of a fair mix of racers and cruisers, including Greg & Carrie Cutter, skippering Diablo, Ed & Aimee Darling, skippering Amara, Cliff & Karen Porter, skippering Tilt, and Jonathan Romero sailing Tempo.

To prepare for this trip, the organizers and skippers have put together a series of monthly seminars to fully prepare for the cruise. Upcoming seminars, all being held at the OPCYC clubhouse will be held on Sundays June 11th and the June 18th seminar will consist of a search and rescue demonstration by the US Coast Guard. The seminars are open to all interested sailors, and the seminars start promptly at 0900, and last until noon.

There is still time for skippers to join the flotilla, and still time for interested sailors to obtain a crew spot. Go to www.delmarvacruise.com to find out more today.

Jonathan Romero
S/V Tempo



To see more & downl



Summer Cruise 24 June – 9 July

The second of the three long cruises this year, which departs one week after the 1st cruise. This cruise will slowly meander north and joins the 1st cruise on their southward trek at Solomon's. Following the 4th of July Holiday and as the 1st cruise heads home we will continue our cruise returning on the weekend. Please RSVP ((517) 417-4096 or cptnstar@gmail.com) as soon as possible about joining the cruise and letting me know whether you will join for all or parts of the cruise. All are welcome.

Day	Date	Day	Where		Mooring
1	24-Jun	Saturday	Jackson Creek	Vicinity of Fishing Bay YC	Anchor
2	25-Jun	Sunday	Reedville	Vicinity of Crazy Crab	Anchor
3	26-Jun	Monday	Zahniser's Yacht Center/Solomons Yacht Club	Solomons	Marina
4	27-Jun	Tuesday	Zahniser's Yacht Center/Solomons Yacht Club	Solomons	Marina
5	28-Jun	Wednesday	Horseshoe Bend	St. Mary River	Anchor
6	29-Jun	Thursday	Horseshoe Bend	St. Mary River	Anchor
7	30-Jun	Friday	Indian Creek Yacht Club	Kilmarnock	Marina
8	1-Jul	Saturday	Indian Creek Yacht Club	Kilmarnock	Marina
9	2-Jul	Sunday	Doziers Regatta Pt.	Deltaville	Marina
10	3-Jul	Monday	Cape Charles City Docks	Cape Charles	Marina
11	4-Jul	Tuesday	Cape Charles City Docks	Cape Charles	Marina
12	5-Jul	Wednesday	York River Yacht Haven/River Walk	Yorktown	Marina
13	6-Jul	Thursday	York River Yacht Haven/River Walk	Yorktown	Marina
14	7-Jul	Friday	Norfolk Yacht & Country Club	Norfolk	Marina
15	8-Jul	Saturday	Norfolk Yacht & Country Club	Norfolk	Marina
16	9-Jul	Sunday	Home		

Paul Starosta
S/V Stargazer II

An upcoming event Jonathan Romero want the membership to be aware:



**A Search & Rescue Presentation and
Helicopter Demonstration**
By The US Coast Guard

***Sunday, June 18th 1000
Mill Creek, Hampton, Va.***

*Just off of the waters next to Old Point
Comfort Marina, OPCYC, and the
Deadrise Restaurant*

The Sailing/Boating public is invited

Contact Jonathan Romero at (757) 285-6017 or
romeroarms@cox.net for more information

Pretty much all of us are aware of being smart and responsible while on the water. But below provides a little forceful backup to what we should already know. Provided by Jonathan Romero.

Survival Strategy

5 factors to help ensure a rescue

Coast Guard patrols often encounter abandoned and adrift boats and gear. If there's even a small chance a person could be in the water, the Coast Guard undertakes search and rescue efforts. If you find yourself in trouble, here are five ways you can increase the chances search and rescue will get to you in time.

- 1. Wear a lifejacket:** A Coast Guard-approved lifejacket is the single most important factor in surviving a boating accident. This applies to any water sport from kayaking to sailing. Wear it; don't stow it.
- 2. File a float plan:** Make a habit of filling out a float plan and leaving it with a friend, relative or someone at the marina to inform others about your boat, who is on board, where you are headed and when you plan to return. If you don't return, rescuers will have a better idea of where to search.
- 3. Mark your gear:** Write an address and phone number with indelible ink on paddles, sails, and canoe and kayak hulls. If these items are found adrift, Coast Guard officers can call to see if they were lost or if someone is in trouble.
- 4. Bring safety equipment:** Flares, a sound-producing device, signaling mirror, and cell phone can help you summon help if you find yourself in trouble. Check the Navigation Rules to make sure you have required safety equipment on board. When boating offshore, carry a marine band VHF-FM radio and an electronic position-indicating radio beacon (EPIRB) so rescuers can find you.
- 5. Know what you're doing:** Don't put your new vessel on the water until you've learned how to operate it safely and avoid dangerous situations. Many boating organizations offer low to no cost boating courses, including the U.S. Coast Guard Auxiliary and United States Power Squadrons. Available online, on CD-ROM and in the classroom, these courses can bring you up to speed on emergency procedures and required safety equipment. **-U.S. Coast Guard**

The U.S. Coast Guard reminds all boaters to "Boat Responsibly!" For more tips on boating safety, visit uscg-boating.org.

As posted in the United States Power Squadron Compass

2017 Cruise Schedule

Start	End	Where		Cruise Captain	Phone #	Comments
9-Jun	11-Jun	2017 Sail Norfolk Harborfest	Norfolk	John Scott	(757) 729-1990	Please RSVP to John Prior to 4/23/17
17-Jun	5-Jul	Various		Sergio & Misty	(757) 635-1846	
24-Jun	24-Jun	Harness Creek Anchorage	near Annapolis	Mary Greblunas	(804) 402-1181	Summer Sailstice Progressive Dinner, part of Summer Cruise
24-Jun	25-Jun	Willoughby Bay Anchorage	Norfolk	Mary Greblunas & Connie Motley	(804) 402-1181	Summer Sailstice Cruise & Progressive Dinner
24-Jun	4-Jul	DELMARVA Cruise		Jonathan Romero	(757) 285-6017	www.delmarvacruise.com
24-Jun	8-Jul	Various		Paul Starosta	(570) 417-4096	
15-Jul	16-Jul	Sara's Creek	Gloucester	Andy & Carmen Spittler	(757) 581-2082	
29-Jul	29-Jul	Hospital Point	Norfolk	Jean Pattenaude	(757)449-2157	Day Cruise, Skippers to Invite Non-Boat Owners Cruise
4-Aug	6-Aug	The Oyster Farm Marina	Cape Charles			Clam Slam Weekend ICW HYC Power Boat Cruisers
12-Aug	13-Aug	Ft Wool		Chip & LeMoine Jones	(757) 298-9200	Day trip to Ft. Wool, return to HYC for docktails & dinner at HYC Gazebo
26-Aug	27-Aug	Norfolk Yacht & Country Club		Eric Fee	(757) 876-5148	
2-Sep	4-Sep	Mobjack Bay		Jerry & Jean Pattenaude	(757) 449-2157	Labor Day Cruise
9-Sep	10-Sep	TBD		Chandler & Charlene Clark	(757) 575-8230	
23-Sep	24-Sep	Back Creek	Seaford YC	Karl & Ronda Shulenburg	(757) 374-6034	Octoberfest
5-Oct	9-Oct	Annapolis Boat Show Weekend				
3-Nov	4-Nov	Urbana		Bob & April Kochan	(919) 740-5040	Urbana Oyster Festival
18-Nov	19-Nov	Waterside	Norfolk	Jonathan Romero	(757) 285-6017	Norfolk Grand Illumination

MEMBERSHIP NEWS

membership@broadbaysailing.org

Ship's Store News: Bev Borberg, 757 460 1051, bevborberg@yahoo.com

Burgees – It looks like sailing weather now, so check your Burgees and see if they still look good. I usually have Burgees with me at meetings and always have a few on our boat, Dreamtime. \$25 whether mailed or personally given to you.

If you want a cap or shirt with BBSA logo and ship's name embroidered on it, contact Sean Myers, kila2351@yahoo.com. Tell him Bev suggested it. He does a good job.

Message to the Membership from Jewel Snyder:

My Dearest Friends of BBSA,

Thank you for all of the support this past month. For being with me at the hospital, your phone calls of concern, cards, and offers of help. They were so appreciated. You really surprised me and touched my heart with contributions of funds. I cannot express adequately how this has helped. I heard about the tribute Doug Rose gave at the meeting. Thank you from the bottom of my heart.

Jewel

Classifieds:

Bill Forrest (s/v Excalibur III) is looking for a used 150-155 genoa for his boat. His vessel is an Irwin 37' center cockpit. Text him at 757.434.4678 with info.

From BBSA Member, Dimitris Bampakos:

Dear fellow BBSA / Patriot sailor,

I am writing to offer you a special deal (50% discount) for two training cruises that I have planned with ASA Flagship Sailing School (<http://www.flagshipsailing.com>), in the Aegean Sea, Greece this summer during the following dates:

June 10 - June 17 (1 cabin left for double or single occupancy)

June 17 - June 24 (1 cabin left for double or single occupancy)

The cruises will start from Lavrion, Attica, which is located 37 miles south of Athens, close to Athens International airport (23 miles), and has the advantage of easy access to the island groups of Cyclades and Argolic-Saronic gulf. The plan is to sail and visit a different island every day, stopping for swimming in protected bays and beaches. Most evenings will be docked ashore around 7:00pm.

The yacht is a four cabin Bavaria 45, built 2011, in an excellent condition, with a dingy and outboard. It has all the inspection certifications for her seaworthiness and compliance with the European and Greek national safety regulations. Her safety equipment includes an EPIRB device and a Life Raft.

What is included?

- The charter of the yacht and its insurance
- A full-time captain / ASA instructor
- All fuel and fresh water costs,
- Harbor fees, marina fees, local taxes
- Professional cleaning of the yacht, prior and at the end of the cruise
- All linens
- Provisioning for breakfast and lunch onboard plus snacks, bottled water, soft drinks and juices during the day as well as ice as needed

What is not included?

- Alcoholic beverages
- Evening meals on shore
- Personal insurance (it is highly recommended to purchase travel insurance prior to your arrival).

The price of the training cruise for a limited number of fellow BBSA / Patriot sailors is \$900 (a 50% discount). This special price does not include ASA certifications, which can be provided for an additional cost up to the 105 level.

For further information, please email me at asa_captain.dimitris@yahoo.com

Take care and I hope that we will sail together in Greece one day.

2018 Winter Cruise to the BVI's



We have a group that are sailing in the BVI's this winter! The BVI cruise committee has met and the dates selected to go are February 24th - March 6th 2018. If your schedule allows you to join us, for all or part of the trip, the more the merrier. We picked these dates with the Full Moon party in mind.

The committee members are:

Connie Motley - conniemotley@verizon.net

Jean Pattenaude - Jean@leofjohnscontractor.com

Eric Fee - efeecat30@yahoo.com

Cindy Hall – cleebythec@gmail.com

Chris Schott - cbschott20@icloud.com

We recommend BVlyachtcharters.com. They have offered a 10% discount for 2 boats, 15% discount for 3 or more boats. When inquiring let them know you are with the BBSA/HYC group.

We have boats signed up, and some have airline reservations made. This is happening, don't miss the boat!

Jean Pattenaude

On a recent visit to the Mariner's Museum, we found that the admission for the rest of the summer is only \$1.00 (normally \$13.00)! This is great because it makes it really easy to check out the new exhibit they have.

Copied from the Mariner's Museum Website, www.marinersmuseum.org

Speed and Innovation in the America's Cup

The America's Cup is the world's premier yachting race, a high-stakes "win-at-all-costs" international sailing competition. As the world's oldest international sporting competition, predating modern Olympics, the world's best sailors and most advanced boats have competed for the coveted silver trophy since 1851. Single-hull boats, ranging from the massive J-boats of the 1930s to the 12-meter class that competed from the 1950s until the 1990s, were replaced in 2013 by double-hulled catamarans.



Above: Oracle Team USA AC72 racing yacht (Credit: Gulian Grenier, Oracle Team USA)

In this exciting new exhibition, visitors can explore hydrodynamics, see how J-foil dagger boards lift the boats above the water's surface, and learn how the enormous wing sails power the boat and push it to speeds over 50 miles per hour. These technological advances allow these yachts to fly at near-highway speeds just above the water's surface, making for very competitive and exciting races. Visitors will discover what it takes to be a crew member on an America's Cup catamaran.

Speed and Innovation will also revisit the America's Cup defense of 2013, recognized as one of the greatest comebacks in sports history. Oracle Team USA was down 8 races to 1, but they staged a dramatic comeback to successfully defend the trophy and win the 34th America's Cup. Arguably the most exciting feature of Speed and Innovation is the centerpiece of the exhibition: the AC72 catamaran that won this race. Oracle Racing donated the yacht, now the largest boat in the Museum's Collection.

Check out the website (linked above) for programs related to the exhibit.

Understanding the Difference Between Towing and Salvage

BoatUS Article by Stephen F. White, Esq.

Every year, hundreds of boaters discover first-hand the difference between contract towing and salvage. In many cases, the discovery is made when the surprised boat owner receives a bill for a salvage reward as opposed to a bill for towing services, and the difference between the two can be enormous. The typical towing bill is based upon the hourly-rates of the towing company. While such bills can be considerable, they will usually pale by comparison to a bill for a salvage reward, which is usually based upon the salvor's claim that he is entitled to be liberally rewarded for saving property from damage by a marine peril. Many salvors will base their claim upon a percentage of the value of the salvaged vessel. This can range anywhere from 1 percent to 100 percent. **Hopefully, boat owners who read this article will gain advance knowledge of the differences between towing and salvage so that they will be better prepared to react in a crisis and to make the best selection between accepting salvage services and forming a contract for marine towage and recovery services.**

The law of marine salvage has existed in one form or another since the Middle Ages. The fundamental incentive driving the law of marine salvage has been to provide a reward for salvors who voluntarily come to the assistance of vessels in distress in order to save persons and property from destruction. Marine salvage laws hail from a time when most vessels at sea were engaged in commerce. Before a ship operator would be willing to depart from his schedule and to incur additional expenses caused by a side trip to save persons and vessels in distress, an incentive was needed to make the effort worthwhile. Maritime law and international treaties have provided such an incentive in the form of a reward to the successful salvor.

In order to claim a salvage reward, the salvor must meet three requirements. There must be (1) a marine peril; (2) service voluntarily rendered; and (3) success in saving persons or property. If these three requirements are met, the salvor may present the owner of the salvaged property with a claim for his reward. The size of the reward will vary from case-to-case based upon the circumstances presented by the salvage situation. Many boaters believe that they do not need to become familiar with the law of salvage, since "that salvage stuff only applies to large ships and I only own a 25-foot runabout." **The laws of marine salvage apply to every vessel upon navigable waters, from a canoe to an ocean liner.** It is not necessary for the vessel to be engaged in commerce. This subjects almost all recreational vessels (except those on landlocked lakes and ponds) to claims for salvage rewards.

It is not necessary for a salvor to be engaged in commerce or to be a professional tower/salvor. Passing boaters (known as "chance salvors") and professional salvors are both entitled to present a claim for a salvage reward. The only difference is in the size of their rewards, since professional salvors are typically entitled to receive an uplift in their rewards due to the investment of time and money they have made to purchase and maintain their equipment, keep up a radio watch, and to stand ready at an instant to assist boaters in distress.

The underlying marine peril, which must exist before a salvage claim can be asserted, may take many forms. Typically, a marine peril is the kind of dangerous situation at sea that will almost certainly inflict damage upon a vessel in distress if it is left subject to wind, waves, weather and tide without prompt salvage assistance. **Such circumstances typically include fire, collisions, leaking/sinking, grounding, and distress brought upon by mechanical breakdowns and equipment failures.** In order to simplify life on the water, many professional marine towing and salvage companies have adopted unwritten policies defining which situations and perils they will consider to present as a salvage situation as opposed to a simple towing job. **Many companies consider any job that requires more than one towing vessel (such as a "hard grounding"), or a job performed in perilous circumstances (such as in fog, shoal water or in a**

storm) to be a marine salvage job, and they will send a bill for a salvage reward. Other marine towing and salvage companies have not adopted any such policies and, unless some other agreement is reached with the boat owner, they will consider every job involving the slightest actual or potential peril to be marine salvage.

The requirement that a salvage service be “voluntary” should not be exaggerated. Voluntariness only requires that there be no pre-existing contractual duty between the salvor and the vessel in distress. If a towage has a contract to perform the work, it cannot present a salvage claim. Another exception is for salvors who are statutorily obligated to render assistance such as members of the Coast Guard, police and fire departments. They typically cannot present a salvage claim because their service is not considered “voluntary.”

Upon arriving at the scene of a potential salvage job, many professional salvors will present the boat owner with a “No Cure, No Pay” contract. By signing a “No Cure, No Pay” contract, the boat owner usually agrees to some form of binding arbitration, which will achieve a relatively quick determination of the appropriate amount of the salvage reward. The boater also acknowledges that the services being provided will form the basis of a salvage claim, and that the salvor will be entitled to a lien upon the vessel in the amount of the claim. Regardless of the existence of a “No Cure, No Pay” salvage contract, and in the absence of a towing agreement or other contract, the services rendered by a salvor are still considered to be voluntary and will entitle him to a reward if he is successful. Without a “No Cure, No Pay” agreement, if the boat owner disagrees with the amount of the claim it will then be necessary for the salvor to go to court in order to get paid.

Because every salvage situation is different, it is extremely difficult to set the amount of the salvage reward. In the absence of a “No Cure, No Pay” agreement calling for arbitration, an admiralty court will set the reward after suit is filed by the salvor against the boat owner and/or his vessel. The United States is a signatory to the Salvage Convention of 1989 (SALCON 89). This is an international treaty which attempts to standardize the law of salvage. SALCON 89 includes ten different criteria which must be examined in order for the court or arbitrator to determine the appropriate amount of a salvage reward. The maximum amount of the reward is capped at the post-salvage value of the vessel. In no particular order of importance, the ten criteria to be considered are:

1. The salvaged value of the vessel and other property;
2. The skill and efforts of the salvors in preventing or minimizing damage to the environment;
3. The measure of success obtained by the salvor;
4. The nature and degree of the danger;
5. The skill and efforts of the salvors in salvaging the vessel, other property and life;
6. The time used and expenses and losses incurred by the salvors;
7. The risk of liability and other risks run by the salvors or their equipment;
8. The promptness of the services rendered;
9. The availability and use of vessels or other equipment intended for salvage operations; and
10. The state of readiness and efficiency of the salvor’s equipment and the value thereof.

In some cases, a salvor is successful in saving the vessel, only to find that it is a constructive total loss, or that its post-salvage value is insufficient to pay a meaningful salvage reward. In cases of constructive total loss, the salvor will not be entitled to any salvage reward, since he has effectively salvaged nothing of value. The salvor will, however, be entitled to an award of “Special Compensation” – a new form of compensation adopted by SALCON 89. The possibility of receiving “Special Compensation” is designed to encourage salvors, even in cases in which saving the vessel is hopeless, to continue to exert their best efforts to minimize environmental damage (primarily oil pollution). Under such circumstances, the salvor is entitled to be paid the fair value of his out-of-pocket expenses, plus a fair rate for the

equipment and personnel actually utilized in the salvage operation. If he is successful in minimizing environmental damage, the salvor is entitled to recover up to 130 percent of this amount. In extraordinary cases where court or other tribunal deems it appropriate, the salvor may be entitled to receive up to 200 percent of this amount.

It can be seen that there is a considerable difference between marine towing and marine salvage. It is the boaters who do not know the difference who are surprised when they receive a bill for a salvage reward instead of a bill for marine towage or other services based upon an hourly-rate. The difference can be enormous. Take for example a \$150,000 yacht, which is purposefully grounded by its owner because he can't find the source of a leak. If a marine tower were called and agreed to assist the vessel on an hourly-rate basis, then repaired the leak and pulled the boat off in 4 to 5 hours, and billed for its work at an hourly-rate, the cost might be \$500 to \$600. However, the same marine tower who arrives and sees a boat in peril because the weather is deteriorating or because the grounding is close to the shipping channel, and who enters into no contractual agreement with the owner before providing his services, could demand and receive a salvage reward for \$25,000 for doing essentially the same work.

If the boat owner has time in which to obtain a marine contractor on an hourly-rate basis, as opposed to allowing a salvor to save his vessel, he may prefer to make a contractual arrangement rather than accepting salvage services and the inevitable claim for a salvage reward. SALCON 89 does provide that a boat owner has the right to refuse salvage services. Under circumstances in which the boat owner may have time to hire the marine contractor of his choice on a contractual basis rather than accepting the offered services of a salvor, and where a small delay will not overly exacerbate the danger to his property, **it is much more advantageous for the boat owner to hire a marine contractor who is willing to perform the services for a conventional bill.** If time allows, the boat owner should consult with his insurance company before allowing salvage to take place. The insurer may be able to recommend marine contractors in his area or be able to make other useful suggestions. Nevertheless, if the boat is in immediate peril and there is no time to take a more considered approach, accepting the services of a marine salvor is often the only rational choice. Under such circumstances, the salvor's services should not be refused (but the boat owner must be prepared to receive a substantial bill for a marine salvage reward).

Hopefully, this article has been useful in explaining the differences between marine towing and marine salvage. Since the recreational boater is subject to the same laws of salvage as are large ocean-going ships, the recreational boat owner must be just as astute as a seagoing Captain in making his choice of remedies when his boat is exposed to a marine peril. Marine salvors should still be considered the "good Samaritans" of the sea. They provide a valuable and necessary service. Their voluntarily offered services are only misunderstood by boaters who do not appreciate the difference between accepting a salvor's services and retaining a contractor on an hourly-rate basis. **The only way to avoid surprise and confusion – and to be absolutely sure that you will receive a bill for services rendered as opposed to a bill for a salvage reward – is to get your agreement in writing prior to the time the marine contractor begins his work. If you have a signed agreement for services at an hourly-rate, then you should be able to keep track of the costs of those services as they are incurred, and you should not have to fear the unexpected receipt of a sizeable bill for a salvage reward based upon a percentage of the value of your vessel.**

If your boat is in peril (and if you have time), the best advice is to ask the responding marine contractor what he will charge for his services before he gets started, get your agreement in writing, and contact your insurance carrier as soon as possible.

**BoatUS Consumer ALERT:
Official-Looking Vessel Documentation Renewal Notices
Can Lead to Confusion and Higher Costs**

ALEXANDRIA, VA, April 6, 2017 – Boat Owners Association of The United States ([BoatUS](#)) Consumer Protection Department is advising boaters with vessels having a US Coast Guard Certificate of Documentation to be wary of any letter arriving by US mail offering renewal. An increasing number of BoatUS members have complained that these letters direct them to websites that may be mistaken for the actual [US Coast Guard Vessel Documentation Center](#) located in Falling Waters, West Virginia, and appear to show a significant increase in the annual fee to renew US Coast Guard (USCG) documentation.

BoatUS advises that while the USCG does send official annual renewal notices by US mail, other notices being received by members are not from the USCG but rather third-party companies whose name or return addresses may appear similar to that of the official USCG Vessel Documentation Center. Members of the half-million boat owners group report the letters look like “real” USCG communications. Some examples members have forwarded to BoatUS do not have any disclaimers noting that they are not official USCG correspondence.

While third-party companies may legitimately provide services to assist with vessel documentation renewals, the USCG’s own renewal process is simple for most vessels and the price, \$26, is often much lower than what third-party services may charge. To renew, go to the USCG National Documentation Center website at www.uscg.mil/nvdc and click on “instructions and forms.”

To be documented, a vessel must measure at least 5 net tons and, with the exception of certain oil-spill response vessels, owned by a US citizen. Boats about 27 feet in length or longer generally meet the weight requirement.

If boat owners wish to file a consumer complaint about this or any other boating-related advertisement or company, BoatUS welcomes boaters to visit <http://my.boatus.com/consumer/dispute.asp> and click on “send us a complaint” button.

Boaters also advises boaters who may have received mail that they believe is misleading or deceptive may contact the US Postal Inspection Service at [1-877-876-2455](tel:1-877-876-2455) or through its website <https://postalinspectors.uspis.gov>.



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June/Early July

4 R – SBRW	5	6	7 R – LCSA Racing 1830 RC – Newton	8 R – Willoughby Racers racing 1830	9	10 C – Harborfest Cruise
11 C – Harborfest Cruise	12	13	 Flag Day 14 R – LCSA Racing 1830 RC – Hartz	15 R – Willoughby Racers racing 1830	16	17 C – Summer Cruise hosted by Sergio Diehl
Father's Day 18 C – Summer Cruise	19 C – Summer Cruise	20 C – Summer Cruise	21 R – LCSA Racing 1830 RC – Giffin C – Summer Cruise	22 R – Willoughby Racers racing 1830 C – Summer Cruise	23 C – Summer Cruise	24 R – Broad Bay Regatta C – Two Summer Cruises; 2 nd one hosted by Paul Starosta C – Delmarva Cruise
25 C – Two Summer Cruises C – Delmarva Cruise	26 C – Two Summer Cruises C – Delmarva Cruise	27 C – Two Summer Cruises C – Delmarva Cruise	28 R – LCSA Racing 1830 RC – Veraldi C – Two Summer Cruises C – Delmarva Cruise	29 R – Willoughby Racers racing 1830 C – Two Summer Cruises C – Delmarva Cruise	30 C – Two Summer Cruises C – Delmarva Cruise	July 1 C – Two Summer Cruises C – Delmarva Cruise
2 C – Two Summer Cruises C – Delmarva Cruise	3 C – Two Summer Cruises C – Delmarva Cruise	 Independence Day 4 C – Two Summer Cruises C – Delmarva Cruise	5 R – LCSA Racing 1830 RC – Moore C – Two Summer Cruises	6 C – Paul Starosta's Summer Cruise	7 C – Summer Cruise	8 R – Bold Mariner Cup C – Summer Cruise

R – More information in Racing News; M – More information in Membership News; C – More information in Cruising News

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